

APPENDIX 21-1

Methodology Letter of Understanding (MLOU)
and Agency Correspondence

Question 21 – Transportation

This document reflects the transportation study methodology to be utilized in preparing responses to Question 21 Transportation for Increment III of the SEOPW DRI. The acceptance of this document (or any future revision) shall be considered the Transportation Methodology Letter of Understanding (MLOU). The study methodology outlined herein is consistent with the study methodology proposed for Increment III of the adjacent Downtown Miami DRI and will reflect the Increment III transportation analysis for a previously approved Master Incremental DRI due to the special characteristics of the study area which include the following:

- The SEOPW DRI is located in an urban downtown area which is served by Metrorail, Metromover, Express Bus, Metrobus, connections to Tri-Rail via Metrorail to the north and connections to the Busway via Metrorail to the south.
- The SEOPW DRI is located within the City of Miami transportation concurrency exception area (TCEA) which was incorporated into the MCNP in 1999 pursuant to Ordinance 11864. The TCEA was originally approved by Miami-Dade County for the Urban Infill Area pursuant to Amendment 94-2 of the Miami-Dade County Comprehensive Development Master Plan.
- The City of Miami has designated Downtown Miami and the adjacent downtown areas inclusive of the SEOPW DRI as an Urban Central Business District (UCBD) in the MCNP, identifying downtown and the SEOPW CRA as the urban core within the City of Miami consistent with the Comprehensive Plan and Future Land Use Map, containing mass transit service and high density multi-use development.
- The City of Miami continues to advance the funding and design of the Miami Streetcar which will provide an additional mode of premium transit service connecting SEOPW and Downtown Miami to the Design District to the north and the Health District to the northwest.
- Ongoing planning efforts by the City of Miami include a proposed trolley system comprised of six (6) local routes including a route in Overtown.
- The Florida Department of Transportation in partnership with the South Florida Regional Transportation Authority continues to advance the South Florida East Coast Corridor Transit Analysis Study for regional and local transit service along the Florida East Coast Railway. This premium transit corridor will connect the SEOPW CRA and Downtown Miami with the eastern coastal towns extending 85 miles to the north into Palm Beach County.

- The City of Miami utilizes unique person-trip based transportation system capacity provisions as outlined in the City of Miami's adopted comprehensive plan. The Transportation Corridors Capacity Methodology was adopted by the City of Miami as part of their MCNP and is documented in *Transportation Corridors: Meeting the Challenge of Growth Management in Miami* from the Transportation Element of the *Miami Comprehensive Neighborhood Plan 1989-2000*, adopted February 1989 and revised in September 1990. This person-trip based capacity methodology remains in effect today for the SEOPW DRI and is applied city-wide to analyze the transportation impacts of new development and redevelopment.
- A specialized level of service was granted to roadways adjacent to transit corridors meeting service frequency thresholds and was adopted by Miami-Dade County as part of their Comprehensive Development Master Plan.
- Section 14-182 of the City of Miami City Code outlines the requirements for Transportation Control Measures that must be met for development and redevelopment projects located within the SEOPW DRI. These Transportation Control Measures promote a reduction in peak hour traffic and a reduction in the single occupant vehicle, and are already incorporated into the adopted Master Incremental Development Order for the SEOPW DRI.

Based upon the land use characteristics of the SEOPW DRI, the conditions included in the effective Master Incremental Development Order, the conditions included in the Development Orders for Increments I and II, and the methodologies suggested by the agencies having jurisdiction to review the SEOPW DRI, this transportation study will maintain consistency with the guidelines, policies and standards listed below (including amendments to these standards and policies which occur from time to time).

- The City of Miami traffic concurrency policies and procedures as contained in the adopted components of the Miami Comprehensive Neighborhood Plan;
- *Transportation Corridors: Meeting the Challenge of Growth Management in Miami from the Transportation Element of the Miami Comprehensive Neighborhood Plan 1989-2000*, adopted February 1989, revised September 1990;
- The Florida Department of Transportation, *Site Impact Handbook*, April 1997 Unit IV for DRI Methodology and related procedures;
- The Florida Department of Community Affairs (DCA) Rule 9J-2.045, Florida Administrative Code (F.A.C.), *Transportation Uniform Standard Rule*, as amended;
- Rule 23 CFR 625.5, 1994 Transportation Research Board Special Report 209, *Highway Capacity Manual* (latest edition and revisions);
- Miami-Dade County traffic concurrency policies and procedures from the adopted components of the *Miami-Dade County Comprehensive Development Master Plan for any impacted roadway located outside the City of Miami and within the jurisdiction of Miami-Dade County*;
- *2009 Quality/Level of Service Handbook* published by FDOT in 2009;
- *Design Traffic Handbook*, Topic No. 525-030-120f, published by FDOT in March 1997;
- *Trip Generation, 8th Edition*, An Informational Report of the Institute of Transportation Engineers (ITE), 2008;

- ITE Trip Generation Handbook, June 2004 Update; and
- Updated vehicle occupancy studies for use in the application of the Person-Trip Methodology as outlined in *Transportation Corridors: Meeting the Challenge of Growth Management in Miami*.

Project Description

The SEOPW DRI is governed by the Master Incremental Development Order and the DRI development orders for Increments I and II (as amended). The SEOPW DRI project area includes 209 acres of improved urban land bounded by I-395 on the north, Biscayne Boulevard on the east, NW/NE 5th Street on the south and I-95 on the west. The land use and scale of development remaining for Increments I and II is provided in Table 21-1A. The development proposed for Increment III is presented in Table 21-1B. The detailed accounting of the Increment I and II development credits dating back to the SEOPW DRI approval is based upon Tables 1, 2 and 3 submitted for the SEOPW DRI Biennial Report for the time period from 2005 to 2008. Pursuant to Sections 14-151 and 14-152 of the City Code, development credits for the SEOPW DRI are allocated for use based upon building permit issuance or Major Use Special Permit application approval along with the payment of all applicable SEOPW DRI development supplemental fees pursuant to Sections 13-98 to 13-108 of the City Code in order to reserve development credits.

Use	Units	Increment I Approved	Demolition Credit	Increment I plus Demolition Credit	Increment II Approved	Increments I and II Total Credits	Total Credits Used with Fees Paid	Total Credits Remaining after Fees Paid
		[A]	[B]	[A + B = C]	[D]	[C + D = E]	[F]	[E – F = G]
Office	SF	166,000	104,695	270,695	337,000	607,695	457,431	150,264
Retail	SF	95,400	63,243	158,643	71,700	230,343	110,043	120,300
Residential	DU	2,000	0	2,000	2,000	4,000	2,216	1,784
Hotel	Rooms	0	0	0	500	500	56	444
Recreation	Seats	8,000	0	8,000	8,000	16,000	0	16,000
Convention	SF	0	0	0	0	0	0	0

Use	Units	Total Credits Remaining after Fees Paid	Approved by MUSP Fees Not Paid	Total Credits Remaining Increments I and II	Administrative Conversions ²	Credits Remaining after Admin. Conversions	Increment III Proposed Development Program
		[E – F = G]	[H]	[G – H = I]	[J]	[I – J = K]	
Office	SF	150,264	0	150,264	-43,500	106,764	2,300,000
Retail	SF	120,300	117,179	3,121	22,005	25,126	1,250,000
Residential	DU	1,784	1,947	-163	163	0	4,000
Hotel	Rooms	444	120	324	0	324	2,100
Recreation	Seats	16,000	0	16,000	-8,000	8,000	8,000
Convention	SF	0	0	0	0	0	200,000

1. See Tables 1, 2 and 3 from the SEOPW DRI Biennial Status Report for Years 2005 to 2008 as provided in Attachment I.
2. Administrative conversions permitted for the SEOPW DRI pursuant to the adopted Land Use Exchange Rates from Exhibit A-2 of the 2005 Adopted NOPC.
 - Convert Seats to Retail = 8,000*2.7506 exchange rate = 22,005 SF of Retail.
 - Convert Office to Residential = 43.500*3.7500 exchange rate = 163 DU.

The development credits remaining for Increment II (after administrative conversions) are operating under a build out date of March 21, 2010. Pursuant to the DRI Development Order, the City is able to administratively modify the remaining development in Increment II to simultaneously increase and decrease the allowable land use within each category to respond to market demand. The Administrative Conversion process has been applied to a portion of the remaining Increment II development credits for office use and attraction seats in order to address a deficit in the residential category and limited credits for retail use. Any unreserved development credits remaining at the time of the Increment II build out date will be transferred into the Increment III development program consistent with the approach utilized for Increments I and II.

The proposed Increment III development program expands the development credits for office, retail, residential and hotel use. In addition, the proposed development program, reflects the addition of convention center space (which was part of the original SEOPW Master Incremental DRI) and has been established after reviewing the sub-area master plans within the DRI boundaries and development proposals in Park West. The proposed Increment III development program has been established to provide sufficient entitlements to assist the Community in implementing portions of the 2009 Amended SEOPW Redevelopment Plan, development concepts outlined for the Historic Folklife Village and the Historic Folklife District and for development proposals which have been proposed for Park West. The build out date for Increment III has been established as the year 2020. Using updated trip generation calculations, it is anticipated that Increment III will maintain the same procedures for implementing a flexible development program in order to respond to market demand.

Unique DRI Transportation Evaluation Process for Increment III

The evaluation of the Increment III transportation impacts will include the development of multi-modal corridor mitigation strategies to encourage greater efficiency out of the multi-modal transportation system to facilitate the use of underutilized multi-modal corridor capacity. These goals will promote alternative travel modes consistent with the City's Transportation Control Measures Ordinance. This methodology will be accomplished by using the City's adopted Transportation Corridor framework to identify transportation corridor deficiencies, develop multi-modal corridor improvements, options and costs, and by establishing an Increment III development mitigation fee to implement corridor improvements.

Traffic Impact Study Area

The traffic impact study area for a DRI is defined by **Rule 9J-2.045(6), F.A.C.** to include all state and regionally significant roadway segments where the peak hour traffic generated by the proposed DRI will utilize 5.0% or more of the adopted peak hour level of service maximum service volume of the roadway at the adopted level of service (LOS) standard pursuant to **Rule 9J-2.045(5), F.A.C.**, as established by the local government of jurisdiction's approved Comprehensive Plan. For state and regional roadways that are a part of the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS), the adopted level of service standard shall be consistent with designated FDOT level of service standards. Affected FIHS and SIS roadway facilities relative to the DRI study area shall include I-95, I-195/SR 112, I-395/SR 836, SR 826 and SR 821.

To initiate the analysis for Increment III, a preliminary traffic impact study area has been established consisting of those state and regionally significant roadways that will extend to I-195/SR 112 on the north, NW/SW 37 Avenue on the west, Bayshore Drive on the south and Alton Road on the east. The FIHS facilities in the study area (I-95, I-395/SR 836, I-195/SR 112, SR 826 and SR 821) will each be analyzed beyond the preliminary traffic impact study area limits in order to determine project significance. Once the project's trip generation and distribution are finalized, the traffic impact study area will be adjusted (decreased or increased) to include those state or regionally significant roadways determined to be significantly impacted by project traffic (pursuant to the 5.0% rule). A table will be included in the ADA that provides the basis for either including or excluding a roadway segment within the study area based on project significance. With the submittal of the ADA, a companion table will include the number of lanes, functional classification and jurisdiction of each significant roadway within the final traffic impact study area.

Establish Existing Corridor Conditions

Existing traffic conditions will be established on study area roadways using the person-trip based corridor capacity methodology outlined in the Transportation Element of the *Miami Comprehensive Neighborhood Plan*. The existing traffic conditions analysis will identify vehicular volumes, vehicular capacities, person-trip volumes and person-trip capacities within the study area and will identify whether or not vehicular and/or person-trip deficiencies exist. The evaluation of existing traffic conditions will cover the peak hour period consistent with both the City of Miami and Miami-Dade County Comprehensive Plans, defined as the average of the two highest consecutive hours of trip volume during a weekday. Existing traffic conditions will be analyzed during the peak season. The adopted LOS standards will be applied pursuant to Policies TR-1.1.2, TR-1.1.2.1, TR-1.1.2.2, TR-1.1.2.3 and TR-1.1.3. An update of the study corridors included within the downtown study area (and the person trip based corridor capacity methodology) will be performed to identify the types of multi-modal/transit services currently in operation for each regional roadway in the study area. The person-trip capacities and volumes for the study area roadways will be developed using the guidelines and standards described on the pages which follow.

Person-Trip Capacity

The calculation of the person-trip capacity for each of the study corridors will be updated using the following general guidelines. First the vehicular capacity of each corridor will be updated using one or more of the applicable methods:

- The peak hour period maximum service volume consistent with the adopted level of service standards from the Miami Comprehensive Neighborhood Plan and from the Miami-Dade County Comprehensive Development Master Plan (where applicable), where specialized levels of service are granted to roadways adjacent to transit facilities;
- The 2009 FDOT Quality/LOS Handbook to establish the vehicular capacity at the adopted level of service standard;
- The 2009 FDOT Quality/LOS Handbook for roadways which are part of the FIHS and SIS;
or
- The use of the FDOT ART PLAN Software.

Vehicle occupancy for the person-trip capacity calculations has traditionally been based upon a comprehensive study performed for the City of Miami in 1989. The vehicle occupancy factor of 1.6 persons per vehicle has been approved for use as the practical capacity of a private passenger vehicle to determine the person-trip capacity of the vehicular traffic system as demonstrated in the City's corridor methodology and in the adopted City comprehensive plan. The CRA will perform independent research in coordination with FDOT and the City of Miami to determine the appropriateness of the vehicle occupancy factor to represent the person-trip capacity conversion of the roadway system.

Corridor capacity will ultimately be established using the adopted level of service standards listed below:

- For roadways with no transit service, the facility capacity will operate at 100% of capacity at LOS E pursuant to Policy TR-1.1.2.1 of the MCNP.
- For roadways located within ½ mile of local bus transit service operating with a minimum of 20 minute headways, the facility capacity will operate at 120% of capacity at LOS E pursuant to Policy TR-1.1.2.2 of the MCNP. The local bus transit capacity for each corridor will be updated based upon the number of transit vehicles per hour and the person-trip capacity of each transit vehicle.
- For roadways located parallel to and within ½ mile of premium transit service (fixed rail or express bus) operating with a minimum of 20 minute headways, the facility capacity will operate at 150% of capacity at LOS E pursuant to Policy TR-1.1.2.3 of the MCNP. The fixed rail transit capacity for each corridor will be updated based upon the number of transit vehicles per hour and the person-trip capacity of each transit vehicle.

The local bus and premium transit capacity for each corridor will be updated based upon the number of transit vehicles per hour and the person-trip capacity of each transit vehicle using data that will be obtained from Miami-Dade Transit.

Person-Trip Volumes

The calculation of the person-trip volumes for each of the study corridors will be updated using the following general guidelines:

- The peak hour period vehicular volumes will be updated using existing counts obtained from Miami-Dade County and FDOT along with additional traffic data collected in peak season 2009 by the CRA. Link volumes will be adjusted to peak season where needed (for the peak hour period) using seasonal adjustment factors provided by FDOT.
- Vehicle occupancy is currently based upon a comprehensive study performed for the City of Miami in 1989. The vehicle occupancy factor of 1.4 persons per vehicle is approved for use to determine person trips from existing vehicular traffic as demonstrated in the City's corridor methodology and in the adopted City comprehensive plan. The CRA will perform independent research in coordination with FDOT and the City of Miami to determine the appropriateness of the vehicle occupancy factor to represent the person-trip conversion from the existing vehicular traffic on the roadway system.

- The local bus and express bus transit ridership data for the peak hour period will be established using ridership data from Miami-Dade Transit.
- The fixed rail transit ridership data for the peak hour period will be established using ridership data obtained from Miami-Dade Transit.

Available Person-Trip Capacity

The available person-trip capacity for each corridor will be based upon the following: **Person-Trip Capacity – Person-Trip Volume = Available Person-Trip Capacity**. A general level of service designation will be provided for each study corridor based upon the calculated available person trip capacity. A person-trip level of service “look-up” table will be developed based upon the ratios derived from the FDOT peak hour directional maximum service volumes from the *FDOT 2009 Quality/Level of Service Handbook*.

Planned and Programmed Improvements

The programmed transportation improvements located within the traffic impact study area will be identified from the following general sources and will be incorporated into the SEOPW DRI analysis for Increment III. Any updates to those plans or programs listed below, which occur prior to the conclusion of the methodology process, will be incorporated into the DRI analysis.

- The programmed transportation improvements from *TIP 2010 – Transportation Improvement Program, Fiscal Years 2009/2010 to 2013/2014, Metropolitan Planning Organization for the Miami Urbanized Area*, adopted May 28, 2009;
- The programmed transportation improvements from the City of Miami *Capital Improvement Program, 2008-2009 Multi-Year Capital Plan for FY 2008-2009 to 2013-2014, adopted on November 13, 2008 and incorporating adopted updates as applicable for 2009-2010*;
- The programmed transit improvements from the Miami-Dade County *Transit Development Plan FY 2010 to 2019, dated December 2009 and adopted by the Board of County Commissioners on November 4, 2009*.

Pursuant to **Rule 9J-2.045(7)(a)1.a.(IV)**, those capacity enhancements on the FHHS system (roadway or transit) which are funded for construction (or operation) within the five year work program will be incorporated into the DRI analysis. For all other roadway segments (consistent with DRI guidelines), only those capacity enhancements resulting from transportation improvements (roadway or transit) funded for construction (or operation) within the first three years of the five year work program will be incorporated into the DRI analysis.

Planned improvements will be identified using information from the Miami-Dade County MPO from the Year 2035 Long Range Transportation Plan adopted by the MPO Board on October 29, 2009. Priority II, III and IV roadway and transit improvements will be identified from the Year 2035 Cost Feasible Long Range Transportation Plan.

Person-Trip Generation For Increment III

In order to determine the extent to which the Increment III development program will impact the roadway corridors in the study area, project significance will be established using the person-trip as the unit of measure. Person-trip generation will be developed for the Increment III development program. The Increment III person trips will be assigned to the regional and downtown study area corridors through FSUTMS modeling. Corridor significance will be evaluated based upon the five percent rule using person-trip impacts against person-trip capacity. Finally, a determination will be made to indicate whether or not Increment III person-trips significantly impact a deficient corridor. For FIHS and SIS roadways located in the study area, the significance determination will be made using a vehicle only comparison.

The development program for Increment III represents a mixture of uses consisting of office, commercial, hotel, convention and residential land uses. The SEOPW DRI and the adjacent downtown areas are served by an extensive mass transit system. The mixture of land uses and the true urban downtown setting for the SEOPW DRI increases the opportunity for transit and pedestrian trip modes. Project trip generation for the Increment III development program will be based on the calculation of person trips within the boundaries of the SEOPW DRI. The vehicle trips generated by new projects will be converted to person-trips using the following procedures:

- Determine the vehicular trip generation using ITE rates or formulas or studies within downtown areas (where applicable), then convert to person-trips using 1.4 persons per vehicle pursuant to City standards (or an updated vehicle occupancy factor determined based upon independent research and in coordination with FDOT and the City of Miami.
- Establish the internalization within the SEOPW DRI using modeling;
- Determine the person-trip allocations to transit modes, pedestrian and bicycle modes;
- Calculate the person trips within the SEOPW DRI project area;
- Calculate the person trip rates by land use category;
- Calculate the flexibility matrix for Increment III.

Information specific to the SEOPW DRI or adjacent downtown areas related to trip generation rates, modal splits, vehicle occupancy and internalization will be obtained from the City of Miami, the Downtown Development Authority, Miami Dade Transit, the Metropolitan Planning Organization, and other sources (where applicable). The Consultant will utilize traffic counts and vehicle occupancy counts at selected locations to develop site-specific vehicle occupancy data.

Project Distribution and Assignment

Transportation modeling using FSUTMS will be utilized to determine the internalization within the SEOPW DRI boundary for the Increment III development program. The modeling process will include FSUTMS zonal data adjustments to reflect the following: existing development; the approved and Increment II development program; and the proposed Increment III development program.

Transportation modeling using FSUTMS will be used to determine project distribution for the remaining Increment II development program, and then the Increment III development program. The modeling process will include FSUTMS model refinement and several select zone analyses to determine project trip distribution and assignment onto the roadway network. Model refinement will be performed to insure that the traffic analysis zones (TAZ) within the DRI boundary account for the existing and approved Increment I and II entitlements and then the Increment III development program. The development program for Increment III will be coded into TAZs located within the SEOPW DRI where development is likely to occur based upon available land and available development opportunities. Select zone analyses will be performed to determine the internalization within the DRI boundary and to estimate the trip assignment onto the external roadway network. Additional select zone analysis runs will be performed (as needed) to estimate cumulative project trip assignment for all trip purposes representing unbuilt Increment II and Increment III within the SEOPW DRI. Final select zone runs will be performed to estimate the project trip assignment for the Increment III development program. The modeling results will be presented in both tabular and graphic format in the ADA.

Establish Future Background Traffic Conditions

Background traffic conditions will be developed by applying growth rates to the existing peak hour period traffic volumes, then overlaying PM peak hour traffic from major committed developments located within the study area. The growth rates will reflect growth in background traffic independent of project traffic and independent of traffic from committed developments located within the study area. FSUTMS modeling may also be used to determine background growth and committed development traffic.

Background Traffic Growth

Annual compounded growth rates will be calculated using historical trends from available AADT from the most recent five years obtained primarily from FDOT count stations located within the study area. Consistent with accepted DRI practices, half of the historical trend growth rate will be used in the analysis to project future background traffic, where the addition of committed development traffic is layered onto future background traffic. Historical trend growth rates will be calculated for the arterial and collector roadway network, and for the limited access freeways serving the study area.

Committed Developments

Information related to unbuilt but approved committed developments located within the study area will be obtained from Miami-Dade County, the South Florida Regional Planning Council, the City of Miami and the City of Miami Beach. Committed projects which have been granted approvals by the completion of the pre-application process will be incorporated into the DRI analysis consistent with the South Florida Regional Planning Council's *General Guidelines for the DRI Transportation Section*. Unbuilt projects anticipated to generate at least 400 net external PM peak hour trips will be considered as significant, and their impacts will be included in the DRI transportation analysis. If the trip distribution for each committed development is not available through recent traffic studies, the cardinal distributions for the committed development TAZ will be used to determine the committed development trip distribution percentages onto the roadway system. FSUTMS modeling may also be used to establish the distribution for unbuilt committed development projects. Committed development trips assigned to each roadway segment within the study area will be calculated by multiplying the project trip distribution percentage for that segment with the project's net external trips calculated using ITE rates and/or equations from the most recent edition of "Trip Generation" at the time of the Pre-application Conference. Maps to depict the committed development traffic assignment will be provided in Question 21. At a minimum, the committed developments will include the following:

- The unbuilt development within Increments I and II of the Downtown Miami DRI; and
- The unbuilt development within Increment II of the SEOPW DRI.

Establish Future Total Traffic Conditions for Significantly Impacted Corridors

The vehicular background and committed development traffic will be converted to person-trips for the build out year 2020. Increment III person-trips will then be incorporated to establish total future background person-trip conditions to determine the significantly impacted and deficient corridors. Intersections located at the ends of significantly impacted and deficient corridors will be analyzed under existing and future traffic conditions.

Identify Significantly Impacted and Deficient Corridors

A table and map will be provided depicting the significantly impacted and deficient corridors resulting from the analysis.

Develop Mitigation Strategies for Significantly Impacted and Deficient Corridors

Pursuant to the person-trip based corridors methodology which accounts for the corridor's ability to move people by many transportation modes (via fixed rail transit, rubber tire transit, standard motorized vehicles, bicycles and pedestrians), mitigation will be developed based upon the analysis which encourages greater efficiency and usage of underutilized components of the Downtown Miami multi-modal transportation system. Multi-modal options will be incorporated into proposed mitigation strategies. Mitigation costs will be established to develop an Increment III DRI mitigation fee.

The mitigation for the SEOPW DRI – Increment III will identify corridor enhancements for the pedestrian to further encourage the use of fixed rail transit, rubber tire transit and increased pedestrian activity as the preferred travel modes into, out of and within the SEOPW DRI area. Implementation of this type of mitigation (or similar multi-modal improvements) shall follow the general guidelines outlined below:

- The City/CRA shall identify those corridors which would benefit from corridor enhancements for the pedestrian.
- Each corridor must provide pedestrian connections which link pedestrians to fixed rail transit stations or rubber tire transit stops, or link pedestrians to residential and employment land uses.
- The City/CRA shall determine the estimated costs per linear foot for corridor enhancements for the pedestrian.
- Total corridor enhancement costs will be used to develop a DRI mitigation fee for the Increment III development program for the SEOPW DRI.

Mitigation required as a result of the proposed Increment III development program will be identified based upon the results of the transportation studies performed within Question 21, pursuant to Section 6 and Section 7(a), Subparagraphs 1, 2, 3, 4 or 5 of Rule 9J-2.045, F.A.C. (*Transportation Uniform Standard Rule*). Implementation costs associated with proposed mitigation (as appropriate) will be estimated using accepted engineering practices, with guidance from the City of Miami Multi-Year Capital Plan, cost estimates from the MPO or cost estimates from the latest version of *Transportation Costs* as published by the Florida Department of Transportation, Office of Policy Planning.

**SEOPW DRI Increment III
Pre-Application Summary
Response to Agency Comments**

**MIAMI DOWNTOWN DEVELOPMENT AUTHORITY
Comments dated October 5, 2010**

Question 10 – General Project Description

- **Page 15** – The first paragraph of the “Development Program” section references master planning efforts within the SEOPW area, including “the 2009 Amended SEOPW Redevelopment Plan, the Historic Folk Life Village plans, the Historic Folklife District plans and the developer’s proposals for the Miami World Center in Park West.” The Miami DDA requests that the **2025 Downtown Miami Master Plan**, adopted by the Miami DDA board of director in October 2009, be added to this list and that the plan’s principles and relevant implementation projects be incorporated into the SEOPW DRI planning effort.

Response: The master planning efforts discussed in the first paragraph of the section titled “Development Program” on page 15 were used, in large part, to establish the SEOPW DRI Increment III development program. The Applicant will review the 2025 Downtown Miami Master Plan for consistency with the proposed development program and for consistency with the goals of the Community Redevelopment Agency’s Community Redevelopment Plan for Southeast Overtown / Park West.

Question 21 – Transportation

- **Page 18** – The fifth bulleted transportation project on this page, a proposed City of Miami trolley system, includes not only “a route in Overtown” but also a north-south route along Biscayne Boulevard and Brickell Avenue that will directly serve properties in the eastern segment of the SEOPW district. The Miami DDA requests that this route be noted and taken into consideration.

Response: The DRI Question 21 – Transportation Analysis will recognize and incorporate the City of Miami north-south trolley route located along Biscayne Boulevard and Brickell Avenue as an additional transit mode to serve the study area.

- **Page 19** – The Miami-Dade County Metropolitan Planning Organization is in the process of completing a Downtown Miami Bicycle-Pedestrian Mobility Plan, the implementation of which will have a direct and beneficial impact on mobility within the southeastern half of the SEOPW district. The Miami DDA requests that an additional bullet be added referencing this mobility plan.

Response: The DRI Question 21 – Transportation Analysis will recognize and incorporate the Downtown Miami Bicycle-Pedestrian Mobility Plan as an initiative that will have a beneficial impact on promoting alternative travel modes within the study area.

- **Page 19** – The Miami DDA is preparing to implement a comprehensive Downtown Wayfinding Signage program, with the intent to enhance mobility throughout Downtown Miami. The MPO's Transportation Planning Council has recommended this project for a 2010 Transportation enhancements Program grant award. The Miami DDA requests that an additional bullet be added referencing this project.

Response: The DRI Question 21 – Transportation Analysis will recognize and incorporate the Downtown Miami Bicycle-Pedestrian Mobility Plan as an initiative that will have a beneficial impact on promoting alternative travel modes within the study area.

MIAMI-DADE COUNTY DEPARTMENT OF PLANNING & ZONING

Comments dated October 1, 2010

- **Question No. 9, Maps: Item D, Existing Land Use.** Update the Existing Land Use map. Land use conditions have changed within and adjacent to the DRI such as the demolition of the former Miami Arena and the construction of several apartment buildings along Biscayne Boulevard.

Response: As noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant agreed to provide the maps to address this question. The Applicant recognizes land use conditions have changed within and proximate to the DRI and will update the Existing Land Use Map, accordingly.

- **Question 10 - General Project Description Part I D, Primary and Secondary Market Demand.** Since there is a large retail component for Increment III, it is advisable to include an analysis of both the primary and secondary retail areas.

Response: As noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant agreed to address this question.

- **Question 10 – General Project Description Part IV B, Public Facility Capital Costs.** The proposed development program for Increment III is significant (2,300,00 sq. ft. of office space, 1,250,000 sq. ft. retail space, 4,000 residential units, 2,100 hotel rooms, 200,000 sq. ft. convention center, and 8,000 sq. ft. recreation facility), and will impact existing public facilities which may require mitigation. Provide information regarding capital costs associated with any improvements that may be needed to mitigate any impacts on existing public facilities.

Response: As noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant agreed to address this question.

- **Question No. 18 D, Septic Tank Identification.** DERM staff would like this question to be addressed in the ADA.

Response: Septic tanks will not be used as infrastructure to support the Increment III development program. Therefore, as noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant will not address this question.

- **Question No. 19, Stormwater Management.** DERM staff would like all five questions addressed in the ADA.

Response: Pursuant to Condition 23 of the SEOPW DRI Master Development Order, Stormwater Management has been sufficiently reviewed and shall not be required to be reviewed as each incremental portion of the Southeast Overtown Park West DRI is submitted. Therefore, as noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant will not address this question.

- **Question No. 21, Transportation.** County staff is glad to see that applicants agreed to address all transportation questions in the ADA. However, specific comments and suggestions are provided below regarding the Person-Trip methodology.

- **Question No. 29 D, Description of Energy Conservation Methods or Devices.** Provide information regarding energy efficient development which can be accomplished through land use patterns, site planning, landscaping, building design, and development of multimodal transportation system.

Response: As noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant agreed to address this question and will analyze the use of alternative fuels and associated infrastructure; other green building techniques; and, water reuse and the use of stormwater for on-site irrigation.

- **Question No. 30, Historical and Archeological Sites.** There are several historic-designated sites within the DRI which could be impacted by Increment III development. Provide information regarding any protection/mitigation measures to protect, preserve and ensure the proper management of historical, architectural and archeologically significant sites within the DRI.

Response: Pursuant to Condition 23 of the SEOPW DRI Master Development Order, Historical and Archeological Sites have been sufficiently reviewed and shall not be required to be reviewed as each incremental portion of the Southeast Overtown Park West DRI is submitted. Therefore, as noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant will not address this question.

Question No. 21

- Person-Trip Capacity and Person-Trip Volumes (pp. 22 – 24). Revise the vehicle occupancy rates since carpool and vanpool use has declined in Miami-Dade County. There is no supporting data to verify the 1.6 persons-per-vehicle average occupancy rate.

Response: As indicated on Page 23 of the Transportation Methodology, the Applicant has indicated that it will perform independent research in coordination with FDOT and the City of Miami to update the vehicle occupancy factor that will be used as the practical capacity of a private passenger vehicle and to convert vehicle trips to person trips for the DRI analysis. As indicated in the November 10, 2009 methodology meeting and as reiterated in the May 10, 2010 methodology meeting, the Applicant has collected updated vehicle occupancy counts (see the attached figure depicting *Existing Conditions-Updated Vehicle Occupancy Data* from page 9 of the Traffic Methodology Meeting Pre-Application Conference power-point) which will be used along with FDOT's research from 2004 (and along with updated information on the use of HOV lanes) to establish a more appropriate vehicle occupancy factor for the DRI.

- Update the trip reduction factors based on current transit, pedestrian and bicycle modal split information.

Response: The Applicant will utilize FSUTMS modeling, and current transit, pedestrian and bicycle plans to update the modal split information for the DRI.

- Planned and Program Improvements (p. 24). Use the 2011 TIP adopted on June 17, 2010.

Response: The Applicant is using TIP 2011 adopted by the MPO on June 17, 2010 to document the programmed transportation improvements in the study area.

- Person-Trip Generation For Increment III (p. 25). Verify or update, if necessary, the 1.4 persons-per-vehicle factor before it is used for the conversion of vehicular trip generation to person-trips.

Response: As indicated on both Pages 23 and 25 of the Transportation Methodology, the Applicant has indicated that it will perform independent research in coordination with FDOT and the City of Miami to update the vehicle occupancy factor that will be used to convert vehicle trips to person trips for the DRI analysis. As indicated in the November 10, 2009 methodology meeting and as reiterated in the May 10, 2010 methodology meeting, the Applicant has collected updated vehicle occupancy counts (see the attached figure depicting *Existing Conditions-Updated Vehicle Occupancy Data* from page 9 of the Traffic Methodology Meeting Pre-Application Conference power-point) which will be used along with FDOT's research from 2004 (and along with updated information on the use of HOV lanes) to establish a more appropriate vehicle occupancy factor for the DRI.

MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT

Comments dated October 1, 2010

- **Question 9 D. Map, Existing Land Use:** Should remain included. One of the versions of the agreement document mentioned this information that this information is not required. It is suggested that this information should be kept.

Response: As noted in the Agreement Delete attached to the SFRPC's Pre-Application Summary dated September 15, 2010, the Applicant agreed to provide the maps to address this question.

- **Question 10 C. General Project Description:** Should remain included. Project description information is helpful to provide idea of the expected travel pattern during time of the day. This information is helpful to perform a better traffic review and hence, could be needed helpful in case of some particular roadways.

Response: The Applicant has performed an extensive review of existing land uses within the DRI boundaries in order to ensure that the socio-economic zonal data to be used in the transportation modeling effort will accurately reflect existing and future traffic conditions. The description of existing and prior uses within the DRI boundaries will be addressed in Question 21 as part of the comparison between the 2005 baseline zonal data and the conditions which exist on-site today.

- **Question 37 D. Port and Marina Facilities, Transportation System Expansion Requirements:** Should remain included. Due to the close vicinity of the Miami Port to the DRI's boundary and transportation system, currently providing access to the port, discussion should be added to summarize the effect of the port related activities on the transportation network.

Response: A response to Question 37.D. is required when a DRI Applicant is proposing to construct Port and Marina Facilities which trigger the applicable DRI threshold. The Applicants for the SEOPW Increment III DRI are not proposing port or marina uses within the Increment III development program. Please note however, that the Applicant's response to Question 21 – Transportation is incorporating the transportation impact that the port related activities have on the existing transportation network since all link and intersection data collected by the Applicant in February and March 2009 incorporate the existing port related traffic volumes on the adjacent study area roadway network. The reviewer may recall seeing the attached *Existing Conditions* figure from page 8 of the Traffic Methodology Meeting Pre-Application Conference power-point which was shown on November 10, 2009 and which identifies the traffic counts collected in the immediate study area. AM and PM peak hour intersection turning movement counts have been collected on all existing travel routes providing access to and from Port Boulevard and connecting to and from the ingress and egress locations for I-95 and I-395. These traffic counts provide the basis for the existing conditions analysis for the immediate study area.

- **Person-trip methodology:** Recommendation made by Kittleson & Associates, Inc in the memorandum dated July 9, 2004 should be considered and adopted to enhance the person-trip methodology and transportation analysis process for the proposed DRI. Memo's recommendations should be used for vehicle occupancy rates instead of 1.4 mentioned on page 23 of transportation methodology.

Response: Page 23 of the Transportation Methodology indicates the following:

“Vehicle occupancy is currently based upon a comprehensive study performed for the City of Miami in 1989. The vehicle occupancy factor of 1.4 persons per vehicle is approved for use to determine person trips from existing vehicular traffic as demonstrated in the City's corridor methodology and in the adopted City comprehensive plan. The CRA will perform independent research in coordination with FDOT and the City of Miami to determine the appropriateness of the vehicle occupancy factor to represent the person-trip conversion from the existing vehicular traffic on the roadway system.”

This paragraph was included in the Transportation Methodology to demonstrate that the Applicant would be working with FDOT and the City of Miami to determine a more appropriate vehicle occupancy factor that would be used to convert vehicle trips to person trips for the DRI analysis. As discussed in detail in the November 10, 2009 Traffic Methodology meeting with FDOT representatives, and as indicated on the attached figure depicting *Existing Conditions-Updated Vehicle Occupancy Data* from page 9 of the Traffic Methodology Meeting Pre-Application Conference power-point, this figure identifies the locations where vehicle occupancy counts have been collected (by the Applicant) in the immediate study area for the SEOPW DRI. As indicated in the November 10, 2009 methodology meeting and as reiterated in the May 10, 2010 methodology meeting, the updated vehicle occupancy counts, along with FDOT's research from 2004 (and along with updated information on the use of HOV lanes) would collectively be used to establish a more appropriate vehicle occupancy factor for the DRI.

- **Inclusion of additional roadways:** It is suggested that additional roadways should be analyzed for traffic analysis besides FIHS and SIS roadways mentioned in methodology. These roadways should includes important segments and collectors such as:
 - a. NE 2nd Avenue
 - b. N Miami Avenue
 - c. NW 2nd Avenue
 - d. 5th Street
 - e. 6th Street
 - f. 8 Street etc.

Response: The DRI requires the analysis of state and regionally significant roadways, however the Applicant is preparing an extensive transportation network analysis to also evaluate both the roadways located within the DRI boundaries and the section line and half section line roadways which provide access to and through the DRI study area.

- **Internal capture:** These values should be separately calculated for local roadways and for area wide capture. Internal captures should be carefully applied upon the analysis of the mixed land uses within confined areas, so that, the trips don't have to cross a public street. This may result a lower internal capture for small roadways within the DRI area, therefore it is suggested to have separate internal capture calculation for localized and regional roadways.

Response: The reviewer's comments are noted and will be addressed in the Question 21 – Transportation Analysis. The land area within the DRI boundaries has been divided into development areas to correspond to the concentration of the Increment III land uses and to make it easier to understand the internal trip making characteristics within the boundaries of the DRI. Internalization within the development areas will be documented, as will the internalization between areas and the external trips which leave the study area boundaries.

- **Trip Credits:** It should be investigated if any of the demolished land uses is vacant at the time of analysis since it may result in higher trip credit for those land uses. Therefore, a reduce trip credit should be applied for such uses.

Response: Demolition credits were specifically applied to parcels where demolition occurred in order to allow for the issuance of building permits for the construction of projects permitted under Increment I and II of the SEOPW DRI.

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Comments dated October 8, 2010

- Since our last memo, the new 2010-2011 through 2014/2015 Transportation Improvement Program (TIP) has been adopted for Miami-Dade County on June 17, 2010 (p. 24).

Response: The Applicant is using TIP 2011 adopted by the MPO on June 17, 2010 to document the programmed transportation improvements in the study area.

- Among the special transportation characteristics (pp. 18-19) for the area which should be considered as part of the transportation studies are any proposed changes to I-395, I-95 and SR 836 (with any possible ramp changes included). The applicant can consult with FDOT and the Miami-Dade Expressway Authority (MDX) at the time that impacts are studied.

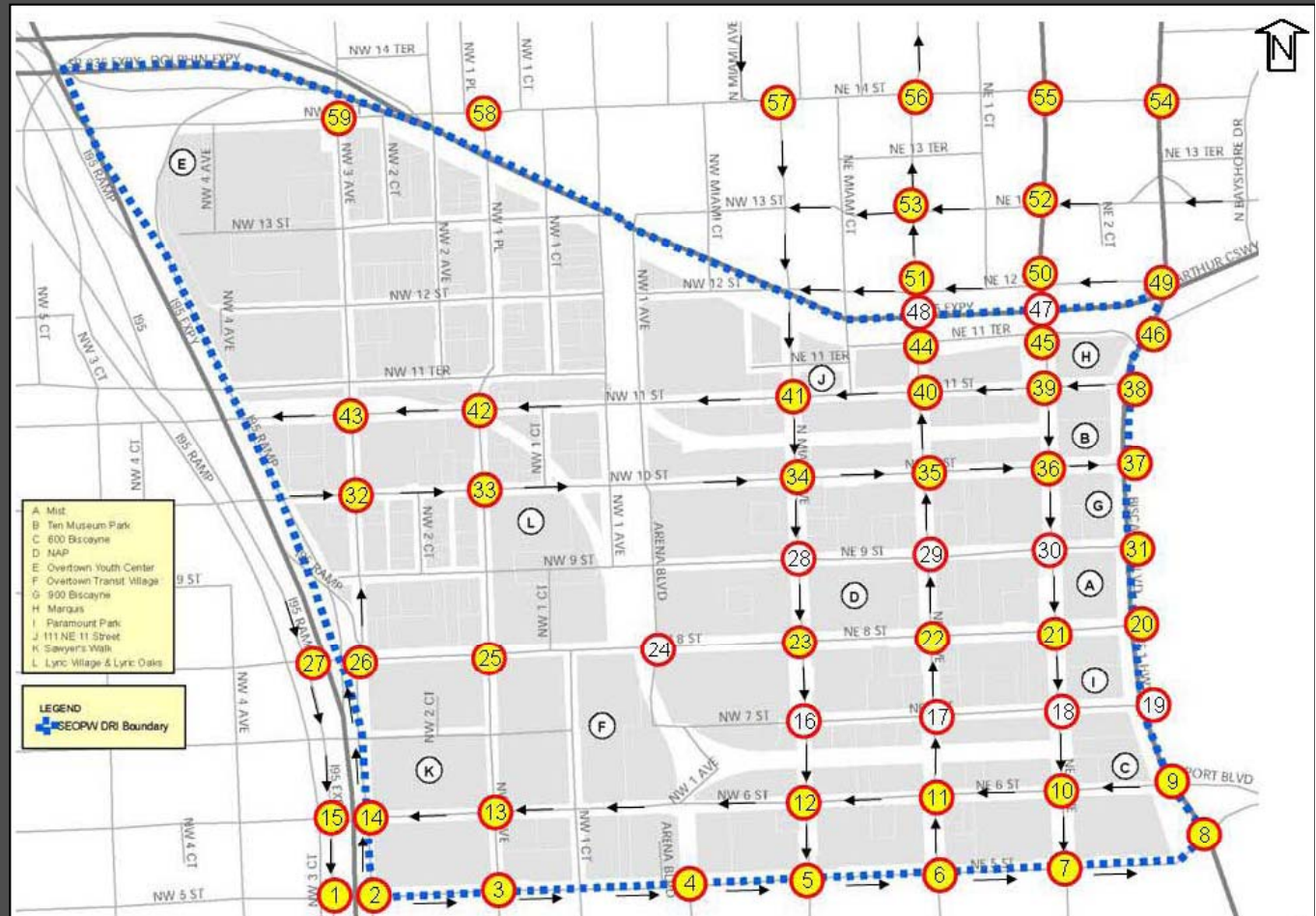
Response: The Applicant agrees with the MPO and has already reached out to FDOT to ensure that the future network analyses in the Increment III transportation study reflect the changes to I-395, I-95 and SR 836 (where allowable based upon DRI rules), especially where those changes impact the location of the on and off ramps to I-395 adjacent to the SEOPW DRI.

Existing Conditions

Traffic Data inside and adjacent to SEOPW:

- AM and PM Peak Hour Intersection Turning Movement Counts by Applicant
- Collected in February and March 2009
- Biscayne Blvd Counts reflect data with and without Arena Events

- 1 Signalized Intersection - AM and PM Peak Hour Count Location
- 1 Unsignalized Intersection – AM and PM Peak Hour Count Location



Existing Conditions

Updated Vehicle Occupancy Data:

- Collected in May 2009
- AM and PM Occupancy Counts
- PM Only Occupancy Counts for one-way roadways serving outbound travel
- AM Only Occupancy Counts for one-way roadways serving inbound travel
- Recorded Occupancy based upon:
 - 1 person per vehicle
 - 2 persons per vehicle
 - 3 or more persons per vehicle

- 1** AM and PM Vehicle Occupancy Count
- 12** PM Only Vehicle Occupancy Count
- 12** AM Only Vehicle Occupancy Count

