



MEMORANDUM

AGENDA ITEM #VI.B

DATE: MARCH 27, 2017

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: REGIONAL ISSUES: COMPREHENSIVE PLAN AMENDMENT REVIEWS MIAMI-DADE COUNTY #17-1ESR AMENDMENTS #5 (AMERICAN DREAM MIAMI) AND # 6 (GRAHAM PROPERTIES)

Introduction

On February 17, 2017 Council staff received proposed amendment package #17-1ESR (Applications #5 and #6) consisting of map and text changes to the Miami-Dade County Community Development Master Plan (CDMP). Both projects sought land use designation changes to accommodate the advancement of the proposed, large "DRI" scale development American Dream Miami and Graham Properties projects. Section 163.3184 (3) 2, Florida Statutes requires review agencies to provide comments within 30 days of receipt of the amendment package. A staff report containing an evaluation of the potential impacts was presented at the February 27th Council Meeting (Agenda Item IV.E). At this meeting, the Board voted to hold a special meeting on March 10, 2017 at 2 p.m. to allow for greater public notice and participation; and discussion of the amendments and any potential extra-jurisdictional impacts and adverse effects on regional resources and facilities.

At the special meeting, Council staff gave a summary of the review process and recommendations, followed by Applicant and Miami-Dade County presentations. The Board deliberated after asking questions and listening to public comments. The Board drafted language to ensure adverse impacts identified by Broward and Miami-Dade Counties and affected municipalities would be addressed in a Chapter 163 Agreement, prior to final approval of the amendment. The Board ratified Council staff recommendations and found proposed amendment package #17-1ESR generally consistent with the *Strategic Regional Policy Plan for South Florida* (SRPP). Staff was instructed to revise the report to include the newly drafted text, prior to transmittal to Miami-Dade County and the Department of Economic Opportunity.

Please find attached the revised March 10 staff report transmitted on March 15, 2017 to Miami-Dade County and review agencies.

Staff Recommendation

Information Only.



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MEMORANDUM

AGENDA ITEM #III.A

DATE: MARCH 10, 2017

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: REGIONAL ISSUES: COMPREHENSIVE PLAN AMENDMENT REVIEWS MIAMI-DADE COUNTY #17-1ESR AMENDMENTS #5 (AMERICAN DREAM MIAMI) AND # 6 (GRAHAM PROPERTIES)

Introduction

On February 17, 2017 Council staff received proposed amendment package #17-1ESR to the Miami-Dade County Comprehensive Development Master Plan (CDMP) for review of consistency with the *Strategic Regional Policy Plan for South Florida (SRPP)*. Staff review is undertaken pursuant to Section 163.3184, Florida Statutes (F.S.).

Council review of amendments to local government comprehensive plans is limited to 1) adverse effects on regional resources and facilities identified in the *Strategic Regional Policy Plan for South Florida (SRPP)* and 2) extra-jurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the Region.

A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the State Land Planning Agency within 30 calendar days of receipt of the amendment.

Amendments

The proposed amendment Applications #5 and #6 contain map and text changes to the Miami-Dade County Community Development Master Plan (CDMP). The projects are located in the North Central Tier of Miami-Dade County within the Graham Triangle, bounded by the Homestead Extension of the Florida Turnpike (HEFT) to the northwest, I-75 to the east, and NW 180 Street to the south.

Application #5

Application #5 (American Dream Miami) seeks to: 1) re-designate an approximately 174-acre site from "Industrial and Office" to Business and Office; 2) remove the 0.45 Floor Area Ratio requirement for the area west of NW 97 Avenue; 3) release applicable Declaration of Restrictions; 4) add proffered Declaration of Restrictions; and 5) amend applicable Transportation Element Figures.



PROJECTED DEVELOPMENT – APPLICATION # 5	
PROPOSED USE	DIMENSIONS
Retail	3,500,000 square feet
Entertainment	1,500,000 square feet
Common Area	1,200,000 square feet
TOTAL	6,200,000 square feet
Hotel	2,000 rooms

This application would result in 6.2 million square feet of entertainment and retail space, and 2,000 hotel rooms. A covenant would further restrict maximum square footage of retail, entertainment and common areas. The application site is located between NW 154 Street to the South, NW 97 Avenue to the east, and the HEFT on the northwest.

Application #6

Application #6 (The Graham Properties) seeks to 1) re-designate an approximately 329-acre site from “Industrial and Office” and “Business and Office” and to “Business and Office;” 2) release applicable the Declaration of Restrictions; and 3) add proffered Declaration of Restrictions.

PROJECTED DEVELOPMENT – APPLICATION # 6	
PROPOSED USE	DIMENSIONS
Business Park	3,000,000 square feet
Retail	1,000,000 square feet
TOTAL	4,000,000 square feet
Residential	2,000 units

Redevelopment of the application site would result in a mixed-use project with 6 million square feet in business and retail uses and 2,000 multi-family residential units. A covenant would restrict maximum square footage for business park and retail uses. The Graham Application Area is south of the American Dream site; located between the HEFT to the west, NW 180 Street to the north, NW 97 Avenue to the east and NW 170 Street to the south.

Background

Section 380.06 F.S. established the Developments of Regional Impact Program to identify and mitigate regional impacts from large scale developments. The Council coordinated and facilitated the DRI review process from 1970 through June of 2011. Legislative changes made in 2011 exempted projects in Dense Urban Land Areas from undergoing DRI review. Under the “Developments of Regional Impact” regulatory framework which existed prior to 2011, both amendments would have qualified individually for review as a “Development of Regional Impact.” New proposed development formerly subject to DRI review are now addressed solely by the local comprehensive plan.

Both applications are being reviewed concurrently by the Miami-Dade County Department of Regulatory and Economic Resources. Miami-Dade County incorporated some of the DRI Application for Development Approval questions into the CDMP application. Miami-Dade County facilitated meetings with regional stakeholders to ensure sufficient data was provided to assess transportation impacts. Miami-Dade County review of the amendments includes impacts to economic, environmental, human, and transportation Resources; and consistency with applicable state, regional, and local plans and land development regulations. On January 25, 2017, the Miami-Dade Board of County Commissioners voted to transit these proposed amendments with a positive recommendation to reviewing agencies.

Miami-Dade County has expressed its intent to coordinate its efforts with Broward County as well as affected municipalities in Miami-Dade and Broward counties to identify and mitigate potential impacts.

Council staff is supportive of Miami-Dade County's efforts to "enhance regional cooperation, multi-jurisdictional coordination, and multi-issue regional planning to ensure the balancing of competing needs and long-term sustainability of our natural, developed, and human resources." (SRPP Goal 21 – Coordinate and Integrated Planning)

SFRPC Review

The South Florida Regional Planning Council is one of several agencies involved in the review of the applications. Council staff is tasked with identifying adverse effects to regional resources and facilities or extra-jurisdictional impacts that would result if these applications are approved.

Council Review of Regional Impacts

Florida Statutes (2016)

163.3184 Process for adoption of comprehensive plan or plan amendment. —

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(3) EXPEDITED STATE REVIEW PROCESS FOR ADOPTION OF COMPREHENSIVE PLAN AMENDMENTS. —

(a) The process for amending a comprehensive plan described in this subsection shall apply to all amendments except as provided in paragraphs (2)(b) and (c) and shall be applicable statewide.

(b)1. The local government, after the initial public hearing held pursuant to subsection (11), shall transmit within 10 working days the amendment or amendments and appropriate supporting data and analyses to the reviewing agencies. The local governing body shall also transmit a copy of the amendments and supporting data and analyses to any other local government or governmental agency that has filed a written request with the governing body.

2. The reviewing agencies and any other local government or governmental agency specified in subparagraph 1. may provide comments regarding the amendment or amendments to the local government. State agencies shall only comment on important state resources and facilities that will be adversely impacted by the amendment if adopted. Comments provided by state agencies shall state with specificity how the plan amendment will adversely impact an important state resource or facility and shall identify measures the local government may take to eliminate, reduce, or mitigate the adverse impacts. Such comments, if not resolved, may result in a challenge by the state land planning agency to the plan amendment. Agencies and local governments must transmit their comments to the affected local government such that they are received by the local government not later than 30 days after the date on which the agency or government received the amendment or amendments. Reviewing agencies shall also send a copy of their comments to the state land planning agency.

3. Comments to the local government from a regional planning council, county, or municipality shall be limited as follows:

a. The regional planning council review and comments shall be limited to adverse effects on regional resources or facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A regional planning council may not review and comment on a proposed comprehensive plan amendment prepared by such council unless the plan amendment has been changed by the local government subsequent to the preparation of the plan amendment by the regional planning council.

The following summary addresses the potential impacts to regional resources or facilities and adjacent jurisdiction, as required by the Statute.

The projects represented by Applications #5 and #6 are expected to result in the following positive regional impacts at buildout:

- Construction of 10 million square feet of business, retail, and entertainment uses;
- 2,000 new hotel rooms;
- 2,000 new multifamily units;
- Creation of approximately 24,000 jobs;
- Attraction of 30 million visitors annually; and
- Generation of \$1.5 billion in annual sales revenue.

1. Transportation

A combined Traffic Impact Analysis (TIA) was conducted to better understand potential impacts of the applications to subject area roadways. The complete development of both applications would result in 10,645 PM peak hour trips which is 6,135 more trips than the maximum potential development that could occur under the current land use designation. TIA methodology and results were reviewed and discussed at several meetings between the Applicants, transportation consultants, and staff from the County, affected municipalities and review agencies over the past year but have not been finalized. Additional requests for information by the County are ongoing as staff continues to analyze the transportation impacts.

The Transportation Element map series referenced in Application #5 was not included in the review packet. The revised maps will contain roadway and transit projects not yet compiled. County staff indicates a list of on-site and off-site roadway, transportation and transit improvements to mitigate impacts is forthcoming. The list and maps will be included in the adoption package. The maps will ultimately reflect the terms and conditions of the Developer 163 Agreement.

The inclusion of transit and mobility features in the site design of the proposed projects provide an opportunity to further mitigate transportation impacts. Careful consideration of pedestrian and access and movement can reduce vehicle trips to and within the sites. Safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities can be achieved through Complete Streets design concepts.

The project area is not currently well served by transit. The resulting development is expected to be a major attractor of employment and recreational opportunities. The addition of transit and related infrastructure and amenities can further mitigate transportation impacts.

2. Economic

The labor force in South Florida continues to present wage rates that are below the national average. This is related to the sectoral composition of the regional economy, based heavily on trade, tourism and the industries that serve a growing population – construction, retail and services. Continuous efforts are being made to diversify the local economy, to attract economic activities that offer jobs with good pay and benefits, and to ensure that employers will find the workforce they need to fill jobs locally. Large-scale projects that bring substantial new employment opportunities help to ensure that the growing population will find employment, and developers are encouraged to ensure that priority is given to local recruitment of employees whenever possible.

3. Attainable Housing

The recent recession and increase in service sector employment has resulted in declining wages for lower and middle income workers in the region. High housing and transportation costs burden further reduce disposable incomes. The creation of 2,000 multifamily housing units could address some of the workforce housing needs.

4. Schools

Application #6 would result in the development of 2,000 residential units which might increase the project area's student population. A Preliminary Concurrency Analysis indicates that there are not sufficient elementary school seats. The *Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County (ILA)* and school concurrency requirements guide mitigation of impacts to public school facilities.

Recommendation

Find Amendments 5 and 6 of the Miami-Dade County proposed amendment packet #17-1ESR **generally consistent** with the *Strategic Regional Policy Plan for South Florida (SRPP)* but prior to final approval the Applicants need to ensure that the impacts of these developments, including but not limited to intergovernmental impacts to Miami-Dade and Broward counties, and their respective municipalities; transportation; environmental; and other regional impacts identified in Applications No. 5 and No. 6 (May 2016 Cycle, Revised and Replaced January 2017) are adequately quantified and addressed. This specifically includes, but is not limited to, identifying and mitigating regional traffic impacts in Miami-Dade and Broward Counties, and coordination with County Transit Agencies to provide transit service connections to/from North Miami Dade and South Broward to the proposed onsite transit facilities. This shall be accomplished by execution of a Chapter 163 FS, or other legal Agreement, which shall be executed reasonably concurrently with the CDMP.

SRPP Goal Area 8 – Transportation

The Council will work with Miami-Dade County, Broward County, review agencies, and affected municipalities to achieve consensus on methodology and adequate mitigation strategies.

Goal 8: Enhance the Region's mobility, efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.

Policy 8.4 Expand the use of public transportation, including buses, commuter rail, waterborne transit, and alternative transportation modes that provide services for pedestrians, bikers, and the transportation disadvantaged, and increase its role as a major component in the overall regional transportation system.

Policy 8.7 Ensure that the transportation network, including public transportation, supports the emergency evacuation needs of the Region.

Policy 8.8 Ensure the safety of the transportation system by implementing measures to reduce vehicle, pedestrian, and bicycle crashes, and increase the safety of commercial vehicle operations.

SRPP Goal Area 17 -Economic Expansion & Diversification

Advanced coordination with regional offices of Career Source Florida is highly recommended, to ensure that the workforce needs of the project can be addressed locally.

Goal 17: Maintain a competitive, diversified, and sustainable regional economy.

Policy 17.3 Utilize economic development enhancement resource agencies and programs designed to involve small and minority businesses in the development and expansion of permanent job opportunities.

SRPP Goal Area 6 – Housing

Integration of the provision of attainable housing is not explicitly addressed. Council recommends that the County consider the inclusion of housing that considers lower incomes.

Goal 6: Ensure the availability and equitable distribution of adequate, affordable housing for very low, low, and moderate-income households within the Region.

Policy 6.2 Decisions regarding proposed development shall consider the ability of the proposal to provide affordable housing and shall treat affordable housing as infrastructure to the extent that the cost of affordable housing is factored into proposed developments that create the need for affordable housing. Tools such as restrictive covenants to require affordable housing could be utilized to strengthen development proposals particularly when the development’s impact on infrastructure, including school capacity are of concern.

SRPP Goal Area 5 – Schools

Staff recommends that Miami-Dade County staff coordinate with Miami-Dade County Public School Board to address classroom deficiency seats created by the project

Goal 5: Overcome school overcrowding in the Region.

Council staff is available to work with the Miami-Dade County and affected municipalities to establish development conditions to address mitigation of impacts and conditions, through a Chapter 163 agreement.

Policy 5.3 Discourage development proposals that would exacerbate school overcrowding, except where mitigation measures that would alleviate overcrowded conditions at impacted schools are agreed upon by the affected local government and school board.

Approve this staff report for transmittal to Miami-Dade County and the Florida Department of Economic Opportunity.