

**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Board of County Commissioners**

PH: Z24-027

January 30, 2025

Item No. 8C4

Recommendation Summary	
Commission District	3
Applicant	The Diocese of Southeast Florida, Inc.
Summary of Requests	This application is requesting a special exception to permit approval of an initial review of the general development plans for a subject property located in close proximity to the Adrienne Arsht Metromover Station, and assign to it the permitted uses and development regulations applicable under Section 33C-15 of the County Code for the "Metromover Station Subzone".
Location	515 NE 15 Street and 464 NE 16 Street, City of Miami, Miami-Dade County, Florida.
Property Size	±2.41-gross (±1.77-net) Acres
Existing Zoning	T6-36B-O (Miami21)
Existing Land Use	Church, vacant land
2030-2040 CDMP Land Use Designation	Regional Urban Center <i>(see attached Zoning Recommendation Addendum)</i>
Comprehensive Plan Consistency	Consistent with the urban center interpretative text, goals, objectives and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33C-15(D)(1) Procedures for approval and development standards, Section 33C-11(G)(1) Initial Review, Section 33-311(A)(3) Special Exceptions, Unusual Uses and New Uses <i>(see attached Zoning Recommendation Addendum)</i>
Recommendation	Approval with conditions.

BOARD OF COUNTY COMMISSIONERS' JURISDICTION:

This Board has jurisdiction over this application pursuant to Section 33-314(C)(20) which states that the BCC shall hear and decide "Applications for development in the RTZ District, or for review of decisions regarding development in the RTZ District, as provided in Section 33C of this Code."

PROCEDURAL HISTORY:

This application was scheduled for the December 19, 2024 meeting of the Board of County Commissioners (BCC). However, the item was not considered due to the cancellation of that meeting.

The public hearing on this item has not been held.

REQUEST:

SPECIAL EXCEPTION for a general development plan with the purpose of assigning to the subject property, located in the "Metromover Subzone of the Rapid Transit Zone", the applicable

permitted uses and development regulations for the subzone in accordance with Section 33C-15 of the County Code.

BACKGROUND AND ANALYSIS:

The approximately ±2.41-gross (±1.77-net) acre subject property, under folios 01-3231-010-0010, and 01-3231-006-0210, is located fronting along N Bayshore Drive, between NE 16 Street and NE 15 Street, and is situated in very close proximity to the Adrienne Arsht Metromover Station. The subject site currently includes a smaller, southern vacant lot and the Trinity Episcopal Cathedral on the larger, northern parcel that has been at this location since 1923. Previous structures on this southern vacant portion of the property had included a parish hall and offices for the Episcopal Diocese, which were in disrepair and were recently demolished. The applicant intends to preserve the historic cathedral structure while improving the overall site with the proposed development. Staff notes that the current conditions on the site do not provide any street front activation or connections to mass transit, and do not provide the highest levels of development density and intensity that is ideal for the urban core. The other properties surrounding the subject site are zoned for intense urban development under the terms of City of Miami's zoning regulations.

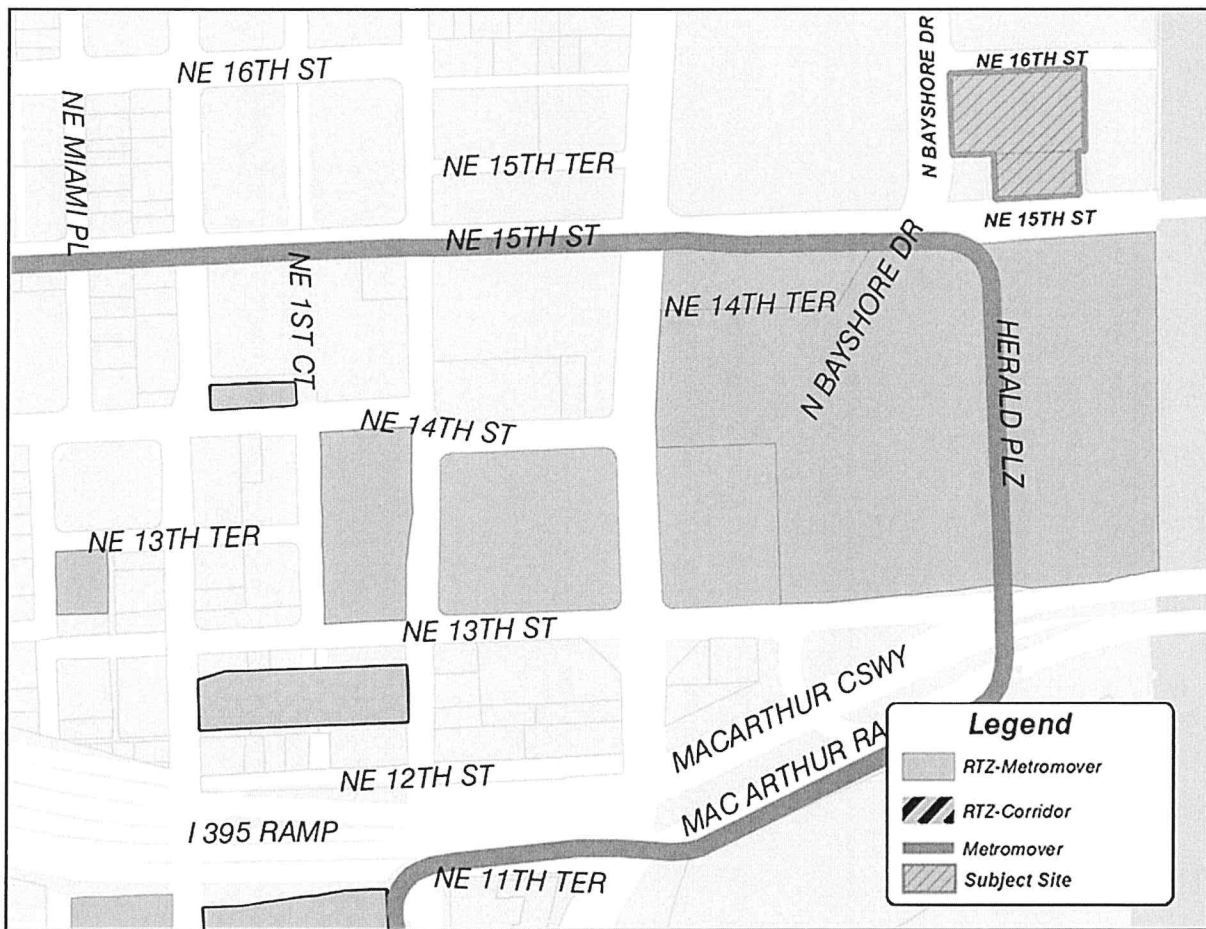


Figure 1

On April 20, 2021, the Board of County Commissioners (BCC) had adopted Ordinance No. 21-33 establishing the "Metromover Subzone" of the Rapid Transit System – Development Zone (RTZ), codified in Section 33C-15 of the County Code. Subsequently, on October 3, 2023, the Board adopted Ordinance No. 23-86, related to the Rapid Transit System- Development Zone (RTZ), which amended section 33C-2 of the Code, and expanded the jurisdictional boundaries of the Metromover Subzone of the Rapid Transit Zone to encompass certain private properties. Ordinance No. 23-86 provided Exhibit 22(A) to include, among other things, the subject property, as shown in Figure 1 on the previous page. Staff notes that prior to its addition to the Metromover Subzone of the Rapid Transit Zone, the subject property was under the City of Miami's zoning jurisdiction. Pursuant to section 33C-5(B), "*Until a special exception or other zoning approval for development is approved, lands within the RTZ district shall remain subject to the applicable municipal zoning district regulations that existed prior to the property's inclusion in the RTZ District.*" The Metromover Subzone regulations under Section 33C-15 require a two-step development approval process. This first step, or "Initial Review", requires the Board to hold a public hearing and decide the application after the property has been added to the Metromover Subzone of the Rapid Transit Zone. The second step, or "Final Review", consists of an administrative review by the Department of Regulatory and Economic Resources (RER) of a site plan for the subject property at a future point in time. As per the request, this application consists of the initial review of the subject property.

The County's RTZ primarily consists of properties located within and along the County's Rapid Transit System/Metrorail and Metromover Systems. Properties within the RTZ include the Metrorail Stations, the fixed-guideway path linking the Metrorail and Metromover Stations, the Stations' accessory facilities, and certain developable land. The Metromover Subzone of the RTZ was primarily expanded (pursuant to Ordinance No. 23-86) to include properties owned by private parties located at 127 NE 11 Street, 101 NE 14 Street, 115 NE 14 Street, 119 NE 14 Street, 121 NE 14 Street, 125 NE 14 Street, 464 NE 16 Street, 1540 N Bayshore Drive, and 515 NE 15 Street, and Miami-Dade County owned property identified by folio number of 01-3136-046-0025. These developable parcels that are privately-owned property such as the subject site (515 NE 15 Street), and other parcels identified as located within the Metromover Subzone, may be developed with transit-supportive uses in accordance with Chapter 33C of the County Code. Sections of Chapter 33C ("the Chapter"), includes the standards for development of properties surrounding the Metromover Stations with a variety of land uses, residential densities and building intensities consistent with and in conformance with the thresholds of the Miami-Dade County adopted Comprehensive Development Master Plan (CDMP) Urban Center text. Since 1996, the CDMP has provided that "all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the [CDMP's] Urban Center policies". Since the inception of the RTZ in 1978, the Board has gradually expanded its boundaries to accommodate additional transit-supportive development along the various RTZs. As provided in Section 33C-2 and Section 33C-5 (see addendum), jurisdiction over zoning and other development orders and development permits within the RTZ is vested in Miami-Dade County regardless of any municipal code, charter, or ordinance provisions to the contrary, and "*Until a special exception or other zoning approval for development is approved, lands within the RTZ district shall remain subject to the applicable municipal zoning district regulations that existed prior to the property's inclusion in the RTZ District.*"

Staff research for similar approvals indicates that in March 2023, pursuant to Resolution #Z-8-23, the Board of County Commissioners (BCC) approved the general development plans for a subject site, lying on the southwest corner of NE 14 Street and NE 2 Avenue, and located in close proximity to the subject site and the Adrienne Arsht Metromover Station, as the "Metromover

Subzone of the Rapid Transit Zone”, assigning to it the applicable permitted uses in accordance with Section 33C-15 of the County Code. Similarly, the general development plans for five properties located in close proximity to the Brickell Metromover station (and the Brickell Metrorail Station), were also granted approvals by the BCC pursuant to Resolutions #Z-23-22, #Z-34-23, #Z-35-23, #Z-36-23, and #Z-36-24. Staff also notes that more recently, three other properties were the subject of similar zoning hearing applications (#Z2023000355, #Z2023000404 and #Z2023000423), and were granted approvals by the BCC for their general development plans at their June 20, 2024, October 23, 2024, and November 21, 2024 meetings respectively, and were assigned the permitted uses and development regulations applicable under the County Code for the “Metromover Station Subzone”.

Pursuant to Chapter 33C of the County Code, the subject property could potentially be developed with a wide variety of mix of uses including residential, commercial, institutional, retail, office, and other such uses intended to enhance and support the County's existing mass transit system and to provide for transit-oriented development to promote ridership. Staff notes that the subject parcel is currently developed with the historic Trinity Episcopal Cathedral and a vacant lot, and is located just north-east from the Adrienne Arsht Center Metromover station, which makes the site easily accessible to the entire urban core of Miami and beyond via Metrorail. Additionally, the Metromover Subzone designation would effectively allow the site for additional housing opportunities in this highly urbanized neighborhood in close proximity to transit, improve the pedestrian environment and promote walkability within that area providing convenient access for future residents to use the Metromover. Based on the submitted letter of intent and general development plans, the applicant intends to preserve the historic Trinity Episcopal Cathedral structure while enhancing and redeveloping the subject site with a 42-story high mixed-use building consisting of a total of 462 residential units, +/-14,000 sq. ft. of ground-floor space for church use (office and parish hall), +/-49,533 sq. ft. (47%) of open space, and would also include 552 parking spaces within an internalized parking garage. There would be two (2)-ingress/egress points of direct vehicular access to the proposed development from NE 16 Street; one for the existing Trinity Episcopal Cathedral and the other access for the parking garage. Additionally, there would be multiple points of direct pedestrian access to the site provided from N Bayshore Drive, NE 16 Street and NE 15 Street roadways. The accompanying master plan generally depicts a preliminary general development program for the subject parcel and includes site plans; floor plans; building elevations; landscape plans; lot coverage and open space diagrams; aerials; and renderings for the proposed mixed-use development at the subject site (see Figure 2 on the next page). Attached Exhibit A consists of the subject property's general development plan depicting the location of the proposed uses and provides a potential concept plan for the subject property which would be further detailed through the final review process.

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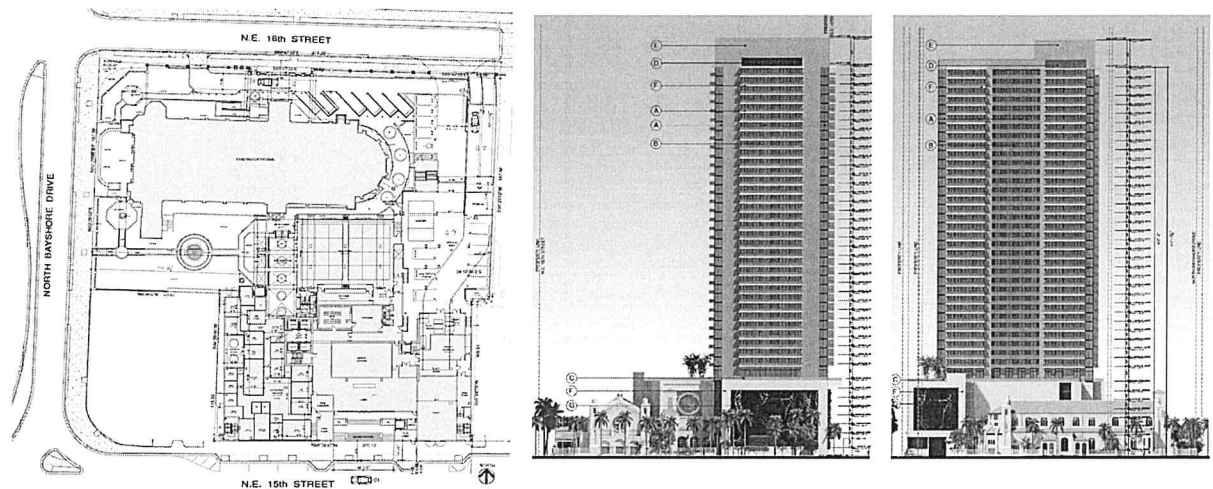


Figure 2

Properties within the Metromover Subzone will be subject to similar development standards as those within the Downtown Intermodal District Corridor, Brickell Station Subzones, and the recently-established Historic Overtown/Lyric Theater Station and Santa Clara Station Subzones in the City of Miami. The regulatory framework adopted by this Board for these subzones calls for mixed-use development, with a maximum residential density of 500 units/per acre and a maximum height determined by that allowed by the Miami International Airport zoning regulations. Said regulations are consistent with the County's designation of the area as the County's only "Regional Urban Center" on the Comprehensive Development Master Plan (CDMP) - Land Use Plan Map, the CDMP's urban center policies, and related interpretative text (see addendum). Those Urban Center policies further provide for mixed-use development at a minimum floor-area ratio of 4.0 in the designated core and of 2.0 in the designated edge, and at a maximum density of 500 dwelling units per acre. Staff notes that the proposed mixed-use building with a height of 42-stories, and a floor area ratio of +/-7.29 (+/-561,022 sq. ft.), would be within the density, massing and floor area ratio threshold that would be allowed under aforementioned regulations. Staff also notes that the Miami-Dade Aviation Department (MDAD) indicate in their memorandum, dated March 22, 2024, that the maximum elevation for the proposed structure conforms to the requirements of the Section 33-333(B)Height/Airspace regulations. Since it is the goal of this application to include the ±2.41-gross acre subject property within the Metromover Subzone and to assign permitted uses and development regulations, **staff finds the application consistent with the CDMP.**

Staff opines that pertaining to the subject property (see Figure 2), approval of this application would enable the development/redevelopment of the subject parcel in a manner that is **compatible** with that of other development in the balance of the Metromover Subzone and the surrounding area. Staff notes that approval of the request would also authorize for the site all of the applicable permitted uses identified under Section 33C-15(C), subject to the development standards set forth in Section 33C-15 (D) (see Addendum).

Staff notes that both the Traffic Engineering Division (TED) as well as the Infrastructure Planning Division of the Department of Transportation and Public Works (DTPW) have indicated no objection to the application subject to conditions as specified in their combined memorandum, dated September 16, 2024. Staff also notes that the Platting and Traffic Review Section of the Department of Regulatory and Economic Resources (RER), does not object to the application

pursuant to standard conditions, and indicate in their memorandum, dated March 5, 2024, that the application lies within the urban infill area and in a municipality where traffic concurrency does not apply, but that the application will generate an additional 152 PM peak hour vehicle trips. Further, memoranda submitted by other departments reviewing the application, including the Division of Environmental Resources Management (DERM) of the RER, the Office of Historic Preservation (OHP) of the RER, the Miami-Dade Police Department (MDPD), the Miami-Dade Fire Rescue Department (MDFRD), the Miami-Dade Parks Recreation and Open Spaces (MDPROS) Department, Water and Sewer Department (WASD), and the Miami-Dade Department of Solid Waste Management (DSWM), as well as Miami-Dade County Public Schools, do not indicate that any potential impacts would preclude development in accordance with the Metromover Subzone regulations but note that a final determination of traffic, environmental, or other impacts on County resources, will be determined during the Final Review process for specific development approvals.

Additionally, staff notes that pursuant to Section 33C-15(D)(3), approval of a project within the Metromover Subzone may be conditioned on public benefits improvements as the Board may determine to be appropriate to *address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area*. Under Section 33C-15(D)(2), it is further provided that, when undertaking this public benefits analysis, each reviewing agency shall provide a statement as to the proposed development's impact on public facilities and services. Based on the memoranda issued by DERM, MDPROS, DTPW Traffic Engineering, and DTPW Transit, staff notes that each of these reviewing agencies have recommended additional improvements relevant to this public benefit review in order to address the proposed development's impact on public facilities and services. As such, and in accordance with the aforementioned provision, the applicant has voluntarily proffered a covenant that provides certain public benefits in connection with this application in order to develop the subject property. Staff notes that the Public Benefit Contribution proffers that prior to issuance of the building permit for the development of the subject property, owner shall pay the County two hundred and fifty thousand dollars (\$250,000) for repairs and upgrades to the Adrienne Arsht Metromover Station (such as mechanical systems, restrooms, painting, signage, and accessibility features), to be allocated and used in any manner the County deems appropriate. Additionally, this covenant also includes pedestrian mobility improvements which provides that prior to issuance of the final certificate of occupancy (CO) for the proposed development, and in coordination with the specific improvements at each intersection to be consistent with the requirements of the County's DTPW Traffic Engineering Division, owner shall construct 2 enhanced crosswalks with upgraded safety features for pedestrians having a total estimated cost of seven hundred and fifty thousand dollars (\$750,000). Specifically, (i) an enhanced crosswalk with rapid rectangular flashing beacons (RRFB) at the existing location on the south side of North Bayshore Drive intersection with NE 16th Street (current estimated cost of \$150,000); and (ii) an enhanced crosswalk with a fully signalized crosswalk at the existing location on the south side of North Bayshore Drive intersection with NE 17th Terrace Street (current estimated cost of \$600,000). Furthermore, these benefits also include historic preservation and housing assistance provisions that provide that prior to issuance of the final CO for the proposed development, the owner shall submit an application to seek local designation of the Trinity Episcopal Cathedral, which is currently listed on the National Register of Historic Places, as an individual historic site, which would impose regulatory protections; and, shall provide at least two million dollars (\$2,000,000) in rental assistance for residents leasing apartments in the project, allocated in the sole discretion of a fund established and administered by the Episcopal Diocese of Southeast Florida to make housing at the subject property more

attainable. The full rental assistance fund shall be distributed to renters within ten (10) years of Project opening.

ACCESS, CIRCULATION AND PARKING: The submitted general development plans indicate two (2)-ingress/egress points of direct vehicular and pedestrian access provided along NE 16 Street to facilitate the flow of traffic for the proposed development and the existing church use on the subject site. Parking for the project has been provided within an internalized structured parking garage. The proposed development provides for a total of 552 parking garage spaces, and complies with the code minimums.

NEIGHBORHOOD SERVICES PROVIDER REVIEW: See attached.

OTHER: Not applicable.

RECOMMENDATION:

Based on the aforementioned analysis, staff recommends approval of this application with conditions.

CONDITIONS:

1. That the final site plan must conform to the general development plans dated stamped received 2/8/2024 and 8/20/2024 as approved pursuant to this Special Exception.
2. That the applicant shall submit a recordable covenant on the proffered public benefits improvements and opinion of title in legally sufficient and recordable form before obtaining any subsequent development approvals. The applicant has voluntarily proffered public benefits that provide that prior to issuance of the building permit for development of the subject property and issuance of the final CO, the applicant shall pay to the County a total of \$250,000 for maintenance, repairs and upgrades to the transit station, a total of \$750,000 for enhanced offsite pedestrian crosswalks, and traffic signal improvements, and provide at least \$2,000,000 in rental assistance for residents leasing apartments in the project.
3. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Miami-Dade Aviation Department (MDAD) as indicated in the memorandum dated March 22, 2024.
4. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Office of Historic Preservation (OHP) as indicated in the memorandum dated April 16, 2024.
5. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Platting and Traffic Review Section of the Department of Regulatory and Economic Resources as indicated in the memorandum dated March 5, 2024.
6. That the applicant complies with all applicable conditions, requirements, recommendations, requests, and other provisions of the Traffic Engineering Division (TED) and the Infrastructure Planning Division of the Department of Transportation and Public Works (DTPW) as indicated in their combined memorandum dated September 16, 2024.

ES:JB:SS

Eric Silva

Eric Silva, AICP, Assistant Director
Development Services Division
Miami-Dade County Department of
Regulatory and Economic Resources

ZONING RECOMMENDATION ADDENDUM

The Diocese of Southeast Florida, Inc.
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NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resources Management (RER)	<i>No objection</i>
Platting and Traffic Review Section (RER)	<i>No objection*</i>
Department of Transportation and Public Works (DTPW)	<i>No objection*</i>
Miami-Dade Fire Rescue (MDFR)	<i>No objection</i>
Miami-Dade Aviation Department (MDAD)	<i>No objection*</i>
Office of Historic Preservation (OHP)	<i>No objection*</i>
Water and Sewer Department (WASD)	<i>No objection</i>
Parks, Recreation and Open Spaces Department (PROS)	<i>No objection</i>
Miami-Dade County Public Schools	<i>No objection</i>
Miami-Dade Police Department	<i>No objection</i>
Building and Neighborhood Compliance (BNC)	<i>No objection</i>
<i>*Subject to conditions in their memorandum.</i>	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

<p>Urban Centers (Page I-46)</p>	<p><i>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. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high-quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.</i></p> <p><i>The locations of urban centers and the mix and configuration of land uses within them are 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. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.</i></p> <p><i>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and area wide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.</i></p> <p><i>Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high</i></p>
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level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

Uses and Activities. Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in **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. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. **Residential** uses may be required in areas of the County and along **rapid transit lines** where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Streets and Public Spaces. Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenades, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

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	<p>Parking. Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses.</p> <p>Buildings. Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.</p> <p>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.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 30%;">Average Floor Area Ratios (FAR)</th> <th style="width: 30%;">Max. Densities /Gross Acre</th> </tr> </thead> <tbody> <tr> <td>Regional Activity Centers</td> <td>greater than 4.0 in the core not less than 2.0 in the edge</td> <td style="text-align: center;">500</td> </tr> <tr> <td>Metropolitan Urban Centers</td> <td>greater than 3.0 in the core not less than 0.75 in the edge</td> <td style="text-align: center;">250</td> </tr> <tr> <td>Community Urban Centers</td> <td>greater than 1.5 in the core not less than 0.5 in the edge</td> <td style="text-align: center;">125</td> </tr> </tbody> </table> <p>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.</p> <p>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 design requirements of this section and Policy LU-7F.</p>		Average Floor Area Ratios (FAR)	Max. Densities /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
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Policy LU-4A (Page. I-11)	When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.												
Objective LU-7 (Page. I-13)	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 pedestrian and bicycle friendly environment that's promote the use of transit services.												

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<p>Policy LU-7A (Page. I-13)</p>	<p><i>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 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.</i></p>
<p>Policy LU-7B (Page. I-14)</p>	<p><i>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.</i></p>
<p>Policy LU-7D (Page. I-13)</p>	<p><i>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 environment for pedestrians.</i></p>
<p>Policy LU-7F (Page. I-14)</p>	<p><i>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 a 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.</i></p>
<p>Policy LU-8A (Page. I-15)</p>	<p><i>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.</i></p>

ZONING RECOMMENDATION ADDENDUM

The Diocese of Southeast Florida, Inc.
PH: Z24-027

PERTINENT ZONING REQUIREMENTS/STANDARDS

<p>Section 33C-2 Rapid Transit Zone</p>	<p>(A) <i>Definition- The "Rapid Transit Zone" consists of all land area, including surface, subsurface, and appurtenant airspace, heretofore or hereafter designated by the Board of County Commissioners as necessary for the construction of the fixed-guideway portion of the Stage 1 Rapid Transit System, including all station sites, parking areas and yard and maintenance shop facilities.</i></p> <p>(B) <i>Designation of land included- The Board of County Commissioners hereby designates all land areas (including surface, subsurface, and appurtenant airspace) shown on Exhibits 1 through 16, bearing the following effective dates: Exhibit 1, July 31, 1998, Exhibits 2 through 9 and Exhibits 11 through 16, July 13, 1979 and Exhibit 10, May 26, 1983, certified by the Clerk of the Board as a portion of this chapter, incorporated hereby by reference, and transmitted to the custody of the Department of Planning and Zoning, as the Rapid Transit Zone for the Stage 1 Fixed-Guideway Rapid Transit System. The Director of the Department of Planning and Zoning shall submit to each affected municipality an official map or maps designating the Rapid Transit Zone which may from time to time be altered, enlarged, added to, amended or deleted by ordinance, after a public hearing within each municipality affected.</i></p> <p>(C) Jurisdiction of County- <i>Jurisdiction for purposes of building and zoning approvals (including, but not limited to, site plan approvals, issuance of building permits, building inspections, compliance with the South Florida Building Code, issuance of certificates of occupancy, zoning applications, special exceptions, variances, district boundary changes, building and/or zoning moratoria, and all other types of functions typically performed by Building and/or Zoning Departments), water and sewer installations, compliance with environmental regulations, street maintenance (including sidewalks where applicable) and utility regulation, all of which relate to the uses specifically delineated in subsection (D) below, shall be and are hereby vested in Miami-Dade County regardless of any municipal code, charter, or ordinance provisions to the contrary. Where a municipality continues to provide other services to a property in the Rapid Transit Zone, the municipality shall be responsible for ensuring that all matters relating to enforcement of land use, zoning, or building code requirements that may arise in the course of providing municipal services are referred to the County's Building Official, and the municipality shall coordinate with the County to ensure that affected property owners and tenants are also informed as to these jurisdictional matters.</i></p> <p>(D) <i>Permitted land uses- The following land uses are permitted within the Rapid Transit Zone and no others:</i></p> <ol style="list-style-type: none">(1) <i>Fixed guideways for the Rapid Transit System.</i>(2) <i>Stations for the Rapid Transit System, including such uses as passenger platforms and waiting areas, ticket and information booths, restrooms, utility rooms, in-station advertising displays, stairs, elevators, walkways, concessions, vending machines, and other service-related businesses offering goods and services for sale to passengers, and other similar uses as are necessary for or ancillary to the proper functioning of a rapid transit station.</i>(3) <i>Parking lots and parking structures.</i>(4) <i>Bus stops and shelters.</i>(5) <i>Streets and sidewalks.</i>(6) <i>Maintenance facilities for the Rapid Transit System, including yard and shops, and associated tracks and facilities.</i>
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ZONING RECOMMENDATION ADDENDUM

The Diocese of Southeast Florida, Inc.
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	<p>(7) Landscaping.</p> <p>(8) Bikeways, parks, community gardening, playgrounds, power substations and other uses necessary for the construction, operation and maintenance of the Rapid Transit System.</p> <p>(9) (a) Such other uses, including commercial, office and residential uses, as may be appropriate to and compatible with the operation of the Rapid Transit System and the convenience of the ridership thereof.</p> <p>(b) Subzones; development regulations, standards and criteria. In the unincorporated areas of the Rapid Transit Zone, subzones shall be created by separate ordinances which shall become part of this chapter. Said ordinances shall identify the boundaries of the individual subzones and shall establish development regulations and site plan review standards and criteria for those land uses permitted pursuant to subsection (9)(a) herein and approved pursuant to subsection (9)(c) herein.</p> <p>(c) Requests for approval of development of those land uses permitted pursuant to subsection (9)(a) herein within a subzone created pursuant to subsection (9)(b) herein shall be made by filing an application in accordance with the provisions of Section 33-304. Said application shall be considered a special exception for site plan approval to be considered and acted upon directly by the Board of County Commissioners pursuant to the criteria established in Section 33-311(d) and the provisions of the applicable subzone.</p> <p>E) Effect on existing land uses. All land areas included by this section within the Rapid Transit Zone upon which uses other than those specified in subsection (D) of this section were authorized or permitted prior to October 27, 1978 may be used as follows:</p> <p>(1) Existing structures. All existing buildings or structures and all uses for which building permits have already been issued prior to the effective date of this article and which have complied with the applicable provisions of the South Florida Building Code, may be continued or constructed in accordance with the approved plans and specifications therefore. Alterations, improvements, or expansions of existing structures shall be subject to the provisions of paragraph (2) hereof.</p> <p>(2) All other lands. No applications for site or plan approvals and/or building permits shall be issued for new facilities within the Rapid Transit Zone except in the following circumstances:</p> <p>(a) The estimated construction costs does not exceed ten thousand dollars (\$10,000.00) in any consecutive two-year period; or</p> <p>(b) The Miami-Dade Transit Agency certifies that approval of the application will not have an adverse impact upon a material element of the Stage I System. The Miami-Dade Transit Agency shall, with respect to any application for which certification is refused, provide a detailed written explanation supporting the refusal to certify and specifying the corrective actions, if any, which would lead to certification. The decision of the Agency may be appealed to the Board of County Commissioners within thirty (30) days from the date of the written explanation by filing a notice of appeal with the Clerk of the Board of County Commissioners. The Board of County Commissioners, after giving public notice as required by Chapter 33 of the Code, shall hear the appeal and either affirm, deny or modify the decision of the Agency. Appeals from the Board of County Commissioners' action shall be in accordance with Section 33-316 of this Code.</p>
<p>Section 33C-5 Rapid Transit Zone ("RTZ") District</p>	<p>(B) Existing zoning designations; administrative site plan review required. Until a special exception or other zoning approval for development is approved, lands within the RTZ district shall remain subject to the applicable municipal zoning district regulations that existed prior to the property's inclusion in the RTZ District.</p>

ZONING RECOMMENDATION ADDENDUM

The Diocese of Southeast Florida, Inc.

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<p>Section 33C-15.- Metromover Subzone.</p>	<p>(A) <i>Purpose and Intent.</i> The following development review standards and criteria shall govern applications for initial plan approval of the general site development plan, and applications for final site plan review, for all development to be located within the boundaries of the Metromover Subzone established in this section. These standards are consistent with, and support the County's and the City's commitment to, principles of urban planning, including improved mobility, enhanced pedestrian environment, and the reduction of urban sprawl. They are also consistent with the need to provide for the public service and public infrastructure needs of this area, which is within the County's only regional urban center and, as such, is designated for the highest level of development density and intensity in the County.</p> <p>(B) <i>Boundaries.</i> The Metromover Subzone of the Rapid Transit Zone is hereby established; the boundaries of the subzone are identified in Exhibits 22(A) and 22(B) of Section 33C-2. The legal description and a full-scale map of the boundaries are on file with the Department.</p> <p>(C) <i>Permitted Uses.</i> Permitted uses shall be in accordance with Section 33C-11(C) relating to the Government Center Subzone, which are incorporated by reference herein.</p> <p>(D) <i>Procedures for approval and development standards.</i></p> <p>(1) <i>Applications for development in the subzone shall be governed by the pre-application and application procedures and development standards relating to the Government Center Subzone, as set forth in Section 33C-11(D), (E), (F), and (G), which are incorporated by reference herein, except as follows:</i></p> <p>(a) <i>Parking shall be governed by Section 33C-8.</i></p> <p>(b) <i>Plan review standards regarding public open space may be satisfied with private open space that is open to the public.</i></p> <p>(c) <i>Development along the Biscayne Bay and Miami River shorelines shall be subject to the following:</i></p> <p>(i) <i>Purpose and intent.</i> In furtherance of CDMP objectives and policies regarding shoreline management, Chapter 33D, and municipal codes and plans addressing development along these shorelines, it is the intent of the criteria contained herein to promote connectivity and accessibility to bayfront and riverfront properties within this subzone and to maintain pedestrian connectivity along the existing and planned public walkway along the shoreline, referred to as the Miami Baywalk.</p> <p>(ii) <i>Shoreline setback.</i> The setback from the shoreline shall be a minimum of 50 feet as measured from the mean highwater line provided along the applicable water frontage, except that on lots with a depth of less than 200 feet, the setback shall be a minimum of 25 percent of the lot depth.</p> <p>(iii) <i>Visual corridors.</i> To allow visual corridors to open from ground to sky and to allow public access to the waterfront, side setbacks shall be equal in aggregate to a minimum of 25 percent of the water frontage of each lot based on average lot width.</p> <p>(iv) <i>Public shoreline walkway.</i> To maintain pedestrian connectivity along the shoreline, a publicly accessible walkway shall be provided within the shoreline setback. Walkway design and connections to adjacent existing or planned walkway segments shall be consistent with the County's Shoreline Development Review Manual and, if adjacent to properties under the City of Miami's jurisdiction, with the City of Miami's Waterfront Walkway Design Standards.</p>
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ZONING RECOMMENDATION ADDENDUM

The Diocese of Southeast Florida, Inc.

PH: Z24-027

	<p>(2) <i>It is further provided that, in the review of an application for public hearing other than for a governmental facility, each reviewing agency shall provide a statement as to the proposed development's impact on public facilities and services, including assessment of impacts beyond minimum concurrency requirements pursuant to Chapter 33G and minimum subdivision requirements pursuant to Chapter 28. The reviewing agency may recommend additional improvements to address such identified impacts.</i></p> <p>(3) <i>Approval of such public hearing application may be conditioned on the provision of improvements recommended by a reviewing agency and of such other public service, public infrastructure, or public benefits improvements as the Board may determine to be appropriate to address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area. Such improvements may include, without limitation: improvements to rapid transit infrastructure or surrounding roadways; mobility connections to the Rapid Transit System or other buildings or facilities in the surrounding area; emergency services facilities; educational facilities; public parks or public open spaces; tree canopy enhancements; public water and sewer infrastructure; or affordable housing.</i></p> <p>(4) <i>Notwithstanding any other provision to the contrary, for any privately-owned property added to this subzone after April 20, 2021, unless an application for initial review for development approval for such property has been filed in accordance with this section within two years from the effective date of its inclusion in the subzone, the inclusion of such property in the subzone, and the corresponding assertion of County regulatory jurisdiction over it, shall sunset.</i></p> <p>(E) <i>Platting. Separate parcels located within the subzone and made subject to a unity of title or covenant in lieu of unity of title shall not be deemed a subdivision and shall be exempt from the platting requirements of Chapter 28.</i></p> <p>(F) <i>Conflicts. The development review procedures, standards, and criteria set forth in this section shall govern in the event of a conflict with other zoning, subdivision, or landscape regulations of this code or with the Miami-Dade County Public Works Manual.</i></p>
<p>Section 33-311(A)(3) Special Exception, Unusual and New Uses.</p>	<p>Special exceptions (for all applications other than public charter schools), unusual and new uses. <i>Hear application for and grant or deny special exceptions, except applications for public charter schools; that is, those exceptions permitted by the regulations only upon approval after public hearing, new uses and unusual uses which by the regulations are only permitted upon approval after public hearing; provided the applied for exception or use, including exception for site or plot plan approval, in the opinion of the Community Zoning Appeals Board, would not have an unfavorable effect on the economy of Miami-Dade County, Florida, would not generate or result in excessive noise or traffic, cause undue or excessive burden on public facilities, including water, sewer, solid waste disposal, recreation, transportation, streets, roads, highways or other such facilities which have been constructed or which are planned and budgeted for construction, are accessible by private or public roads, streets or highways, tend to create a fire or other equally or greater dangerous hazards, or provoke excessive overcrowding or concentration of people or population, when considering the necessity for and reasonableness of such applied for exception or use in relation to the present and future development of the area concerned and the compatibility of the applied for exception or use with such area and its development.</i></p>

Building and Neighborhood Compliance

ENFORCEMENT HISTORY

THE DIOCESE OF SOUTHEAST
FLORIDA, INC/ROBERSON, JASON

515 NE 15 ST
1540 N BAYSHORE DR
MIAMI-DADE COUNTY, FLORIDA.

APPLICANT

ADDRESS

Pending

Z2024000027

DATE

HEARING NUMBER

FOLIO: 01-3231-010-0010/01-3231-006-0210

REVIEW DTE OF CURRENT ENFORCEMENT HISTORY:

November 15, 2024

NEIGHBORHOOD REGULATIONS:

Folio No.s: 01-3231-010-0010/01-3231-006-0210

There are no open/closed cases in CMS.

BUILDING SUPPORT REGULATIONS:

Folio No.s: 01-3231-010-0010/01-3231-006-0210

There are no open/closed cases in BSS.

VIOLATOR:

THE DIOCESE OF SOUTHEAST FLORIDA, INC/ROBERSON, JASON


OUTSTANDING LIENS AND FINES:

There are no outstanding Liens, Fines, or Fees.

Memorandum

Date: November 14, 2024

To: Lourdes M. Gomez, AICP, Director
Department of Regulatory and Economic Resources

From: Lisa M. Spadafina, RER Assistant Director
Division of Environmental Resources Management 

Subject: Z2024000027-3rd Review
The Diocese of Southeast Florida Inc
515 NE 15th Street and 464 NE 16th Street
Special exception for a general development plan with the purpose of designating the property as part of the Metromover Subzone of the Rapid Transit Zone and assigning applicable permitted for a mixed-use development that includes the preservation of an existing cathedral on the north side of the properties.
(Metromover Subzone RTZ) (1.858 acres)
31-53-42

The Department of Regulatory and Economic Resources – Division of Environmental Resources Management (DERM) has reviewed the above referenced zoning application for compliance with the requirements of Chapter 24 of the Miami-Dade County Code (the Code) for potable water service and wastewater disposal. Based on the information provided, this zoning application is approved pursuant to section 24-43.1 of the Code related to potable water supply and wastewater disposal.

Potable Water Supply and Wastewater Disposal

According to DERM records, the existing church to remain is connected to public water and sanitary sewers. Pursuant to the Code and based on the proposed site plan, the proposed development shall connect to public water and sanitary sewers in accordance with Code requirements. To the extent that connection to the public sanitary sewer system is not approved due to a sanitary sewer moratorium, this memorandum shall not be interpreted as written approval from DERM to allow an alternative means of domestic wastewater disposal.

Existing public water and public sanitary sewer facilities and services meet the Level of Service (LOS) standards set forth in the Comprehensive Development Master Plan (CDMP). Furthermore, the proposed development order, if approved, will not result in a reduction of the LOS standards subject to compliance with the conditions required by DERM for this proposed development order.

Please note that some of the collection/transmission facilities, which includes sanitary sewer gravity sewer mains, sanitary sewer force mains and sanitary sewer pump stations, throughout the County do not have adequate capacity, as defined in the Consent Decree between Miami-Dade County, Florida Department of Environmental Protection, and the U.S. Environmental Protection Agency case 1:12-cv-24400-FAM. Under the terms of this Consent Decree, this approval does not constitute an allocation or certification of adequate treatment and transmission system capacity. At the time of building permits DERM will evaluate and may reserve sanitary sewer capacity, through the DERM sanitary sewer certification process, if the proposed development complies with the provisions of the Consent

Decree. Building permits for development in sanitary sewer basins which have been determined not to have adequate capacity cannot be approved, until adequate capacity becomes available.

Please be advised, DERM review and approval is required for any proposed public or private sanitary sewer system. Each parcel within the proposed development that is required to be served by public sanitary sewers shall connect directly to the public sanitary sewer system, without traversing other parcels. Private sanitary sewer collection and transmission systems are limited to one building per parcel connecting directly to a public sanitary sewer system and cannot traverse other parcels to connect to the public sanitary sewer system. If multiple buildings are within a parcel, each building shall connect individually to a public sanitary sewer system without traversing other parcels.

Conditions of Approval: None

Water Control Review

Stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage plans shall provide for full on-site retention of the stormwater runoff generated by a 5-year storm event.

Conditions of Approval: None

Tree Preservation Review

An aerial review of the subject parcels indicates the presence of tree resources. The subject parcels are within the boundaries of the City of Miami. The City of Miami tree removal permits BD22-006626-001-L007 and BD22-006625-001-L001 were issued on November 09, 2022, for the subject parcels. All approved work shall be performed in accordance with these permits. Section 24-49 of the Code provides for the preservation and protection of tree resources. If any additional trees subject to the tree preservation and protection provisions of the Code are to be removed/relocated and are not associated with tree permits BD22-006626-001-L007 and BD22-006625-001-L001, a new permit will be required. The applicant is advised to contact the Tree and Forest Resources Section of DERM at (305) 372-6574 or tfrs@miamidade.gov with any questions regarding their permitting procedures and requirements.

A Miami-Dade County Tree Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code. The applicant is advised that a tree survey that includes a tree disposition table will be required during the tree removal permit application process. Projects and permits shall meet the requirements of sections 24-49.2 and 24-49.4 of the Code, including the specimen tree standards.

In accordance with section 24-49.9 of the Code, 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. Please contact Jackelyn Alberdi at Jackelyn.Alberdi@miamidade.gov for additional information or concerns regarding this review.

Conditions of Approval: None

DERM Enforcement History Review

There are no open or closed enforcement records for violations of Chapter 24 of the Code for the subject property. There are no outstanding DERM liens or fines for the subject property.

Concurrency Review Summary

A concurrency review has been conducted for this application and DERM has determined that the same meets all applicable LOS standards for an initial development order as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. This concurrency approval is valid only for this initial development order. Pursuant to Chapter 33G of the Code, a final concurrency statement will be issued at the time of final development order.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Ninfa Rincon at (305) 372-6764.


cc: Eric Silva, Department of Regulatory and Economic Resources

Memorandum



Date: January 10, 2025

To: Eric Silva, AICP, Assistant Director
Development Services
Department of Regulatory and Economic Resources (RER)

From: Maria A. Valdes, CSM, LEED® Green Associate
Chief, Planning & Water Certification Section
Water and Sewer Department (WASD) 

Subject: **UPDATED** Zoning Application Comments - Trinity Cathedral Project
Application No. Z2024000027 - (Pre-App. No. Z23P-305)

The Water and Sewer Department has reviewed the proposed development for the subject zoning application. WASD has no objections to this Zoning Application, based on the information provided. Additional requirements may be needed at the time of permitting. The information provided below is preliminary and it does not affect the Zoning process. The applicant is advised to consult with their engineer and WASD's Plans Review staff to finalize points of connection and capacity approval.

Application Name: Trinity Cathedral Project.

Location: The proposed project is located on approximately 1.86 acres at 515 NE 15 St and 464 NE 16th Street with Folios Nos. 01-3231-010-0010 and 01-3231-006-0210, in the City of Miami.

Proposed Development: The proposed project with this application consists of a mixed-use development which includes a new 42-story "L" shaped building with 462 apartment units (high density) and the ground floor will house over 14,000 square feet of space for the church, including offices and a modernized parish hall for a growing Trinity congregation. The existing Cathedral building will remain.

The estimated total water demand for the proposed project will be 63,770 gallons per day (gpd).

Water: The subject development is within WASD's service area. The water supply for this application is provided by the Hialeah-Preston Water Treatment Plant (WTP). At the present time, there is adequate treatment and water supply capacity at the WTP, consistent with Policy WS-2A(1) of the CDMP.

The existing property is connected to water. If a new connection is required, the developer may connect to an existing 16-inch water main (E9895-1) in North Bayshore Drive, abutting the western boundary of the property.

Final points of connections and capacity approval to connect to the water system will be provided at the time the water hydraulic modeling analysis is performed, and the WASD Agreement is offered.

Any public water main extension within the property shall be a minimum of 12-inch in diameter. If two (2) or more fire services are to be connected to a public water main, then the water system shall be looped with two (2) points of connection.

A Water Supply Certification (WSC) will be required for the proposed development. Said Certification will be issued at the time the WASD Agreement is offered. The WSC letter shall remain active in accordance with terms and conditions specified in said certification. The WSC is required consistent with Policy CIE-5D and WS-2C in the County's CDMP and in accordance with the permitted withdrawal capacity in the WASD's 20-year Water Use Permit.

For more information on the Water Supply Certification Program please go to <http://www.miamidade.gov/water/water-supply-certification.asp>

In addition, all future development will be required to comply with water use efficiency techniques for indoor water use and with landscape standards in accordance with Sections 8-31, 32-84, 18-A, and 18-B of the Miami-Dade County Code, consistent with Policies WS-5E and WS-5F of the CDMP. Also, per Section 8A-381 (c) of the Miami-Dade County Code, effective January 1, 2009, all permit applications for new multifamily residential developments shall be required to include a sub-meter for each individual dwelling unit.

For more information about our Water Conservation Program please go to <http://www.miamidade.gov/conservation/home.asp>

For information concerning the Water-Use Efficiency Standards Manual please go to <http://www.miamidade.gov/waterconservation/library/instructions/water-use-efficiency-standards-manual.pdf>

Sewer: The proposed development is located within the WASD's sewer service area. The wastewater flows for the proposed development will be transmitted to the Central District Wastewater Treatment Plant (CDWWTP) for treatment and disposal. The CDWWTP is currently operating under a permit from the Florida Department of Environmental Protection. Currently, there is adequate sewer treatment and disposal capacity at the CDWWTP, consistent with Policy WS-2 A (2) of the CDMP.

The existing property is connected to a sewer. If a new connection is required, the developer may connect to any of the following:

1. Connect to an existing 10-inch gravity sewer system (ES3629-1) in NE 15th Street, abutting the southern boundary of the property.
2. Connect to an existing 8-inch gravity sewer in NE 16th Street, abutting the northern boundary of the property.

Final points of connection and capacity approval to connect to the sewer system will be provided at the time the sewer hydraulic modeling analysis is performed, and the WASD Agreement is offered.

If Unity of Title does not apply, then any gravity sewer within the property shall be public and eight (8) inches minimum in diameter.

The subject application is located within the Biscayne Basin which has a sanitary sewer special connection charge of \$ 4.24 per gallon. WASD will collect this special connection charge from property owners. The special connection charge is for the expansion of the sewer facilities in the Biscayne Basin Area.

The sewage flow from the proposed development will be transmitted to Pump Station (P.S.) No. 2. The projected sanitary sewer flows from this development will increase the projected Nominal Average Pump Operating Time (NAPOT) operating hours from 6.20 hrs. to 6.23 hrs. Said Pump Station is in OK Moratorium Code status.

Connection to the sanitary sewer system is subject to the following conditions:

- Adequate transmission and plant capacity exist at the time of the owner's request consistent with policy WS-2 A(2) of the CDMP. Capacity evaluations of the plant for average flow and peak flows will be required. Connection to the COUNTY'S sewage system will be subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the COUNTY and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Order entered on April 9, 2014 in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

In addition, below please find links to the WASD portal, which provides information on the Construction & Development process for water and sewer infrastructure.

<http://www.miamidade.gov/water/construction-development.asp>

<http://www.miamidade.gov/water/construction-service-agreement.asp>

<http://www.miamidade.gov/water/construction-existing-service.asp>

<http://www.miamidade.gov/water/library/forms/service-agreement.pdf>

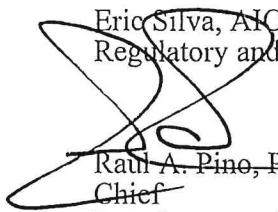
Should you have any questions, please contact Maria A. Valdes, Chief, Planning & Water Certification Section at (786) 552-8198 or mavald@miamidade.gov, Alfredo B. Sanchez at (786) 552-8237 or sanalf@miamidade.gov, or Suyapa Carbajal at (786) 552-8124 or suyapa.carbajal@miamidade.gov.

Memorandum



Date: March 5, 2024

To: Eric Silva, AICP, Assistant Director
Regulatory and Economic Resource Department

From:  Raul A. Pino, PLS
Chief
Regulatory and Economic Resource Department

Subject: DIC 24-027
Name: The Diocese of Southeast Florida, Inc.
Section 31 Township 53 South Range 42 East

I. PROJECT LOCATION:

The property is located at 515 NE 15 Street and 464 NE 16 Street.

II. APPLICATION REQUEST:

This application is requesting the approval of a 42-story building with 462 residential units and internalized parking.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

Access to this site from east to west is provided by NE 15 Street and from north to south is provided by N Bayshore Drive.

IV. RECOMMENDATION:

The Department of Regulatory and Economic Resources Platting and Traffic Review Section has reviewed the subject application and has no objections.

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers Trip Generation Manual, 11th Edition)

152 PM Peak Hour trips are generated by this application.

Please note that this application meets the traffic concurrency criteria because it lies within the urban infill area and a municipality where traffic concurrency does not apply.

Notes: PM =Post Meridiem

The PM peak hour refers to the highest hour of vehicle trips generated during the afternoon peak hours of 4-6 PM

B. Cardinal Distribution

North	32 %	East	7 %
South	18 %	West	43 %

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Station F-5058 located on US 1 north of NE 29 Street, has a maximum LOS “E+50” of 4,560 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 2,957 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5058** with its PHP and assigned vehicles is at LOS “E”. The 47 vehicle trips generated by this development when combined with the 2,957 and those previously approved through Development Orders, 0, equal 3,004 and will cause this segment to remain at LOS “E” whose range is from 2,921 to 3040.

Station F-5053 located on US 1 north of NE 13 Street, has a maximum LOS “E+50” of 4,560 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 2,209 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5053** with its PHP and assigned vehicles is at LOS “D”. The 27 vehicle trips generated by this development when combined with the 2,209 and those previously approved through Development Orders, 0, equal 2,236 and will cause this segment to remain at LOS “D” whose range is from 1,311 to 2,920.

Station F-2506 located on SR 836/I 395 east of NW 2 Avenue, has a maximum LOS “D” of 13,620 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 12,870 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2506** with its PHP and assigned vehicles is at LOS “D”. The 30 vehicle trips generated by this development when combined with the 12,870 and those previously approved through Development Orders, 0, equal 12,900 and will cause this segment to remain at LOS “D” whose range is from 10,961 to 13,620.

Station 9276 located on NE 2 Avenue south of NE 20 Street, has a maximum LOS “E+20” of 3,283 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1,889 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9276** with its PHP and assigned vehicles is at LOS “D”. The 22 vehicle trips generated by this development when combined with the 1,889 and those previously approved through Development Orders, 0, equal 1,911 and will cause this segment to remain at LOS “D” whose range is from 1,180 to 2,628.

Station 9974 located on Venetian Causeway/NE 15 Street east of N Bayshore Drive, has a maximum LOS **"E"** of **1,269** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **871** vehicles and **0** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9974** with its PHP and assigned vehicles is at LOS **"D"**. The **26** vehicle trips generated by this development when combined with the **871** and those previously approved through Development Orders, **0**, equal **897** and will cause this segment to remain at LOS **"D"** whose range is from 1,198 to 1,269.

The request herein, constitutes an Initial Development Order only, and one or more traffic concurrency determinations will subsequently be required before development will be permitted.

VII. SITE PLAN CRITIQUE:

This land **requires** platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications per Miami-Dade Chapter 33-133 and Chapter 28 and/or improvements required will be accomplished thru the recording of a plat.

VIII. STANDARD CONDITIONS:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."

Memorandum



Date: August 29, 2024

To: Eric Silva, Assistant Director
Regulatory and Economic Resources

From: Alejandro G Cuello, Principal Planner
Miami-Dade Fire Rescue Department

Subject: Z2024000027

The Miami-Dade Fire Rescue Department has **no objection** to the site plan uploaded in EnerGov on 8/20/2024. Note this projection is situated within the City of Miami Fire Department's response area. Therefore, kindly coordinate fire department access and apparatus set-up site requirements with their Fire Prevention Division. For your reference and convenience, the main number to their Fire Prevention Division is 305-416-1600.

For additional information, please contact acuello@miamidade.gov or call 305-775-3357.

Memorandum



Date: September 16, 2024

To: Eric Silva, AICP
Assistant Director, Zoning Division
Department of Regulatory and Economic Resources (RER)

From: Francisco Arbelaez, AICP, LEED Green Associate
Principal Planner – Infrastructure Planning Division
Department of Transportation and Public Works (DTPW)

Subject: Review of DIC Project No. Z2024000027
The Diocese of Southeast Florida, Inc.
DTPW Project No. OSP 173

PROJECT DESCRIPTION:

According to the Letter of Intent (LOI), the applicant seeks approval of a general development plan with multifamily residential and religious facility uses. This proposal involves historic preservation of the existing cathedral on the north side of the Property and development of a new 42-story “L” shaped building on the vacant land, which includes 462 residential units and internalized parking to serve both parishioners and residents. The house floor of the new building will house over 14,000 square feet for the church, including offices and a modernized parish hall for a growing Trinity congregation. The property is in the “Metromover Subzone” of Miami-Dade County’s Rapid Transit Zone (RTZ).

I. PROJECT LOCATION:

The property is located at 515 NE 15th Street in Miami, Florida in the City of Miami, Miami-Dade County, Florida, within the Urban Development Boundary and the Urban Infill Area.

II. APPLICATION REQUEST:

The application is requesting approval of the following:

- Special Exception of General Development Plan RTZ

COMMENTS/RECOMMENDATION:

Miami-Dade County Department of Transportation and Public Works (DTPW) Traffic Engineering Division has reviewed the subject application and has no objections to this application, subject to the following conditions:

I. Infrastructure Planning Division:

1. The applicant shall work with DTPW to identify and provide the improvements needed to encourage transit use in the proposed project area. Improvements may include but not limited to provision of enhanced bike/walk/micro-mobility

- connections to the nearby existing and future planned Metromover station(s) and bus stops.
2. The applicant shall coordinate with the Design and Engineering section of DTPW to ensure wayfinding to all transit options available is provided.
 3. The Applicant shall ensure that the sidewalks along NE 15th St and N Bayshore Dr. be maintained in good, operable condition and accessible throughout the duration of construction at the development site as to not impede public access to the nearby Metromover Station and bus stops.
 4. The applicant shall provide enhanced crosswalks or additional pavement markings at NE 15th St and N Bayshore Dr. to clearly delineate where pedestrians should be within the proposed project. This will promote walkability to the transit stops mentioned in this Memo.
 5. The applicant shall provide connections to transit by adding to the existing bicycle and pedestrian network where possible.
 6. Due to the proximity of this project to the Adrienne Arsht Metromover Station, DTPW recommends that the existing on-street parking be retained.
 7. The application shall provide updated plans reflecting the most current roadway configuration.
 - a. As presented, there is an installed bicycle facility, not represented on your plans.
 - b. These bike lanes present the transition from the Venetian causeway trail to the 15th Street roadway network.

Additional Impacts on Transit Service

As per code Section 33C-15 (D.2), below are additional improvements which DTPW identified as a preliminary review of the subject development. Please note that these improvements may be modified after the review of a detailed site plan is completed or DTPW acquires additional information on improvement costs.

DTPW's suggests that any traffic study for this project include averages for Weekday trips for the same land use codes to be used in the traffic methodology or traffic study. The applicant has not provided an expected project completion date for this application site. DTPW analyzed the Mode Shares provided by the Miami-Dade County Transportation Planning Organization (TPO) for the years 2015 and 2045. The TPO manages Southeast Florida Regional Planning Model (SERPM) for the County. The SERPM data is provided at the TAZ level. TAZ521 is the subject TAZ to be analyzed in this in this section.

According to the SERPM Mode Shares for 2015 and 2045 it is expected that bicycle and pedestrian usage will nearly increase during the time above. This memo will be updated to include increase by mode upon next submittal. These increases represent a shift away from the single driver automobile. Transit percentages in SERPM include Metrorail, Metromover, and Metrobus services. DTPW facilities like Bicycle lanes

and sidewalks within the neighborhood will also see an increase in their mode share as the area continues to grow. The proposed project will undoubtedly have a higher impact on bicycle and pedestrian facilities than all three transit systems (Metrorail, Metrobus, Metromover) provided by DTPW in the area.

Possible improvements for the three transit modes includes, upgrading bus stops mentioned above in this Memo to have covered waiting and loading areas. The TDP currently has the following transit projects programmed, The Metromover system seeks to provide extensions to both the Brickell loop and the Omni loop. The Design District Extension Metromover Expansion Project will seek to extend the Metromover from The School Board Station to NW 40th Street. Additionally, there are several bicycle projects that have been developed within DTPW, such as green painted bike lanes along NE 15th Street from N. Bayshore Drive to the Venetian Causeway entrance at an estimated Design and construction cost of \$175,000, which has been implemented and need to be reflected in the plans as not above in this memo. DTPW has identified the need for the intersection of 15th street and Bayshore to be reconstructed in a manner that would allow the bicycle facility to traverse the intersection. DTPW is contemplating a roundabout for the new intersection, traffic study and roadway design of the intersection are currently unfunded. Buffered bike lanes on Miami Avenue from NE 13th Street to NE 17th Street at an estimated cost of \$500,000. DTPW has also identified the need for bike improvements along NE 20th Street from NE 2nd Avenue to Biscayne Blvd. DTPW has identified Sidewalk Gaps along North Miami Avenue from NE 15th Street to NE 16th Street at a cost of \$46,000 and at NE 6th Street at a cost of \$28,000. Other improvements are identified in the FDOT Bike Connectivity Plan and The Downtown Miami Micro mobility Project.

Since this TAZ is projected to be a highly pedestrian area, it is recommended that wider sidewalks be instituted throughout the neighborhood as well as mid-block crosswalks where possible. The installation of shade trees throughout the neighborhood will benefit transit users as well as cyclists and pedestrians. Bicycle and Pedestrian usages are expected to increase at a higher rate than transit users in this area of the County.

Please contact Francisco Arbelaez, AICP at Francisco.Arbelaez@miamidade.gov if you have any questions on the comments above.

II. Traffic Engineering Division

CONDITIONS:

Additional Impacts on Public Facilities and Services:

- Prior to issuance of the final certificate of occupancy (CO) for the subject development, owner shall design and construct the following crosswalk enhancements: (i) an enhanced crosswalk with rectangular rapid flashing beacons (RRFB) at the existing crosswalk on the south side of North Bayshore Drive intersection with NE 16 Street; and (ii) enhance existing crosswalk with a full signalized crosswalk at the existing location on the south side of North Bayshore Drive intersection with NE 17th Terrace.

Site Plan:

The following site plan comments must be addressed under a separate Administrative Site Plan Review (ASPR) process.

1. Exit driveways must comply with clear sight visibility requirements for both pedestrians and vehicular traffic. Provide clear sight visibility triangles on the site and landscape plans to demonstrate compliance with these requirements. Additionally, on-street parking must comply with Section 3.3

SPEED LIMIT (MPH)	D _i (FT)		D _r (FT)	
	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE
30	35	70	20	40
35	50	95	30	50
40	70	130	40	70
45	95	160	50	85
50	125	400	70	215

MEASUREMENTS TAKEN FROM CENTER OF ROADWAY

of the MDC Traffic Operations Manual (see highway distances below).

2. Parking spaces must not be located within 25' of any stop sign or 25' from the right of way at entrance driveways (throat distance).
3. A minimum of a 6' sidewalk must be kept within public right-of-way.
4. Show the trash collection truck maneuvering wheel path around the site. Note that no backing in/out is allowed within public right-of-way.
5. Driveways must be designed as per FDOT standard 515.
6. Site plan must show all necessary roadways to complete the roadway network. Site plan must show required right-of-way dedications and show which roadways will be public/privat
7. Please provide written approval from Leandro Ona (Leandro.Ona@miamidade.gov) for the proposed typical section on NE 15 Street.

8. A signed and sealed site plan printed to scale must be submitted for DTPW review. Pavement widths, radii, existing and proposed driveway connections, proposed circulation paths, pavements markings, lanes widths, signing, etc. must be shown in the submitted site plan. A minimum of 5 feet must be provided from property line to driveway.

Please contact Anamersy Arce at Anamersy.Arce@miamidade.gov if you have any questions on the comments above.

If you have any questions concerning the overall review comments, or wish to discuss this matter further, please contact Francisco Arbelaez at (786) 469-5310.

cc: Lisa Colmenares, AICP, Chief Planning Officer, DTPW
Gabriella Serrado, Chief, Infrastructure Planning, DTPW
Eric Zahn, Transit Planning Section Supervisor, Service Planning and Scheduling, DTPW
Linda Morris, AICP, Chief, Service Planning and Scheduling, DTPW
Leandro Oña, Chief, Highway Division, DTPW
Yamilet Senespleda, Manager, Traffic Engineering Division, DTPW
Anamersy Arce, Traffic Engineer, Traffic Engineering Division, DTPW
Amina Newsome, Senior Division Chief, Zoning, RER

RODRIGUEZ, IVAN M

From: RODRIGUEZ, IVAN M
Sent: Tuesday, May 21, 2024 10:21 AM
To: nicholas.barshel@akerman.com
Cc: Concurrency Management; Simon, Nathaly; CASTILLO, DENISE; Stillings, Noel (RER); Connally, Ronald (RER); Garcia, Jeannette C.; Ellis, Jacqueline; Angleton, Kathryn; CASTILLO, DENISE
Subject: Diocese of SE FI _RTZ- Z2024000027 (PH01240502004590) County
Attachments: Diocese of SE FI _RTZ- Z2024000027 (PH01240502004590) County.pdf

Diocese of SE FI _RTZ- Z2024000027
PH0124050200459 - Z2024000060
Folio Nos.: 0132310100010, 0132310060210

Dear Applicant,

Pursuant to State Statutes and the Interlocal Agreement for Public School Facility Planning, 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 462 multifamily residential units, which generate 34 students, 19 at the elementary, 7 at the middle and 8 at the senior high school level. At this time, all school levels have sufficient capacity available to serve the application. Remember that 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, notwithstanding any additional information that may surface after further departmental research. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-7285.

Best regards,

Ivan M. Rodriguez, Director
Facilities Planning
1450 NE 2 Ave., Suite 523
Miami, Florida 33132
305.995.4501



Concurrency Management System (CMS)

Miami-Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: **PH0124050200459** Local Government (LG): **Miami**
 Date Application Received: **5/2/2024 12:31:58 PM** LG Application Number: **Z2024000027**
 Type of Application: **Public Hearing** Sub Type: **Public**

Applicant's Name: **Diocese of SE FL RTZ- Z2024000027**
 Address/Location: **1540 N Bayshore Dr**
 Master Folio Number: **0132310100010**
 Additional Folio Number(s): **0132310060210,**

PROPOSED # OF UNITS **462**
 SINGLE-FAMILY DETACHED UNITS: **0**
 SINGLE-FAMILY ATTACHED UNITS: **0**
 MULTIFAMILY UNITS: **462**

CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5931	PHILLIS WHEATLEY ELEMENTARY	143	19	19	YES	Current CSA
6361	JOSE DE DIEGO MIDDLE	0	7	0	NO	Current CSA
6361	JOSE DE DIEGO MIDDLE	-37	7	0	NO	Current CSA Five Year Plan
7791	BOOKER T WASHINGTON SENIOR	70	8	8	YES	Current CSA

ADJACENT SERVICE AREA SCHOOLS

6011	GEORGIA JONES-AYERS MIDDLE	403	7	7	YES	Adjacent CSA
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*An Impact reduction of **33.18%** 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 / 305-995-7285 / concurrency@dadeschools.net

Memorandum



Date: February 27, 2024

To: Eric Silva, Assistant Director
Development Services Division
Regulatory and Economic Resources Department (RER)

From: Alejandro Zizold, Chief of Planning and Research *Alejandro Zizold*
Planning, Design and Construction Excellence Division
Parks, Recreation and Open Spaces Department (PROS)

Subject: Z2024000027– Trinity Cathedral Project RTZ (Associated Pre-app.: Z2023P00305)

Applicant Name: Nicholas Barshel on behalf of The Diocese of Southeast Florida, Inc.

Project Location: The proposed development is located on ±1.86 acres located at 515 NE 1st Street and 464 NE 16th Street north of NE 16th Street and east of N Bayshore Drive, in Miami, Florida (Folios: 01-3231-010-0010, 01-3231-006-0210).

Proposed Development: The applicant seeks a special exception for a general development plan in the RTZ Metromover Subzone to develop 462 multi-family residential units.

Current Park Benefit District Area Conditions: County-owned park and recreation facilities, both Areawide and Local, serving Park Benefit District 1 (PBD 1) are shown in Figure 1. Although there are no County-owned local parks within three miles of the subject application, there are several municipal parks which are 5 acres or greater, as shown in Figure 1.

Impact and Demand: The proposed residential component impact does not apply to Miami-Dade County local parkland when analyzed using Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space. There are several municipal parks that are 5 acres or larger within the 3-mile application area. Please coordinate with the City of Miami's Parks Department Level of Service impact from the proposed development on park and open space needs.

Community Benefit: While the proposed development is located within the Miami-Dade County RTZ subzone, this development has no impact on Miami-Dade County's parks facilities or level of service standards. The applicant should consider the following as it pertains to community benefits:

- Provide shade trees that are as mature as feasible upon installation to offer immediate shade, aid in mitigation of the urban heat island effect, contribute to cooler public areas within the subject site, act as a natural rainwater filter, and complement the ground level design of the development.
- Contributing wayfinding, markings, and safe crossing features directing residents and visitors to public transit options to encourage safe non-motorized mobility.
- Including a bike storage room, covered bike parking areas and a bike repair station to support non-motorized mobility and micro mobility.

Recommendations: PROS has no pertinent comments for this application concerning impact or demand on existing County Parks, proposed or budgeted service expansion, nor does PROS perform a concurrency review. PROS offers the following recommendations:

- PROS recommends that the applicant include additional shade trees along N. Bayshore Drive in the proposed landscape plan in order to create a more shaded and walkable pathway for pedestrians as per the Great Streets Vision identified in the Miami- Dade County OSMP.
- Include bicycle storage racks for use by visitors of the residential and church components in highly visible areas.
- Coordinate with and solicit input from the City of Miami Parks and Recreation Department.

- Coordinate with Department of Transportation and Public Works to maximize potential mutual benefits and create seamless connections.

These recommendations are based on the following Recreation and Open Space policy and objectives in the Comprehensive Development Master Plan (CDMP):

Policy ROS-3B

The County shall improve and promote non-motorized access to existing park and recreation open spaces by implementing the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan, as well as improved sidewalks and trails, to improve connectivity between parks and residences, schools, activity centers, and transportation nodes.

Policy ROS-4G

The Parks, Recreation and Open spaces Department will collaborate with County agencies that oversee funding programs and accounts related to horticulture, arboriculture, environmental mitigation, hazard mitigation, transportation, crime prevention, tourist development, and community and economic development, which can potentially benefit local residents through the enhancement of parks and recreation programs, should assist with the implementation of the policies in this Element by participating in inter-agency partnerships to address, for example, the following:

- v.) Improvements to physical access to parks and recreation facilities and special events through public transportation programs;

Objective ROS-8

The Miami-Dade County Parks and Open Space System Master Plan (OSMP), through a 50-year planning horizon, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international community.

Policy ROS-8C

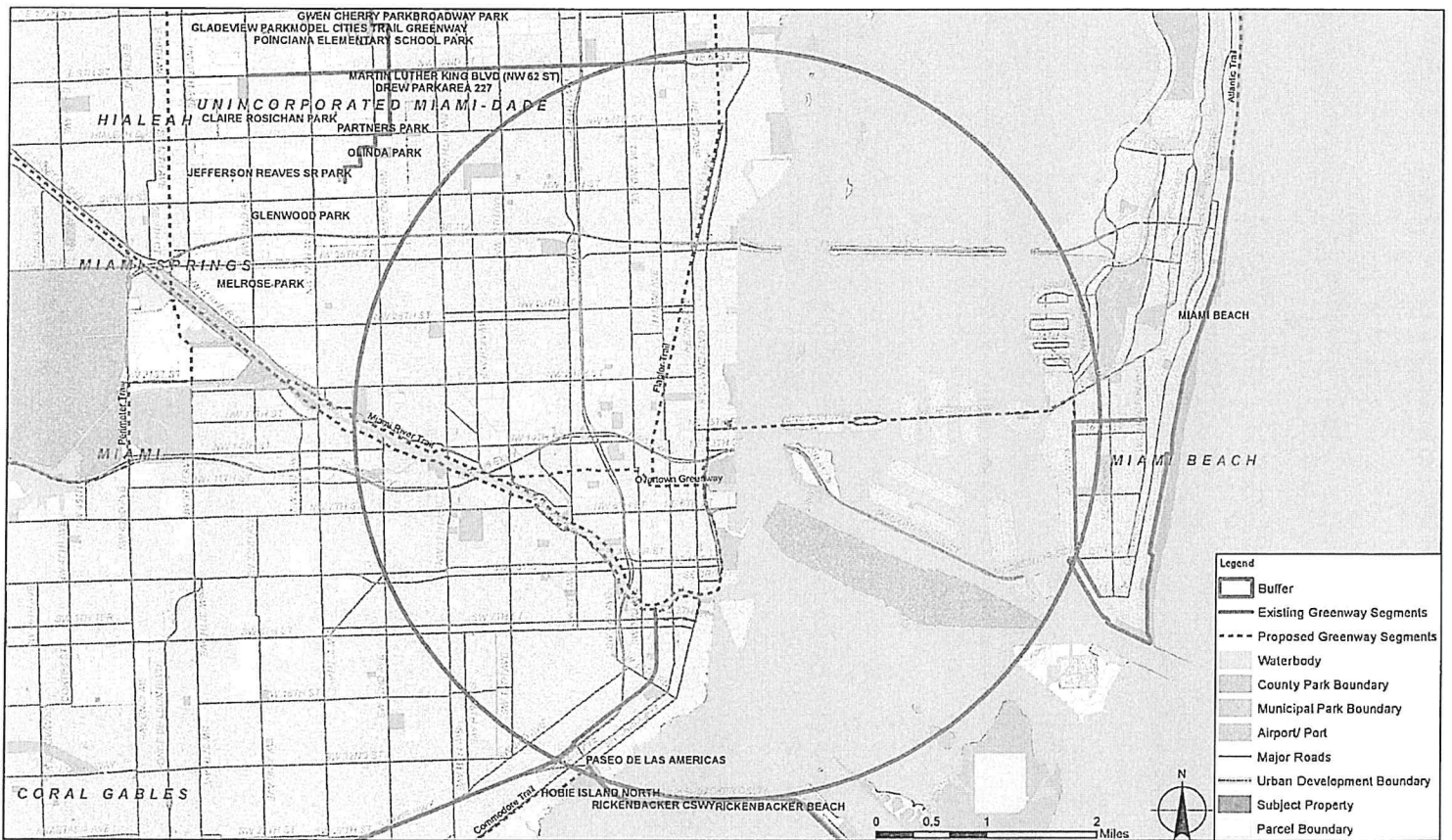
Miami-Dade County shall utilize the Parks and Open Space Design Criteria or "Pattern Book", to guide the development of the public realm. The public realm includes new and existing parks, public spaces, natural and cultural areas, greenways, trails, street corridors, and private spaces that are open to the public. The criteria shall promote beauty, community character and connectivity and include standards to assure compatibility with adjoining uses, conservation, and energy efficiency, as well as signage and way-finding requirements.

Based on our findings described herein, **PROS has no objection to this application**. Should you need additional information or clarification on this matter, please contact Alexandra Dreybus, Park Planner 2, by email at alexandra.dreybus@miamidade.gov.

AZ: at ad

Attachment

**FIGURE 1: Z202400027 - TRINITY CATHEDRAL PROJECT RTZ
 MIAMI-DADE COUNTY PARKS, RECREATION AND OPEN SPACES DEPARTMENT ANALYSIS**



Memorandum



Date: March 22, 2024

To: Eric Silva, Assistant Director
RER Development Services

From: Ammad Riaz, P.E.
Chief of Aviation Planning
Aviation Department *A.R.*

Subject: DIC Z2024000027
The Diocese of Southeast Florida, Inc.
MDAD DN-24-03-4382

As requested by the Department of Regulatory and Economic Resources (DRER), the Miami-Dade Aviation Department (MDAD) has performed a cursory review of DIC application Z2024000027, the Diocese of Southeast Florida, Inc. The applicant is requesting a Special Exception for a general development plan within the Rapid Transit Zone (RTZ) for a proposed 42-story multifamily and religious facility use. The +/- 1.86 acre property is located at 515 NE 15th Street and 464 NE 16th Street in Miami-Dade County, Florida (Folio Nos. 01-3231-010-0010 and 01-3231-006-0210).

Please be advised that an MDAD-issued Airspace / Land Use Letter of Determination is required for any permanent structure reaching or exceeding 200 feet Above Ground Level (AGL). As such, the applicant is required to coordinate with MDAD to request an MDAD Airspace / Land Use Letter of Determination prior to administrative site plan review. A MDAD-issued Permissible Crane Height Determination is required for any construction crane reaching or exceeding 200 feet AGL. MDAD's airport zoning resources, including an airport zoning checklist, are located on MDAD's webpage which may be accessed by using the following link: https://www.miami-airport.com/facilities_development.asp.

In accordance with Code of Federal Regulation (CFR) Title 14 Part 77, the Federal Aviation Administration (FAA) must study and issue determinations for any temporary and/or permanent structure on this property reaching or exceeding 200 feet AGL. If this is the case, the applicant must e-file FAA Form 7460-1 which is available on the FAA's Website (<https://oeaaa.faa.gov>).

All uses on the property are required to comply with federal, state and local aviation regulations, including the Code of Miami-Dade County, Chapter 33 as it pertains to airport zoning.

AR/rb

C: J. Ramos
James Byers, RER

Memorandum



Date: 11/07/2024

To: Eric Silva, AICP Assistant Director
Regulatory and Economic Resources Department

From: *Aneisha Daniel*
Aneisha Daniel, PhD, Director
Department of Solid Waste Management

Subject: Trinity Cathedral Project RTZ – (Z2024000027) UPDATE

The Department of Solid Waste Management's review of the above-referenced item is provided below. Additional comments will be provided as needed. **The DSWM has no objections to the proposed application.**

Application: The applicant, Trinity Episcopal Cathedral, Inc. and the Diocese of Southeast Florida, Inc., is requesting approval for a transit and pedestrian-oriented mixed-use development. In this application, the applicant is requesting a special exception. As the property is located in the City of Miami, in the Metro-mover subzone of the Rapid Transit Zone ("RTZ"), jurisdiction over land development-related requests is retained by the County pursuant to Chapter 33C of the County Code.

Size: The subject property is approximately 1.86 acres in size.

Location: The property is located at 515 NE 15 Street and 464 NE 16 Street in the City of Miami.

Analysis:

1. Solid Waste Disposal

The Miami-Dade County Solid Waste Management System consists of both County facilities and private facilities under contract as follows: three Class I landfills (two owned by Waste Management Inc., of Florida) a Class III landfill, and three regional transfer facilities. The Department of Solid Waste Management (DSWM) does not assess or adjust estimated capacity requirements based on the impacts of individual developments. Instead, the Department maintains sufficient disposal capacity to accommodate five years of waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows. The latest Concurrency Status Determination issued on September 20, 2024, which is valid through September 30, 2025, shows sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Regulatory and Economic Resources Department is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed. There are no solid waste facilities within the established distance parameters (Collections: 0.25 miles, Transfer: 1.5 miles, or Disposal: 2.5 miles of this property).

2. Garbage and Trash Collection Services

Should the request be approved and built as proposed, the resulting development would meet the definition of a combination “commercial establishment” / “multi-family establishment”, as described in Chapter 15 of the Code of Miami-Dade County. Per the Code, the following is required of this type of development located in areas under the County’s jurisdiction:

"Every commercial and multi-family residential establishment shall utilize the solid waste collection services of either the proper governmental agency able to provide such services, or that of a licensed solid waste hauler authorized to perform such services by the Director of the Department." The landlord or property owner is required to arrange for waste and recycling collection services and multi-family and commercial establishments located outside the DSWM service area most typically work with either a municipal hauler (if applicable) or a permitted private hauler to provide both (waste and recycling) in one contract.

3. Recycling

Commercial Establishments

Section 15-2.3a of the Code requires commercial establishments “to provide for a recycling program, which shall be serviced by a permitted hauler or the appropriate governmental agency”. The recycling program for commercial establishments must include a minimum of three (3) materials chosen from the following:

- | | |
|----------------------------------|--|
| 1) High grade office paper | 6) Steel (cans, scrap) |
| 2) Mixed paper | 7) other metals/scrap production materials |
| 3) Corrugated cardboard | 8) Plastics (PETE, HDPE-natural, HDPE-colored) |
| 4) Glass (flint, emerald, amber) | 9) Textiles |
| 5) Aluminum (cans, scrap) | 10) Wood |

Section 15-2.3b of the Code states that the failure of a commercial establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 of the Code shall constitute a violation of this section for which the property owner and the owner(s) and operator(s) of the commercial establishment shall be jointly and severally liable. Requests for approval of modified recycling programs must be made directly to the Department. The application regarding modified recycling programs for commercial properties may be found on the website at <https://www.miamidade.gov/solidwaste/business-recycling.asp>

Applicants are required to incorporate adequate space and facilities in their building plans to accommodate the required recycling program (i.e., somewhere for residents / tenants to store their recycling carts or bins, or in the case of centralized waste collection with dumpster containers, a permanent space for recycling carts or larger receptacles).

Multi-family Establishments

Regarding multi-family units, **Section 15-2.2(a)** of the Code requires “every multi-family residential establishment shall provide for a recycling program which shall be serviced by a permitted hauler or the appropriate governmental agency and shall include, at a minimum, the five (5) materials listed in Section 15-2.2 below.”

- 1) Newspaper

- 2) Glass (flint, emerald, amber)
- 3) Aluminum cans
- 4) Steel cans
- 5) Plastics (PETE, HDPE-natural, HDPE-colored)

Section 15-2.2(b) of the Code states the failure of a multi-family residential establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner(s) shall be liable, provided, however, that in the case of a condominium or cooperative apartment having a condominium association or cooperative apartment association, said association, rather than individual unit owners, shall be liable for any such violation.

Applicants are required to incorporate adequate space and facilities in their building plans to accommodate the required recycling program (i.e., somewhere for residents / tenants to store their recycling carts or bins, or in the case of centralized waste collection with dumpster containers, a permanent space for recycling carts or larger receptacles).

Sec. 15-4(2)(a) Before building permits may be issued for construction of commercial establishments, multi-family residential establishments, and residential units located in the unincorporated area, building plans for storage and collection of recyclable materials must be approved by the Director as to location, accessibility, number or adequacy. (b) For properties in incorporated areas, municipalities are requested to require that building plans for commercial establishments, multi-family residential establishments, and residential units be prepared so as to include sufficient space for storage and collection of recyclable materials, but not to prohibit curbside collection of recyclable materials where otherwise permitted in residential districts.

Requests for approval of modified recycling programs must be made directly to the Department. The application regarding modified recycling programs may be found on the website at <http://www.miamidade.gov/solidwaste/business-recycling.asp>.

4. Recycling and Waste Storage/Setout Considerations

Section 15-4 of the Code requires that plans for storage and collection of recyclables and solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of recycling and solid waste collection and storage facilities.

5. Site Circulation Considerations

It is required that development plans associated with this project incorporate at least one of the following traffic circulation criteria to minimize the reversing of waste vehicles and hence, provide for the safe circulation of service vehicles:

- a. Cul-de-sac with a minimum 49 foot turning radius (no "dead-ends")
- b. "T" shaped turnaround 60 feet long by 10 feet wide
- c. Paved throughway of adequate width (minimum 15 feet)

In addition, any and all alleyways designed with utilities, including waste collection, provided at the rear of the property should be planned in accordance with standard street specifications with sufficient width and turning radii to permit large vehicle access. There should be no "dead-end" alleyways developed. A sufficient waste set-out zone should be preserved between the edge of

the pavement and any possible obstructions (such as parked cars, fencing, etc.) that would interrupt or preclude waste collection. Developments requiring that solid waste haulers use private roads in order to service properties within the community shall hold the haulers, including the Department, harmless for any and all road damage occurring as a consequence of normal use of these roads. Failure to maintain any private roads used to provide solid waste collection services in adequate condition may, with provision of advance notice, result in removal of waste collection services provided by the DSWM.

Memorandum



Date: June 28, 2024

To: Eric Silva, Assistant Director
Department of Regulatory and Economic Resources

From: *Jerry Bell*
Jerry Bell, AICP, Assistant Director for Planning
Department of Regulatory and Economic Resources

Subject: Z2024000027 – The Diocese of Southeast Florida, Inc

Location:	515 NE 15 ST and 464 NE 16 ST in Downtown Miami, and identified by folio 01-3231-010-0010 and 01-3231-006-0210
Acreage	±1.86 gross acres
Current Land Use/ Proposed Land Use/	CDMP: Buisness and Office
Existing Zoning / Zoning Request:	City of Miami Zoning: <u>T6-36B-O</u> RTZ: Metromover Subzone
Project Description	42-story building 462 residential units 4,000 square foot grand ballroom/parish hall for the Trinity Episcopal congregation
Previous CDMP Applications	N/A
CDMP Covenant	Yes
CDMP Letter of Interpretation (LOI)	N/A
Concurrent CDMP Application	N/A

Staff Comments:

The Planning Division has reviewed the subject zoning application for consistency with the Comprehensive Development Master Plan (CDMP) and offers the following comments:

- The site is in the City of Miami and is located within the Rapid Transit Zone – Metromover Subzone, where the CDMP Regional Urban Center maximum density of 500 units per gross acre applies.
- At a density of 500 units per acre, the ±1.86-gross acre site could be developed with a total of 930 residential units.
- The Zoning application is seeking to obtain site plan approval for a 462-unit residential development with 4,000 square foot grand ballroom/parish hall, which is well below the allowable density and consistent with the CDMP density requirements.

- Although the City of Miami Zoning District T6-36B-O allows a density of 150-1000 units per acre, the applicant is requesting to be processed as a RTZ since the applicant states that the city's zoning regulations related to parking and loading do not allow for feasible redevelopment due to the configuration, limited size, and existing uses on the site.
- The proposed project is compatible with development in the surrounding area as there are multiple mixed-use high-rise developments similar to the proposed development.

Based on the above review, it is determined that the zoning application is consistent with the CDMP. If you have any questions, please contact me or Garrett Rowe, Chief, in the Department's Metropolitan Planning Section at 305-375-2835.

JB:GAR:RD:CD

Memorandum



Date: April 16, 2024

To: Eric Silva, Assistant Director for Development Services
Regulatory and Economic Resources Department

From: Sarah Cody, Historic Preservation Chief
Department of Regulatory and Economic Resources

Subject: Lower DIC Application Z2024-000027 The Diocese of Southeast Florida, Inc.

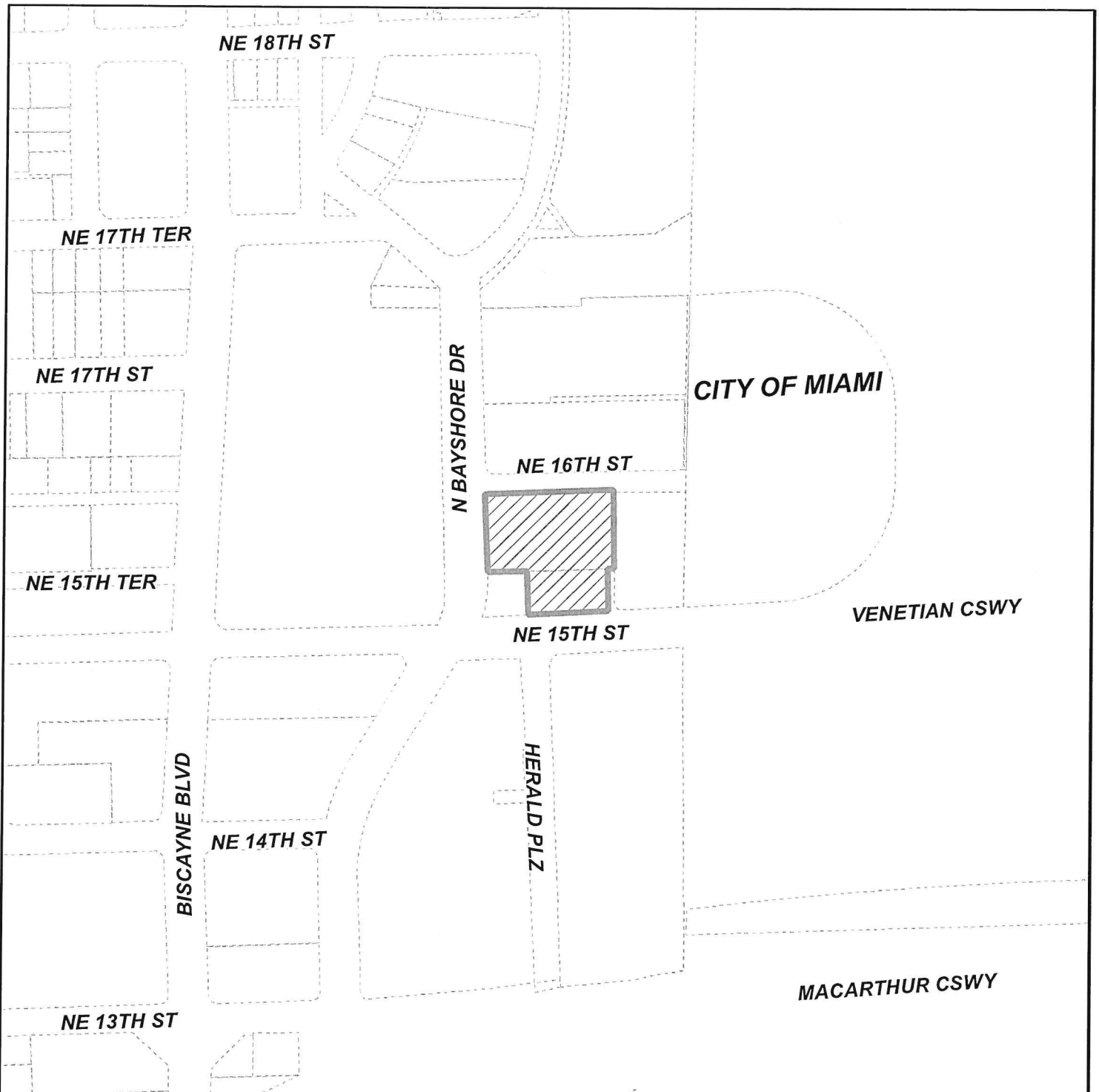
The Office of Historic Preservation (OHP) has reviewed the above referenced application and offers the following comments:

Miami-Dade County has planning, zoning and permitting jurisdiction for the site through an Interlocal Agreement and County Code 33C. Per CDMP Policy LU-6A, Miami-Dade County shall continue to identify, seek appropriate designation, and protect properties of historic, architectural, cultural and archaeological significance.

The OHP has identified one structure associated with folio 01-3231-006-0210 that meets the 50-year or older benchmark for historic resource eligibility. Dating to 1925, the Trinity Episcopal Cathedral is nearing its centennial and is listed on the National Register of Historic Places for its architectural and historical significance.

The applicant has submitted a Letter of Intent committing to preserving the Trinity Episcopal Cathedral and pursuing local designation as an individual historic site. The OHP finds that the Cathedral is eligible for local designation and strongly recommends proceeding with the designation process prior to commencement of development activities.

For any questions and to discuss the designation process, please contact Sarah Cody at (305) 375-4438 or via email at sarah.cody@miamidade.gov.





MIAMI-DADE COUNTY
HEARING MAP

Process Number
Z2024000027

Section: 31 Township: 53 Range: 42
 Applicant: The Diocese of Southeast Florida, Inc.
 Zoning Board: Board of County Commissioners
 Commission District: 3
 Drafter ID: EDUARDO CESPEDES
 Scale: NTS



Legend

-  Subject Property Case
-  Zoning




SKETCH CREATED ON: Friday, February 9, 2024

REVISION	DATE	BY



MIAMI-DADE COUNTY
AERIAL YEAR 2021

Process Number
Z2024000027

Legend
 Subject Property

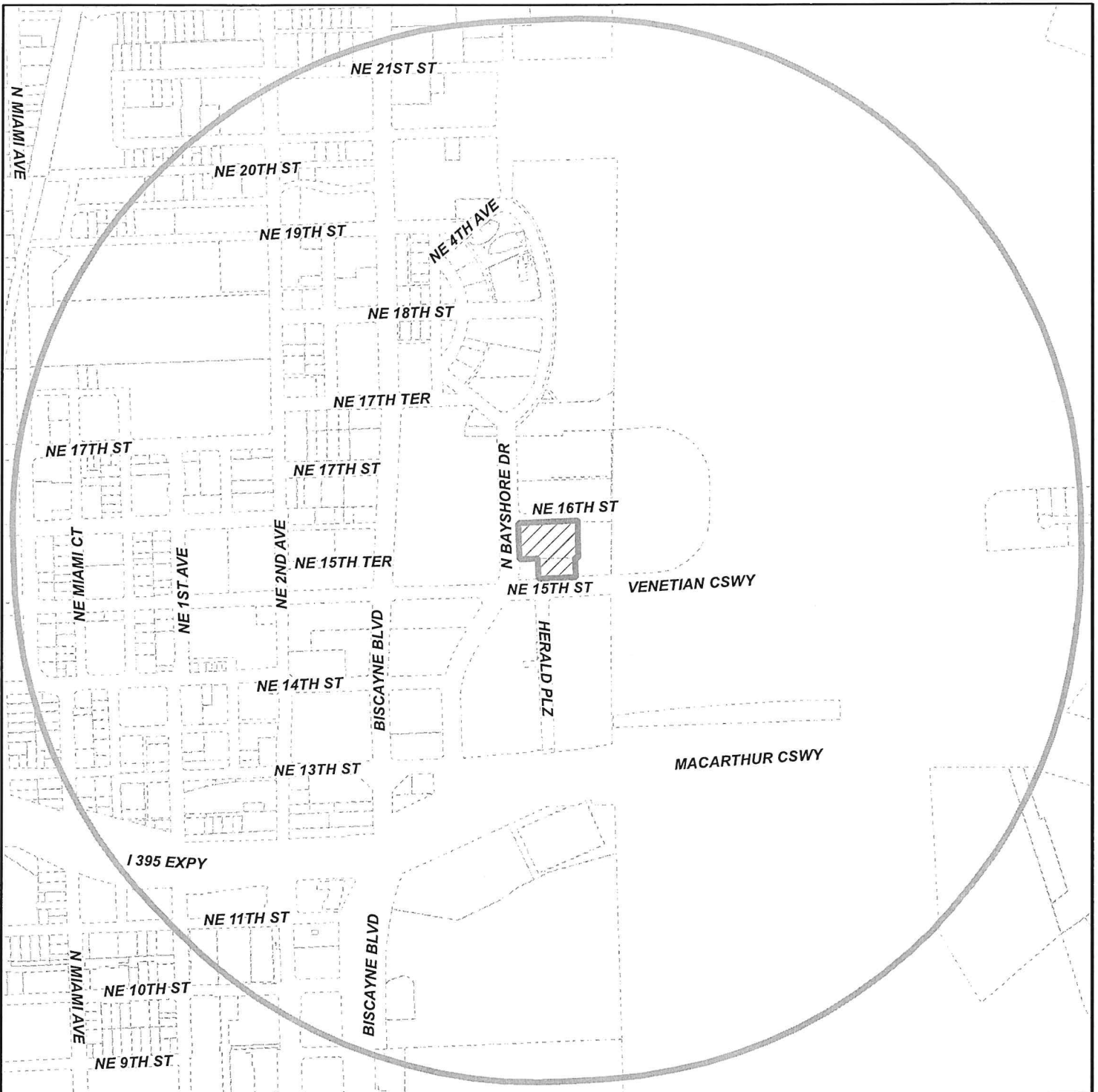


Section: 31 Township: 53 Range: 42
 Applicant: The Diocese of Southeast Florida, Inc.
 Zoning Board: Board of County Commissioners
 Commission District: 3
 Drafter ID: EDUARDO CESPEDES
 Scale: NTS



SKETCH CREATED ON: Friday, February 9, 2024

REVISION	DATE	BY






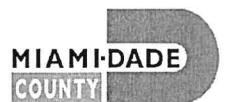
MIAMI-DADE COUNTY
RADIUS MAP

Process Number
Z2024000027
 RADIUS: 2640

Section: 31 Township: 53 Range: 42
 Applicant: The Diocese of Southeast Florida, Inc.
 Zoning Board: Board of County Commissioners
 Commission District: 3
 Drafter ID: EDUARDO CESPEDES
 Scale: NTS

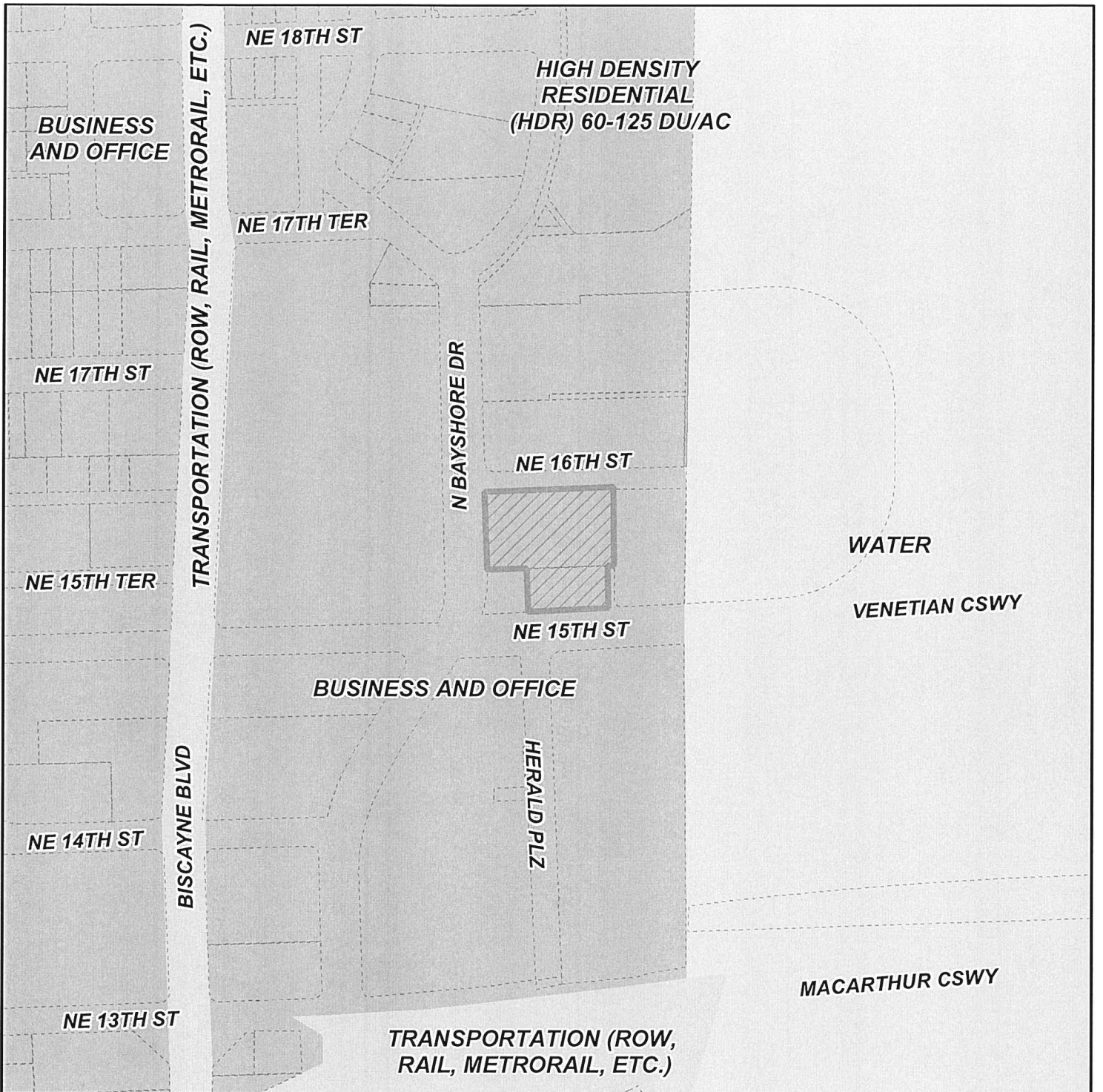
Legend

-  Subject Property
-  Buffer
-  Property Boundaries



SKETCH CREATED ON: Friday, February 9, 2024

REVISION	DATE	BY



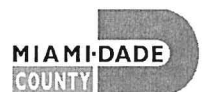
MIAMI-DADE COUNTY
CDMP MAP

Process Number
Z2024000027

Section: 31 Township: 53 Range: 42
 Applicant: The Diocese of Southeast Florida, Inc.
 Zoning Board: Board of County Commissioners
 Commission District: 3
 Drafter ID: EDUARDO CESPEDES
 Scale: NTS

Legend

 Subject Property Case



SKETCH CREATED ON: Friday, February 9, 2024

REVISION	DATE	BY

This instrument was prepared by:

Name: Nicholas J Barshel, Esq.
Address: Akerman LLP
98 SE 7th Street, Suite 1100
Miami, FL 33131

DECLARATION OF RESTRICTIONS

WHEREAS, THE DIOCESE OF SOUTHEAST FLORIDA, INC., a Florida not for profit corporation (the “Owner”), holds the fee simple title to that certain parcel of land in the City of Miami that is under the building and zoning jurisdiction of Miami-Dade County (the “County”), which is legally described in **Exhibit “A”** to this Declaration (the “Property”); and

WHEREAS, the Owner has filed an application with the County’s Department of Regulatory and Economic Resources that is currently pending under Public Hearing Application No. Z2024000027 (the “Application”), under which the main request is a SPECIAL EXCEPTION for a general development plan with the purpose of assigning to the subject property, located in the “Metromover Subzone of the Rapid Transit Zone,” the applicable permitted uses and development regulations for the subzone in accordance with Section 33C-3.1(B) of the Miami-Dade County Code of Ordinances; and

WHEREAS, because the Property is located within the Metromover Subzone of the Rapid Transit Zone, pursuant to Miami-Dade County Code Subsection 33C-15(D)(3), approval of such public hearing application may be conditioned on the provision of public benefits the Board of County Commissioners deems appropriate to address the impacts of the new development on rapid transit infrastructure and on other properties or public facilities or infrastructure surrounding the proposed development area; and

WHEREAS, in support of approval of the Application, Owner has proffered certain public benefit contributions as set forth herein; and

WHEREAS, such public benefit contributions address development impacts beyond the minimum concurrency requirements pursuant to Chapter 33G, and the minimum subdivision requirements pursuant to Chapter 28, of the Miami-Dade County Code.

NOW, THEREFORE, IN ORDER TO ASSURE the County that the representations made by the Owner during its consideration of the Application will be abided by, the Owner freely, voluntarily, and without duress, hereby makes the following Declaration of Restrictions (the "Declaration") covering and running with the Property:

1) **Workforce Housing**. After completion of the development of the Property set forth in the Application (the "Project"), Owner shall provide at least \$2,000,000.00 (Two Million Dollars) in rental assistance for residents leasing apartments in the Project, allocated in the sole discretion of a fund established and administered by the Episcopal Diocese of Southeast Florida to make housing at the Property more attainable. The full rental assistance fund shall be distributed to renters within ten (10) years of Project opening.

2) **Public Benefit Contribution**. Prior to issuance of a building permit for vertical construction for the Project, Owner shall pay the County \$250,000.00 (Two Hundred and Fifty Thousand Dollars) (the "Public Benefit Contribution"), to be used in any manner the County deems appropriate for maintenance, repairs, and upgrades to the Adrienne Arsht Metromover Station (including but not limited to mechanical systems, restrooms, painting, signage, and accessibility features, lighting, and landscaping), and/or pedestrian improvements located underneath, adjacent to, or in the area being served by the Adrienne Arsht Metromover Station. To the extent legally permissible, the Public Benefit Contribution shall be made in addition to any permitting and/or

impact fees due to the County in relation to the Application or the development of the Property as set forth in the Application. Upon the Owner's request, after payment of the Public Benefit Contribution, the Director of the Department of Transportation and Public Works or successor department or their designee ("DTPW Director") shall provide written confirmation of the payment in the form of a recordable document that confirms the satisfaction of the Public Benefit Contribution set forth in this Section 2.

3) **Off-Site Pedestrian Improvements.** Prior to issuance of a final/permanent certificate of occupancy for the Project (the "Certificate of Occupancy"), Owner shall construct or cause to be constructed: (i) an enhanced crosswalk with rapid rectangular flashing beacons (RRFB) at the existing location on the south side of North Bayshore Drive intersection with NE 16th Street (current estimated cost of \$150,000); and (ii) an enhanced crosswalk with a fully signalized crosswalk at the existing location on the south side of North Bayshore Drive intersection with NE 17th Terrace Street (current estimated cost of \$600,000) (collectively, the "Off-Site Pedestrian Improvements"). For such Off-Site Pedestrian Improvements, the Owner shall apply for and obtain, or cause to be applied for and obtained, any and all necessary approvals and permits from the City and the County, as may be required for the installation of the Off-Site Pedestrian Improvements. Upon the Owner's request, after completion of the installation of the Off-Site Improvements, the DTPW Director shall provide written confirmation in the form of a recordable document of the satisfaction of the obligations set forth in this Section 3. As set forth above, the Off-Site Pedestrian Improvements shall be installed prior to issuance of the Certificate of Occupancy. The DTPW Director, however, may approve extensions of time for the installation of any Off-Site Pedestrian Improvements for up to one (1) year beyond the issuance of the Certificate of Occupancy (in which case shall not delay the issuance of the Certificate of Occupancy), based

on diligent efforts to obtain necessary approvals, provided that any such extension is approved in writing by the DTPW Director. It shall be the obligation of the Owner to demonstrate and provide documentation as to its diligent efforts. If the Owner demonstrates and provides documentation that the City will not grant any necessary approvals or permits for any of the Off-Site Pedestrian Improvements, the DTPW Director shall, in lieu of such Off-Site Pedestrian Improvements, accept alternative pedestrian improvements of an equivalent value installed or caused to be installed by the Owner. To the extent legally permissible, the Off-Site Pedestrian Improvements shall be satisfied in accordance with the terms of this Declaration in addition to any permitting and/or impact fees due to the County in relation to the Application or the Project. If the DTPW Director determines in writing that any or all the construction and installation of any of the Off-Site Pedestrian Improvements would qualify as a contribution in-lieu-of impact fees, then the Owner or the Applicant, as applicable, shall be entitled to a credit against the applicable impact fee as determined by the DTPW Director in accordance with applicable law (including, without limitation, Section 33E-10 of the Miami-Dade County Code).

4) **Historic Preservation**. Prior to issuance of the Certificate of Occupancy, Owner shall submit an application to seek local designation of the Trinity Episcopal Cathedral, which is currently listed on the National Register of Historic Places, as an individual historic site.

Collectively, the obligations set forth above in Sections 1-4 shall be referred to as the "Public Benefits" for the Application.

5) **Compliance with County Code and CDMP**. Notwithstanding anything stated herein to the contrary, nothing in this Declaration shall relieve the Application from complying with any and all applicable Miami-Dade County Code ("County Code") and Comprehensive Development Master Plan ("CDMP") requirements. Except for those specific contributions and improvements

identified as Public Benefits in this Declaration, the Owner shall not be obligated to make additional off-site roadway, transportation, pedestrian, historic preservation, and/or workforce housing contributions or improvements as a condition of any subsequent approval or permit for this Application, unless required by the County Code or CDMP or other legal authority.

Miscellaneous

A. Covenant Running with the Land. This Declaration on the part of the Owner shall constitute a covenant running with the land and shall be recorded, at Owner's expense, in the public records of the County and shall remain in full force and effect and be binding upon the undersigned Owner, and its heirs, successors, and assigns until such time as the same is modified or released. The restrictions contained within this Declaration, while in effect, shall be for the benefit of, and constitute limitations upon, all present and future owners of the Property, and for the benefit of Miami-Dade County and the public welfare. The Owner, its heirs, successors, and assigns, acknowledge that acceptance of this declaration does not in any way obligate or provide a limitation on the authority of the County.

B. Term. This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded, after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change this Declaration in whole, or in part, provided that the Declaration has first been modified or released by the County. Notwithstanding the foregoing or anything to the contrary herein, this Declaration shall automatically be released upon satisfaction of the Public Benefits.

C. Modification, Amendment, Release. This Declaration may be modified, amended or released as to the Property, or any portion thereof, by a written instrument executed by the then-owner(s) of the property provided that the same is also approved by the Board of County Commissioners or Community Zoning Appeals Board of Miami-Dade County, Florida, whichever by law has jurisdiction over such matters, or the Director as provided by the Miami-Dade County Code of Ordinances. Notwithstanding the foregoing or anything to the contrary herein, this Declaration shall be automatically released upon satisfaction of the Public Benefits.

D. Enforcement. Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants set forth in this Declaration. The prevailing party in any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his/her/its attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

E. Election of Remedies. All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies, or privileges.

F. Presumption of Compliance. Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County, and inspections made and approval of occupancy given by the County, then such construction, inspection, and approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

G. Severability. Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions which shall remain in full force and effect. However, if any material provision is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated provision.

H. Recording. This Declaration shall be filed of record in the public records of Miami-Dade County, Florida, at the cost of the Owner following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Department of Regulatory and Economic Resources or the executive officer of the successor of said department, or in the absence of such director or executive officer by her/his assistant in charge of the office in her/his absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

I. Acceptance of Declaration. Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the County retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

J. Owner. The term "Owner" shall mean The Diocese of Southeast Florida, Inc., and its heirs, successors, and assigns.

IN WITNESS WHEREOF, the undersigned has executed this Declaration of Restrictions as of this ____ day of _____, 2024.

WITNESSES:

The Diocese of Southeast Florida, Inc.,
a Florida not for profit corporation

Signature

Printed Name

Address

By: _____

Name: _____

Title: _____

Signature

Printed Name

Address

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of physical presence [] or online notarization [] by _____, as _____ of THE DIOCESE OF SOUTHEAST FLORIDA, INC., a Florida not for profit corporation, on behalf of said corporation.

She/he is personally known to me or has produced _____, as identification.

Witness my signature and official seal this ____ day of _____, 2024, in the County and State aforesaid.

Signature

Notary Public-State of _____

Print Name

My Commission Expires:

Section-Township-Range: 31 - 53 South - 42 East

Folio Number: 01-3231-010-0010

77575593;3

EXHIBIT "A"

LEGAL DESCRIPTION:

Lots 4 through 11, Block 1, of "AMENDED PLAT OF LOTS 4 TO 16 INCLUSIVE BLOCK 1 AND LOTS 4 TO 20 INCLUSIVE, BLOCK 2 OF A RESUBDIVISION OF LOTS 25, 26 & 70 NELSON VILLA SUBDIVISION AND LOTS 1 & 2, BLOCK 1, GARDEN OF EDEN SUBDIVISION", according to the plat thereof as recorded in Plat Book 30 at Page 20 of the Public Records of Miami-Dade County, Florida.

Folio No. 01-3231-010-0010