

Memorandum



DATE: June 30, 2025

TO: Jerry Bell, AICP
Assistant Director – Planning Division
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. Z2025000111
8445 Galloway, LLC
DTPW Project No. OSP169

Miami-Dade County Department of Transportation and Public Works (DTPW) Transportation Planning and Policy Division and Traffic Engineering Division have reviewed the above referenced application and provides the following comments:

PROJECT LOCATION

The subject property located at 8445 SW 94th St. Miami, FL 33156, in unincorporated Miami-Dade County, Florida (the “Property”).

COMMENTS/RECOMMENDATIONS:

The applicant is to provide written responses to ALL of the following comments and recommendations in this memo upon submittal of the ASPR.

I. Transportation Planning and Policy Division:

The subject property is served by Metrobus Route 88 and 104 at a bus stop located along SW 88th St at SW 87th Ave approximately 0.6 miles away (6-minute walk). Headways for the services mentioned above are listed in the table below.

	Service Headways (in minutes)						
Route	Weekday						Type of Service
	Peak (AM/PM)	Off-Peak (midday)	Evenings (after 8pm)	Overnight	Saturday	Sunday	
88	30	30	60	N/A	30	30	L/F
104	25	25	60	N/A	30	30	L/F

Notes: L means Metrobus local route service
F means Metrobus feeder service to Metrorail or Tri-Rail

DTPW Comments/Recommendations

DTPW encourages the developer to support and enhance pedestrian and bicyclist connections to the bus stops, as feasible. The developer is also encouraged to incorporate pedestrian accessibility into residential neighborhood design to enable safe pedestrian access and connectivity to neighboring properties, adjacent transit stops, and stops and planned future rapid transit stations. Upon DTPW's review for mass transit concurrency, the application is found to meet the Level-of-Service concurrency with the adopted mass transit level-of-service standard contained in CDMP Policy MT-1A.

A. Comments

1. The Applicant shall evaluate options to incorporate bicycle and pedestrian accessibility into the development site that will ensure a safe connection to the existing sidewalk network and transit stops.
 - a. Adequate lighting throughout all pedestrian/bicycle connections/pathways shall be provided.
2. The proposed project is within the walkshed of the planned SW 89th Avenue Station of the Kendall SMART Plan Corridor. All due consideration should be given to establishing safe, well-lit, and uninterrupted multimodal connectivity and access between the project site and the future transit station, not limited to bicycle and pedestrian access.
3. The Applicant shall install sidewalks along SW 94th St and ensure they are maintained in good, operable condition and accessible throughout the duration of construction at the development site.
4. The Applicant shall install enhanced pedestrian improvements, such as a paved crosswalk, within the drive aisles to provide safe connects to the proposed commercial spaces within the subject property.
5. The Applicant shall work with DTPW on bus stop enhancements including ADA compliance and adding a bus shelter at the nearest bus stop located along SW 88th St at SW 87th Ave.
6. The Applicant shall provide dedicated spaces for Transit On-Demand services. Additionally, the Applicant shall provide a Drop-off/Pickup Zone in a centralized area within the site that can accommodate passenger vans.
7. The Applicant shall provide covered and secure bicycle and micro-mobility device parking at the entrance of the subject property and shall be notated on applicable site/building plans.
8. The Applicant shall coordinate with DTPW's Design and Engineering section to ensure wayfinding is provided to all available transit options.

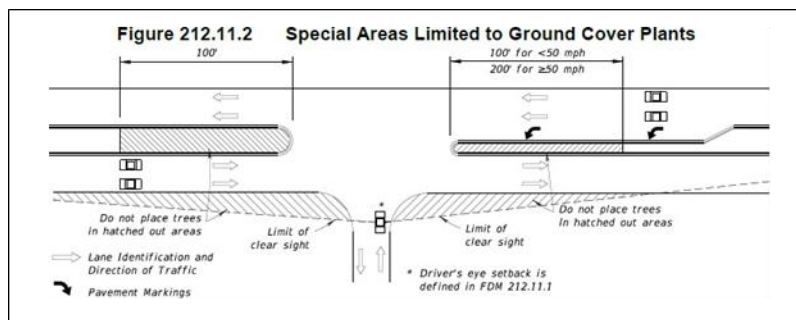
II. Traffic Engineering Division

A. Traffic Study Review Comments

2. The information outlined in the LOI differs from that in the traffic study. Specifically, the Traffic Study includes a proposed 2,261-square-foot commercial space that is not referenced in the LOI. Please verify that the development details in the LOI are consistent with those in the traffic study.
3. Please clarify whether gates are proposed at the site entrances. If so, a queuing analysis must be included as part of the traffic study, and the design must show the location of the turnaround.
4. The development must include a schematic of a pedestrian trip generation based on its development and surrounding pedestrian generators (this must include transit facilities). Also, the study needs to evaluate the need to upgrade or install pedestrian infrastructure to improve safety and operations within the area of influence.

B. Site plan Review Comments

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. Please ensure to clearly illustrate both (pedestrian and vehicular) sight triangles following the MDC Traffic Operations Manual and FDOT Standards. Note that according to the latest FDOT FDM manual Section 212.11.6, trees may not be placed within the hatched-out areas of the sight triangles, as shown in the figure below.

2. Driveways must comply with FDOT standards, which specify a minimum width of 24 feet for two-way driveways. However, the plans provided show that the two-way driveway connections on NW 94th Street are only 22 feet wide, which does not meet the minimum requirement. Please revise the plans accordingly.
3. Parking spaces must not be located within 25' of any stop sign or 25' from the right of way at entrance driveways (throat distance). Please show throat length dimensions on the site plan. Also, please ensure that conflict points are located at a minimum of 25' from the right-of-way line.

4. The site plan indicates that both driveway connections are designed as two-way driveways; however, within the site, each driveway is intended to function as one-way— with the west driveway serving as the entrance and the east driveway as the exit. Please clarify how the east driveway will accommodate vehicles that mistakenly enter, particularly if all parking spaces are occupied, as no turnaround area has been identified in the plan.
5. A minimum of 6 feet sidewalk must be kept within public right-of-way. For clear representation, please make sure to include the dimensions of the sidewalk on the plans.
6. Please provide clarification on the designated location for deliveries from companies such as Uber, Amazon, FedEx, and others.
7. Please provide a t-turnaround for all dead-end parking spaces. Please note that the last parking space could serve as a turnaround area by providing chevron markings and "No Parking" signs.
8. A queuing analysis is required if the proposed entrance (parking lot, garage or any driveway) will be controlled by gates including in the design the location of the turnaround.
9. Show the trash collection truck maneuvering wheel path around the site. Note that no backing in/out is allowed within public right-of-way.
10. 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 the property line to the 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.

c: Lisa Colmenares, AICP, Chief Planning Officer, DTPW
Paola Baez Chief, Transportation Planning and Policy, DTPW
Eric Zahn, Transit Planning Section Supervisor, Service Planning and Scheduling, DTPW
Linda Morris, AICP, Chief, Service Planning and Scheduling, DTPW
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