

ATTACHMENT 8

Miami-Dade County Staff Analysis

Comprehensive Development Master Plan

Application No. 3

Commission District 9 Community Council 14

APPLICATION SUMMARY

Applicant/Representative:	RAM Development Company/Juan J. Mayol, Esq. Joseph G. Goldstein, Esq., Tracy R. Slavens, Esq.
Location:	Southwest corner of SW 124 Avenue and SW 152 Street
Total Acreage:	±141.57 Gross Acres (137.89 Net Acres)
Current Land Use Plan Map Designation:	Low-Medium Density Residential Communities (6 to 13 DU/gross acre)
Requested Land Use Plan Map Designation and Other Changes:	1. Business and Office on Parcel A (±67.89 gross acres) of the application site 2. Release current Declaration of Restrictions governing the overall application site; and 3. Revise the Restrictions Table in the Land Use Element on page I-74.1 of the CDMP, as necessary, to include the new proffered Declaration of Restrictions, if accepted by the Board.
Amendment Type:	Standard
Existing Zoning/Site Condition:	AU (Agricultural District) / Partially developed as a research facility; mostly vacant

RECOMMENDATIONS

Staff:	TRANSMIT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS AND ADOPT (February 25, 2012)
Redland Community Council (14):	TO BE DETERMINED (March 14, 2012)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TO BE DETERMINED (April 16, 2012)
Board of County Commissioners:	TO BE DETERMINED (May 16, 2012)
Final Action of Planning Advisory Board Acting as the Local Planning Agency:	TO BE DETERMINED (August 20, 2012)
Final Action of Board of County Commissioners:	TO BE DETERMINED (October 3, 2012)

Staff recommends **TRANSMIT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS AND ADOPT** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map to redesignate Parcel A (± 67.89 gross-acre) of the application site from “Low-Medium Density Residential Communities (6 to 13 DU/ac)” to “Business and Office” and release the current Declarations of Restrictions governing the overall application site for the following reasons:

Principal Reasons for Recommendation:

1. The requested “Business and Office” LUP map designation on Parcel A of the application site would allow for more commercial uses on the site than would be allowed under the planned Traditional Neighborhood Development (TND). The application site was the subject of Application No. 10 filed in the April 2004 Cycle of Applications to amend the CDMP that was adopted in May 2005 with acceptance of a proffered Declaration of Restrictions (covenant). The adopted amendment re-designated the subject property to “Low-Medium Density Residential Communities (6 to 13 dwelling units/gross acre)” and the covenant provided, among other things, for the property to be developed as a TND, which was to include residential development, civic uses, and some retail uses. Since the May 2005 approval, the County has adopted a LUP map amendment associated with the Miami Metrozoo Development of Regional Impact (in July 2008) and Application No. 4 of the October 2009 CDMP amendment Cycle (in October 2010) that established and expanded the “Zoo Miami Entertainment Area” on property adjacent to the application site. The “Zoo Miami Entertainment Area” proposes an attraction type destination to compliment the adjacent Miami-Dade Zoological Parks and Gardens (formerly the Miami Metrozoo) and is planned to include hotels, theme parks, a family entertainment center, the Gold Coast Railroad Museum, a conference center, and restaurants, among other uses. The requested redesignation of Parcel A would allow additional commercial and retail uses on the subject property that could support and be complimentary to the planned Zoo Miami Entertainment Area development in the vicinity of the application site.
2. Policy LU-8E (i) of the CDMP Land Use Element requires amendments to the Adopted 2015-2025 LUP map to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the Adopted 2015-2025 LUP map of the CDMP to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies.
 - i. Need: Minor Statistical Area (MSA) 6.2, where the application site is located, has 244.1 acres of vacant commercially zoned or designated land. At the rate of absorption of commercial land (13.79 acres per year), this MSA will deplete its supply of commercial land beyond the year 2030. Therefore, the subject application would not satisfy a deficiency in the LUP map to accommodate projected economic growth in the County.
 - ii. Public Facilities and Services: The impacts that would be generated from the maximum allowable development on the application site, if the application were approved, would not cause a violation in the level of service standards for public services and facilities. However, the wastewater that would be generated by the

proposed development would exceed the capacity of sewer Pump Station 30-0678 located on the application site. The applicant would be required to upgrade/improve the Station 30-0678 if the wastewater flows from the proposed development is directed to this pump station.

- iii. Compatibility: The requested redesignation to “Business and Office” on Parcel A of the overall application site is compatible with the “Zoo Miami Entertainment Area” designated lands to the east and south of the application site, the “Institutions Utilities and Communications” and “Environmental Protection” land to the south west and west. The redesignation would also be compatible with the Low-Medium Density Residential (6 to 13 dwelling units per acre) and Low Density Residential (2.5 to 6 dwelling units per acre) designated lands to the north beyond SDW 152 Street.

If approved, the allowable development on the application site would be compatible with the planned Zoo Miami Entertainment Area development discussed above, the Zoo Miami further south, the US military installation to the south and southwest, and the environmental protected property to the west. The allowable development would also be compatible with the Deerwood residential subdivision, retail and other commercial uses to the north beyond SW 152 Street.

- iv. Environmental and Historic Resources: The subject CDMP application, if approved, would not impact any historic, or archaeological resources but could impact environmental resources. The subject property may contain specimen-sized trees (trunk diameter of 18 inches or greater) and is, therefore, subject to Section 24.49.2(II) of the Code of Miami-Dade County, which requires specimen-sized trees be preserved when reasonably possible.

Additionally, the Department of Permitting, Environment and Regulatory Affairs (PERA) has identified an existing Natural Forest Community (NFC) on the application site. Section 24.49 of Miami-Dade County Code mandates the protection of the County's tree and forest resources. The applicant proffered a draft Declaration of Restrictions as part of the CDMP application, which provides among other commitments, that the owner of the application site shall enter into an agreement with PERA for the perpetual maintenance, management and control of the NFC prior to final plat approval.

- v. Transit Ridership and Pedestrianism: The application site is located along a transit corridor and served by Metrobus Route 252 (Coral Reef Max), which provides feeder service to the Metrorail at headways of 15-minute AM peak and 20-minute PM peak period headways, respectively. Route 252 provides service to a standard bus stop adjacent to the site and provides direct service the Zoo Miami en route from a community urban center approximately 3 miles west of the site to a transit center at SW 117 Avenue and SW 152 Street approximately 1 mile east of the site. Therefore, development of the site, as proposed, would promote transit ridership and pedestrianism.

STAFF ANALYSIS

Background

The application site was the subject of Land Use Plan (LUP) map amendment Application No. 10 filed in the April 2004 Cycle of Applications to amend the Comprehensive Development Master Plan (CDMP). On May 9, 2005, Miami-Dade Board of County Commissioners (Board) adopted the referenced April 2004 Application No. 10 (Ordinance No. 05-92) re-designating a 143.52 gross acre parcel including the subject property from “Institution and Public Facilities” to “Low-Medium Density Residential Communities (6 to 13 dwelling units/gross acre)” and accepted a proffered Declaration of Restrictions governing the application site (see “Existing Declaration of Restrictions” section below).

The applicant requests a land use designation change on Parcel A (±67.89 gross acres) of the application site to “Business and Office”. The “Business and Office” CDMP land use category allows the full range of sales and service activities that includes retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, entertainment and cultural facilities, and residences. The remainder of the application site, Parcel B (±73.68 gross acres), would retain the “Low-Medium Density Residential Communities” LUP map designation. The applicant also requests the release of an existing Declaration of Restrictions (existing covenant) governing the overall application site and the inclusion of a new proffered Declaration of Restrictions (new covenant) in the Restrictions Table in the Land Use Element, if accepted by the Board of County Commissioners (see Declaration of Restrictions discussion below). The applicant indicates that the requested CDMP amendment is to facilitate the development of a well-planned, mixed-use, commercial and residential community on the application site.

Application Site

Location

The ±141.57 gross acre application area is located at the southwest corner of the intersection of SW 124 Avenue and SW 152 Street (a six lane Major Roadway) and is approximately 1 mile west of the Homestead Extension of Florida’s Turnpike (HEFT).

Existing Land Use

The application site is utilized as an educational research facility by the University of Miami (4-ZAB 348-84; 4-ZAB 179-89); however, most of the land area on the application site is undeveloped. In addition, there is a county-designated Natural Forest Community (NFC) on the western portion of the application site that contains pine rockland and hardwood hammocks (see Appendix H: Photos of Site and Surroundings.)

Land Use Plan Map Designation

The application site is designated “Low-Medium Density Residential Communities (6 to 13 DU/gross acre)” on the Adopted 2015 and 2025 LUP map (see CDMP Land Use Map in Appendix A: Map Series). The housing types typically developed within the referenced CDMP land use category include single family homes, town houses, and low-rise apartments.

Zoning

The application site is currently zoned AU (Agricultural District) which allows agricultural uses and residential development at a maximum density of 5 dwelling units per gross acre. (See Zoning Map in Appendix A: Map Series.)

Zoning History

Miami-Dade County zoning records indicate that the subject property has been zoned AU (Agricultural District) since 1948. On May 3, 2006, a zoning hearing application was filed to rezone the subject property from AU to Traditional Neighborhood Development (TND). That application was not brought to a zoning hearing and has subsequently been abandoned.

Existing Declaration of Restrictions

The existing covenant was executed on May 6, 2005 and recorded in Official Records Book 23413 at Page 1477 on May 26, 2005 in the public records of Miami-Dade County, Florida. The application site is subject to an existing covenant which stipulates:

- The application site would be developed with a mix of residential, commercial, and office uses under the Miami-Dade County's TND zoning district regulation or any zoning district regulation permitted under the approved CDMP land use designation of the application site;
- Residential development shall be restricted to 1,200 units at a density not to exceed 9 dwelling units per gross acre and commercial development fronting along SW 152 Street would not exceed 15 percent of the total approved square footage;
- A parcel of land of not less than four acres would be donated to the Miami-Dade Public School Board for a public school site; and a parcel of land of not less than 18,000 square feet would be donated to Miami-Dade County for a public library;
- An existing NFC on the application site would be preserved;
- The subject property would be developed with high quality, unified development design, according to design principles enumerated and attached as Exhibit "E" (Design Guidelines) to the existing covenant; and
- Future residents would receive written notices that their property is located in the vicinity of Miami-Dade Zoological Parks and Gardens (a.k.a. Zoo Miami, formerly Miami MetroZoo) and the NFC, and thus, may be affected by noise and traffic from Zoo Miami and smoke generated from controlled burnings within the NFC, which according to Permitting, Environmental and Regulatory Affairs (PERA), are necessary in order to maintain the health and quality of protected pinelands.

Proffered Declaration of Restrictions

The applicant proffered a new covenant as replacement to the existing covenant. The new covenant stipulates that:

- Retail, office and service uses on the subject property shall be limited to 370,000 square feet;
- Residential development on the subject property shall be limited to 900 units;
- A parcel of land not less than 18,000 square feet would be donated to Miami-Dade County for a public library;
- An existing NFC would be preserved; and

- Future residents will be given written notices that their property is located in the vicinity of Zoo Miami and the NFC, and thus, may be affected by noise and traffic from Zoo Miami and by smoke generated from controlled burnings within the NFC.

Adjacent Land Use and Zoning

Existing Land Use

To the east of the application site, beyond the entrance to the Zoo Miami, is the former U.S. Coast Guard housing facility and the existing U.S. Coast Guard communications facility. The former U.S. Coast Guard housing facility is currently being utilized for the County's Southern Anchor Homeownership Program, whereby low and middle income families can reside in County-owned affordable/workforce housing units while saving to purchase their own homes. Immediately south and southwest of the application site are U.S. government-owned properties and further south are the Gold Coast Railroad Museum, the Miami Military Museum and Zoo Miami. To the west is a Natural Forest Community that is managed under the County's Environmentally Endangered Lands (EEL) program. The Northeast of the application site, at the intersection of SW 152 Street and SW 122 Avenue, is the Deerwood Town Center, which includes retail and commercial operations such as Winn Dixie, Home Depot, Ruby Tuesday, Kentucky Fried Chicken, and a Shell Oil Gas Station. North of the application site, beyond SW 152 Street (Coral Reef Drive), are the Deerwood Estates and the Three Lakes Communities in the Deerwood Part III and the Deerwood Townhomes Subdivisions. (See Existing Land Use map in Appendix A: Map Series.)

Land Use Plan Map Designations

The properties to the east of the application site are designated "Zoo Miami Entertainment Area" on the LUP map. Properties adjacent to the south, southwest and west of the application site are designated "Institutions, Utilities and Communications", "Zoo Miami Entertainment Area" and "Environmentally Protected Parks". Properties adjacent to the north of application site, across SW 152 Street (Coral Reef Drive), are designated "Low-Medium Density Residential Communities" and "Low Density Residential Communities (2.5 to 6 DU/Ac)". (See CDMP Land Use Map in Appendix A: Map Series.)

The "Zoo Miami Entertainment Area" LUP map category was established by Board Ordinance No. 08-88 adopted in July 2008, and was applied to property adjacent to the Zoo Miami, generally south of the application site. The "Zoo Miami Entertainment Area" category was subsequently approved for property generally east and south east of the application site through Board Ordinance No. 10-68 adopted in October 2010. Development allowed within this land use category include hotels, theme parks, a family entertainment center, a conference center, and restaurants, the Gold Coast Railroad Museum, among other uses.

Zoning

Properties adjacent to the east, south and west of the application site are zoned AU (Agricultural District). The residential properties to the north of the application site, across SW 152 Street (Coral Reef Drive), are zoned RU-3M (Minimum Apartment House District), RU-TH (Townhouse District), RU-1 (Single Family Residential District), RU-4L (Limited Apartment House District) and BU-1A (Limited Business District). (See Zoning Map in Appendix A: Map Series). The RU-3M Zoning District allows residential development at a maximum density of 12.9 units per net acre. The RU-1 Zoning District allows residential development in 7,500 square feet net lots and the RU-TH Zoning District allows townhouse developments at a maximum density of 8.5 units per net acre. The RU-4L Zoning District allows apartment buildings at a maximum density of 22 units per net acre.

Economic Analysis

Miami Economic Associates, Inc. (MEAI) submitted a socio-economic analysis in support of the subject CDMP amendment application by letter dated October 17, 2011. The analysis provides information that the MEAI believes justify approval of the application on the basis of need, economic and fiscal benefits. MEAI concludes that there is a need for additional commercially designated land in the area where the application is located, and that, if the application site were developed as proposed, it would be both economically and fiscally beneficial to Miami-Dade County and its residents. (See Appendix E: Applicant's Economic Analysis).

Staff has reviewed the MEAI's socio-economic analysis and agrees with certain assumptions made. However, Staff disagrees with the consultant's defined market area for the proposed commercial development. The consultant identifies this market area by combining MSAs 6.1, 6.2, and 7.2. Also, the information contained in the "Projected Absorption of Commercial Land" table of the County's Adopted 2010 Evaluation and Appraisal Report (EAR), which was referenced in the MEAI analysis, was updated and this updated information should have been used. Furthermore, for the construction phase of the proposed project, the consultant's estimate of \$62,300 for the annual wages of a construction worker is considerably higher than the \$42,700 estimate from the Florida Department of Economic Opportunity, Quarterly Census of Employment and Wages. The report states that the project could accommodate 350,000 square feet of retail space and would generate approximately 700 jobs, which implies 500 square feet of commercial space per employee. Based on the conventional ratio of 1,000 square feet of commercial space per employee, the workforce should be estimated at 350, not 700 employees. Thus, there appears to be an overstatement of the economic benefits to the County regarding jobs during the construction phase and when the property is fully developed.

Supply and Demand Analysis

Residential Land

The combined vacant land in 2012 for single-family and multi-family residential development in Minor Statistical Area (MSA) 6.2, where the application site is located, was estimated to have a capacity for 4,364 dwelling units, with approximately 40 percent of these units intended for multi-family. The annual average residential demand in this MSA is projected to increase from 757 units per year in the 2010-2015 period to 914 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2015 and for multi-family beyond the year 2030. The supply of residential land for both single-family and multi-family units is projected to be depleted in the year 2017. See "Residential Land Supply/Demand Analysis" table below.

**Residential Land Supply/Demand Analysis
2012 to 2030: (MSA 6.2)**

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E.
NO SHIFTING OF DEMAND BETWEEN SINGLE &
MULTIFAMILY TYPE

STRUCTURE TYPE

	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2012	2,610	1,754	4,364
DEMAND 2010-2015	722	35	757
CAPACITY IN 2015	444	1,649	2,093
DEMAND 2015-2020	671	32	703
CAPACITY IN 2020	0	1,489	0
DEMAND 2020-2025	257	12	269
CAPACITY IN 2025	0	1,429	0
DEMAND 2025-2030	872	42	914
CAPACITY IN 2030	0	1,219	0
DEPLETION YEAR	2015	2030+	2017

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Sustainability, Planning and Economic Enhancement Department, Research Section, February 2012.

Commercial Land

Minor Statistical Area 6.2 where the application site is located, contained 541.5 acres of in-use commercial uses in 2012 and an additional 244.1 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2012-2030- period is 13.79 acres per year. At the projected rate of absorption, reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned land in the year 2030. See "Projected Absorption of Land for Commercial Uses" table below.

**Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data**

Analysis Area	Vacant Commercial Land 2012 (Acres)	Commercial Acres in Use 2012	Annual Absorption Rate 2012-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
MSA 6.2	244.1	541.50	13.79	2030	4.7	4.3

Source: Miami-Dade County, Sustainability, Planning and Economic Enhancement Department, Planning Division, Research Section, January 2012.

Environmental Conditions

Flood Protection

County Flood Criteria, National Geodetic Vertical Datum (NGVD)	+9.0 feet
Stormwater Quality Management Drainage Basin	5-year/1-day storm event C-1
Federal Flood Zone	X-99 (near AH-9)

Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	May contain
Natural Forest Communities	YES
Endangered Species Habitat	YES

Other Considerations

Within Wellfield Protection Area	NO
Hazardous Waste	NO

Drainage, Flood Protection and Stormwater Management

This proposed amendment has been reviewed to ensure that resulting development can comply with the County's Stormwater Management (Drainage) Level of Service Standards (LOS). Stormwater management standards include a flood protection component and a water quality component. The County's water quality standard helps protect water quality by minimizing the pollutants carried offsite in rainwater. This standard requires all stormwater to be retained on-site utilizing a properly designed seepage or infiltration drainage system for a 5-year storm/1-day storm event; these systems are designed to filter the most harmful pollutants from rainwater draining from the site (CDMP Policy CON-5A).

The flood protection standard helps to ensure that proposed development does not cause flooding on adjacent properties and roads. This standard requires that site grading and development accommodates full on-site retention of rainwater from the 25-year/3-day storm event. Off-site flood protection is provided by the C-1 canal, operated by the South Florida Water Management District (SFWMD).

The site shall be filled to the County's minimum required flood elevation for this area or the base flood elevation established by Federal Flood Insurance Rate Maps (FIRM) for this area of Miami-Dade County, whichever is higher. The application site lies within Flood Zone X-99 as per the federal FIRM maps.

A Surface Water Management General Permit is required for the construction and operation of a surface water management system. All stormwater shall be retained on-site. The site grading and development shall provide for the full on-site retention of the 25-year/3-day storm event to prevent flooding of adjacent properties. The permit must be obtained prior to development of the site, Final Plat, and/or prior to obtaining Public Works Department approval of Paving and Drainage plans. The applicant is advised to contact the PERA Water Control Section for further information regarding permitting procedures and requirements.

The proposed application would change future total impervious cover on the site from 65% to 85%. The proposed area is in C-1 Basin where the fill encroachment and water management criteria (“cut and fill criteria”) are required as Best Management Practices for water quality and flooding mitigation. The flooding system should be designed for the full application area, in a comprehensive solution.

Tree Preservation and Natural Forest Communities

Since 2006 the County has been in consultation with representatives for the application site in order to perform site inspections and delineate the extent of NFC areas (which include endangered pine rockland and hardwood hammocks), other tree resources, and some remnant pine rockland plant communities, on the application site. The NFCs are Board of County Commission-designated upland natural areas that meet one or more of the following criteria: the presence of endangered, threatened, rare or endemic species; low percentage of site covered by exotic plant species; high overall plant diversity; wildlife habitat value; and geological features. Section 24-49.2 of the County Code requires preservation of trees and other vegetation, including shrubs and groundcover plants, within NFC boundaries.

The application site includes 38.46 acres of NFC pine rockland, 3.72 acres of NFC hammock, scattered remnant pine rockland communities that may contain rare, endangered or threatened species, and a 6.6-acre area of a former NFC that was removed without authorization. The applicant’s representative received a letter from the County dated October 17, 2011, which established the requirements for preservation and management of the NFC areas, stated that the applicant’s proposed site plan does comply with the County Code, and clarified that the violation associated with unauthorized clearing of 6.6 acres of NFC must be addressed through application for an after-the-fact NFC removal permit and through inclusion of those 6.6 acres in the request for impact on the overall application site’s total NFC acreage. The letter also stated that the remnant pine rockland communities should be preserved to the greatest extent possible and any proposed new landscaping or construction in these areas should be coordinated with County staff as soon as possible. All aforementioned submittals are due 180 days from October 17, 2011.

Pine rocklands on the application site must be maintained through controlled periodic burns or “prescribed burns”. Prescribed burning is a management technique that reduces wildfire threat (including to surrounding buildings and development) and is beneficial to wildlife and the rare plant species harbored on the application site; it generally is practiced every one to three years. The application site lies within the potential smoke dispersion corridors of the protected and managed NFC in the Richmond area as well as the NFC within the site. Site development and design should take prescribed burns into account including installation of firebreaks or emergency vehicle access corridors to be preserved.

Under the current declaration of restrictions, the owner of the application site property shall offer to convey the “library” and “school” parcels to the County, unencumbered to be developed for the aforementioned uses. The County also strongly recommends that pine rockland communities and habitats harboring threatened or endangered species located on these parcels be preserved and protected to ensure consistency with CDMP policies and objectives.

Additionally, any tree resources on the application site not regulated through a NFC permit will require a Miami-Dade County Tree Removal Permit prior to removal or relocation. Any specimen trees in non-NFC areas will also have to be preserved unless their removal can be authorized by Code provisions. As noted above, wherever feasible, the non-NFC remnants on

the application site should be preserved through incorporation into landscaping plans and/or green spaces.

Based on this analysis, this application is not recommended for approval unless the Declaration of Restrictions is amended to include the following:

- Prior to approval of any future development proposals, zoning changes or final plat for any portion of the property, the owner shall enter into an agreement with PERA, for the perpetual maintenance, management and control of the NFC.
- The removal of additional NFC for the construction of firebreaks shall be prohibited. Any additional firebreaks needed shall be constructed outside of and contiguous to the NFC.
- Pursuant to CDMP Policy CON-8I, prohibited plant species shall be eradicated from all portions of the site prior to any site development.
- Due to the presence of pine rocklands throughout the site, which are a globally imperiled plant community containing habitat for rare, threatened and endangered species, the planting of invasive exotic pest plant species for landscaping or any other purposes shall be prohibited. For purposes of this condition, invasive exotic pest plant species are defined as all prohibited species and all controlled species listed in the Miami-Dade County CDMP or Landscape Manual as well as all Florida Exotic Pest Plant Council category one and two listed species.
- All portions of the site that are not designated NFC shall be maintained pursuant to Section 19 of the Code to prevent grass, weeds and nonnative undergrowth on the application site. Maintenance shall occur not less than twice yearly and more frequently as necessary.
- Prior to the commencement of construction of any structures on any portion of the site which is the subject of the CDMP amendment application, the library parcel and the school parcel to be donated shall be offered to be conveyed to Miami-Dade County at no cost to the County and with no encumbrances preventing the use of the parcels for a library or school. Encumbrances include but shall not be limited to pine rockland containing state or federally listed rare, threatened or endangered species habitat that would have to be destroyed in order to construct the school or library. Destruction of such habitat is contrary to Miami-Dade County CDMP mandates to protect this habitat to the maximum extent possible including but not limited to the requirements of CDMP Policy CON-8J and related policies and objectives.

Notice to Future Owners of Lessees:

- Statement to future Owners and Leaseholders should state that NFC pine rockland, subject to periodic controlled burnings, is contained within the property (application site) as well as properties located in the vicinity of the application site.

Air Quality Management

The County works to reduce human exposure to air pollution (CDMP Objective CON-1) and to reduce carbon dioxide levels (CDMP Policy CON-1J). Minimizing vehicle emissions through reduced congestion, travel time and vehicle trips helps to minimize air pollutants. The County requires air quality modeling for certain roadway segments, intersections, and parking facilities to reduce congestion. The County promotes mass transit as an alternative to the personal automobile (CDMP Policy TE-1A), and also supports bicycle use, and trips made by foot to

minimize vehicle trips and air pollution. The CDMP Objective LU-10 also recommends land use patterns to achieve energy efficient development.

In addition, demolition, removal and/or renovation of any existing structure(s) and/or underground utilities, resulting from the implementation of any of the changes proposed for this site, will require an asbestos survey from a Florida-licensed consultant prior to any construction activities. The application must contact PERA for further information as to the County's required asbestos review process and associated federal and state regulatory criteria.

Pollution Remediation

Properties adjacent to Parcel A are associated with the former Richmond Naval Air Station (as were the University of Miami properties.) These properties are currently being investigated by the Florida Department of Environmental Protection (FDEP) for past uses including incinerator areas, maintenance operations, munitions bunkers and so forth. These investigations are being tracked under PERA Work Group number and file number IW5-8065/File-9398.

Water and Sewer

Water Supply

The Biscayne Aquifer is the primary water supply source for the millions of people living in South Florida. However, overuse of this aquifer has resulted in lowered water levels in the Everglades, which is inconsistent with the goals of the Comprehensive Everglades Restoration Project (CERP), designed to restore and preserve water resources in the South Florida ecosystem, including the Everglades. In 2005, the South Florida Water Management District promulgated new rules that prohibited withdrawals from the Biscayne Aquifer to accommodate future development. The SFWMD requires that all future developments be linked to new water supply sources, either through alternative water supply or reuse projects.

Effective January 11, 2011, WASD implemented a Water Supply Certification Program to assure water supply is available to all users as required by CDMP Policies CIE-5D and WS-2C respectively, and in accordance with the permitted withdrawal capacity in the WASD 20-year Water Use Permit (WUP). All new construction, addition, renovation or changes in use resulting in an increase in water consumption will require a Water Certification Letter. This certification letter is issued at the time an Agreement, Verification Form or Ordinance Letter is offered; or during the plat process prior to the final development order. At that time, the project will be evaluated for water supply availability and a water supply reservation will be made.

Although a Water Certification Letter is not required at the time of CDMP application submittal, the applicant should be cognizant of the County's focus on water conservation and requirements to comply with its 20-year Water Use Permit.

Water Treatment Plant Capacity

The County's adopted LOS standard for water treatment is based on the regional treatment system. The LOS requires that the regional treatment system operate with a rated maximum daily capacity of no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years [CDMP Policy WS-2A(1)]. Based on the 12-month average (period ending November 30, 2011), the regional treatment system has a rated treatment capacity of 439.74 million gallons per day (mgd) and a maximum plant production of 345.8 mgd. As a result, the regional system has approximately 116.13 mgd or 26.40% of treatment plant capacity remaining.

The application site would be served by the Alexander Orr Water Treatment Plant which provides water that meets federal, state, and county drinking water standards. This plant currently has sufficient capacity to provide water demand for this application. However, as noted above, a Water Supply Certification will be required for this project at the time of development.

Estimated Future Water/Sewer Flow for Proposed Development

Land Use Designation	Use type	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
<u>Proposed Potential Development</u>				
Business and Office	Retail	370,000 sq ft*	10 gpd/100 sq. ft.	37,000
		and		
Low-Medium Density Residential Communities	Single Family Attached Residential (townhouse)	900 units	180 gpd/unit	162,000
		OR		
Business and Office	Retail	1,118,795 sq ft**	10 gpd/100 sq. ft.	111,880
		and		
Low-Medium Density Residential Communities	Single Family Attached Residential (townhouse)	957 units	180 gpd/unit	172,260
Total Water/ Sewer Demand				199,000 or 284,140

Source: Miami-Dade County Water and Sewer Department, January 2012.

* Proffered covenant proposes to restrict development on subject property to 370,000 square feet of retail on approx. 64.21 net acres and 900 residential units on approx. 73.68 gross acres.

** Maximum potential development scenario without proffered covenant.

The requested land use for this application site would allow retail uses and residential uses. As noted in the “Estimated Future Water/Sewer Flow for Proposed Development” Table above, if the application site were developed without a restrictive covenant, with a maximum of 1,118,795 feet of retail space, and 957 residential units, the total water flow or demand would be 284,140 gallons per day (gpd), and 284,140 gpd for sewer flow that must be accommodated. These water demands will not cause the adopted level of service standard for potable water to be violated.

If the project is developed as suggested by the covenant submitted to the County, with 370,000 square feet of retail, and 900 townhouse units total water and sewer flows will be 284,140 gpd, respectively.

Water System Connectivity

There is an existing sixteen (16)-inch water main within the proposed development site. The application site is adjacent to the planned Zoo Miami Sub Area I and II projects. At this time, there are two agreements within Sub Area I and II. Agreement #20890 was offered on April 20th, 2011, for the Zoo Miami-Amphitheater renovation project, and Agreement #21082 was

offered on November 30th, 2011, for the U.S. Coast Guard Communication Station project, which is currently on well and septic tank for water and sewage disposal, respectively.

Water Conservation

All future development are required to comply with water use efficiency techniques for indoor water use in accordance with Sections 8-31, 32-84, and 8A-381 of Miami-Dade County Code. In addition, the future development will be required to comply with landscape standards in Sections 18-A and 18-B of Miami-Dade County Code.

Sewer Treatment Plant Capacity

The County's adopted level of service standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate at a capacity that is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and County standards and all treatment plants must maintain the capacity to treat peak flows without overflow [CDMP Policy WS-2(2)]. The regional wastewater treatment system has a design capacity of 368 mgd and a 12-month average (period ending October 31, 2011) of 277.26 mgd. This represents approximately 75.34% of the regional system design capacity. Therefore, the regional wastewater treatment system has 20.11% or 74.0 mgd of capacity remaining. The South District Wastewater Treatment Plant (SDWTP) would receive sewage from the application site and although it has sufficient capacity to treat current wastewater generation, at the time of development, a capacity modeling evaluation may be required to connect to the regional sewer system through this plant.

Sewer System Connectivity

There is an existing sanitary sewer gravity system inside the application site which discharges to pump station #0678 and then pump station #0681, located south of the property. The overall wastewater demand of the proposed development on the application site will exceed the available capacity of pump station #0678. As a result, pump station improvements/upgrades will be required for the proposed development.

Solid Waste

The application site is located inside the Miami-Dade County Department of Public Works and Waste Management (PWWM) Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and nine municipalities.

Level of Service Standard

CDMP Policy SW-2A establishes the adopted LOS standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient solid waste disposal capacity to accommodate waste flows committed to the System through long-term interlocal contracts or agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2011/2012, the PWWM is in compliance with the adopted LOS standard.

Application Impacts

Application No. 3 is requesting the deletion of an existing declaration of restrictions and the acceptance and inclusion of new proffered covenant limiting development on the application site to 370,000 sq. ft. of retail, commercial, office, and service uses, and 900 residential units. The

PWWM does not compete for non-residential waste collection, and waste collection service for multifamily residential development will most likely be provided by a private waste hauler. Therefore, PWWM determined that the requested amendment will have no impact or any associated costs to the County. The PWWM has no objections to the proposed amendment.

Parks

The application site is located inside the Miami-Dade County Parks, Recreation and Open Space’s Park Benefit District 2 (PBD-2), which encompasses the area of the County between SW 8 Street and SW 184 Street. The County has three Park Benefits Districts.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum LOS standard for the provision of recreation open space in Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency is greater than five acres. Currently, Park Benefit District 2 has a surplus capacity of 478.06 acres of parkland, when measured by the County’s concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated Miami-Dade County.

The “County Local Parks” Table below indicates that there are eleven local parks within a 2-mile radius of the application site. Four of these parks (Eureka Park, Walter A. White Park, Richmond Triangle Park and Losner Park) are smaller than the required five acres (or larger) park. The nearest local park to the application site is Deerwood Bonita Lakes Park, which is located approximately 0.5 miles from the application site.

**County Local Parks
Within a 2-Mile Radius of Application Site**

Park Name	Acreage	Classification
Three Lakes Park	15.72	Single Purpose Park
Fairwood Park	7.93	Neighborhood Park
Deerwood Bonita Lakes Park	11.03	Community Park
Serena Lakes Park	5.14	Neighborhood Park
Eureka Villas Park	5.30	Neighborhood Park
Eureka Park	4.42	Community Park
Sgt. Joseph Delancy Park	10.46	Community Park
Walter A. White Park	1.64	Neighborhood Park
Richmond Triangle Park	0.60	Mini Park
Losner Park	0.55	Mini Park
Colonial Drive Park	14.34	Community Park

Source: Miami Dade Parks and Recreation Department, January 2012

Application Impacts

The potential development of the site under the existing CDMP Land Use designation and Declaration of Restrictions has a potential population of 3,312 persons, resulting in an impact of 9.11 acres of parkland based on the minimum LOS standard for the provision of local recreation open space. The proposed change, without the proffered covenant, would result in a potential

population of 2,641 persons, resulting in an impact of 7.26 acres of parkland. However, the proposed change with the proffered covenant will generate an estimated population of 2,484 persons, resulting in an impact of 6.83 acres of parkland. Therefore, the proposed amendment would reduce the impact of parkland by 1.85 acres. The amendment would lower the concurrency LOS standard from 3.55 acres to 3.53 acres per 1,000 residents, and would remain well above the adopted minimum standard of 2.75 acres of open space per 1,000 residents.

Fire and Rescue Service

The application site is currently served by Miami-Dade County Fire Rescue Station No. 43 (Richmond), located at 13390 SW 152 Street. This station is equipped with an Advanced Life Support (ALS) Aerial and a Rescue, and is staffed with seven (7) firefighter/paramedics 24 hours a day, seven days a week.

According to Miami-Dade County Fire Rescue Department (MDFR), average travel time to incidents in the vicinity of the application site is approximately 5 minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to incidents in the vicinity of the application site complies with the performance objective of national industry standards. MDFR recognizes that the developer will install a traffic signal at its intersection with Kendall Drive. The construction of SW 172 Avenue along with the signalized intersection will enhance emergency response times to surrounding communities.

Level of Service Standard

CDMP Policy WS-2A establishes the minimum LOS standard for potable water. This policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. A minimum fire flow of 3,000 gallons per minute (GPM) is required for all business and industrial uses.

Application Impacts

The current CDMP land use designation of "Low Medium Density Residential" will allow a potential development that is anticipated to generate 387 annual alarms. The proposed CDMP designation of "Business and Office" and "Low Medium Density Residential" will allow a proposed potential development which is anticipated to generate 600 annual alarms. The 600 annual alarms will result in a severe impact to existing fire rescue services. Presently, fire and rescue service in the vicinity of the application site is adequate. There are no planned fire rescue stations in the vicinity of the application.

The required fire flow for the proposed CDMP land use designation of "Business and Office" shall be 3,000 gallons per minute (GPM). Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 1,000 GPM. The required fire flow for the proposed "Low Medium Density Residential" designation shall be 1,500 GPM. Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 500 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application site.

Public Schools

Level of Service Standard.

The adopted LOS standard for public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) with relocatable classrooms. A "planning level review", which is a

preliminary school concurrency analysis, was conducted on this application. This analysis is in accordance with Miami-Dade County's adopted Educational Element of the Comprehensive Development Master Plan and the Interlocal Agreement (ILA) for Public School Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and is based on the adopted LOS standard for public schools, current available capacity and current school attendance boundaries.

Section 7.5 of the ILA provides for "Public Schools Planning Level Review" (Schools Planning Level Review) of CDMP amendments containing residential units. This type of review does not constitute a "Public School Concurrency Review" and, therefore, no concurrency reservation is required.

It is important to note that the application site was the subject of CDMP LUP map amendment Application No. 10 filed in the April 2004 Cycle of Applications to amend the CDMP. On May 9, 2005, Miami-Dade Board of County Commissioners adopted the referenced April 2004 Application No. 10 (Ordinance No. 05-92) re-designating a 143.52 gross acre parcel, which included the subject property, to "Low-Medium Density"

The applicant proffered Declaration of Restrictions (Book No. 26135, Pgs. 3385-3398; Recorded with Miami-Dade County Clerk of Courts on 12-31-07) governing the application site, which was accepted by Miami- Dade Public School Board at a public hearing on April 13, 2005. The owner committed to donating a 4-acre parcel, within the application site (Folio No. 30-5926-000-0060), to the School Board for the development of a school. In a Memorandum to the Sustainability, Planning and Economic Enhancement Department (the Department) dated November 22, 2011, the School Board notes that a development plan provided by the applicant to the School Board does not specifically designate any portion of the application site for a school, and as such, does not reflect the applicant's current obligations under the existing covenant.

Application Impact.

This application is requesting re-designation of \pm 67.89 gross acres (Parcel A) from "Low-Medium Density Residential" to "Business and Office" and the release of an existing recorded Declaration of Restriction limiting residential use to no more than 1,200 units (CDMP Amendment Application 10 of the April 2004-2005 cycle). The applicant also proffered a recorded Declaration of Restrictions in favor of the School Board of Miami-Dade County for the donation of an approximate 4-acre parcel. In addition to the requested amendments, the applicant has proffered a new Declaration of Restrictions limiting residential development on the application site to 900 residential dwelling units. Pursuant to the Interlocal Agreement of Public Schools Facility Planning, Section 9.4, developments that have provided a monetary mitigation payment, such as this during previous approval process, are considered vested from the requirements of public school concurrency to the extent that there is no increase in the number of residential units. The proposed project associated with this CDMP application reduces the number of residential units currently approved; therefore, the proposed project is vested for public schools and there is no need for school concurrency review.

Aviation

Miami-Dade County Aviation Department (MDAD) reviewed the proposed CDMP amendment and determined that the proposal is compatible with airport operations. Development plans for this property must comply with MDAD's Airport Zoning, Chapter 33 of the Code of Miami-Dade County.

Roadways

The applicant is requesting the re-designation of Parcel A (+67.89 gross acres) from “Low-Medium Density Residential (6-13 DU/ac)” to “Business and Office” on the Adopted 2015 and 2025 LUP map; the release of a currently accepted and recorded Declaration of Restrictions governing the development on the overall application site as a Traditional Neighborhood Development with no more than 1,200 residential units; and the acceptance of a proffered new declaration of restrictions limiting development to up to 370,000 sq. ft. of retail, commercial and office use on Parcel A, and to 900 residential dwelling units on Parcel B.

The subject application is located on the southwest corner of the intersection of SW 124 Avenue and SW 152 Street/Coral Reef Drive in unincorporated Miami-Dade County. A study area (area of influence) was selected to determine the Application’s traffic impact on the roadway network within the study area, which is bound on the north by SW 104 Street, on the east by US-1, on the south by SW 184 Street, and on the west by SW 157 Avenue and SW 162 Avenue.

North-south arterials and expressways within the Study Area include: SW 167 Avenue, SW 157 Avenue, SW 147 Avenue, SW 137 Avenue, SW 127 Avenue, SW 122 Avenue, Homestead Extension of Florida’s Turnpike (HEFT)/SR 821, SW 117 Avenue, SR 874/Don Shula Expressway, SW 107 Avenue, SW 97 Avenue, and US 1/South Dixie Highway. East-west arterials include: SW 104 Street, SW 120 Street, SW 136 Street, SW 152 Street/Coral Reef Drive, and SW 184 Street/Eureka Drive.

The Sustainability, Planning, and Economic Enhancement Department (SPEED), in cooperation with the Department of Public Works and Waste Management (PWWM) and the Metropolitan Planning Organization (MPO), performed a short-term (Concurrency) and a long-term (Year 2035) traffic impact analyses to assess the impact that the application would have on the roadways adjacent to the application site and on the surrounding roadway network, respectively.

Traffic conditions are evaluated by the LOS, which is represented by one of the letters “A” through “F”, with A generally representing the most favorable driving conditions and F representing the least favorable.

Existing Conditions

Existing traffic conditions on the major roadways within the study area which are currently monitored by the County and the State are listed in the “Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service” table below. Nine roadway segments along SW 147 Avenue, SW 127 Avenue, SW 117 Avenue, SW 107 Avenue, SW 97 Avenue, SW 120 Street, SW 168 Street, and SW 184 Street are operating at their adopted LOS D standard; the segment of US 1 between SW 104 and SW 112 Streets is operating at LOS E+23%, exceeding its adopted LOS E+20% standard; and the segment of SW 112 Street between SW 117 and SW 97 Avenues is operating at E+19%, still under its adopted LOS E+20% LOS standard. The rest of the roadways within the study area are operating at acceptable levels of service.

**Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service**

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 157 Avenue	SW 88 Street to SW 112 Street	4 DV	D	C (2010)
	SW 152 Street to SW 184 Street	4 DV	D	B (2010)
SW 147 Avenue	SW 104 Street to SW 120 Street	4 DV	D	D (2010)

**Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service**

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 152 Street to SW 184 Street	2 UD	D	C (2010)
SW 137 Avenue	SW 104 Street to SW 120 Street	6 DV	E	C (2010)
	SW 120 Street to SW 136 Street	6 DV	E	C (2010)
	SW 136 Street to SW 152 Street	6 DV	E	C (2010)
	SW 152 Street to SW 184 Street	6 DV	D	C (2010)
SW 127 Avenue	SW 104 Street to SW 120 Street	4 DV	D	D (2010)
SW 122 Avenue	SW 104 Street to SW 128 Street	4 DV	D	C (2010)
HEFT/SR 821	SW 88 Street to SR 874	6 LA	D	B (2010)
	SR 874 to SW 152 Street	8 LA	D	C (2010)
	SW 152 Street to SW 186 Street	8 LA	D	B (2010)
SR 874	SW 104 Street to the HEFT	4 LA	D	C (2010)
SW 117 Avenue	SW 104 Street to SW 136 Street	4 DV	D	D (2010)
	SW 136 Street to SW 152 Street	4 DV	D	C (2010)
	SW 152 Street to SW 184 Street	4 DV	D	C (2010)
SW 107 Avenue	SW 152 Street to SW 184 Street	2 UD	D	D (2010)
SW 102 Avenue	SW 136 Street to SW 144 Street	2 UD	D	C (2010)
SW 97 Avenue	SW 88 Street to SW 112 Street	2 UD	D	D (2010)
	SW 112 Street to SW 136 Street	2 UD	D	C (2010)
US 1/South Dixie Highway	SW 104 Street to SW 112 Street	6 DV	E+20%	E+23% (2010)
	SW 112 Street to SW 136 Street	6 DV	E+20%	E (2010)
	SW 136 Street to SW 152 Street	6 DV	E+20%	D (2010)
	SW 112 Avenue to SW 186 Street	6 DV	E+20%	C (2010)
	SW 152 Street to SW 168 Street	6 DV	E+20%	E (2010)
	SW 168 Street to SW 184 Street (SB)	3 OW	E+20%	D (2010)
	SW 168 Street to SW 184 Street (NB)	3 OW	E+20%	D (2010)
SW 104 Street	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	C (2010)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	D (2010)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	E (2010)
	SW 127 Avenue to SW 117 Avenue	6 DV	E+20%	D (2010)
	SW 117 Avenue to SW 107 Avenue	6 DV	E+20%	E+11% (2010)
	SW 107 Avenue to SW 95 Avenue	4 DV	D	B (2010)
SW 112 Street	SW 117 Avenue to SW 99 Avenue	2 UD	E+20%	E+19% (2010)
SR 990/SW 112 Street	SW 107 Avenue to SW 97 Avenue	4 DV	E	B (2010)
	SW 97 Avenue to US 1	2 UD	D	B (2010)
SW 120 Street	SW 147 Avenue to SW 137 Avenue	4 DV	D	C (2010)
	SW 137 Avenue to SW 117 Avenue	4 DV	D	D (2010)
SW 152 Street	SW 142 Avenue to SW 137 Avenue	4 DV	E+20%	E (2010)

**Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service**

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 137 Avenue to SW 124 Avenue	6 DV	E+20%	D (2010)
	SW 124 Avenue to SW 117 Avenue	6 DV	E+20%	D (2010)
	HEFT to SW 107 Avenue	4 DV	E+20%	D (2010)
	SW 107 Avenue to US 1	4 DV	E+20%	D (2010)
SW 168 Street	SW 117 Avenue to US 1	2 UD	D	D (2010)
SW 184 Street	SW 157 Avenue to SW 147 Avenue	2 UD	D	D (2010)
	SW 147 Avenue to SW 137 Avenue	4 UD	D	B (2010)
	SW 137 Avenue to SW 117 Avenue	4 UD	D	C (2010)
	US 1 to HEFT	4 UD	D	D (2010)

Source: Compiled by the Department of Sustainability, Planning and Economic Enhancement, February 2012; Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation.

Notes: () in LOS column identifies year traffic count was updated or LOS traffic analysis revised.

DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access

LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways: D means 90% of roadway capacity; E means 100% of the roadway capacity; and E+20% means 120% of the roadway capacity (LOS E).

Trip Generation

Two potential development scenarios were analyzed for traffic impacts. Scenario 1 assumes the application site developed with 1,200 residential dwelling units and approximately 172,670 sq. ft. of space as limited by the currently accepted and recorded declaration of restrictions and under the current “Low Medium Density Residential (6-13 DU/ac)” land use designation. This scenario would generate approximately 1,072 PM peak hour vehicle trips. Scenario 2 assumes Parcel A developed with 370,000 sq. ft. of retail space and Parcel B with 900 residential dwelling units as limited by the proffered new declaration of restrictions and under the requested “Business and Office” land use designation and existing “Low Medium Density Residential (6-13 DU/ac)”. This scenario would generate approximately 413 more PM peak hour vehicle trips than the potential development that may occur under Scenario 1. See “Estimated Peak Hour Trip Generation” table below.

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions as of September 14, 2011, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County’s adopted 2012 Transportation Improvement Program (TIP) and the application’s traffic impacts, does not project any significant changes in the concurrency LOS of the roadways analyzed. All roadways adjacent analyzed are projected to operate at acceptable levels of service. See “Traffic Impact Analysis” table below.

**Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations**

Application Number	Assumed Uses for Current CDMP Designations ¹ / Estimated No. Of Trips	Assumed Uses For Requested CDMP Designation ² / Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designations
3	“Low Medium Density Residential (6-13 DU/ac)” 1,200 dwelling units & 172,670 sq. ft. retail / 1,072	“Business and Office” and “Low Medium Density Residential (6-13 DU/ac)” 900 dwelling units 370,000 sq. ft. retail / 1,485	+413

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Department of Public Works and Waste Management, February 2012.

Notes: ¹ This development scenario is limited to 1,200 residential dwelling units and 172,670 sq. ft. of retail by the currently accepted and recorded declaration of restrictions that the applicant is seeking to repeal and delete.

² This development scenario is based on the requested land use change for Parcel A from “Low Medium Density Residential (6-13 Dwelling units per gross acre)” to “Business and Office”, the current “Low Medium Density Residential (6-13 Dwelling units per gross acre)” land use designation for Parcel B, and the proffered new declaration of restriction limiting development on the application site to 900 residential dwelling units and 370,000 sq. ft. of retail space.

Future Conditions

The MPO’s adopted 2012 Transportation Improvement Program lists the following roadway capacity improvement projects for construction in fiscal years 2011/2012 – 2015/2016 in the vicinity of the application site. See “Programmed Road Capacity Improvements” table below.

**Programmed Road Capacity Improvements
Fiscal Years 2011/2012 – 2015/2016**

Roadway	From	To	Type of Improvement	Fiscal Year
SR 874/Killian Parkway interchange	HEFT	SW 88 St./ Kendall Dr.	Interchange/new construction: toll plaza, ramp plaza	UC
SW 184 Street	SW 147 Ave.	SW 137 Ave.	Widen 2 to 4 lanes	UC
SW 157 Avenue	SW 184 St.	SW 152 St.	New 4 lane road	2011-2014

Source: 2012 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, June 23, 2011.

Note: UC means under construction.

**Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service**

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend
Scenario 1: "Low Medium Density Residential (6-13 DU/ac)" with currently accepted and recorded Declaration of Restrictions – 1,200 Residential dwelling units and 172,670 sq. ft. of retail space.												
9854	SW 152 Street	SW 142 Avenue to SW 137 Ave.	4 DV	E+20%	3924	1946	E	128	E	104	2178	E
9852	SW 152 Street	SW 137 Avenue to SW 124 Ave.	6 DV	E+20%	6024	3839	D	72	D	293	4204	D
9850	SW 152 Street	SW 124 Avenue to SW 117 Ave.	6 DV	E+20%	6288	4369	D	39	D	318	4726	D
9816	SW 137 Avenue	SW 136 Street to SW 152 Street	6 DV	E	5780	3795	C	407	C	180	4562	C
9818	SW 137 Avenue	SW 152 Street to SW 184 Street	6 DV	D	4560	2924	C	129	C	177	3230	C
Scenario 2: "Business and Office" and "Low Medium Density Residential (6-13 DU/ac)" with proffered new Declaration of Restrictions - 900 Residential dwelling units and 370,000 sq. ft. retail space.												
9854	SW 152 Street	SW 142 Avenue to SW 137 Ave.	4 DV	E+20%	3924	1946	E	128	E	144	2218	E
9852	SW 152 Street	SW 137 Avenue to SW 124 Ave.	6 DV	E+20%	6024	3839	D	72	D	406	4317	D
9850	SW 152 Street	SW 124 Avenue to SW 117 Ave.	6 DV	E+20%	6288	4369	D	39	D	441	4849	D
9816	SW 137 Avenue	SW 136 Street to SW 152 Street	6 DV	E	5780	3795	C	407	C	249	4451	C
9818	SW 137 Avenue	SW 152 Street to SW 184 Street	6 DV	D	4560	2924	C	129	C	245	3298	C

Source: Compiled by the Department of Sustainability, Planning and Economic Enhancement; Miami-Dade Public Works and Waste Management Department and Florida Department of Transportation, February 2012.

Notes: Scenario 1 is based on CDMP LUP designations of "Low Medium Density Residential (6-13 DU/ac)" and currently accepted and recorded declaration of restrictions limiting development to 1,200 residential dwelling units and 172,670 sq. ft. retail.

Scenario 2 is based on the requested CDMP LUP designation change for Parcel A to "Business and Office", the current land use designation of Parcel B of "Low Medium Density Residential (6-13 DU/ac)", and the proffered new declaration of restrictions limiting development on the application site to 900 residential dwelling units and 370,000 sq. ft. retail.

DV= Divided Roadway; UD= Undivided Roadway.

*County adopted roadway level of service standard applicable to the roadway segment: E +20% (120% capacity) for roadways serviced with transit service having 20 minutes headways between the Urban Development boundary (UDB) and Urban Infill Area (UIA).

() Indicates the year traffic count was taken.

The MPO's adopted 2035 Long Range Transportation Plan (LRTP), Cost Feasible Plan, lists the roadway capacity improvement projects planned for construction in the next 23 years. The table below lists those roadway projects within the study area planned for capacity improvement in the LRTP.

**Planned Roadway Capacity Improvements
Fiscal Years 2011/2012 through 2034/2035**

Roadway	From	To	Type of Improvement	Priority
SR 874/Killian Parkway	HEFT	SW 88 St./Kendall Dr.	Interchange/new construction: toll plaza, ramp plaza	I
SW 136 Street	SW 149 Avenue	SW 139 Court	Widen 2 to 4 lanes	I
SW 157 Avenue	SW 184 Street	SW 152 Street	New 4 lanes	I
SW 160 Street	SW 147 Avenue	SW 137 Avenue	New 4 lanes	I
HEFT	SW 184 St./ Eureka Drive	SW 88 St./Kendall Dr.	Widen to 8-, 10-, 12-lanes plus auxiliary lanes	III
SW 127 Avenue	SW 120 Street	SW 144 Street	New 4 lanes/Widen to 4 lanes	III
SW 152 Street	SW 147 Avenue	SW 157 Avenue	Widen 2 to 4 lanes	III
SW 874/Don Shula Expressway	SW 136 Street	SR 874	Ramp connection to SW 136 St.	IV
SW 104 St./Killian Parkway	SW 160 Avenue	SW 167 Avenue	New 4 lanes/Widen to 4 lanes	IV

Source: Miami-Dade Transportation Plan to the Year 2035, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements planned to be funded between 2015 and 2020; Priority III – Project improvements planned to be funded between 2021 and 2025; and Priority IV – Projects planned to be funded between 2026 and 2035.

A future (2035) traffic analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the roadway network to handle the application's traffic demand and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

The same development scenarios analyzed in the traffic concurrency analysis were also analyzed in the future (2035) traffic condition analysis. Scenario 1 assumed application site developed with approximately 172,670 sq. ft. retail space and 1,200 residential dwelling units under the current land use designation under the current "Low Medium Density Residential (6-13 DU/ac)" land use designation and as limited by the currently accepted and recorded declaration of restrictions. Scenario 2 is based on the requested "Business and Office" land use designation, current "Low Medium Density Residential (6-13 DU/ac)" land use designation and by the proffered new Declaration of Restrictions limiting development to 900 residential dwelling units and up to 370,000 sq. ft. retail.

The future traffic conditions analysis indicates that SW 152 Street from SW 124 Avenue to SW 117 Avenue will operate at LOS E+21% without the application impact and at LOS E+22% with the application's traffic impact, exceeding the adopted LOS E+20% standard for this roadway corridor. SW 137 Avenue from SW 136 Street to SW 152 Street is projected to operate at LOS F (1.04-1.11) and between SW 152 Street and SW 184 Street is projected to operate at LOS D and F (0.81-1.11), without the application's traffic impact; the same segments are projected slightly deteriorate their operating levels of service to LOS F (1.06-1.13) and D/F (0.82-1.13), respectively, with the application's traffic impact. Also, SW 117 Avenue from SW 120 Street to SW 152 Street is projected to operate at LOS E and F (0.96-1.15) and between SW 152 Street and SW 168 Street is projected to operate at LOS F (1.07-1.19), without the application's traffic impact; the same segments are projected slightly deteriorate their operating levels of service to LOS E and F (0.97-1.16) and LOS F (1.11-1.21), respectively, with the application's traffic impact. Also, segments of the following roadways are projected to exceed their adopted LOS standards by 2035: SW 157 Avenue, SW 147 Avenue, SW 127 Avenue, SW 107 Avenue, SW 97 Avenue, US 1/South Dixie Highway, SW 104 Street, SW 112 Street, SW 120 Street, and SW 184 Street. However, a significant determination analysis indicates that roadways carrying application traffic will not significantly impact any state or regional significant roadway found to exceed their adopted level of service standard by 2035. See the "2035 Volume to Capacity (V/C) Ratios" table below.

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. Of Lanes	Scenario 1: Application Developed as limited by existing Declaration of Restrictions ³		Scenario 2: Application Developed as limited by Proffered New Declaration of Restrictions ⁴	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 157 Avenue						
SW 104 St. to SW 120 St.	D	4	0.95-1.02	E/F	0.93-1.01	E/F
SW 120 St. to SW 136 St.	D	4	1.20	F	1.18	F
SW 136 St. to SW 152 St.	D	4	1.10	F	1.09	F
SW 152 St. to SW 184 St.	D	4	0.81-0.92	D/E	0.79-0.96	C/E
SW 147 Avenue						
SW 104 St. to SW 120 St.	D	4	0.42-0.75	B/C	0.42-0.76	B/C
SW 152 St. to SW 184 St.	D	2	1.15-1.49	F	1.15-1.46	F
SW 137 Avenue						
SW 104 St. to SW 128 St.	E	6	0.81-0.99	D/E	0.82-1.01	D/F
SW 120 St. to SW 136 St.	E	6	0.99-1.10	E/F	0.99-1.12	E/F
SW 136 St. to SW 152 St.	E	6	1.04-1.08	F	1.06-1.10	F
SW 152 St. to SW 184 St.	D	6	0.81-1.11	D/F	0.82-1.13	D/F
SW 127 Avenue						
SW 104 St. to SW 120 St.	D	4	0.83-1.09	D/F	0.83-1.09	D/F
SW 120 St. to SW 136 St.	D	4	1.03-1.32	F	1.03-1.32	F
SW 136 St. SW 152 St.	D	4	1.23-1.32	F	1.23-1.32	F
SW 122 Avenue						
SW 104 St. to SW 128 St.	D	4	0.76-1.07	C/F	0.77-1.08	C/F
HEFT/SR 821						
SW 88 St. to SR 874	D	6	0.55-0.79	B/C	0.47-0.78	B/C
SR 874 to SW 152 St.	D	8	0.55-0.72	B/C	0.56-0.72	B/C
SW 152 St. to SW 184 St.	D	8	0.69-1.30	B/F	0.70-1.31	B/F
SW 117 Avenue						
SW 104 St. to SW 120 St.	D	4	1.10-1.24	F	1.11-1.20	F
SW 120 Street to SW 152 St.	D	4	0.96-1.15	E/F	0.97-1.20	E/F
SW 152 Street to SW 184 St.	D	4	0.81-0.98	D/E	0.79-1.0	C/E
SW 102 Avenue						
SW 136 St. to SW 144 St.	D	2	0.41	B	0.41	B

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. Of Lanes	Scenario 1: Application Developed as limited by existing Declaration of Restrictions ³		Scenario 2: Application Developed as limited by Proffered New Declaration of Restrictions ⁴	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 107 Avenue						
SW 112 St. to SW 120 St.	D	2	1.07-1.17	F	0.99-1.00	E/F
SW 120 St. to SW 136 St.	D	2	0.71-0.91	C/E	0.64-0.96	B/E
SW 152 St. to SW 184	D	2	0.63-1.06	B/F	0.64-1.06	B/F
SW 97 Avenue						
SW 112 St. to SW 136 St.	D	2	0.51-1.09	B/F	0.51-1.14	B/F
SW 136 St. to SW 144 St.	D	2	0.82-0.83	D	0.83-0.84	D
SR 874						
SW 104 St. to the HEFT	D	4	0.80-1.01	C/F	0.80-1.01	C/F
US 1/South Dixie Highway						
SW 104 St. to SW 112 St.	E+20%	6	1.11-1.12	E+11%/E+12%	1.13-1.16	E+13%/E+16%
SW 112 St. to SW 136 St.	E+20%	6	0.86-1.08	D/E+8%	0.92-1.17	E/E+17%
SW 136 St. to SW 152 St.	E+20%	6	1.22-1.33	E+22%/E+33%	1.26-1.38	E+26%/E+38%
SW 112 St. to SW 186 St.	E+20%	6	0.86-1.35	D/E+35%	0.92-1.38	E/E+38%
SW 152 St. to SW 168 St.	E+20%	6	1.05-1.35	E+5%/E+35%	1.07-1.37	E+7%/E+37%
SW 104 Street						
SW 157 Ave. to SW 147 Ave.	E+20%	4	0.34-0.69	B	0.34-0.67	B
SW 147 Ave. to SW 137 Ave.	E+20%	4	0.51-0.79	B/C	0.63-0.80	B/C
SW 137 Ave. to SW 127 Ave.	E+20%	6	0.86-0.97	D/E	0.87-0.98	D/E
SW 127 Ave. to SW 117 Ave.	E+20%	6	1.13-1.15	E+13%/E+15%	1.13-1.15	E+13%/E+15%
SW 117 Ave. to SW 107 Ave.	E+20%	6	1.27-1.59	E+27%/E+59%	1.28-1.61	E+28%/E+61%
SW 107 Ave. to SW 95 Ave.	D	4	0.81-0.89	D	0.80-0.88	C/D
SW 112 Street						
SW 117 Ave. to SW 99 Ave.	E+20%	2	0.83-1.38	D/E+38%	0.83-1.33	D/E+33%
SW 120 Street						
SW 157 Ave. to SW 147 Ave.	D	4	0.21-0.31	B	0.21-0.29	B
SW 147 Ave. to SW 137 Ave.	D	4	0.77-0.87	C/D	0.77-0.87	C/D
SW 137 Ave. to SW 117 Ave.	D	4	0.71-1.60	C/F	0.72-1.60	C/F
SW 136 Street						
SW 157 Ave. to SW 137 Ave.	D	4	0.68-1.39	B/F	0.67-1.41	B/F
SW 137 Ave. to SW 127 Ave.	D	4	0.83	D	0.83	D
SW 152 Street						
SW 142 Ave. to SW 137 Ave.	E+20%	4	0.96-1.01	E/F	0.95-0.98	E
SW 137 Ave. to SW 124 Ave.	E+20%	6	0.76-1.08	C/E+8%	0.76-1.10	C/E+10%
SW 124 Ave. to SW 117 Ave.	E+20%	6	1.08-1.20	E+8%/E+20%	1.08-1.22	E+8%/E+22%
HEFT to SW 107 Ave.	E+20%	4	0.83-1.01	D/E+1%	0.81-1.08	D/E+8%
SW 107 Ave. to US 1	E+20%	4	0.83-1.13	D/E+13%	0.81-1.15	D/E+15%
SW 184 Street						
SW 157 Ave. to SW 147 Ave.	D	2	0.76-0.86	C/D	0.78-0.87	C/D
SW 147 Ave. to SW 137 Ave.	D	4	0.59-0.64	B	0.58-0.66	B
SW 137 Ave. to SW 117 Ave.	D	4	0.77-0.97	C/E	0.91-1.03	E/F
US 1 to HEFT	D	4	0.71-0.91	C/E	0.76-0.95	C/E

Source: Compiled by the Sustainability, Planning and Economic Enhancement Department and the Metropolitan Planning Organization, February 2012.

Notes: ¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

² Volume-to-Capacity (v/c) ratio is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is expressed using daily volumes

³ Scenario 1 assumes application site developed with 172,670 sq. ft. of retail space and 1,200 residential dwelling units as limited by currently accepted and recorded declaration of restrictions.

⁴ Scenario 2 assumes application site developed with 370,000 sq. ft. of retail space and 900 residential dwelling units as limited by proposed by proffered new declaration of restrictions.

Application Impact

The “Estimated Peak Hour Trip Generation” table above identifies the estimated number of PM peak hour vehicle trips to be generated by the development scenarios analyzed. Scenario 1 (172,670 sq. ft. retail and 1,200 residential dwelling units) would generate approximately 1.072 PM peak hour vehicle trips under the current “Low Medium Density Residential (6-13 DUs/acre) and as limited by the accepted and recorded declaration of restrictions. On the other hand if the existing covenant is released, the requested land use change is approved and the proffered new covenant limiting development to 900 residential dwelling units and 370,000 sq. ft. retail is accepted, Scenario 2 would generate for 1,485 PM peak hour vehicle trips, approximately 413 more PM peak hour vehicle trips than the potential development that could occur under the current CMDP land use designations and accepted declaration of restrictions.

Applicant’s Trip Generation Analysis

The applicant submitted the *Coral Reef Commons UM South Campus Property Transportation Analysis* report, dated November 2011, in support of the application. The transportation analysis report was prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning. The report evaluates the impacts resulting from the requested CDMP amendments and examines the adequacy of the roadway network to handle the additional demand that would be generated by the amendment application. A short-term (Year 2016) and a long-term (Year 2025) planning horizons analyses were performed. The area of impact analyzed includes the arterials and collectors extending to SW 88 Street on the north, the Homestead Extension of the Florida Turnpike (HEFT) and US 1 on the east, SW 216 Street on the south, and SW 157 Avenue to the west. The Year 2016 analysis evaluates the impact that the proposed development as limited by the proffered new covenant (900 residential dwelling units and 370,000 sq. ft. of retail) will have on the roadways immediately adjacent to the application site. This analysis concludes that the roadways evaluated have available capacity to handle the additional traffic demand that will be generated by the application; the roadways will maintain acceptable level of service and will continue to meet their adopted level of service standards. The long-term (Year 2025) traffic impact analysis is an evaluation of the future traffic conditions of the roadway network within the study area. This future analysis considers the programmed transportation improvements from the adopted 2012 Transportation Improvement Program; the funded Priority I, Priority II and Priority III planned transportation improvements from the adopted Miami-Dade 2035 Long Range Transportation Plan; the future background traffic conditions reflecting growth, traffic from approved committed developments, and the traffic impact from the amendment application. A significant determination analysis was also performed to ensure that roadways carrying significant application traffic will not impact any state or regional significant roadway found to exceed their adopted level of service standard in 2025. The application trips impacting the roadway segment of SW 152 Street from SW 137 Avenue to SW 127 Avenue were found to exceed 5% of the adopted LOS standard maximum service volume for the roadway segment. However, the applicant has proposed roadway and intersection improvements to enhance the capacity of SW 152 Street to accommodate the development proposed in the proffered new declaration of restrictions for the application site. The improvements proposed include: addition of a fourth eastbound travel lane on SW 152 Street from east of the Hammock and Natural Forest Communities to SW 124 Avenue for a distance of approximately 1,500 feet, two proposed directional median openings to access the application site, and expansion of the lane geometry at the intersection of SW 152 Street and SW 127 Avenue. An Executive Summary of the Applicant’s transportation analysis is provided in Appendix D of this report.

Miami-Dade County Public Works and Waste Management Department (PWWM) and the Sustainability, Planning and Economic Enhancement Department (SPEED) staff reviewed the

Transportation Analysis report and had some issues regarding the derivation of adjustment factors, trip distribution, modifications to figures and tables to reflect alternative corridor connections, and the provision of an additional westbound travel lane on SW 152 Street and a better northbound approach along SW 127 Avenue. The transportation consultant provided on February 21, 2012 responses to the PWWM and SPEED comments (see copy in Appendix D of this report). County staff reviewed the responses addressing the outstanding issues and found them satisfactory.

Transit

Existing Service

The subject property and surrounding areas are currently served by Metrobus Routes 104, 204/Killian KAT and 272/Sunset KAT. The service frequencies of these routes are shown in the "Metrobus Route Service Summary" Table below.

Metrobus Route Service Summary								
Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8pm)	Overnight	Saturday	Sunday		
104	(24/60) (30)	60	60	N/A	60	60	0.4	L
204 (Killian KAT)	7.5	N/A	15	N/A	N/A	N/A	0.3	F/E
272 (Sunset KAT)	12	N/A	N/A	N/A	N/A	N/A	0.3	F/E

Source: 2011 Transit Development Plan, Miami-Dade Transit (November 2011 Line Up)

Notes: L means Metrobus local route service
 F means Metrobus feeder service to Metrorail
 E means Express or Limited-Stop Metrobus service

Future Conditions

Currently, there are no transit improvements to the existing Metrobus services in the surrounding area for the next ten years as noted in the 2021 Recommended Service Plan within the Adopted 2011 Transit Development Plan (TDP).

Major Transit Projects

There are no future major transit projects within the vicinity of the application site.

Application Impacts

A preliminary analysis was performed in Traffic Analysis Zone (TAZ) 1251 where the application site is located. If the proposed amendment is approved, the transit impact expected to be generated by the proposed development can be absorbed by the existing transit service in the area.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines

The proposed application will further the following goals, objectives, policies, concepts and guidelines of the CDMP:

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1B. Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.
- LU-3. Upon the adoption of the CDMP, the location, design and management practices of development and redevelopment in Miami-Dade County shall ensure the protection of natural resources and systems by recognizing, and sensitively responding to constraints posed by soil conditions, topography, water table level, vegetation type, wildlife habitat, and hurricane and other flood hazards, and by reflecting the management policies contained in resource planning and management plans prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet, or included in the Comprehensive Everglades Restoration Plan approved by Congress through the Water Resources Development Act of 2000.
- LU-3B. All significant natural resources and systems shall be protected from incompatible land use including Biscayne Bay, future coastal and inland wetlands, future potable water-supply wellfield areas identified in the Land Use Element or in adopted wellfield protection plans, and forested portions of Environmentally Sensitive Natural Forest Communities as identified in the Natural Forest Inventory, as may be amended from time to time.
- LU-4A. 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.
- LU-8B. Distribution of neighborhood or community serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic, and physical considerations.
- LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
- CON-8. Upland forests included on Miami-Dade County's Natural Forest Inventory shall be maintained and protected.

CON-8A. Specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time. The County's Natural Forest Inventory shall be revised periodically to reflect current Natural Forest Community conditions. A Natural Forest Community shall not be removed from the inventory unless its quality and resource values have been degraded to the point where it cannot be restored.

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