INITIAL RECOMMENDATION

PARKLAND DRI APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

Part 2: Appendices

FOR MIAMI-DADE COUNTY, FLORIDA



October 20, 2008

Carlos Alvarez

Mayor

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Miami-Dade County provides equal access and equal opportunity in employment and services and does not discriminate on the basis of disability. "It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act."

APPENDICES

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Parkland DRI

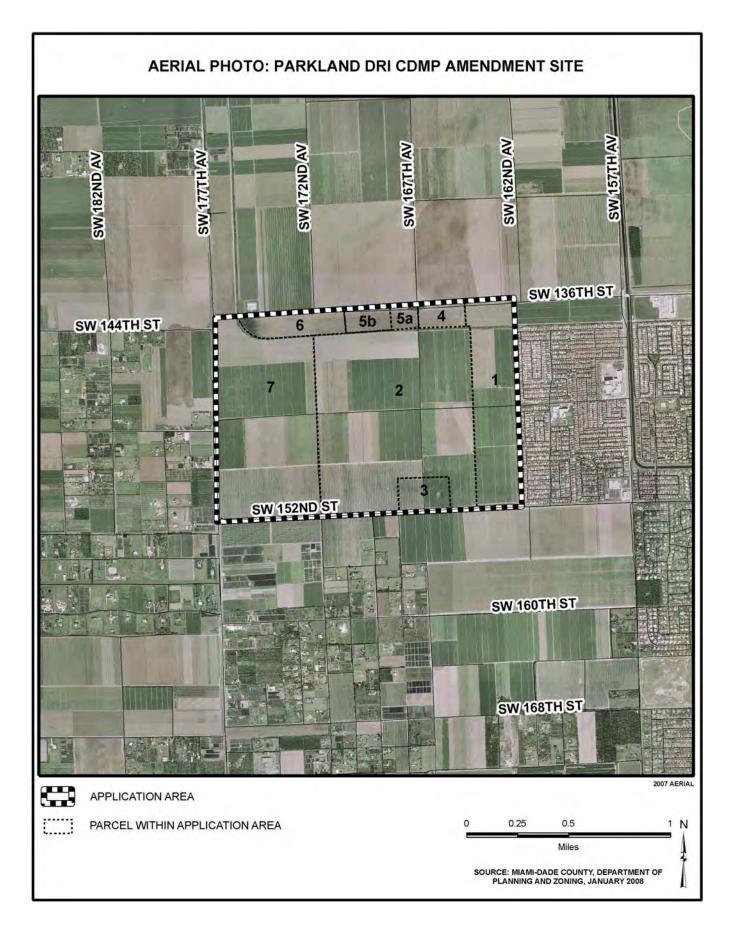
APPENDIX A

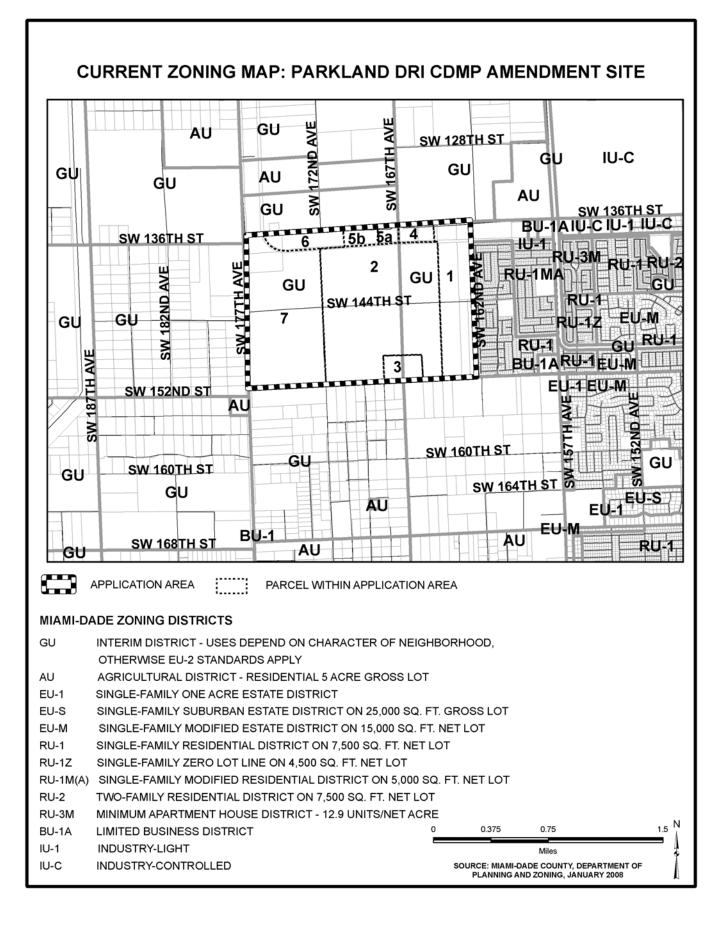
Map Series

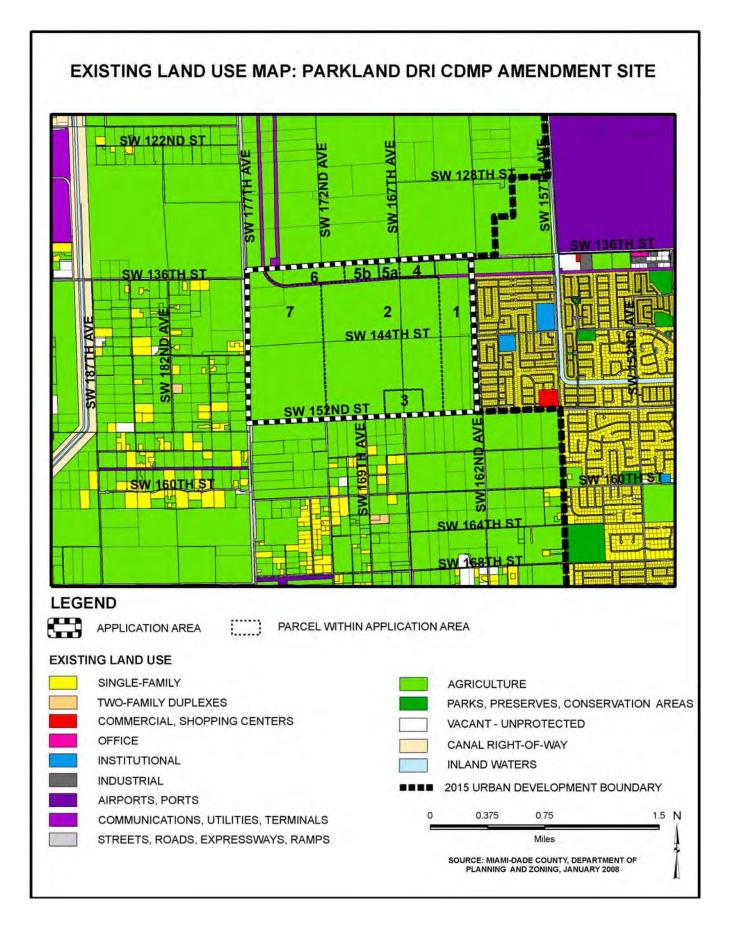
- Aerial Photo
- Current Zoning Map
- Existing Land Use Map
- CDMP Land Use Map
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- Amendments to the Miami-Dade County Urban Development Boundary (UDB) Since 1990
- Map H (R3) Master Development Plan
- Parkland Conceptual Master Plan
- 2005 Employment Centers Miami-Dade County, Florida
- Five Acre Parcels with a Residential Unit and Parcels with Agriculture Exemption Outside the Urban Development Boundary (UDB)

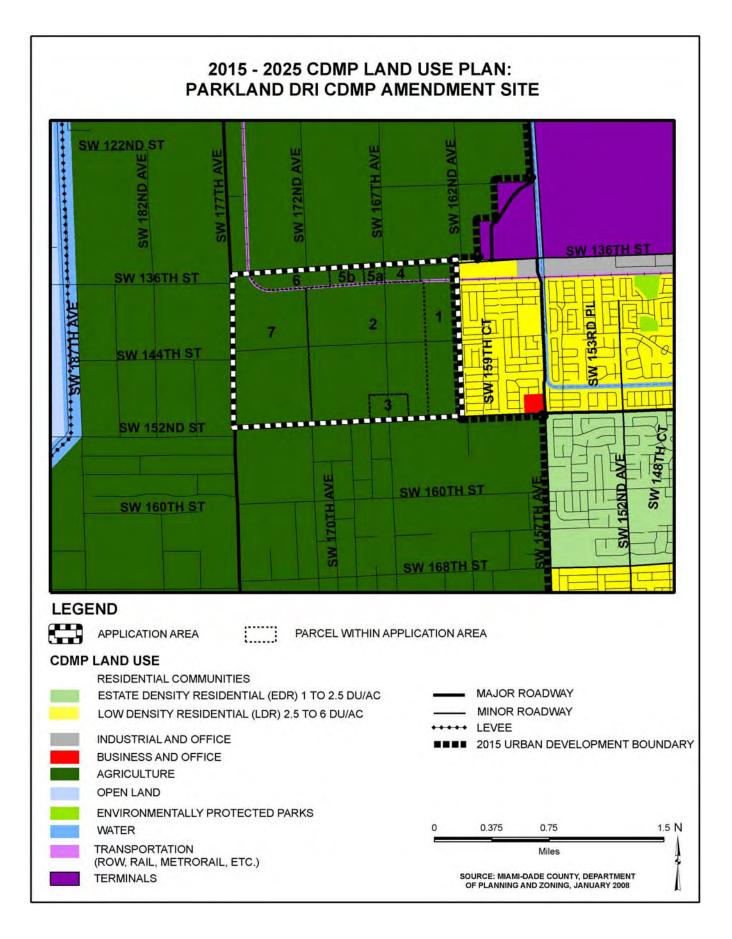
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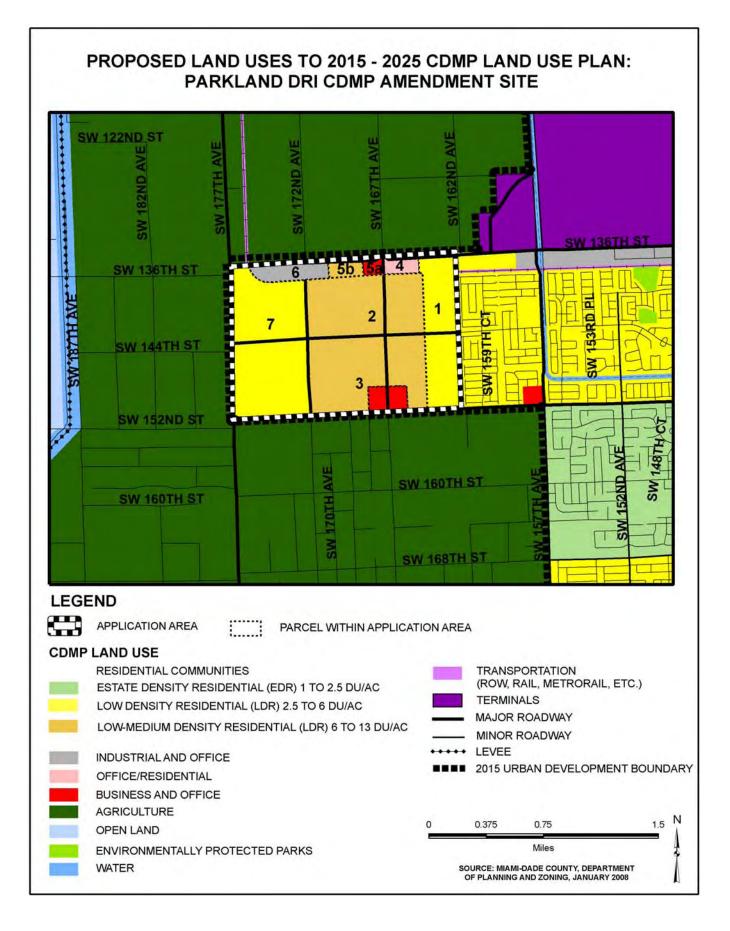
Parkland DRI

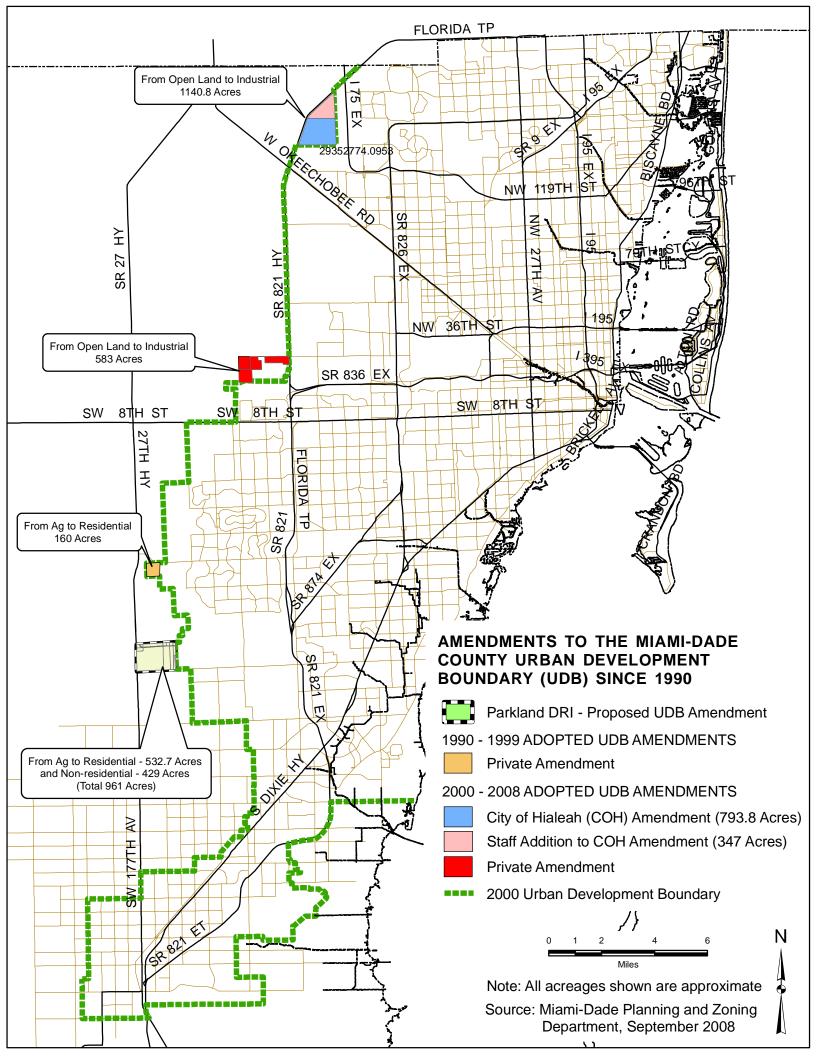


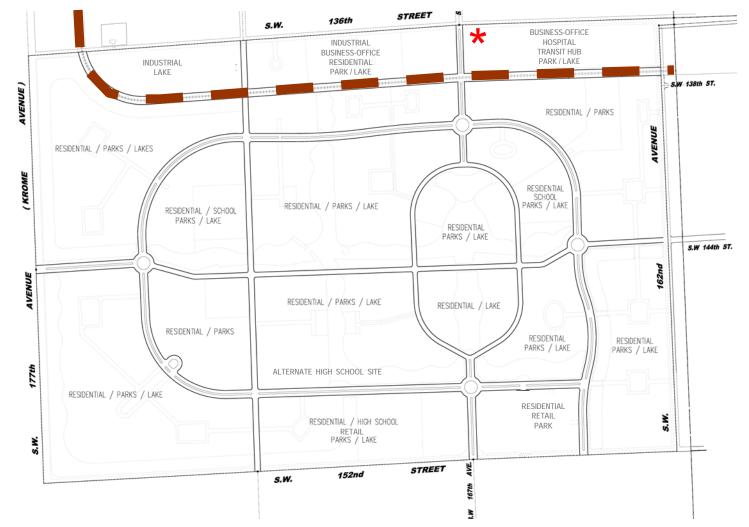








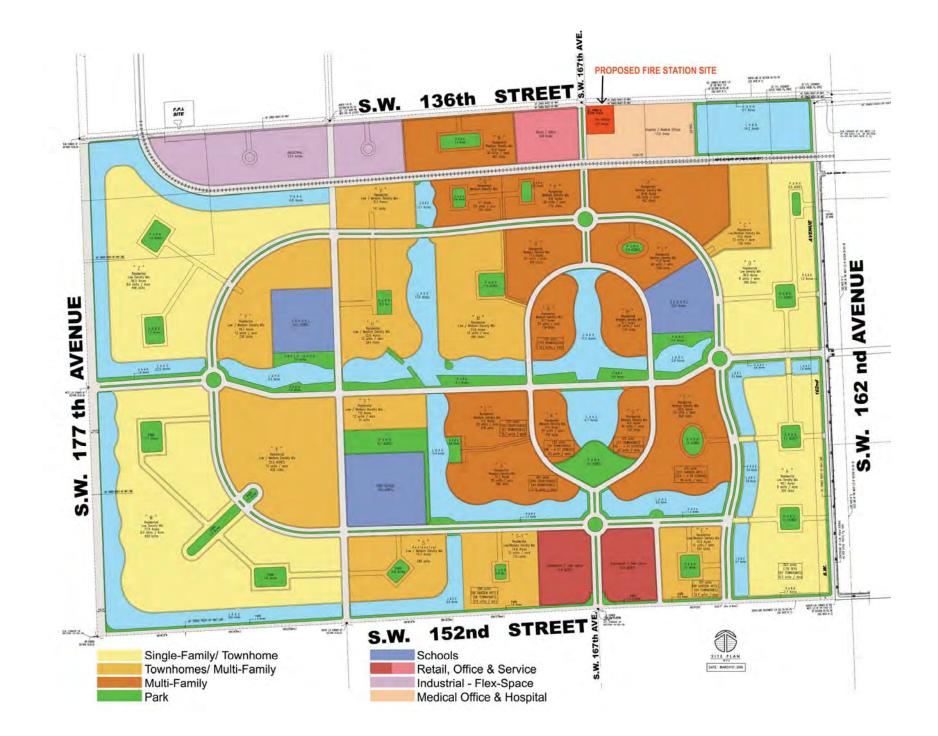


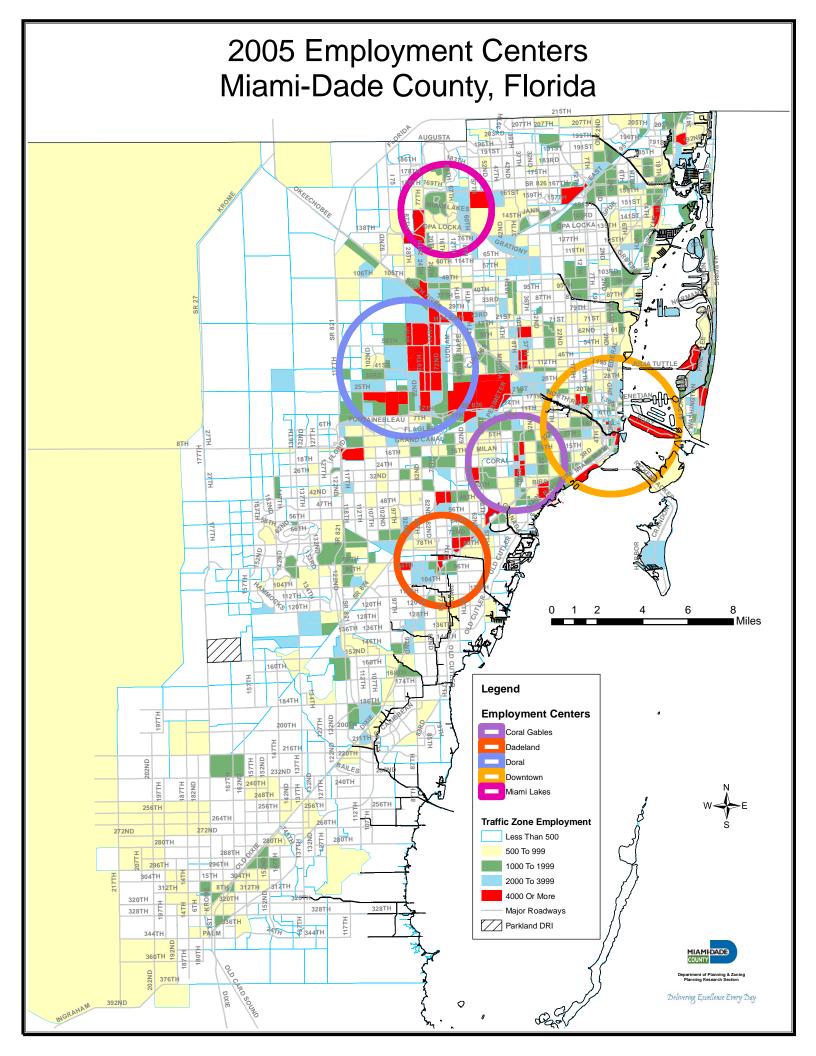


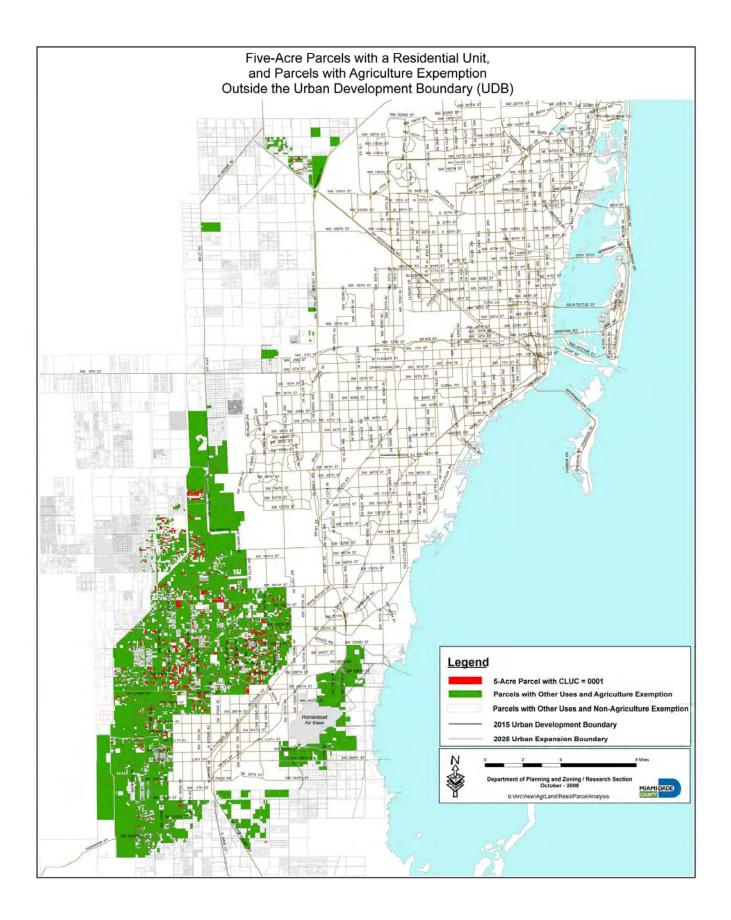
Notes

- 1. Project access points, internal roadways and the proposed alignments of associated off-site roadway improvements are conceptual and subject to right of way availability and agency input. Additional optional minor site access points are contemplated and provided in the response to Question 21. The ultimate location and final alignments of both major and minor site access points are subject to the appropriate agency approvals and permits.
- 2. Proposed community uses may be located in any proposed tract as ancillary to proposed residential uses.
- 3. This plan is conceptual. The project is intended to create a sustainable mixed-use community. The final location of uses will be formally established through the approval of site plans and development criteria for the project as a part of the rezoning for the site.









APPENDIX B

Amendment Application, dated December 2007

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Parkland DRI

Parkland Development of Regional Impact (DRI) Standard Amendment Application

Applicant	Applicant's Representative			
Edward W. Easton, Trustee Krome Groves Land Trust 10165 NW 19 Street Miami, FL 33172	Jeffrey Bercow, Esq. Graham Penn, Esq. Bercow & Radell, P.A. 200 South Biscayne Boulevard			
Guherqui International, S.A. 6100 Glades Road, Suite 213 Boca Raton, FL 33434	Suite 850 Miami, FL 33131 (305) 374-5300			
Peter M. Holdkin, Trustee Corsica West II Land Trust 4901 NW 17 Way, Suite 504 Ft. Lauderdale, FI 33309				
Location: West of SW 162 Avenue to SW 177 Avenue, between SW 136 Street and theoretical SW 152 Street. Located outside of the Urban Development Boundary.				
Acreage: 961.15 Acres				
Acreage Owned by Applicant: 957.79 Acres				
Proposed Amendments to the Land Use Element:				
1. Expand the 2015 Urban Development Boundary (UDB) to include the application area.				
 2. Re-designate approximately 961.15 acres of "Agriculture" on the LUP Map as follows: 438.55 acres to Low Density Residential (Parcels 1 and 7) 428.37 acres to Low-Medium Density (Parcels 2 and 5B) 37.24 acres to Business and Office (Parcels 3 and 5A) 17.99 acres to Office/Residential (Parcel 4) 39.00 acres to Industrial and Office (Parcel 6) 				
3. Re-designate the following roadways on the LUP map as "Major Roadways": SW 136 Street; SW 152 Street; SW 144 Street; SW 162 Avenue; SW 167 Avenue; SW 172 Avenue.				
4. Add Policy LU-8H to the Land Use Element requiring any application that seeks to expand the UDB west of SW 177 Avenue (Krome Avenue), between Tamiami Trail and SW 288 Street, to have a total vote of the membership of the Board of County Commissioners for approval.				
Proposed Amendments to the Transportation Element:				
5 In the Traffic Circulation Subelement, change the following mans:				

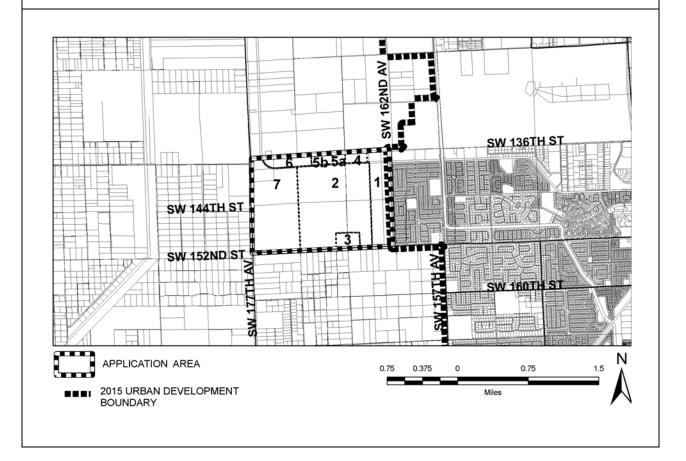
5. In the Traffic Circulation Subelement, change the following maps:

 Planned Year 2025 Roadway Network Map (Figure 1) to re-designate the number of roadway lanes for SW 136 Street, SW 152 Street, SW 144 Street, SW 162 Avenue, SW 167 Avenue, and SW 117 Avenue.

- Roadway Functional Classification 2025 Map (Figure 3) to re-designate the following roadways as "County Collector" or "County Minor Arterial:" SW 136 Street, SW 152 Street, SW 144 Street, SW 162 Avenue, and SW 167 Avenue.
- Change the Planned Non-Motorized Network 2025 Map (Figure 6) to designate bicycle facilities within the application area and connectivity between bicycle facilities on SW 152 Street and SW 177 Avenue.
- 6. In the Mass Transit Subelement, revise the Future Mass Transit System 2015-2025 Metrobus Service Area and Rapid Transit Corridors Map (Figure 1) and the Future Mass Transit System 2025 Rapid Transit Corridors Map (Figure 2) to include a transit center within the Parkland application area.

Proposed Amendments to the Capital Improvements Element (CIE):

- 7. Revise the text of item 3d in the "Concurrency Management Program" to include "rail transit centers" as one of the transit facilities that exempts a development from transportation concurrency.
- 8. Amend the CIE to include facility improvements needed to support the proposed development.



AMENDMENT REQUEST TO THE LAND USE ELEMENT/LAND USE PLAN MAP TRANSPORTATION ELEMENT/ROADWAY NETWORK PLANS MASS TRANSIT SUB-ELEMENT/RAPID TRANSIT CORRIDORS PLANS CAPITAL IMPROVEMENTS ELEMENT CONCURRENT APPLICATION WITH DEVELOPMENT OF REGIONAL IMPACT APPLICATION MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANTS

Edward W. Easton, Trustee Krome Groves Land Trust 10165 N.W. 19 Street Miami, Florida 33172

Guherqui International, S.A. 6100 Glades Road, Suite 213 Boca Raton Florida 33434

Peter M. Hodkin, Trustee Corsica West II Land Trust 4901 NW 17 Way, Suite 504 Ft. Lauderdale, Florida 33309

2. APPLICANTS' REPRESENTATIVES

Jeffrey Bercow, Esq.	
Graham Penn, Esq.	
Bercow & Radell, P.A.	
200 South Biscayne Boulevard	
Suite 850	
Miami, Elorida 33131	
(305) 374-5300	
By:	Date: December 21, 2007
Jeffrey Bercow) Esq.	200011001 21, 2007
By: Graham Penn, Esq.	Date: December 21, 2007

METROPOLITAN PLANNING SECT

October 14, 2008

Parkland DRI BERCOW RADELL & FERNANDEZ Amendment Application

3. **DESCRIPTION OF REQUESTED CHANGES**

An amendment to the Comprehensive Development Master Plan Land Use Plan Map is requested.

- A. Changes to the Land Use Element, Land Use Plan Map (item A. 1 in the fee schedule) are requested.
- B. Changes to the text of Objective LU-8 of the Land Use Element (item F. 4 in the fee schedule) are requested.
- C. Changes to the Traffic Circulation Subelement, Figure One, Planned Year 2025 Roadway Network (item B. 1 in the fee schedule), Figure Three, Roadway Functional Classification Year 2025 (item B. 2 in the fee schedule), and Figure Six, Planned Non-Motorized Network Map (item F. 5 in the fee schedule) are requested.
- D. Changes to the Mass Transit Subelement, Figure One, Future Mass Transit System 2015-2025 Metrobus Service Area and Rapid Transit Corridors map, and Figure Two, Future Mass Transit System 2025 Rapid Transit Corridors map (item C. 1 in the fee schedule) are requested.
- E. Changes to the text and tables of the Capital Improvements Element Concurrency Management Program (item F. 4 in the fee schedule) are requested.
- F. An expansion of the Urban Development Boundary is requested.
- G. Description of Application Area

The application area consists of 961.15 acres located in Sections 19 and 20, Township 55 South, Range 39 East.

The application area is currently outside the Urban Development Boundary (UDB), is designated for Agriculture use on the CDMP Land Use Plan Map, and is zoned Interim (GU). Adjacent to the majority of the application area on the east is existing single family development in an area designed for Low Density Residential use on the LUP Map.

The application area is proposed to be developed with the Parkland Development of Regional Impact (DRI), a master planned new community. The Parkland DRI is anticipated to be developed with a mix of residential, commercial, institutional, and civic uses.

Parkland DRI

H. Acreage

Application area: 961.15 acres

Acreage owned by Applicants: 957.79 acres

(2.72 acres of the application area were recently assigned to a neighboring property owner by the Miami-Dade County Property Appraiser. The Applicants believe that this land is properly under their ownership and will continue to work with the Property Appraise to resolve the issue)

- I. Requested Changes
- 1) It is requested that Parcel 1 of the application area (145.99 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Low Density Residential."
- 2) It is requested that Parcel 2 of the application area (410.51 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Low-Medium Density Residential."
- 3) It is requested that Parcel 3 of the application area (26.42 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Business and Office."
- 4) It is requested that Parcel 4 of the application area (17.99 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Office/Residential."
- 5) It is requested that Parcel 5A of the application area (10.82 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Business and Office."
- 6) It is requested that Parcel 5B of the application area (17.86 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Low-Medium Density Residential."
- 7) It is requested that Parcel 6 of the application area (39.00 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Industrial and Office."
- 8) It is requested that Parcel 7 of the application area (292.56 acres) be redesignated on the Land Use Plan Map from "Agriculture" to "Low Density Residential."
- 9) It is requested that the following changes be made regarding S.W. 136 Street:
 - a. That S.W. 136 Street be designated as a 4-lane roadway from S.W. 157 Avenue to S.W. 177 Avenue on the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element).
 - b. That S.W. 136 Street be designated as a 6-lane roadway from S.W. 137 Avenue to S.W. 157 Avenue on the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element).
 - c. That S.W. 136 Street be designated as a "County Minor Arterial" from S.W. 137 Avenue to S.W. 177 Avenue on the Roadway Functional Classification – 2025 Map (Figure 3 of the Traffic Circulation Subelement of the Transportation Element).

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- d. That S.W. 136 Street be designated as a Major Roadway on the Adopted 2015 and 2025 Land Use Plan Map from S.W. 137 Avenue to S.W. 177 Avenue.
- 10) It is requested that the following changes be made regarding S.W. 152 Street:
 - a. That S.W. 152 Street be designated as a 6-lane roadway from S.W. 137 Avenue to S.W. 177 Avenue on the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element).
 - b. That S.W. 152 Street be designated as a "County Minor Arterial" from S.W. 137 Avenue to S.W. 177 Avenue on the Roadway Functional Classification – 2025 Map (Figure 3 of the Traffic Circulation Subelement of the Transportation Element).
 - c. It is requested that S.W. 152 Street be designated as a Major Roadway on the Adopted 2015 and 2025 Land Use Plan Map from S.W. 157 Avenue to S.W. 177 Avenue.
- 11) It is requested that the following changes be made regarding S.W. 144 Street:
 - a. That S.W. 144 Street be added to the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element) as a 4-lane roadway from S.W. 162 Avenue to S.W. 177 Avenue.
 - b. That S.W. 144 Street be added to the Roadway Functional Classification 2025 Map (Figure 3 of the Traffic Circulation Subelement of the Transportation Element) as a "County Collector" roadway from S.W. 162 Avenue to S.W. 177 Avenue.
 - c. That S.W. 144 Street be designated as a Major Roadway on the Adopted 2015 and 2025 Land Use Plan Map from S.W. 162 Avenue to S.W. 177 Avenue.
- 12) It is requested that the following changes be made regarding S.W. 162 Avenue:

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- a. That S.W. 162 Avenue be added to the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element) as a 4-lane roadway from S.W. 136 Street to S.W. 152 Street.
- b. That S.W. 162 Avenue be added to the Roadway Functional Classification 2025 Map (Figure 3 of the Traffic Circulation Subelement of the Transportation Element) as a "County Collector" roadway from S.W. 136 Street to S.W. 152 Street.
- c. That S.W. 162 Avenue be designated as a Major Roadway on the Adopted 2015 and 2025 Land Use Plan Map from S.W. 136 Street to S.W. 152 Street.

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- 13) It is requested that the following changes be made regarding S.W. 167 Avenue:
 - a. That S.W. 167 Avenue be added to the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element) as a 4-lane roadway from S.W. 136 Street to S.W. 152 Street.
 - b. That S.W. 167 Avenue be added to the Roadway Functional Classification 2025 Map (Figure 3 of the Traffic Circulation Subelement of the Transportation Element) as a "County Collector" roadway from S.W. 136 Street to S.W. 152 Street.
 - c. That S.W. 167 Avenue be designated as a Major Roadway on the Adopted 2015 and 2025 Land Use Plan Map from S.W. 136 Street to S.W. 152 Street.
- 14) It is requested that the following changes be made regarding S.W. 172 Avenue:
 - a. That S.W. 172 Avenue be added to the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element) as a 4-lane roadway from S.W. 136 Street to S.W. 152 Street.
 - b. That S.W. 172 Avenue be added to the Roadway Functional Classification 2025 Map (Figure 3 of the Traffic Circulation Subelement of the Transportation Element) as a "County Collector" roadway from S.W. 136 Street to S.W. 152 Street.
 - c. That S.W. 172 Avenue be designated as a Major Roadway on the Adopted 2015 and 2025 Land Use Plan Map from S.W. 136 Street to S.W. 152 Street.
- 15) It is requested that the following change be made regarding S.W. 117 Avenue:

That S.W. 117 Avenue be designated as a 6-lane roadway from S.W. 136 Street to S.W. 152 Street on the Planned Year 2025 Roadway Network Map (Figure 1 of the Traffic Circulation Subelement of the Transportation Element).

- 16) It is requested that the Planned Non-Motorized Network 2025 Map (Figure Six of the Traffic Circulation Subelement of the Transportation Element) be modified as to show proposed bicycle facilities extending through the application area to provide connectivity between the bicycle facilities located on S.W. 152 Street with the facilities running along S.W. 177 Avenue as well as to include bicycle facilities running along S.W. 136 Street, S.W. 144 Street, S.W. 152 Street, S.W. 162 Avenue, S.W. 167 Avenue, S.W. 172 Avenue and S.W. 177 Avenue within the application area.
- 17) It is requested that the Future Mass Transit System 2015-2025 Metrobus Service Area and Rapid Transit Corridors map (Figure One of the Mass Transit Subelement of the Transportation Element) and Future Mass Transit System 2025 Rapid Transit Corridors

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map (Figure Two of the Mass Transit Subelement of the Transportation Element) be modified to reflect a Transit Center located within the Parkland property.

- 18) It is requested that the language of the "Programs to Implement -- Capital Improvements Element Concurrency Management Program" portion of the Capital Improvements Element text be revised as follows:
 - 3(d) The proposed development is located inside the UDB, and directly and significantly promotes public transportation by incorporating within the development a Metrorail, Metromover, Tri-Rail or other rail transit center, or a Metrobus terminal for multiple Metrobus routes, or is an office, hotel or residential development located within one-quarter mile of a Metrorail, Metromover, Tri-Rail or other rail transit center, or a Metrobus terminal for multiple Metrobus routes; and
- 19) It is requested that the Urban Development Boundary be expanded to encompass the application area.
- 20) It is requested that the following policy be added to Objective LU-8 of the Land Use Element:
 - LU-8H. Any application seeking to expand the UDB west of S.W. 177 Avenue (Krome Avenue) in the area between Tamiami Trail and S.W. 288 Street shall only be approved following an affirmative vote of the total membership of the Board of County Commissioners then in office.

4. **REASONS FOR AMENDMENTS**

The approval of the requested amendments will, along with the concurrent Development of Regional Impact ("DRI") application, permit the development of a new mixed-use community known as Parkland.

Miami-Dade County's suburban areas have experienced patterns of low-density expansion typically described as urban sprawl. These suburban areas feature extensive low-density residential development, strip commercial along major roadways, and a high dependency on automobiles for transportation. Like most suburban areas throughout the country, Miami-Dade County's western areas lack centralized downtowns and the concentrated services (retail, office and institutional) associated with traditional community centers. Generally suburban sprawl signals a loss of unique community character and identity, or as one study states, the "transformation to Anytown, USA."

Parkland is designed to create a quality of life for its residents and residents of the surrounding area. Similar to Miami Lakes and Coral Gables, it will create an opportunity for residents to work, shop, play, and learn in the same area where they live. Without adversely impacting environmental resources and without causing an undue burden on county facilities and services Parkland will:

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- bring community services such as a medical facility, a transit hub, community center, and parks;
- create multi-modal connections to the surrounding area;
- provide housing for working families in an area where industrial development exists; and,
- develop a diverse employment center that will create a critical mass of well paying jobs that will allow people to live and work in the community.

The proposed Parkland development will also be consistent with and supportive of the following Miami-Dade County CDMP goals and policies:

- CDMP Land Use Element Policy LU-8F provides that the "UDB should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5 year surplus (a total of 15-year Countywide supply beyond the date of EAR adoption)." The projected County-wide depletion year of 2015 for single family homes falls 5 years short of the 15-year mandate required by CDMP Policy LU-8F. Moreover, within the West Subtier of the South-Central Planning Analysis Tier, which includes the application area, the County currently estimates that single family land will be depleted in 2007, with multi-family land being depleted in 2009. (Initial Recommendations October 2005 CDMP Amendment Applications pp. 2-18 and 2-19). Approval of the instant application will help ensure that the County has the capacity to sustain the projected countywide residential demand for the mandated 15 years.
- CDMP Land Use Element Policy LU-8G(iii)(a) gives priority for inclusion within the UDB to land located within Planning Analysis Tiers having the earliest projected depletion year. As provided in the Initial Recommendations for the October 2005 CDMP amendment cycle, the West Subtier of the South-Central Tier, which is the tier in which the application area is located, has the earliest projected depletion year for residential land. (Initial Recommendations October 2005 CDMP Amendment Applications pp. 2-18 and 2-19). The South-Central Tier is also projected to have the earliest depletion year for commercial land. (Initial Recommendations October 2005 CDMP Amendment Applications pg. 2-22).
- CDMP Land Use Element Policy LU-8G(iii)(b) gives priority for inclusion within the UDB to "land contiguous to the UDB," "subject to conformance with Policy LU-8F." The application area is contiguous to the UDB.
- CDMP Land Use Element Policy LU-8G(iii)(c) gives priority for inclusion within the UDB to land located within one mile of extraordinary transit service. The application area will be within one mile of the proposed CSX Tri-Rail Kendall Extension which will provide commuter service connecting Western Kendall to the MIC.

- CDMP Land Use Element Policy LU-8G(iii)(d) gives priority for inclusion within the UDB to land having projected surplus service capacity where necessary facilities and services can be readily extended. The developers of Parkland will be extending all necessary infrastructure to the application area at no cost to the County and will be providing parcels to be developed with schools and a fire station.
- CDMP Land Use Element Policy LU-1D encourages the "the planning of residential areas as neighborhoods which include recreational, educational, and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic." Parkland has been designed as an integrated series of neighborhoods with ample recreational, educational, and public facilities. Special care has been undertaken to provide pleasant and safe connections for automobiles, pedestrians, and cyclists.
- CDMP Land Use Element Policy LU-1E encourages development using policies of the County's "Guidelines for Urban Form." The Guidelines for Urban Form require, in part, the development of "a variety of residential types and densities" within a section of land and the use of activity nodes to concentrate commercial uses. Parkland has been designed to meet the goals of the County's guidelines, with activity nodes located as provided in the Guidelines for Urban Form except where commercial uses would interfere with uses west of S.W. 177 Avenue (Krome Avenue).
- CDMP Land Use Element Policy LU-1F provides that the County should "vigorously promote the inclusion of a variety of housing types" in a given area. The Parkland DRI will include a variety of housing types ranging from single family detached homes to condominiums.
- CDMP Land Use Element Policy LU-1G encourages the development of business developments in clusters or nodes at the intersections of major roadways. The business developments within the Parkland project have been located exclusively in nodes at major intersections.
- CDMP Land Use Element Policy LU-10 requires the County to "prevent discontinuous, scattered development at the urban fringe." As a well-designed, integrated project that will provide much of the daily infrastructure and service needs of its residents, Parkland will avoid the issues commonly seen in scattered suburban and exurban development.
- CDMP Transportation Element Policy TE-2A requires the County to promote the creation of system of interconnected designated bicycle ways. The Parkland development will be supportive of this policy.

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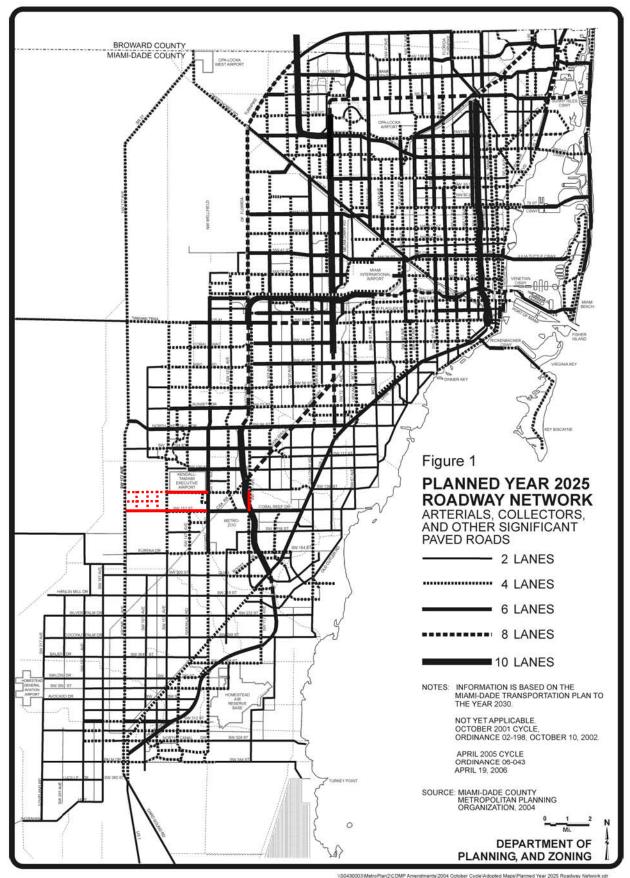
• CDMP Transportation Element Policy TU-2G encourages the creation of mechanisms to ensure the safe movement of pedestrian and bicycle traffic in all development. The commitment to extend the County's bicycle path network through the Parkland development is consistent with this policy.

5. ADDITIONAL MATERIAL SUBMITTED

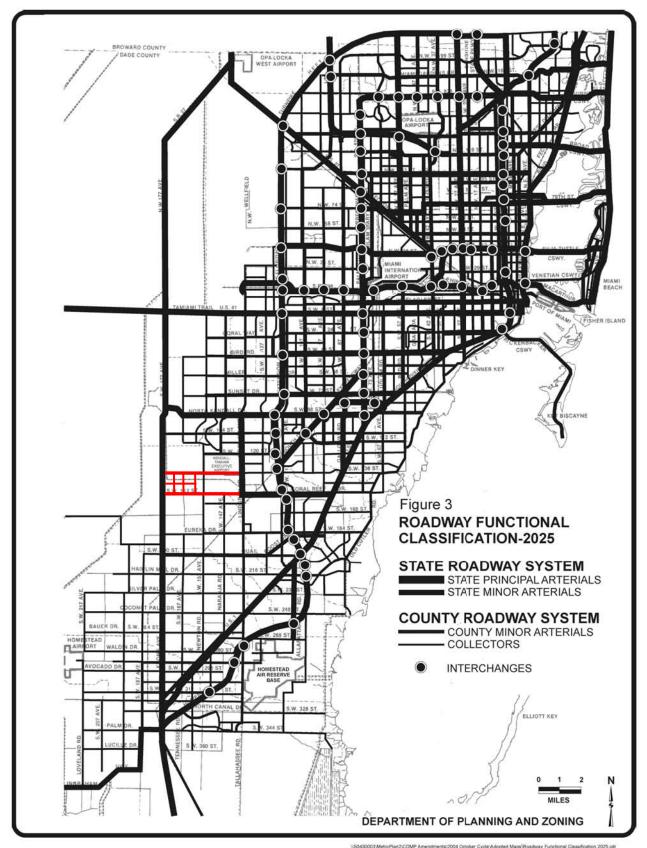
- 1) Surveys (Overall and Parcels Subject to LUP Map changes)
- 2) 8 1/2 X 11 sheet showing Application Area Location
- 3) Aerial Photograph
- 4) Legal Description
- 5) Draft Revised Figures

The Applicant reserves the right to supplement the application with additional documentation within the time permitted by the Code of Miami-Dade County.

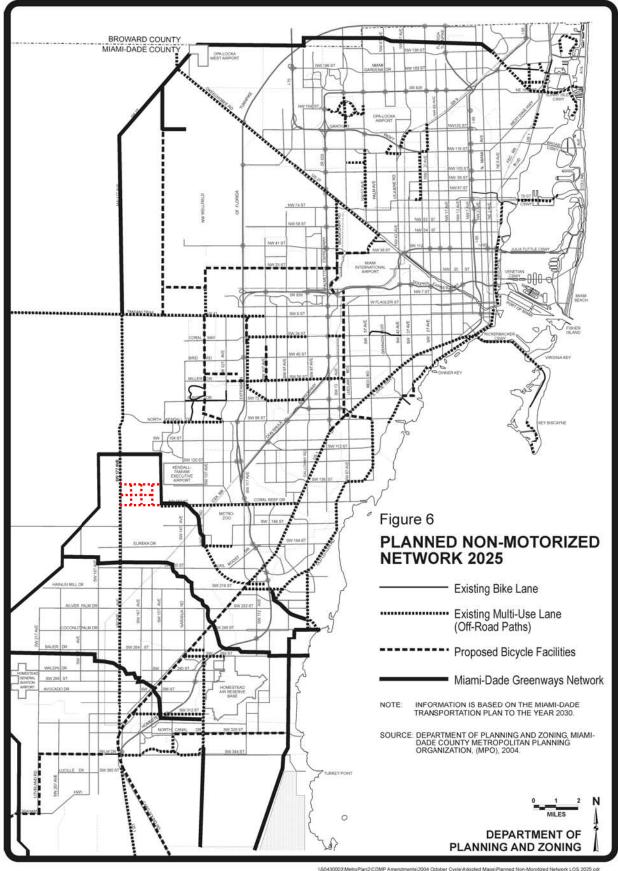
6. **COMPLETE DISCLOSURE FORMS:** See attached.



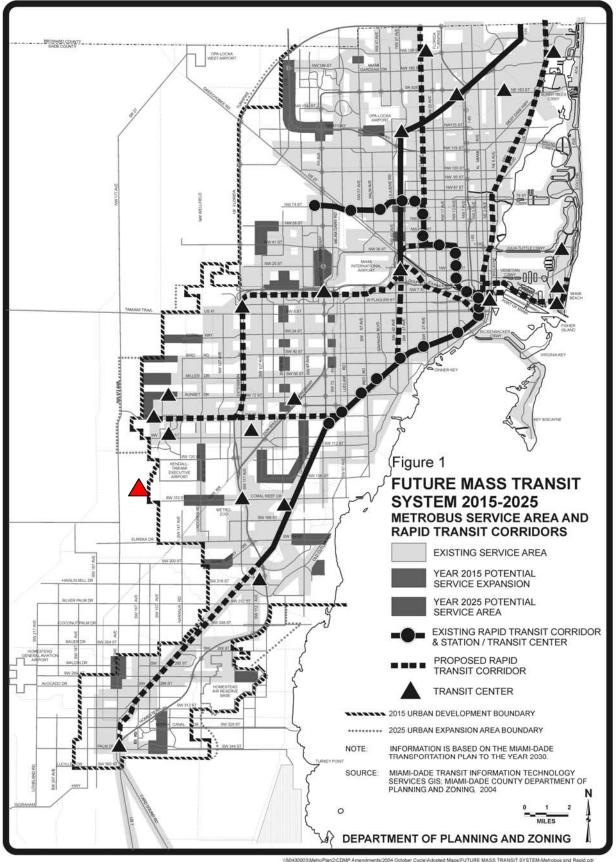
Plan2/CDMP Amendments/2004 October Cycle/Adopted Maps/Planned Year 2025 Roadway Network.odr Proposed CDMP Amendment Map Changes for Parkland DRI – 8-29-07



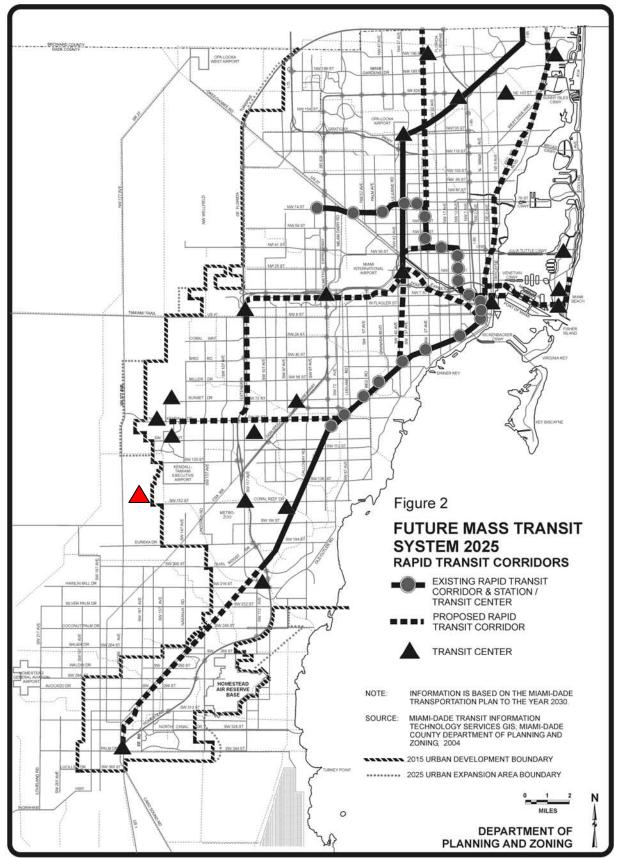
Proposed CDMP Amendment Map Changes for Parkland DRI – 8-29-07



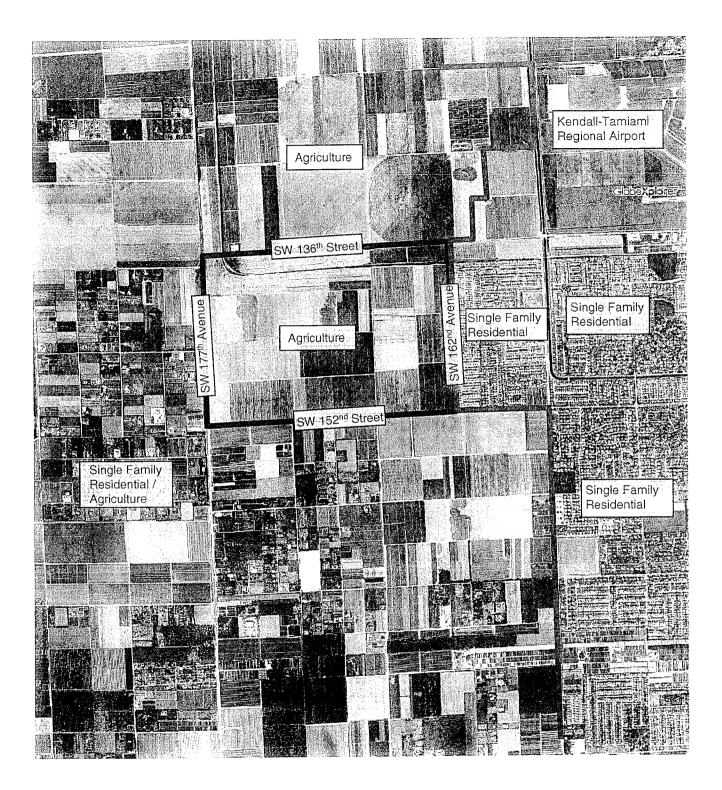
3MetroPlan2/CDMP Amendments/2004 October Cycle/Adopted Maps/Planned Non-Morotized Network LOS 2025.cdr Proposed CDMP Amendment Map Changes for Parkland DRI – 8-29-07



COMP Amendments/2004 October Cycle/Adopted Maps/FUTURE MASS TRANSIT SYSTEM-Metrobus and Rapid odr Proposed CDMP Amendment Map Changes for Parkland DRI – 11-21-07



ISO430003MetroPlan2/CDMP Amendments/2004 October Cycle/Adopted Maps/FUTURE MASS TRANSIT SYSTEM-Rapid transit corridors.cdr Proposed CDMP Amendment Map Changes for Parkland DRI – 11-21-07



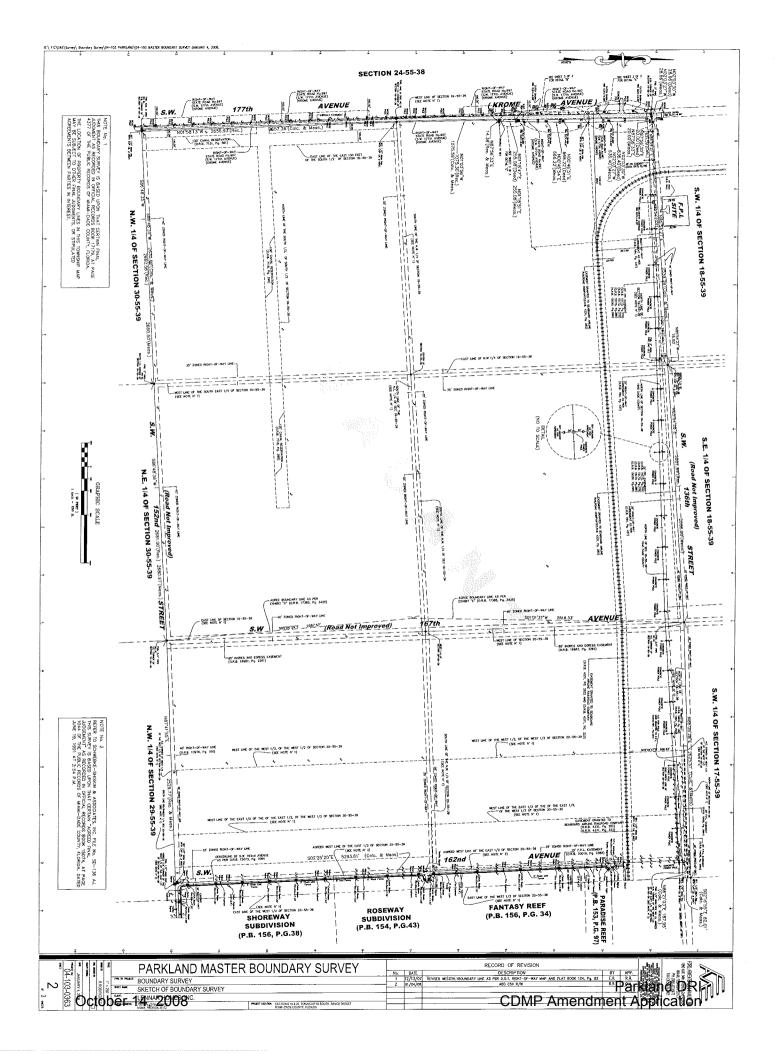


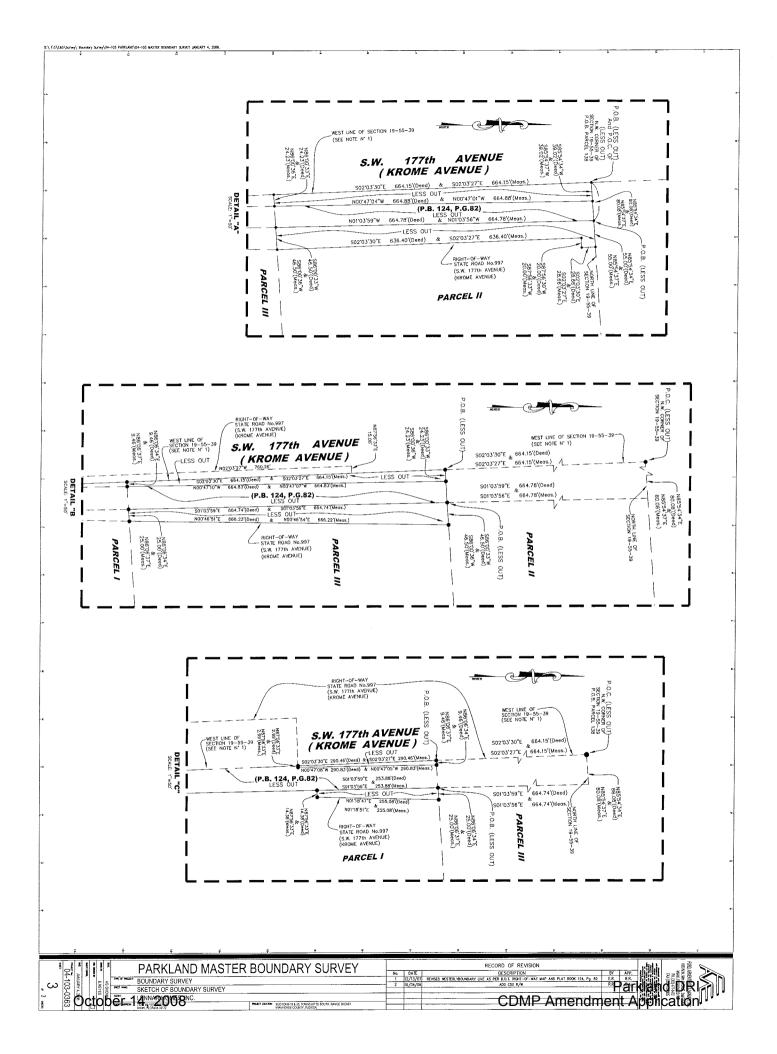
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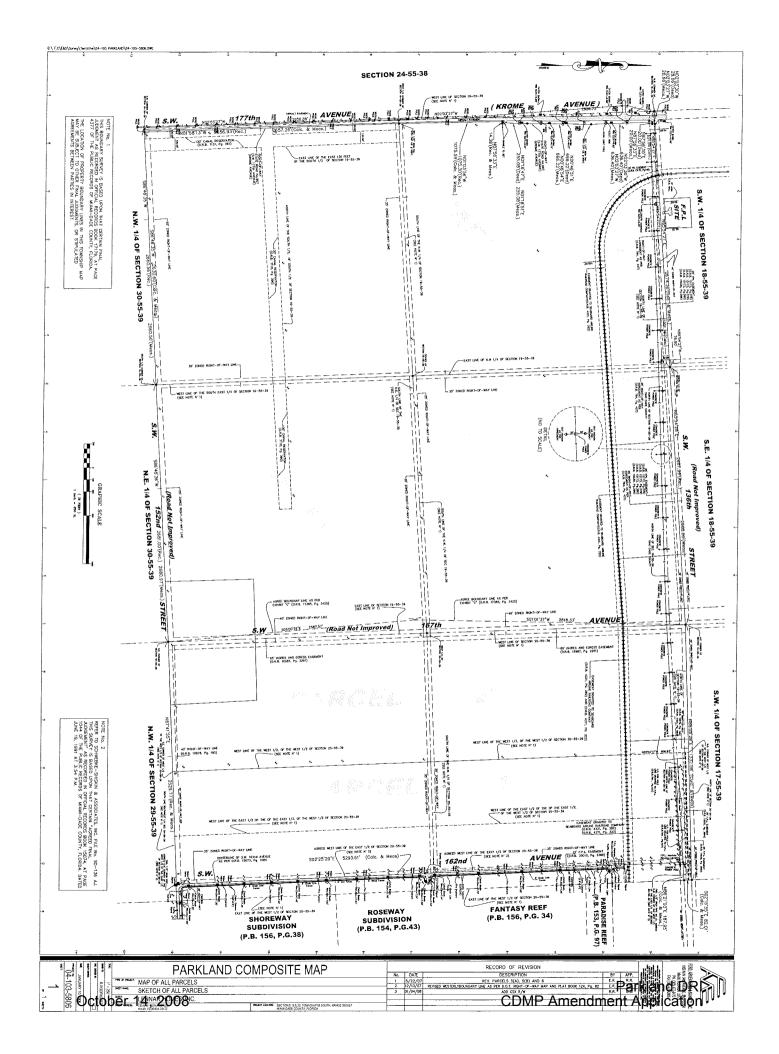
Site Location 2015 Urban Development Boundary Map D Existing Land Use Map Parkland Parkland DRI CDMP Amendment Application e Curtis Group

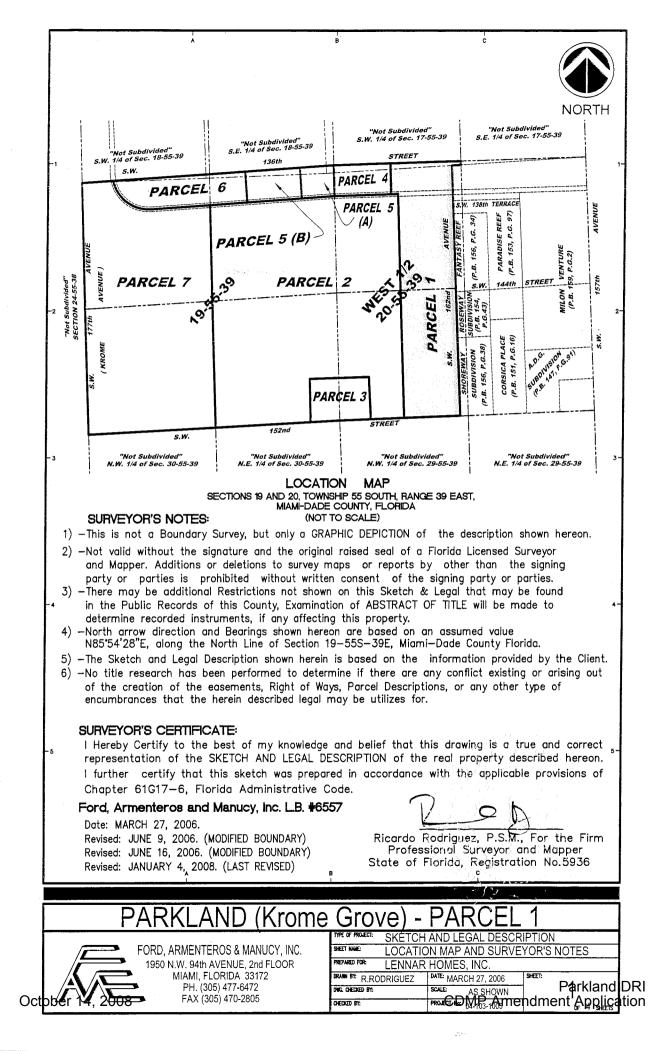
October 14, 2008

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LEGAL DESCRIPTION:

A portion of the West 1/2 of Section 20, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

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COMMENCE at the Southwest Corner of said Section 20: thence N87deg41min55secE, along the South Line of the Southwest 1/4 of said Section 20, for a distance of 1352.36 feet to the Southeast Corner of the West 1/2. of the West 1/2 of said Section 20, said point also being the POINT OF BEGINNING of the hereinafter described Parcel of Land; thence N02deg04min17secW, along the West Line of the said East 1/2, of the West 1/2 of said Section 20, for a distance of 4732.38 feet to a point on the centerline of a 100.00 feet Easement Granted to Seaboard Airline Railroad Company, as recorded in Official Records Book 4331, Page 282, and Official Records Book 4371, Page 323, all of the Public Records of Miami-Dade County, Florida; thence S88deg09min57secW for a distance of 140.36 feet; thence N01deg51min42secW for a distance of 656.65 feet to a point on the North Line of said Section 20; thence N88deg05min28secE, along the North Line of said Section 20, for a distance of 1470.54 feet; thence S02deg16min56secE for a distance of 81.70 feet; thence S86deg21min03secW for a distance of 187.95 feet to the Agreed Northwest Corner of the East 1/2 of said Section 20, as per Official Records Book 15074, Page 1044 of the Public Records of Miami-Dade County, Florida; thence S02deg25min20secE, along the Agreed West Line of the East 1/2 of said Section 20, as per Official Records Book 15073, at Page 1077 and Official Records Book 15074, at Page 1044, all of the Public Records of Miami-Dade County, Florida, said Line also being the Centerline of S.W. 162nd AVENUE, as per Official Records Book 15073, at Page 1084 of the Public Records of Miami-Dade County, Florida, for a distance of 5293.61 feet; thence S87deg41min55secW, along said South Line of the Southwest 1/4 of said Section 20, for a distance of 1177.42 feet to the POINT OF BEGINNING.

All of the above described lands situated, being and lying in Miami-Dade County, Florida and containing 6,359,248.81 Square Feet and/or 145.99 Acres more or less.

NOTE No. 1

THIS SKETCH AND LEGAL DESCRIPTION IS BASED UPON THAT CERTAIN FINAL JUDGMENT AS RECORDED IN OFFICIAL RECORDS BOOK 17179, AT PAGE 4377 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

THE LOCATION OF PROPERTY BOUNDARY LINES IN THIS TOWNSHIP MAP MAY BE SUBJECT TO OTHER FINAL JUDGMENTS, OR STIPULATED AGREEMENTS BETWEEN PARTIES IN INTEREST.

- 5

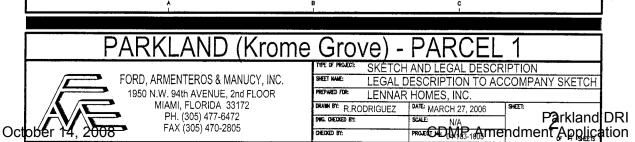
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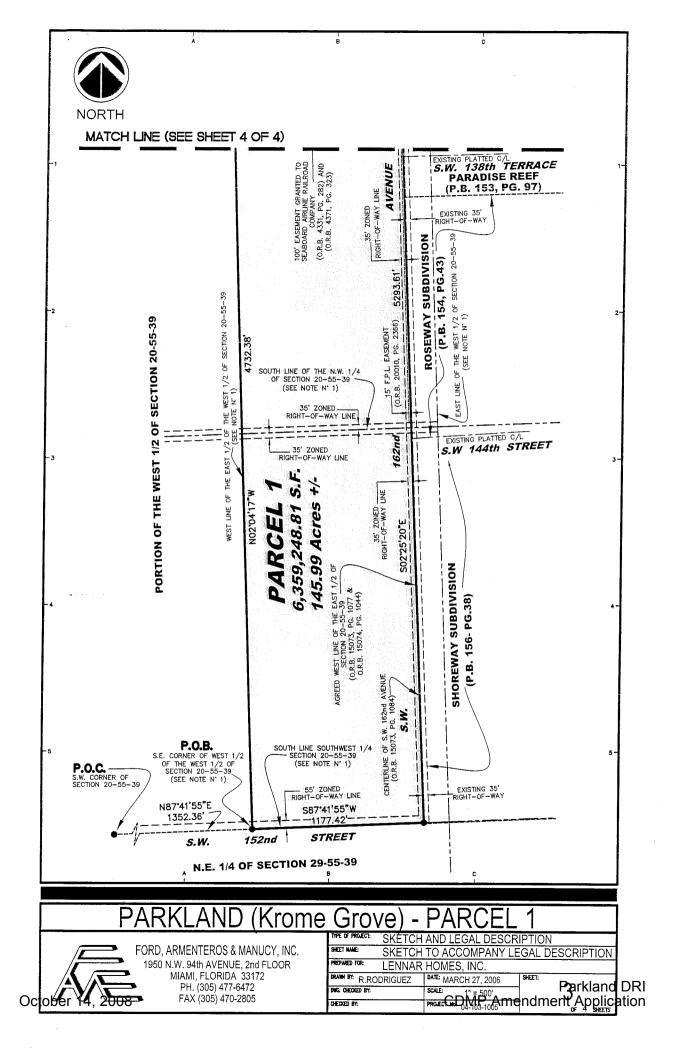
O.R.B. = Official Records Book

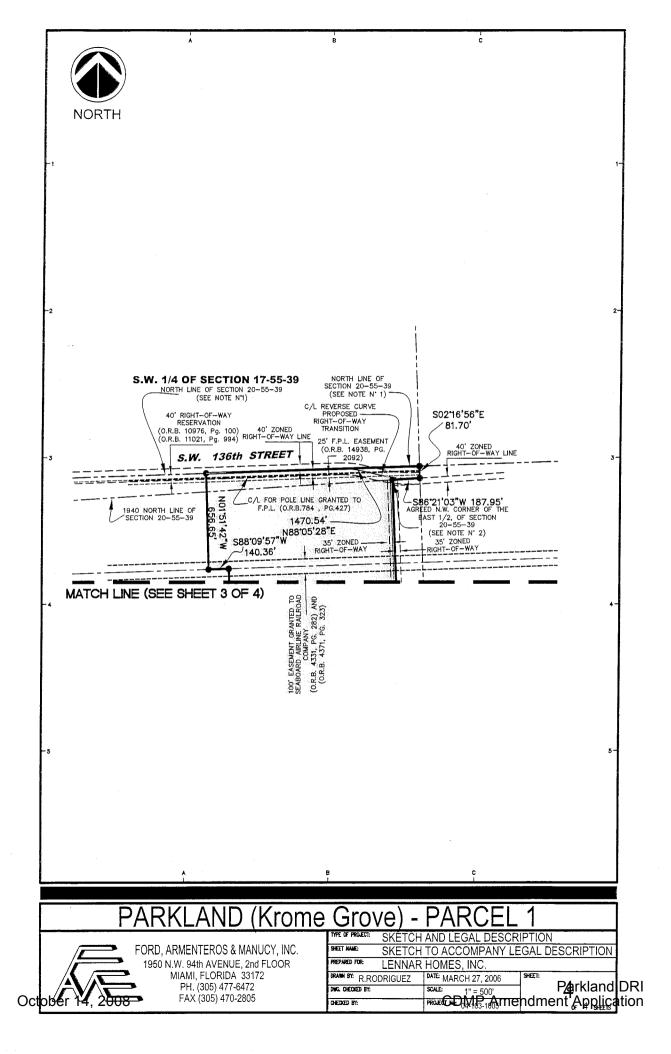
P.B. = Plat Book

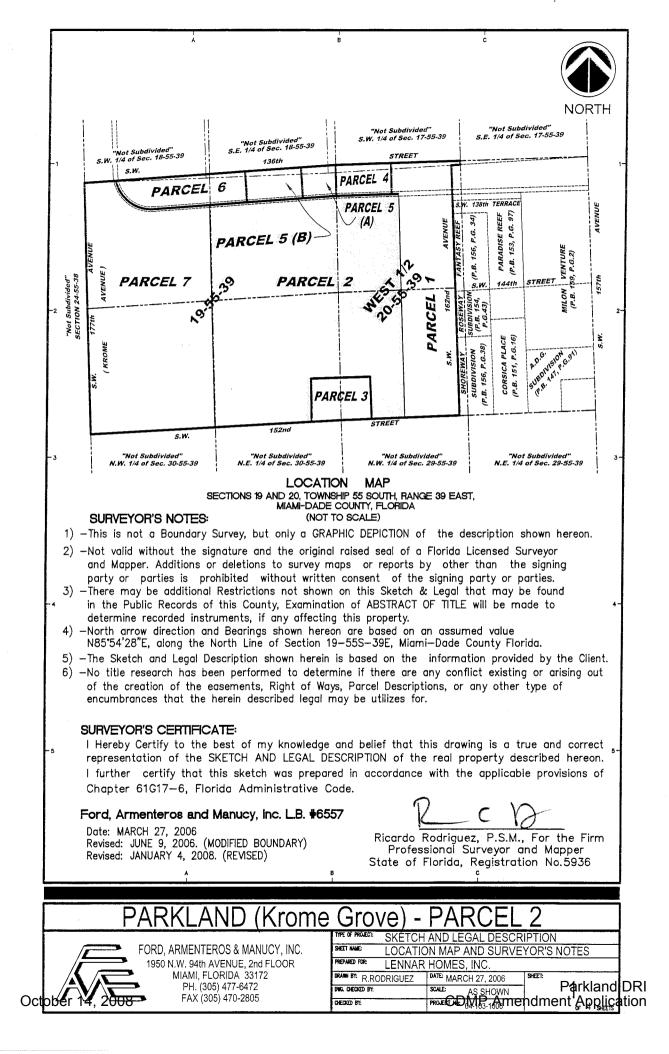
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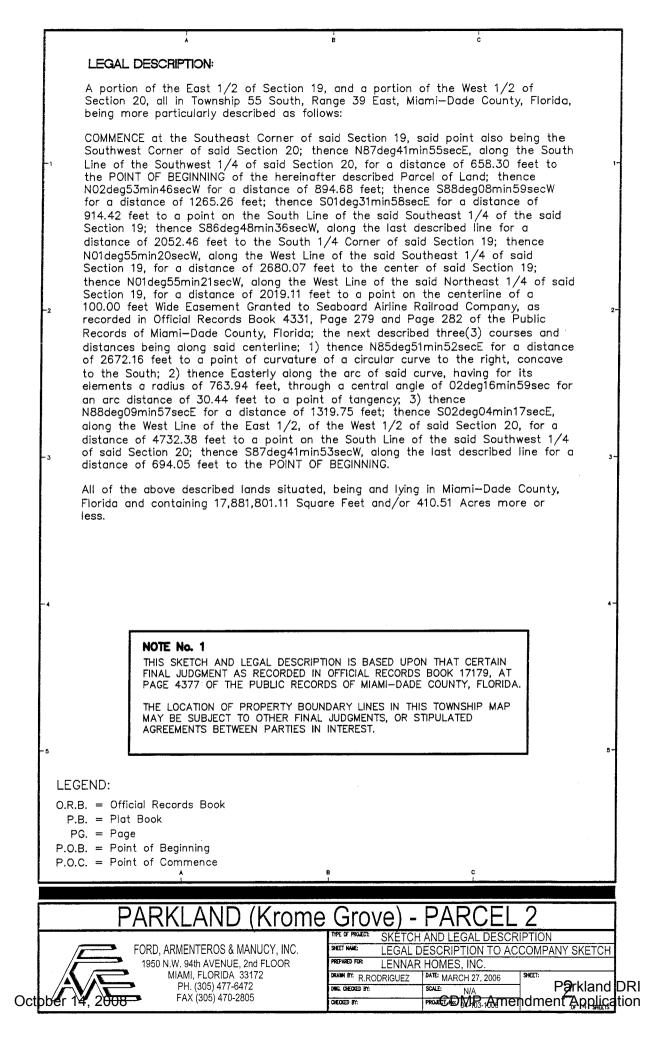
P.O.B. = Point of BeginningP.O.C. = Point of Commence

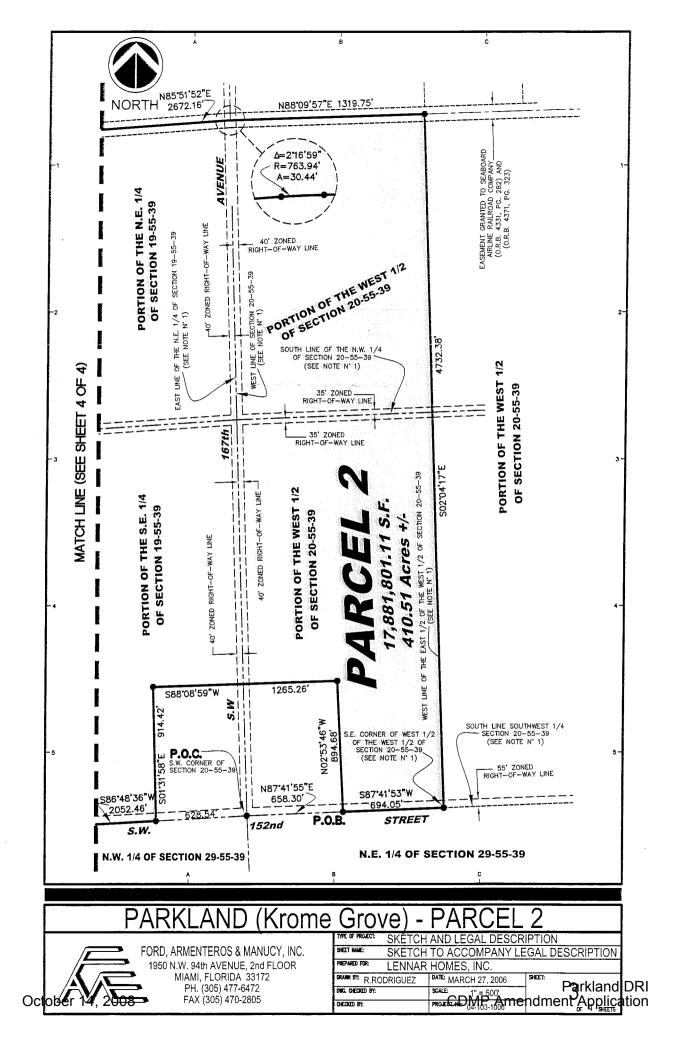


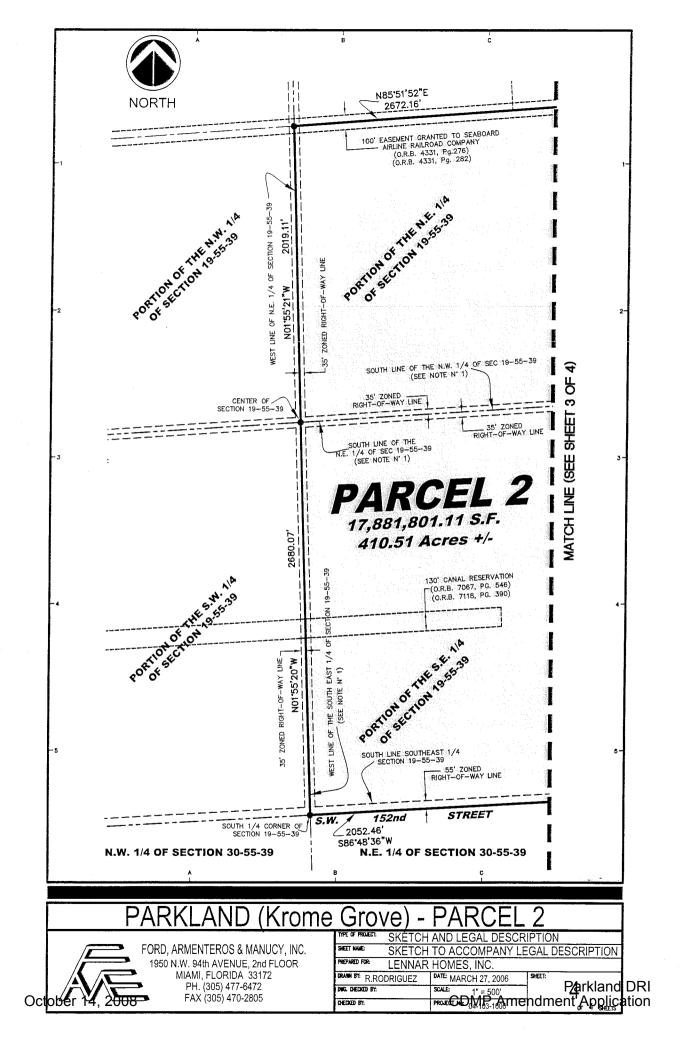


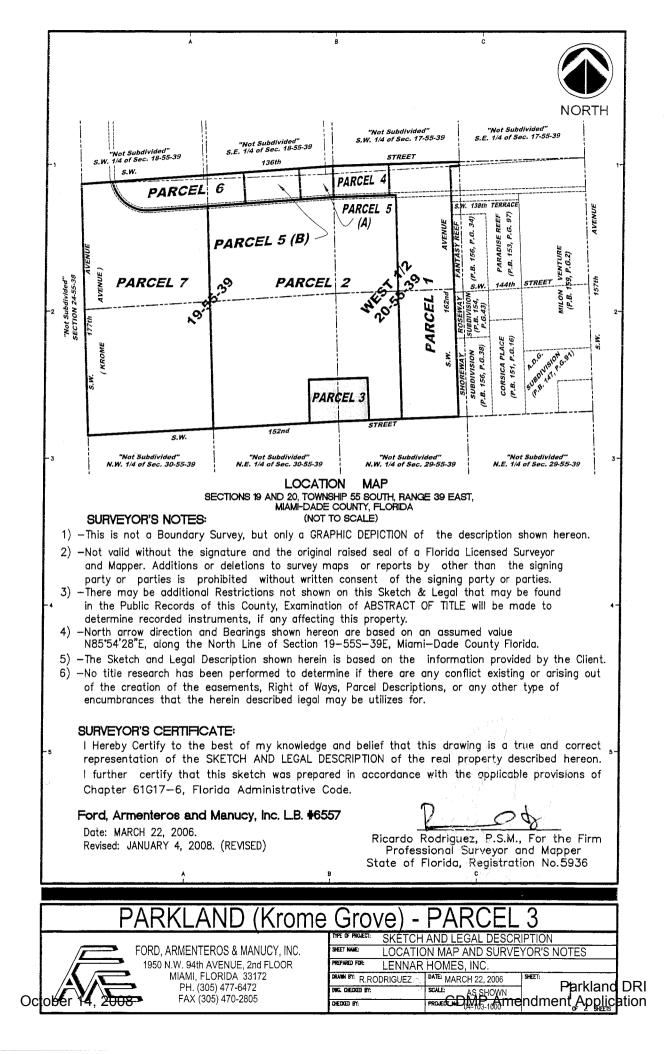


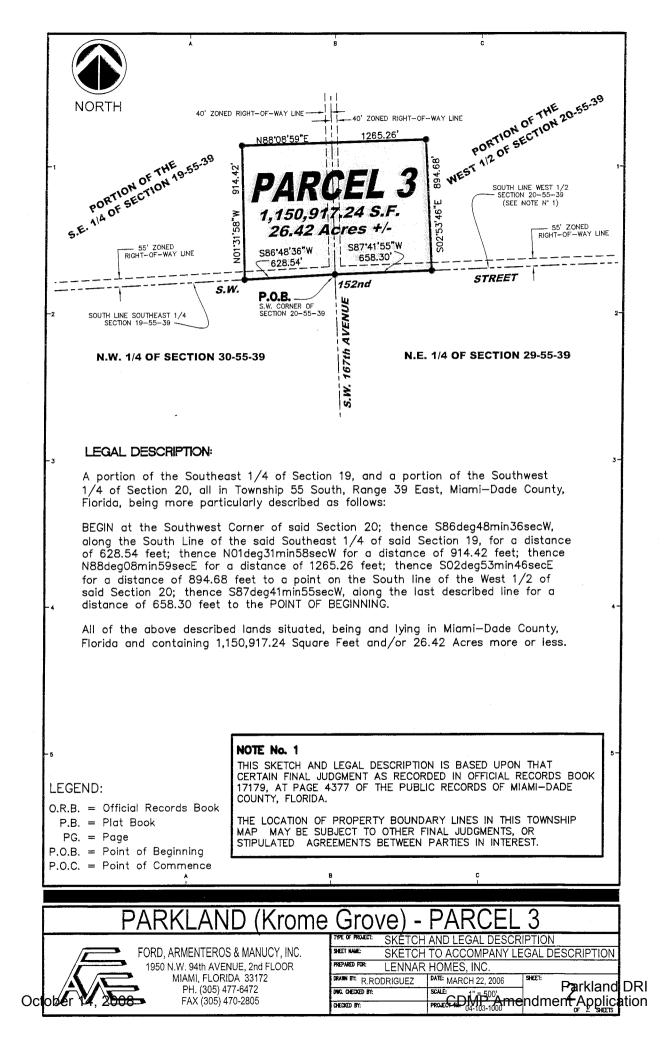


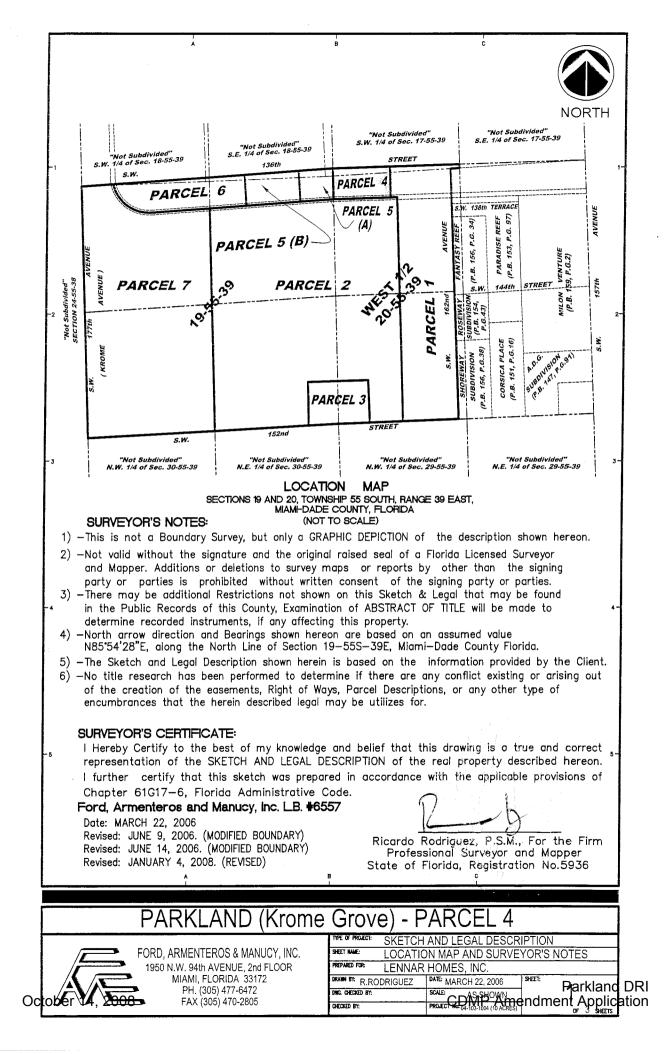


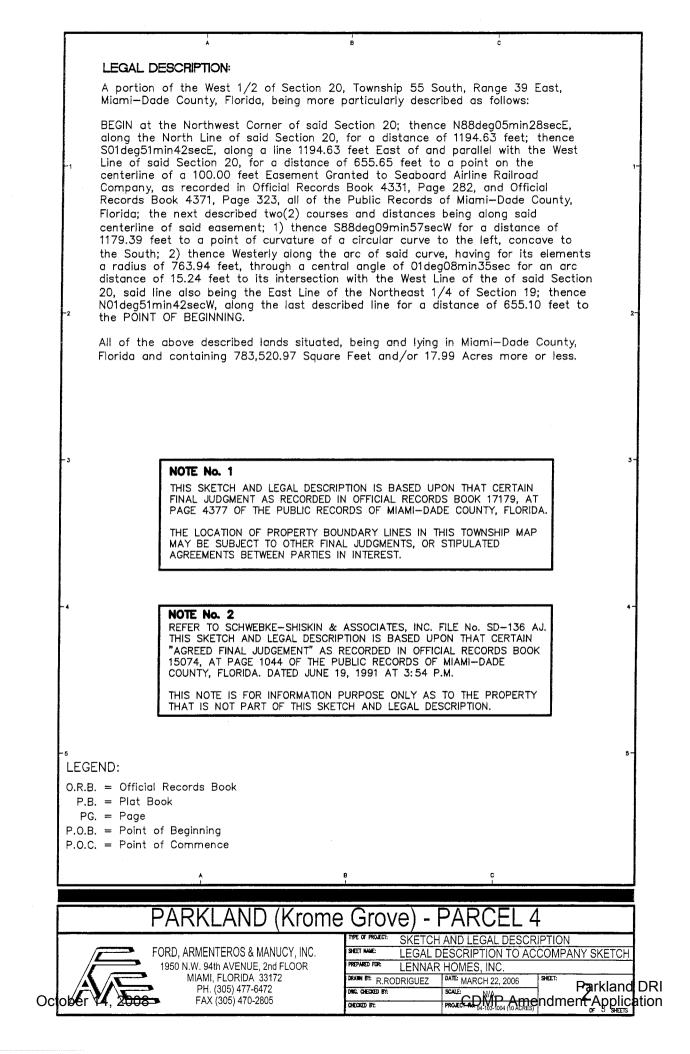


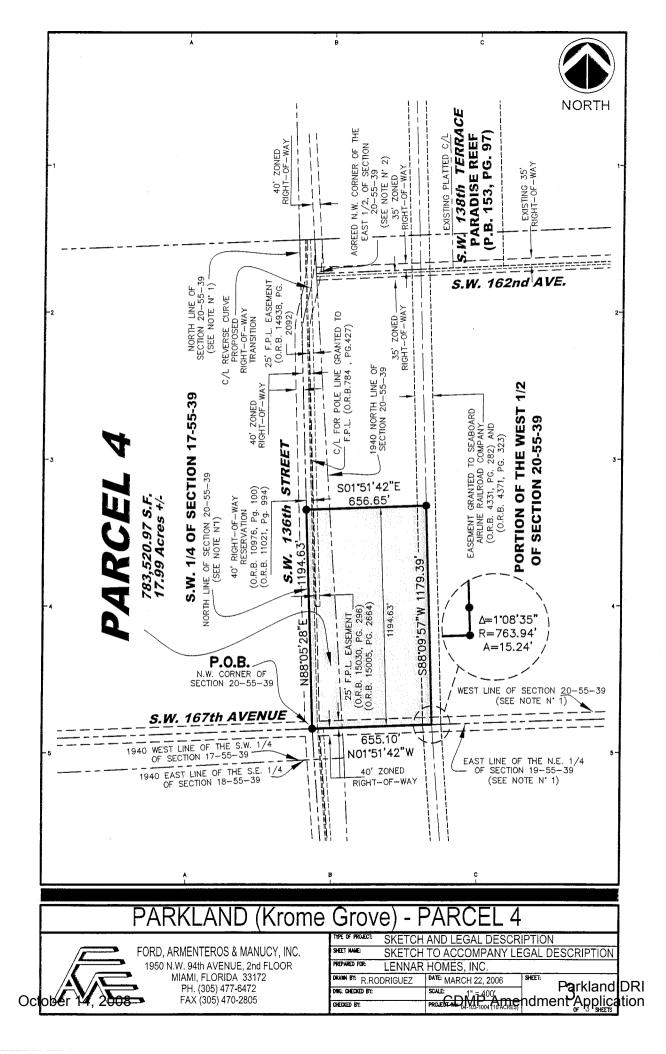


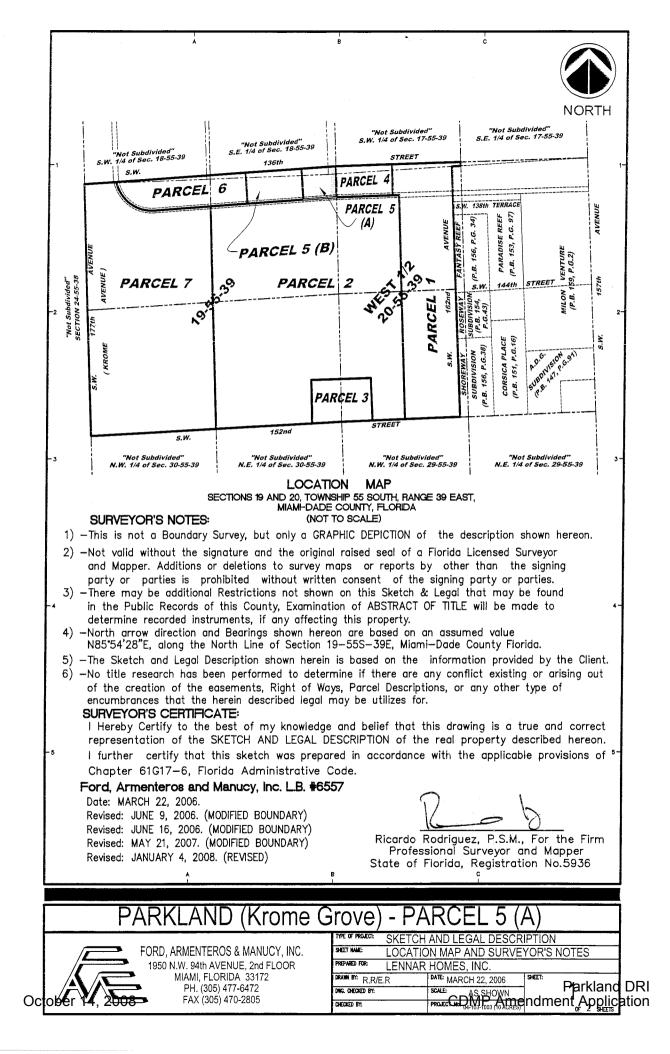


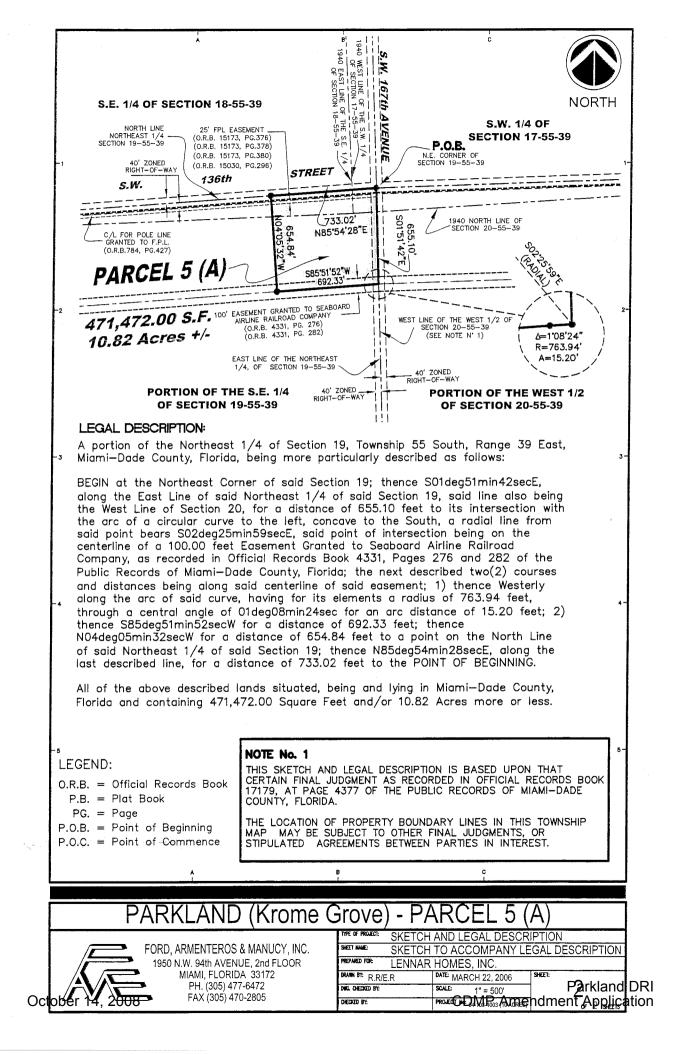


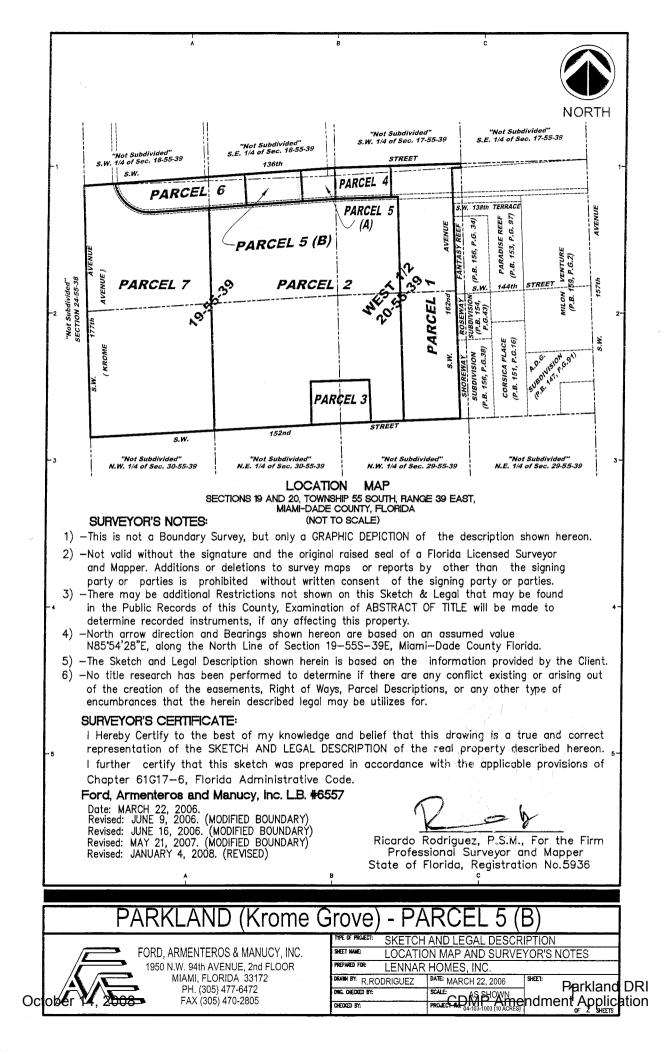




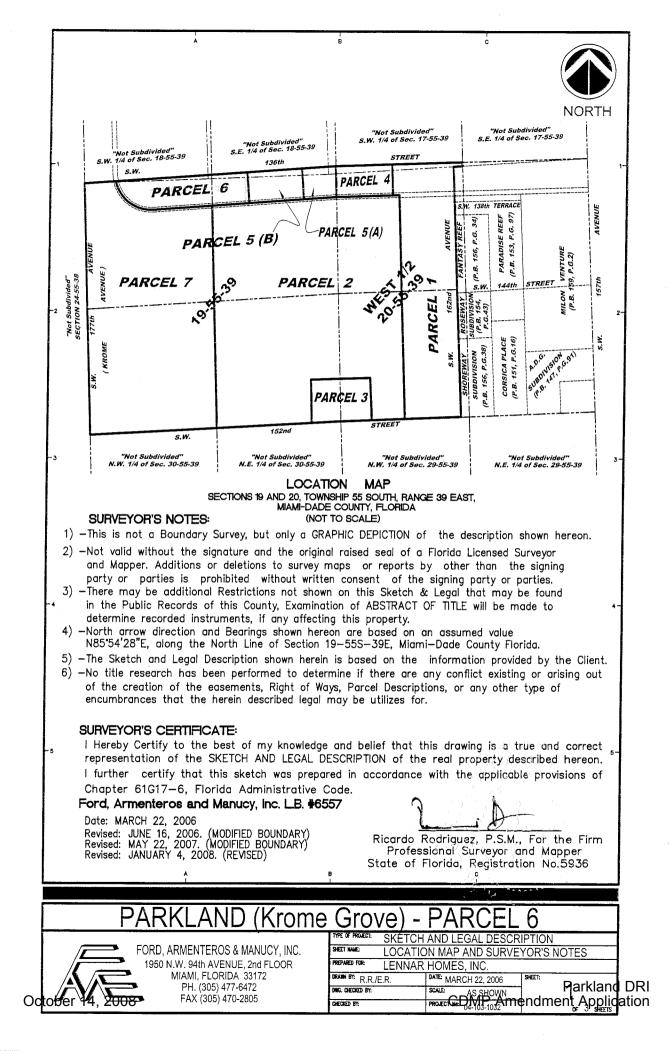








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(O.R.B.784, PG.427)	S.W.	E 50405532 P.O.		S0 655 551 42 E
PARCE 778,124.3	L 5 (B) 4 s.F.		. 276) . 282) RTHEAST	WEST LINE OF THE WEST 1/2 OF SECTION 20-55-39 (SEE NOTE N' 1) R=763.94' A=15.20'
17.86 ACT	PORTION OF OF SECTIO	THE S.E. 1/4 IN 19-55-39	40' ZONED I RIGHT-OF-WAY	PORTION OF THE WEST 1/2 OF SECTION 20-55-39
the East Line of of Section 20, f curve to the lef S02deg25min59s Easement Grant 4331, Pages 276 described three(thence Westerly through a centry through a centro S85deg51min52s hereinafter describe of 1187.45 feet; the North Line of the last describe distance of 654.	f said Northeast 1 for a distance of it, concave to the secE, said point o ed to Seaboard A 6 and 282 of the 3) courses and di along the arc of al angle of 01deg(secW for a distance ribed Parcel of La thence N04deg() of said Northeast ed line, for a dist .84 feet to the Pa	1/4 of said Sect 655.10 feet to i South, a radial f intersection be irline Railroad Co Public Records istances being al said curve, havin 08min24sec for e of 692.33 fee und; 3) thence c 5min32secW for 1/4 of said Sec ance of 1187.45 OINT OF BEGINNII situated, being c	ion 19, said lin ts intersection line from said ing on the cer ompany, as rec of Miami-Dade tong said cent ong for its elem an arc distance t to the POIN ontinue S85de a distance of tion 19; thence feet; thence NG.	nterline of a 100.00 feet corded in Official Records Book e County, Florida; the next erline of said easement; 1) nents a radius of 763.94 feet, ce of 15.20 feet; 2) thence T OF BEGINNING of the g51min52secW for a distance 655.74 feet to a point on ce N85deg54min28secE, along S04eg05min32secE for a ami-Dade County, Florida and
LEGEND: O.R.B. = Official F P.B. = Plat Boo PG. = Page P.O.B. = Point of P.O.C. = Point of	Records Book ok Beginning Commence	RTAIN FINAL JUDGN 179, AT PAGE 437 UNTY, FLORIDA. E LOCATION OF PR P MAY BE SUBJE	MENT AS RECORI 7 OF THE PUBLI OPERTY BOUNDA CT TO OTHER FI	N IS BASED UPON THAT DED IN OFFICIAL RECORDS BOOK IC RECORDS OF MIAMI-DADE ARY LINES IN THIS TOWNSHIP INAL JUDGMENTS, OR PARTIES IN INTEREST.
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F0	RD, ARMENTEROS & MA 950 N.W. 94th AVENUE, 2 MIAMI, FLORIDA 33 PH. (305) 477-647 FAX (305) 470-280	NUCY, INC. SHEET nd FLOOR PREPA 172 drawn 2 dwr. c	F PROJECT: SKETCH / MANE SKETCH ⁻ RED FOR: LENNAR H I ^{BT:} R.RODRIGUEZ ⁻ HECKED BT: -	AND LEGAL DESCRIPTION TO ACCOMPANY LEGAL DESCRIPTIO HOMES, INC. MATE: MARCH 22, 2006 SOULE: 1" = 500' Proce DIME: Accepted Marcend Diment Appli



LEGAL DESCRIPTION:

A portion of the North 1/2 of Section 19, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

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BEGIN at the North 1/4 Corner of said Section 19; thence N85deg54min28secE, along the North Line of the Northeast 1/4 of said Section 19, for a distance of 767.52 feet; thence S04deg05min32secE for a distance of 655.74 feet to a point on the centerline of a 100.00 feet Easement Granted to Seaboard Airline Railroad Company, as recorded in Official Records Book 4331, Pages 276 and 282 of the Public Records of Miami-Dade County, Florida; the next described two(2) courses and distances being along said centerline of said easement; 1) thence S85deg51min52secW for a distance of 2011.97 feet to a point of curvature of a circular curve to the right, concave to the Northeast; 2) thence Westerly and Northwesterly along the arc of said curve, having for its elements a radius of 763.94 feet, through a central angle of 82deg04min33sec for an arc distance of 1094.34 feet to its intersection with the North Line of the Northwest 1/4 of said Section 19; thence N85deg54min27secE, along the last described line for a distance of 2002.21 feet to the POINT OF BEGINNING.

All of the above described lands situated, being and lying in Miami-Dade County, Florida and containing 1,698,846.66 Square Feet and/or 39.00 Acres more or less.

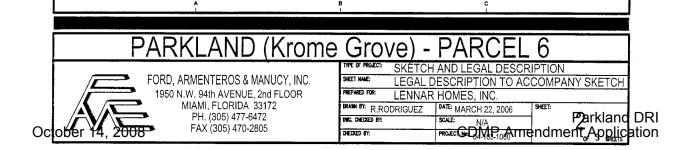
NOTE No. 1

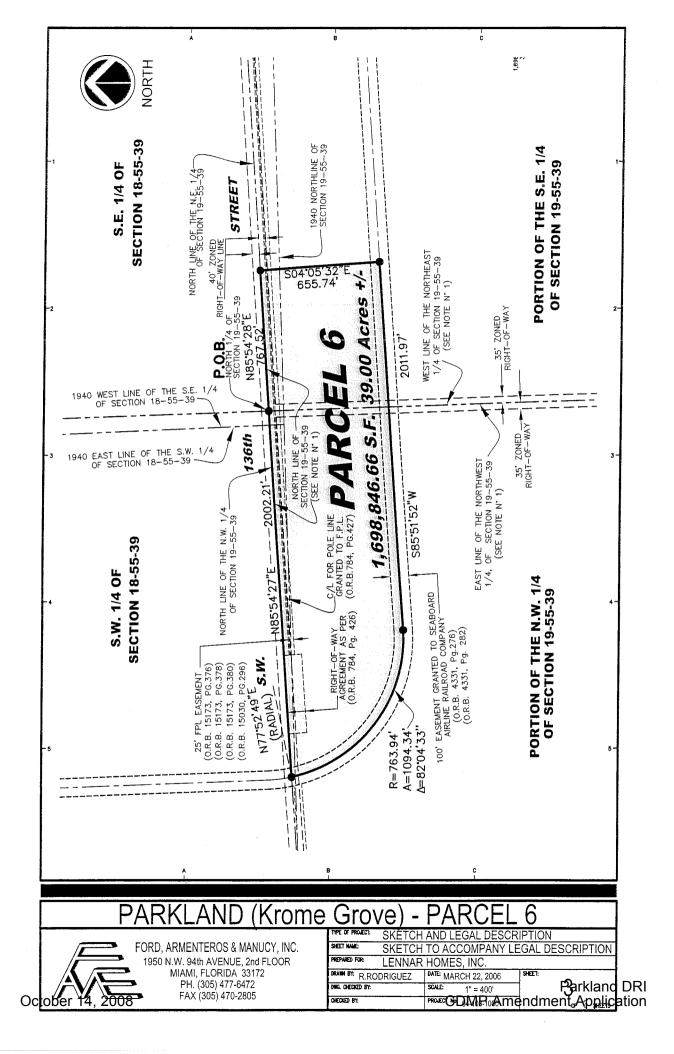
THIS SKETCH AND LEGAL DESCRIPTION IS BASED UPON THAT CERTAIN FINAL JUDGMENT AS RECORDED IN OFFICIAL RECORDS BOOK 17179, AT PAGE 4377 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

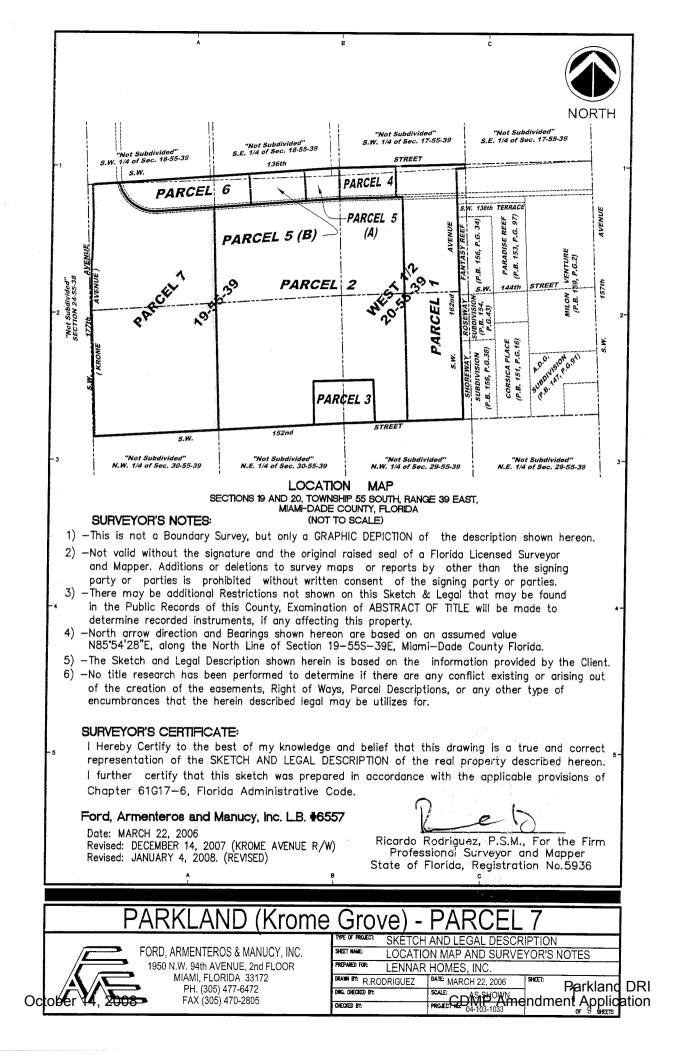
THE LOCATION OF PROPERTY BOUNDARY LINES IN THIS TOWNSHIP MAP MAY BE SUBJECT TO OTHER FINAL JUDGMENTS, OR STIPULATED AGREEMENTS BETWEEN PARTIES IN INTEREST.

LEGEND:

- O.R.B. = Official Records Book
 - P.B. = Plat Book
 - PG. = Page
- P.O.B. = Point of Beginning
- P.O.C. = Point of Commence







LEGAL DESCRIPTION:

All of the Southwest 1/4 and a portion of the Northwest 1/4 of Section 19, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

÷

BEGIN at the Southwest Corner of said Section 19; thence NO2egO3min27secW, along the West Line of said Section 19, for a distance of 5313.60 feet to the Northwest Corner of said Section 19; thence N85deg54min27secE, along the North Line of the Northwest 1/4 of said Section 19, for a distance of 672.15 feet to its intersection with the arc of a circular curve to the left, concave to the Northeast, a radial line from said point bears N77deg52min49secE, said point being on the centerline of a 100.00 feet Easement Granted to Seaboard Airline Railroad Company, as recorded in Official Records Book 4331, Pages 276 and 282 of the Public Records of Miami-Dade County, Florida; the next described two(2) courses and distances being along said centerline of said easement; 1) thence Southeasterly and Easterly along the arc of said curve, having for its elements a radius of 763.94 feet, through a central angle of 82deg04min33sec for an arc distance of 1094.34 feet to a point of tangency; 2) thence N85deg51min52secE for a distance of 1219.59 feet to a point on the East Line of said Northwest 1/4 of said Section 19, said line also being the West Line of the Northeast 1/4 of said Section 19; thence S01deq55min21secE, along the last described line for a distance of 2019.11 feet to the Center of said Section 19: thence S01deg55min21secE, along the East Line of the said Southwest 1/4 of said Section 19, said line also being the West Line of the Southeast 1/4 of said Section 19, for a distance of 2680.07 feet to the South 1/4 Corner of said Section 19; thence S86deg48min35secW, along the South Line of said Southwest 1/4 of said Section 19, for a distance of 2660.56 feet to the POINT OF BEGINNING.

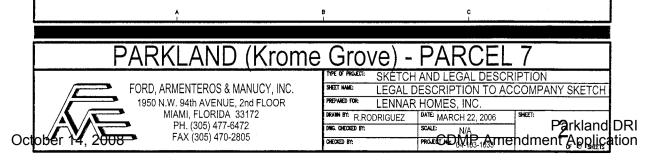
LESS AND EXCEPT:

A portion of land lying in the Northwest (N.W. 1/4) of Section 19, Township 55 South, Range 39 East, Miami—Dade County, Florida, being more particularly described as follows:

COMMENCE at the Northwest corner of said Section 19, thence run S02deg03min30secE along the West line of said Section 19, a distance of 1328.30 feet to the POINT OF BEGINNING; thence continues S02deg03min30secE along the West line of said Section 19, a distance of 290.46 feet; thence run N87deg56min30secE to a point on the West Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 2.99 feet; thence run N00deg47min08secW along the West Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 291.05 feet; thence S86deg06min34secW a distance of 9.46 feet to the POINT OF BEGINNING.

LESS AND EXCEPT:

COMMENCE at the Northwest corner of said Section 19, thence run N85deg54min34secE along the North line of said Section 19, to the point of intersection with the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 88.08 feet; thence S01deg03min59secE along the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 1329.52 feet to the POINT OF BEGINNING; thence continues S01deg03min59secE along the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 253.88 feet; thence run N87deg56min30secE a distance of 14.38 feet; thence run N01deg18min47secE a distance of 255.08 feet; thence run S86deg06min34secW a distance of 25.00 feet to the POINT OF BEGINNING.



LESS AND EXCEPT:

A portion of land lying in the Northwest one-quarter (N.W. 1/4) of Section 19, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

COMMENCE at the Northwest corner of said Section 19, thence run S02deg03min30secE along the West line of said Section 19, a distance of 664.15 feet to the POINT OF BEGINNING; thence continues S02deg03min30secE along the West line of said Section 19, a distance of 664.15 feet; thence run N86deg06min34secE to the point of intersection with the West Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 9.46 feet; thence run N00deg47min10secW along the West Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 9.46 feet; thence run N00deg47min10secW along the West Right of 664.83 feet; thence run S86deg00min33secW a distance of 24.23 feet to the POINT OF BEGINNING.

LESS AND EXCEPT:

COMMENCE at the Northwest corner of said Section 19, thence run N85deg54min34secE along the North line of said Section 19 to a point on the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 80.08 feet; thence S01deg03min59secE along the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation

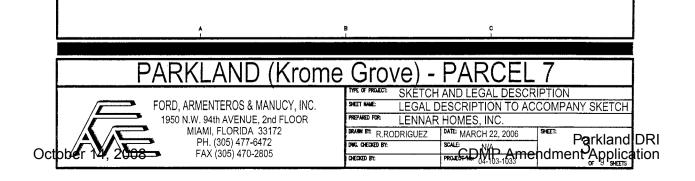
Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 664.78 feet to the POINT OF BEGINNING; thence continue S01deg03min59secE along the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 664.74 feet; thence run N86deg06min34secE a distance of 25.00 feet; thence run N00deg46min51secE a distance of 666.22 feet; thence run S86deg00min33secW a distance of 46.50 feet to the POINT OF BEGINNING.

LESS AND EXCEPT:

A portion of land lying in the Northwest one-quarter (N.W. 1/4) of Section 19, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

BEGIN at the Northwest corner of said Section 19, thence run S02deg03min30secE along the West line of said Section 19, a distance of 664.15 feet; thence run N86deg00min33secE to the point on the West Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 24.23 feet; thence run N00deg47min04secW along the West Right of Way Line of State Road 997 (S.W. 177th

Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 664.88 feet; thence run S85deg54min34secW along the North line of said Section 19, a distance of 39.02 feet to the POINT OF BEGINNING.



LESS	AND	EXCEP	T:
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COMMENCE at the Northwest corner of said Section 19, thence run N85deg54min34secE along the North line of said Section 19 a distances of 80.08 feet to the POINT OF BEGINNING; thence continues N85deg54min34secE along the North line of said Section 19 for a distance of 55.00 feet; thence run S02deg03min30secE a distance of 28.66 feet; thence run S87deg56min30secW a distance of 20.00 feet; thence run S02deg03min30secE a distance of 636.40 feet; thence run S86deg00min33secW to a point on the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 46.50 feet; thence run N01deg03min59secW along the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 46.50 feet; thence run N01deg03min59secW along the East Right of Way Line of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, a distance of 664.78 feet to the POINT OF BEGINNING.

AND

LESS AND EXCEPT:

1

A Portion of the West 1/2 of Section 19, Township 55 South, Range 39 East, that lies within the Easterly and the Westerly Rigt-of-Way lines of State Road 997 (S.W. 177th Avenue/Krome Avenue) as shown on Florida Department of Transportation Maintenance Map Section 87150-2532, recorded in Road Plat Book 124 at Page 82 of the Public Records of Miami-Dade County Florida, bounded on the North by the Northerly line of the Northwest 1/4 of said Section 19 and bounded on the South by the Southerly line of the Southwest 1/4 of said Section 19.

All of the above described lands situated, being and lying in Miami-Dade County, Florida and containing 12,744,017.11 Square Feet and/or 292.56 Acres more or less.

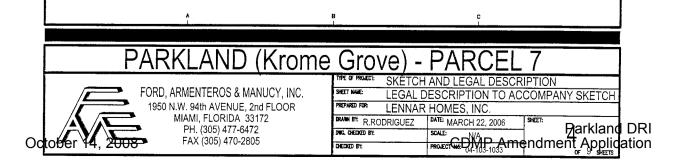
NOTE No. 1

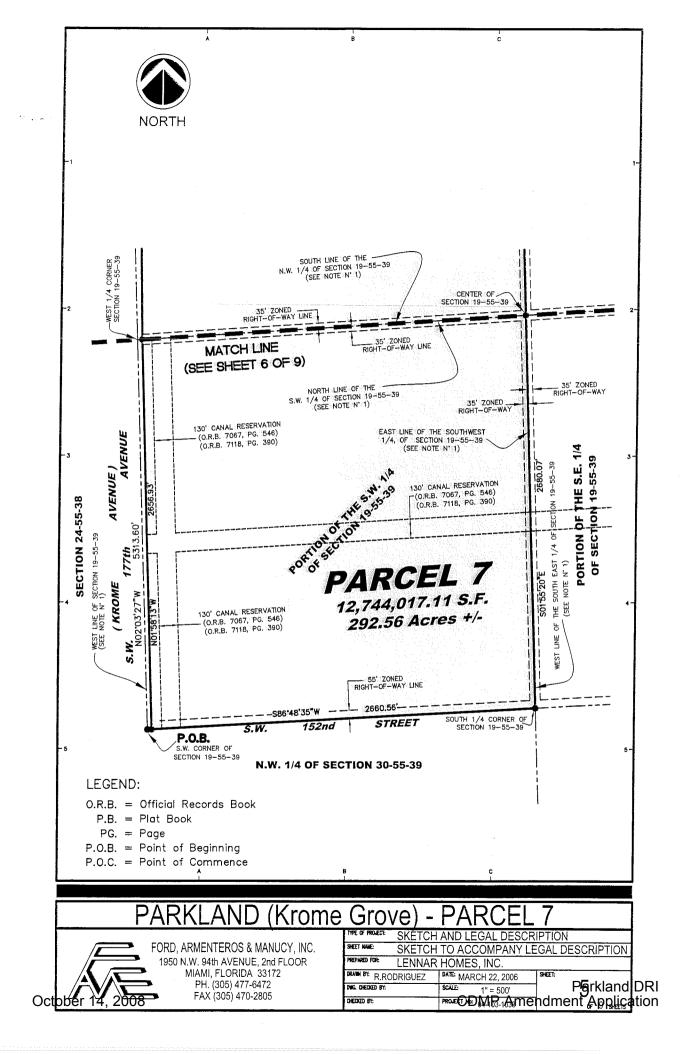
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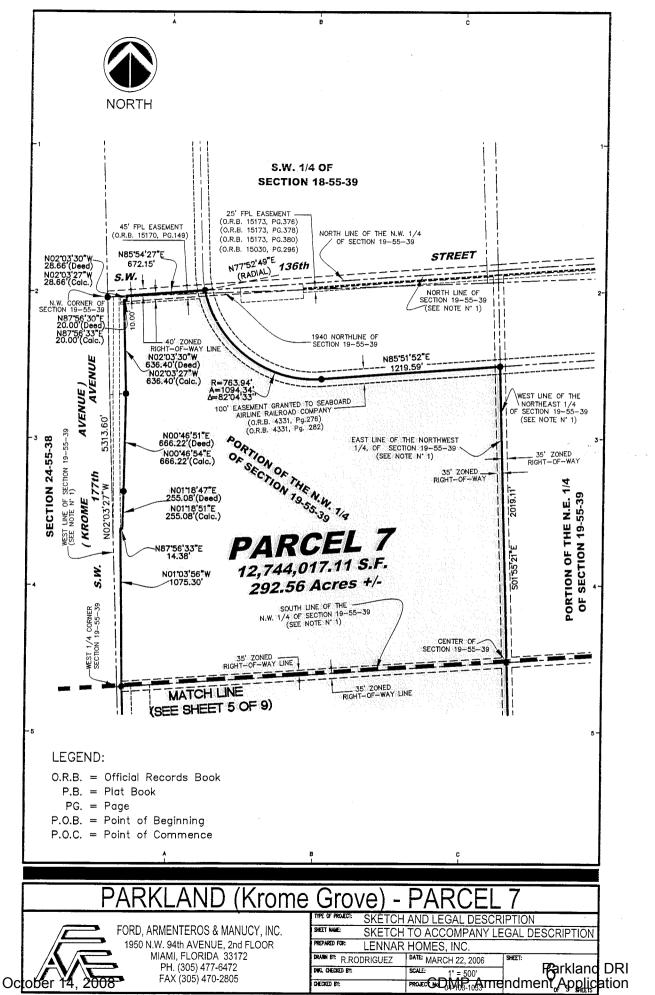
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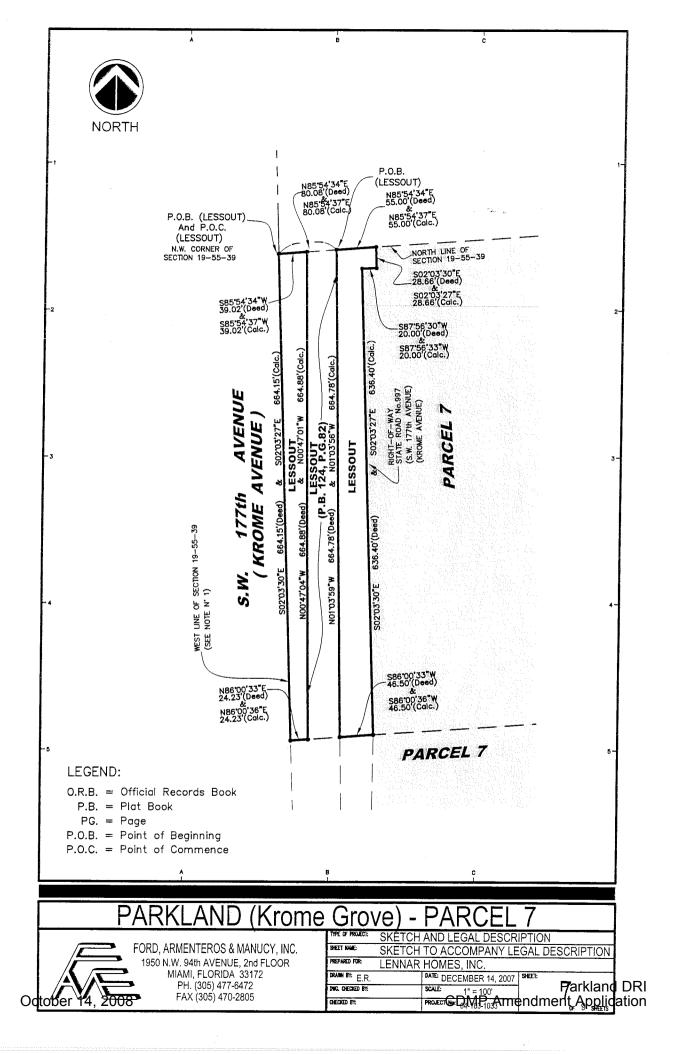
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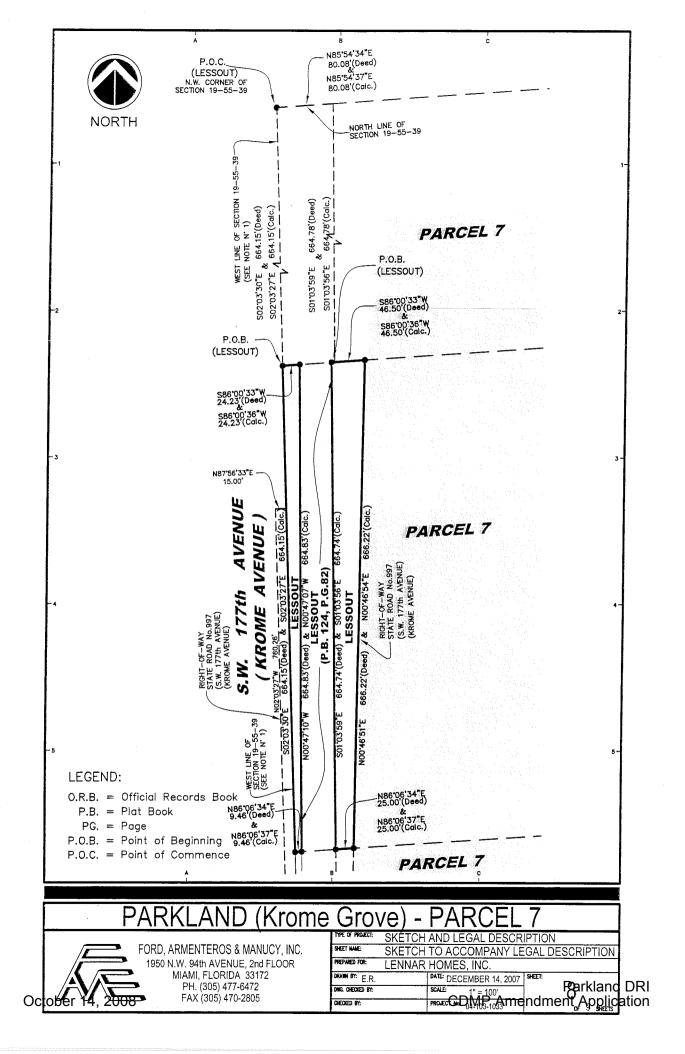
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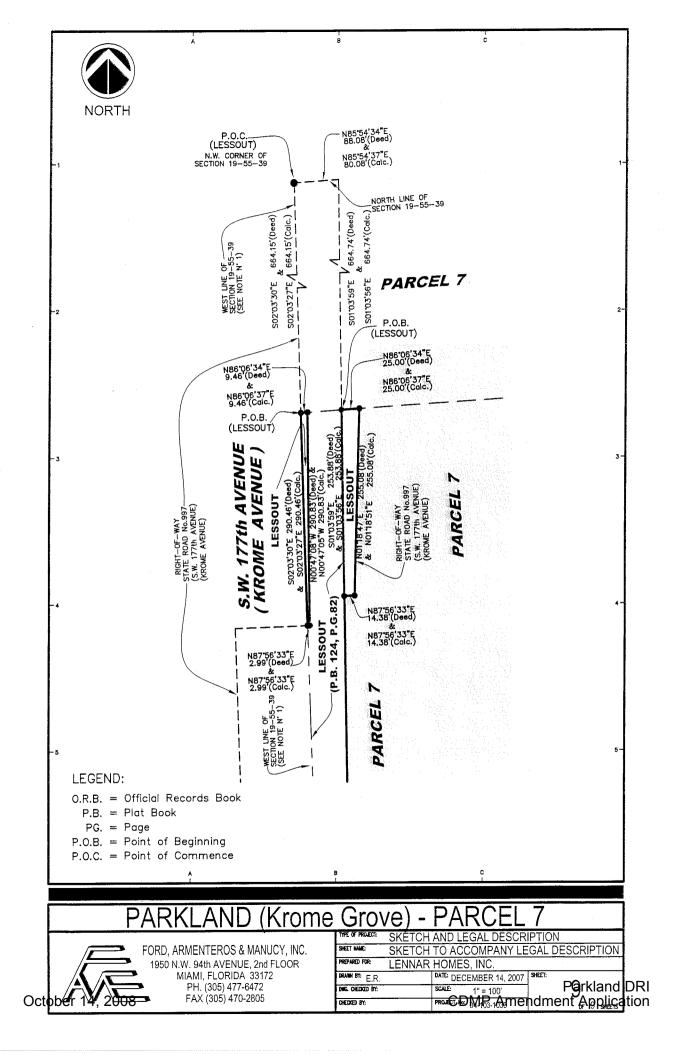












DISCLOSURE OF INTEREST

This form or a facsimile must be filed by all applicants having an ownership interest in any real property covered by an application to amend the Land Use Plan map. Submit this form with your application. Attach additional sheets where necessary.

APPLICANT (S) NAME AND ADDRESS:

- APPLICANT A: Edward W. Easton, Trustee Krome Groves Land Trust 10165 N.W. 19 Street Miami, Florida 33172
 - B: Guherqui International, S.A. 6100 Glades Road, Suite 213 Boca Raton Florida 33434
 - C: Peter M. Hodkin, Trustee Corsica West II Land Trust 4901 NW 17 Way, Suite 504 Ft. Lauderdale, FL 33309

Use the above alphabetical designation for applicants in completing Sections 2 and 3, below.

2. PROPERTY DESCRIPTION: Provide the following information for all properties in the application area in which the applicant has an interest. Complete information must be provided for each parcel.

APPLICANT	OWNER OF RECORD	FOLIO NUMBER	ACRES IN SIZE (net)
А.	Krome Groves Land Trust	30-5919-000-0010	604.70
		30-5919-000-0011	18.86
		30-5919-000-0012	19.55
		30-5920-000-0050	164.73
		30-5920-000-0210	10.30
B.	Guherqui International, S.A.	30-5920-000-0030	81.48
C.	Corsica West II Land Trust	30-5920-000-0040	27.97
		30-5920-000-0070	9.80
		30-5920-000-0080	20.82
	Margaret, Astrid, Susan, and Erik Milner (<i>non-applicants</i>)		1.41 (partial folio)
	CSX Transportation Inc. (non-applicant)	30-5919-000-0020	0.00 (right of way easement – acreage

BERCOW RADELL & FERNAL

	30-5920-000-0031	subsumed in adjacent parcels) 1.53 (partial folio, remaining acreage subsumed in adjacent parcels)
Total:		961.15

For each applicant, check the appropriate column to indicate the nature of the applicant's 3. interest in the property identified in 2., above.

APPLICANT	<u>OWNER</u>	<u>LESSEE</u>	FOR PURCHASE	OTHER (Attach Explanation)
Α.	Х		Х	
В.	Х			
C.	Х			

4. DISCLOSURE OF APPLICANT'S INTEREST: Complete all appropriate sections and indicate N/A for each section that is not applicable.

a. If the applicant is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

INDIVIDUAL'S NAME AND ADDRESS	PERCENTAGE OF INTEREST
N/A	

b. If the applicant is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders, consist of another corporation (5), trustee(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: Guherqui International, S.A.	·
<u>NAME, ADDRESS, AND OFFICE (if applicable)</u> See attached	<u>PERCENTAGE OF</u> <u>STOCK</u>

c. If the applicant is a TRUSTEE, list the trustee's name, the name beneficiaries of the trust, and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), partnership(s), or other similar entities, further disclosure shall be required which discloses the identity of the

ZONING, LAND USE AND ENVIRONMENTAL LAW

BERCOW RADELL & FERNANDEZ

Parkland DRI



VIA HAND DELIVERY AND ELECTRONIC MAIL

January 14, 2008

Mr. Subrata Basu Interim Director Department of Planning and Zoning Stephen P. Clark Center 111 NW 1st Street 11th Floor Miami, FL 33128

RE: <u>Development Program to be Utilized for Review of Parkland</u> <u>Comprehensive Development Master Plan ("CDMP") Application.</u>

Dear Subrata:

This law firm represents Edward W. Easton, Trustee of the Krome Groves Land Trust, Guherqui International, S.A., and Peter M. Hodkin, Trustee of the Corsica West II Land Trust (the "Applicants"), the applicants in the concurrent Comprehensive Development Master Plan ("CDMP") and DRI applications for the Parkland community. Please consider this letter the Applicants' confirmation of the development impacts that should be reviewed by the relevant departments in processing of the CDMP amendment.

As you know, the DRI portion of the Parkland application contains detailed information regarding the proposed development plan for the project. The County and Miami-Dade County Schools should therefore utilize the development program information in the DRI "Application for Development Approval" in reviewing the application. For convenience, I am attaching an excerpt showing the basics of the development program to this letter.

The DRI application was found "sufficient" by the South Florida Regional Planning Council in March 2007. The Applicants are currently preparing revised materials to be submitted to the relevant agencies that will extend the proposed "build out" date of the DRI until 2018. Agencies should apply that date in any analysis of the CDMP application. Mr. Subrata Basu January 14, 2008 Page 2 of 2

Should you have any questions or concerns, please do not hesitate to phone my direct line at (305) 377-6229.

Sincerely Graham Penn

cc: Mark Woerner Rosa Davis Brian Mulqueen, Esq. Jeffrey Bercow, Esq.

Table 1A – Parkland DRI Development Program	
Development Program Land Use	Scale of Development
Single Family Detached	1,257 dwelling units
Single Family Attached Townhomes	2,436 dwelling units
Multi-Family Condominium /	3,248 dwelling units
Apartment	
Retail	200,000 square feet
Medical Office	100,000 square feet
Hospital	200 beds
Industrial-Flex Space	550,000 square feet
Two K-8 Schools	3,200 students
One High School	1,600 students
Community Uses – Library, Police,	50,000 square feet
Fire	
Parks	67.6 acres

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Parkland DRI



VIA HAND DELIVERY AND ELECTRONIC MAIL

January 7, 2008

Mr. Subrata Basu Interim Director Department of Planning and Zoning Stephen P. Clark Center 111 NW 1st Street 11th Floor Miami, FL 33128

RE: <u>Disclosure of Interests for Parkland Development of Regional Impact</u> ("DRI").

Dear Subrata:

This law firm represents Edward W. Easton, Trustee of the Krome Groves Land Trust, Guherqui International, S.A., and Peter M. Hodkin, Trustee of the Corsica West II Land Trust (the "Applicants"), the applicants in the Comprehensive Development Master Plan ("CDMP") application running concurrently with the Parkland DRI application. Please consider this letter the Applicants' confirmation of the validity of the disclosures of interests provided in the CDMP application.

<u>Ownership of Property.</u> The overall Parkland CDMP application area has now been reduced to 961.15 acres. The reduction was made to account for a right-of-way dedication of a portion of S.W. 177 Avenue (Krome Avenue). Based on title reports, the Applicants hold the fee simple interest to the vast majority of the application area. However, the Miami-Dade County Property Appraiser's records disagree with the title information in two respects:

1. <u>CSX Right of Way (Folios 30-5919-000-0020 and 30-5920-000-0031 (partial))</u>. The Applicants hold fee simple title to the vast majority of the CSX right of way that crosses the application area. The Property Appraiser has assigned the land to CSX for tax purposes based, as we understand it, on a long-held policy governing the taxation of railroad rights-of-way. We are working with both the Property Appraiser (which has acknowledged that CSX holds an easement over the right

Mr. Subrata Basu January 7, 2008 Page 2 of 2

> of way, not fee simple ownership) and CSX to resolve this issue. We have listed CSX as an owner of a small segment (1.53 acres) of the right-of-way because that portion of the right of way had been excluded from the legal description of the relevant parcels many years ago. Based on title records, the right of way segment should be listed as being under the ownership of the successors in interest to an apparently defunct corporation, the Mandan Securities Corporation. However, since our clients have no interest in the parcel, we have decided to reflect the Property Appraiser's records in the CDMP application.

2. <u>Re-Assigned Property (30-5920-000-0040)</u>. At some point in early 2007, the Property Appraiser re-assigned the ownership (for tax purposes) of approximately 1.41 acres of the application area from one of the Applicants to an adjacent property owner. We believe that this decision was an error. In an excess of caution, the CDMP application area has been drafted to reflect the current status of the Property Appraiser's records, listing the adjacent property owner as holding title to the disputed acreage. The Applicants will continue to discuss the issue with the Property Appraiser because the re-assignment is inconsistent with the available title records.

Disclosure of Interests Within Applicant Entities. As you know, the Applicants have submitted an extensive breakdown of the ultimate ownership of the Applicant trusts and corporations. As of the date of this letter, the submitted breakdown accurately reflects the various persons that have interests in the various entities.

<u>Conclusion</u>. Hopefully this letter has resolved any lingering issues you may have had with the ownership of the application area of the Parkland CDMP application. As always, thanks for your help. Should you have any questions or concerns, please do not hesitate to phone my direct line at (305) 377-6229.

BERCOW RADELL & FERNANDEZ

LAND USE AND ENV

Sincerely Graham Penn

cc: Mark Woerner Rosa Davis Brian Mulqueen, Esq. Jeffrey Bercow, Esq.

October 14, 2008

Parkland DRI CDMP Amendment Application



DIRECT LINE: (305) 377-6229 E-Mail: GPenn@BRZoningLaw.com

January 7, 2008

VIA CERTIFIED MAIL

Ms. Betty Jones CSX Transportation, Inc. 301 W. Bay Street, Suite 800 Jacksonville, Florida 32202

Re: Notification of Filing Comprehensive Plan Application – Miami-Dade County, Florida

Dear Ms. Jones:

This law firm represents Edward W. Easton, Trustee of the Krome Groves Land Trust, Guherqui International, S.A., and Peter M. Hodkin, Trustee of the Corsica West II Land Trust (the "Applicants"), which together are the owners of the vast majority of Section 19, Township 55S, Range 39E and the west half of Section 20, Township 55S, Range 39E located in unincorporated Miami-Dade County. As you may recall, we sent you a letter on August 14, 2007 explaining the current tax information issues for the Property.

CSX is listed as the owner of tax folios Folios 30-5919-000-0020 and 30-5920-000-0031, which consists solely of railroad right of way. As explained in our previous correspondence, the available title records indicate that all but 1.53 acres of the right of way is owned by our clients, with CSX holding an easement over the land. The Miami-Dade County Property Appraiser did not dispute the title information, but instead asked us to contact CSX directly about the issue, which we did in our letter of August 14, 2007.

We have not contested CSX's ownership of the 1.53 acre segment of the right-of-way because that portion of the right of way had been excluded from the legal description of the relevant parcels many years ago. Based on title records, the 1.53 acre right of way segment should be listed as being under the ownership of the successors in interest to an apparently defunct corporation, the Mandan Securities Corporation. However, since our clients have no interest in the parcel, we have not challenged the Property Appraiser's tax identification on this issue.

All of the land currently listed as being under your ownership for tax purposes within Section 19, Township 55S, Range 39E and the west half of Section 20, Township 55S, Range 39E is within the application area of the concurrent Comprehensive Development Master Plan ("CDMP") application for the "Parkland" Development of Regional Impact. Parkland, as explained in the attached document, is proposed to be a well designed self-sufficient community made up of residential, commercial, industrial, institutional, and recreational uses.

Please consider this letter the Applicants' formal notification to you of the filing of the CDMP amendment application. Under the current application, the property listed as being under your ownership is proposed to be brought within the County's Urban Development Boundary and designated for Low Density Residential, Low-Medium Density Residential, Office/Residential, Business and Office, and Industrial use. There is <u>no</u> proposal to modify the use of the right of way and all public crossings will need to be sought through the typical Florida Department of Transportation ("FDOT") process.

We look forward to the opportunity to discuss our application in more depth. Please let me know if you need any additional information. I can be reached directly at (305) 377-6229 or you can email me at <u>gpenn@brzoninglaw.com</u>. Thanks again for your help.

Sincerely Sraham-Pénn

Enclosures

cc: Rosa Davis, Miami-Dade County



DIRECT LINE: (305) 377-6229 E-Mail: GPenn@BRZoningLaw.com

VIA CERTIFIED MAIL

January 7, 2008

Margaret Milner Astrid Milner Susan Milner Erik Milner Potters Farmhouse Wallingford Road North Moreton Didcot OX11 England United Kingdom

Re: Notification of Filing Comprehensive Plan Application – Miami-Dade County, Florida

Dear Mr. and Mrs. Milner:

This law firm represents Edward W. Easton, Trustee of the Krome Groves Land Trust, Guherqui International, S.A., and Peter M. Hodkin, Trustee of the Corsica West II Land Trust (the "Applicants"), which together are the owners of the vast majority of Section 19, Township 55S, Range 39E and the west half of Section 20, Township 55S, Range 39E located in unincorporated Miami-Dade County.

You are listed as the owners of tax folio No. 30-5917-000-0020. Approximately 1.41 acres of the land currently listed as being under your ownership is within the application area of the concurrent Comprehensive Development Master Plan ("CDMP") application for the "Parkland" Development of Regional Impact. Parkland, as explained in the attached document, is proposed to be a well designed self-sufficient community made up of residential, commercial, industrial, institutional, and recreational uses.

Please consider this letter the Applicants' formal notification to you of the filing of the CDMP amendment application. Under the current application, the property listed as being under your ownership is proposed to be brought within the County's Urban Development Boundary and designated for Low Density

Residential use. Because of the County's zoning regulations, most of the land will likely be zoned to be developed as a road right-of-way.

We look forward to the opportunity to discuss our application in more depth. Please let me know if you need any additional information. I can be reached directly at (305) 377-6229 or you can email me at gpenn@brzoninglaw.com.

Sincerely Graham Penn

Enclosures

cc: Rosa Davis, Miami-Dade County

Davis, Rosa (DP&Z)

From:Graham Penn [gpenn@brzoninglaw.com]Sent:Friday, October 17, 2008 9:17 AMTo:Davis, Rosa (DP&Z); McCune, Frank (DP&Z)Subject:Parkland -- Revised Ownership Disclosure

In the interests of trying to keep everything absolutely correct in the application, I am enclosing a revised ownership disclosure for Parkland. The only change is a miniscule adjustment in the percentages held by each entity in the Krome Groves Land Trust. I think the biggest change is about one percent. Please replace the pages in the application file and let me know if you anything from me.

Graham

Bercow Radell & Fernandez, P.A. 200 S. Biscayne Boulevard, Suite 850 Miami, Florida 33131 Direct Line: (305) 377-6229 Facsimile: (305) 377-6222 <u>gpenn@brzoninglaw.com</u>

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Interests in Corsica West II Land Trust

Percentage of Interest

Silvio Cardoso 7975 N.W. 154 Street, Suite 400, Miami Lakes Florida 33016

Anthony Mijares 7975 N.W. 154 Street, Suite 400, Miami Lakes Florida 33016 50%

100%

33.34%

50%

Interest in Guherqui International, S.A.

Percentage of Interest

John C. Cheng 6100 Glades Road, Suite 213 Boca Raton Florida 33434

Interests in Krome Groves Land Trust

Percentage of Interest

Lennar Homes, Inc., a Publicly Traded Entity 730 N.W. 107 Avenue, Suite 400 Miami, Florida 33172

Krome Groves Investors, LLC33.33%10165 N.W. 19 Street Miami, Florida 33172.33.33%

Neighborhood Planning Company, LLC33.33%1390 S. Dixie Highway, Suite 2120Coral Gables, Florida 33126

Interests in Krome Groves Investors, L.L.C.

	Percentage of Interest
Krome G I, LLC 13 S.W. 7 Street Miami, Florida 33130	30%
Wesleyan Limited Partnership c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	25%
Edward W. Easton 10165 N.W. 19 Street Miami, Florida 33172	11.7057%
KD & DP Associates General Partnership c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	10%
JAL Partnership c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	8.2943%
MacDonald Family L.L.C c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	7.5%
James A. MacDonald c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.75%
Christian MacDonald c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.75%

Interests in Krome G I, L.L.C.

Percentage of Interest

Michael Latterner c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172 12.50%

Wayne Rosen c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	12.50%
Paige Latterner c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	6.41%
Sean Latterner c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	2.56%
Krome Grove Lincoln, L.L.C. c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	2.56%
Ara Kulhanjian c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.85%
Krome Grove Holdings, L.L.C. c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	8.33%
Wayne Rosen, Trustee c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	12.82%
Sam Lo Bue c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	8.55%
Joseph M. Lo Bue c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	8.55%
Georgeann and Joseph G. Lo Bue c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	8.55%
Joel Vigo c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	12.82%

Interests in Wesleyan Limited Partnership

	Percentage of Interest	
Kris Czartoryski c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	57.14%	
Carol Czartoryski c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	42.86%	
Interests in KD&DP Associates Gener	al Partnership	
	Percentage of Interest	
Newcaster Devcorp, Inc. 203 Waterford Way, Suite 800 Miami, Florida 33126	1%	
W. Douglas Pitts c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	49.5%	
Courtelis Investment Trust fbo Louise Courtelis c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	49.5%	
Interests in JAL Partnership		
	Percentage of Interest	
Edward W. Easton c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	50%	
Hillis Family Limited Partnership c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	50%	
Interests in MacDonald Family L.L.C.		
	Percentage of Interest	
The Alan S. MacDonald 2005 GRAT	38.35%	

c/o Krome Groves Investors, L.L.C.

The Maria Christina MacDonald 2005 GR c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	26.34%
Sterg Christian Antoni MacDonald 2005 c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	17.11%
James Alexander MacDonald 2005 GST c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	17.11%
Alan S. MacDonald c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	0.61%
Maria Christina MacDonald c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	0.48%

10165 N.W. 19 Street Miami, Florida 33172

Interests in Newcaster Devcorp, Inc.

	Percentage of Interest
W. Douglas Pitts 203 Waterford Way, Suite 800 Miami, Florida 33126	50%
Courtelis Investment Trust fbo Louise Courtelis 203 Waterford Way, Suite 800 Miami, Florida 33126	50%

Interests in Courtelis Investment Trust fbo Louise Courtelis

Percentage of Interest

Louise Courtelis 203 Waterford Way, Suite 800 Miami, Florida 33126

Interests in Hillis Family Limited Partnership

	Percentage of Interest
Carole Hillis c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	17.5%
Kathleen Hillis c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	9.5%
Robert W. Hillis III c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	23.5%
Daniel Hillis c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	9.5%
Margaret Roediger c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	9.5%
Patricia Clark c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	7.55%
Martin Hillis c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	15.5%
Patrick Hillis c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	7.5%

Interests in Krome Grove Lincoln, L.L.C.

	Percentage of Interest
Clifford Lincoln c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	99%
Thelma Lincoln c/o Krome Groves Investors, L.L.C.	1%

Interests in Krome Grove Holdings, L.L.C.

	Percentage of Interest
Carolee McIntire c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	7.69%
Christina Vargas c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.08%
Maria Delgado c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	7.69%
Maritza Lau c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.08%
Michael Gleber c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.08%
Paul and Cathy Girten c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	2.15%
Carol Gleber, Trustee c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	30.76%
Conrad Gleber c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	1.54%
Conrad and Delia Gleber c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.08%
Patrick Gleber c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	26.92%

Alyse Goldberg c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	0.77%
Brian Wollard c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.08%
Judith Brostoff, Trustee c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	4.00%
David Bracha c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172	3.08%

Interests in Carole Gleber Trust

Percentage of Interest

100%

100%

1.1357%

Carol Gleber c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172

Interests in Judith Brostoff Trust

Percentage of Interest

Judith Brostoff c/o Krome Groves Investors, L.L.C. 10165 N.W. 19 Street Miami, Florida 33172

Interests in Neighborhood Planning Company, L.L.C.

Percentage of Interest

Adolfo and Elizabeth Henriques 445 Grand Bay Drive Apt. 809 Key Biscayne, FL 33149-1911

ALA LLC 1.1357% 395 Casuarina Concourse Coral Gables, FL 33143-6507

Alberto and Olga Irene Perez 2.2713%

37 South Royal Poinciana Blvd Miami Springs, FL 33166	
Arazoza Land Bank LLC 2100 Salzedo Street Suite #300 Coral Gables, FL 33134	0.8864%
Bernardo Goenaga 600 Biltmore Way #509 Coral Gables, FL 33134	4.5422%
Brialan Corp 241 Cape Florida Drive Key Biscayne, FL 33149	1.3628%
CMG Holdings LLC 12444 SW 127th Ave 2nd Floor Miami, FL 33186	9.0842%
DLD Investments Inc. 9688 SW 24th Street Miami, FL 33165	3.1796%
EEH Family Investments, Inc. 8500 SW 8th Street #228 Miami, FL 33144	0.8864%
Ezequiel Herran as Trustee of the Ezequiel Herran Revocable Trust & Nancy Herran as Trustee of the Nancy Herran Revocable Trust 14020 SW 36th Street Miami, FL 33175	2.2711%
First Southeast Equities Inc. 8500 SW 8th Street Suite #228 Miami, FL 33144	1.1357%
Fortec LLC 9361 Fontainebleau Blvd Miami, FL 33172	4.5422%

Francisco and Georgina A. Angones, 44 West Flagler Street 8th Floor Miami, FL 33130	1.1357%
General Real Estate Corporation 8500 SW 8th Street Suite #228 Miami, FL 33144	2.2711%
Guerra Group Company LLC 8440 SW 58th Street Miami, FL 33143	2.7254%
Heys Investment Inc. 8455 Grand Canal Drive Miami, FL 33144	1.8168%
Highland Company, LLC 7254 SW 48th Street Miami, FL 33155	1.2719%
Jose A. Herran Revocable Trust 8455 Grand Canal Drive Miami, FL 33144	2.7254%
Karl Garcia Irrevocable Trust 12444 SW 127th Ave 2nd Floor Miami, FL 33186	4.5422%
Machado Land Holdings LLC 8500 SW 8th Street Suite #238 Miami, FL 33144	1.1357%
Manuel A. Herran, as Trustee of the Manuel A. Herran Revocable Trust and Nyria Herran, as Trustee of the Nyria Herran Revocable Trust 8460 SW 5th Street Miami, FL 33144	9.0842%
Master Plan Developers LLC 8500 SW 8th Street	4.5422%

Suite #228 Miami, FL 33144

Natasha Andrade Irrevocable Trust 12444 SW 127th Ave 2nd Floor Miami, FL 33186	0.5674%
Planned Land Investments LLC 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	27.2524%
Prime-Site Investment LLC 9301 SW 103rd Street Miami, FL 33176	1.1357%
Ramon E. Rasco & Ana Lauda Rasco 283 Catalonia Ave 2nd Floor Coral Gables, FL 33134	0.90856%
Ramon A. Rasco, 283 Catalonia Ave 2nd Floor Coral Gables, FL 33134	0.22714%
Rodney Barreto 235 Catalonia Ave Coral Gables, FL 33134	1.7727%
Sasha Andrade Irrevocable Trust 12444 SW 127th Ave 2nd Floor Miami, FL 33186	0.5674%
Tres Hermanos LLP 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	1.3628%
Valen LLC 9688 SW 24th Street Miami, FL 33165	2.5211%

Interests in ALA, L.L.C.

Percentage of Interest

100%

Conchy Perdomo 395 Casuarina Concourse Coral Gables, FL 33143-6507

Interests in Arazoza Land Bank, L.L.C.

	Percentage of Interest
Carlos Arazoza 2100 Salzedo Street Suite #300 Coral Gables, FL 33134	60%
Carlos F. Arazoza 2100 Salzedo Street Suite #300 Coral Gables, FL 33134	20%
Alberto J. Arazoza 2100 Salzedo Street Suite #300 Coral Gables, FL 33134	20%

Interests in Brialan Corporation

Percentage of Interest

Alberto Guerra 241 Cape Florida Drive Key Biscayne, FL 33149

Vivian Guerra 241 Cape Florida Drive Key Biscayne, FL 33149

Interests in CMG Holdings, L.L.C.

Percentage of Interest

Carlos Garcia

50%

50%

12444 SW 127th Ave 2nd Floor Miami, FL 33186

Interests in DLD Investments, Inc.

	Percentage of Interest
Leticia R. Valdes 9688 SW 24th Street Miami, FL 33165	33.33%
Daniel F. Valdes 9688 SW 24th Street Miami, FL 33165	33.33%
Daniel L. Valdes 9688 SW 24th Street Miami, FL 33165	33.33%

Interests in EEH Family Investments, Inc.

Percentage of Interest

50%

50%

Emiliano E. Herran 8500 SW 8th Street #228 Miami, FL 33144

Emiliano Herran 8500 SW 8th Street #228 Miami, FL 33144

Interests in Ezequiel Herran Revocable Trust

Percentage of Interest

Ezequiel & Nancy Herran 14020 SW 36th Street Miami, FL 33175

Interests in Nancy Herran Revocable Trust

Percentage of Interest

Ezequiel & Nancy Herran 14020 SW 36th Street

100%

Miami, FL 33175

Interests in First Southeast Equities, Inc.

Percentage of Interest

100%

James and Samantha Dorsy 8500 SW 8th Street Suite #228 Miami, FL 33144

Interests in Fortec, L.L.C.

	Percentage of Interest
Miguel Poyastro 9361 Fontainebleau Blvd Miami, FL 33172	50%
Ezra Katz 9361 Fontainebleau Blvd Miami, FL 33172	30%
W. Thomas Duncan 9361 Fontainebleau Blvd Miami, FL 33172	10%
Ashbell Investments, Ltd. 9361 Fontainebleau Blvd Miami, FL 33172	10%

Interests in General Real Estate Corp.

Percentage of Interest

Agustin Herran 8500 SW 8th Street Suite #228 Miami, FL 33144

Interests in Guerra Group Company, L.L.C.

Percentage of Interest

Jorge & Martha B. Guerra 8440 SW 58th Street 84%

Miami, FL 33143

Jorge Guerra, Jr. 8440 SW 58th Street Miami, FL 33143	8%	
Anamaria Guerra-Vera 8440 SW 58th Street Miami, FL 33143	4%	
Guerra Children's Irrevocable Trust No. 3 8440 SW 58th Street Miami, FL 33143	4%	
Interests in Heys Investment	., Inc.	
	Percentage of Interest	
Jose A. & Maria M. Herran 8455 Grand Canal Drive Miami, FL 33144	40%	
Jose A. Jr & Lourdes M. Herran 8455 Grand Canal Drive Miami, FL 33144	20%	
Ana Mary Herran & Alexander Ynastrilla 8455 Grand Canal Drive Miami, FL 33144	20%	
Daniel Herran & Nancy San Emeterio Herran 8455 Grand Canal Drive Miami, FL 33144	20%	
Interests in Highland Company, L.L.C.		
	Percentage of Interest	
Robert E. Chisholm and Lilliam F. Chisholm, as joint tenants with rights of survivorship 7254 SW 48th Street Miami, FL 33155	89.28%	
Robert M. Chisholm 7254 SW 48th Street Miami, FL 33155	5.36%	

Alfred E. Chisholm and Maria L. Chisholm,3.57%as joint tenants with rights of survivorship7254 SW 48th StreetMiami, FL 33155

Jacqueline A. Chisholm 7254 SW 48th Street Miami, FL 33155

Interests in Jose A. Herran Revocable Trust

Percentage of Interest

Jose A. Herran 8455 Grand Canal Drive Miami, FL 33144 100%

1.79%

Interests in Karl Garcia Irrevocable Trust

Percentage of Interest

100%

85.7%

14.3%

Karl Garcia 12444 SW 127th Ave 2nd Floor Miami, FL 33186

Interests in Machado Land Holdings L.L.C.

Percentage of Interest

Jose Luis Machado III Revocable Trust 8500 SW 8th Street Suite #238 Miami, FL 33144

Machado Family Investments, LLC 8500 SW 8th Street Suite #238 Miami, FL 33144

Interests in Manuel A. Herran Revocable Trust and Nyria Herran Revocable Trust.

Percentage of Interest

100%

1%

Manuel A. Herran and Nyria Herran 8460 SW 5th Street Miami, FL 33144

Interests in Master Plan Developers, L.L.C.

	Percentage of Interest
Oscar Barbara 8500 SW 8th Street Suite #228 Miami, FL 33144	70%
Jose A. Herran 8500 SW 8th Street Suite #228 Miami, FL 33144	5%
Antonio Gonzalez 8500 SW 8th Street Suite #228 Miami, FL 33144	5%
Interests in Master Plar	n Developers, L.L.C. Continued
	Percentage of Interest
Agustin Herran 8500 SW 8th Street Suite #228 Miami, FL 33144	19%

Victoria Real Estate Management 8500 SW 8th Street Suite #228 Miami, FL 33144

Interests in Natasha Andrade Irrevocable Trust

Percentage of Interest

100%

Natasha Andrade 12444 SW 127th Ave 2nd Floor Miami, FL 33186

Interests in Planned Land Investments L.L.C.

	Percentage of Interest
Sergio Pino 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	50%
Maria C. Guerra Irrevocable Trust 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	34%
Armando J. Guerra and Maria C. Guerra 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	17%
Interests in Prime-Site Investme	ent L.L.C.
Interests in Prime-Site Investme	ent L.L.C. Percentage of Interest
Interests in Prime-Site Investme Antonio E. and Yolanda J. Placeres 9301 SW 103rd Street Miami, FL 33176	
Antonio E. and Yolanda J. Placeres 9301 SW 103rd Street	Percentage of Interest

Interests in Sasha Andrade Irrevocable Trust

Percentage of Interest

100%

Sasha Andrade 12444 SW 127th Ave 2nd Floor Miami, FL 33186

Interests in Tres Hermanos, L.L.P.

	Percentage of Interest	
Adrianne J. Guerra Trust 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	33.33%	
Corinne M. Guerra Trust 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	33.33%	
Eric A. Guerra Trust 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146	33.33%	
Interests in Valen, L.L.C.		
	Porcontago of Interact	
	Percentage of Interest	
Daniel R. Valdes as Trustee 9688 SW 24th Street Miami, FL 33165	45.16%	
9688 SW 24th Street	C C	
9688 SW 24th Street Miami, FL 33165 Rosario Valdes as Trustee 9688 SW 24th Street	45.16%	

Miami, FL 33165

Percentage of Interest

Ashbell Security Trust 9361 Fontainebleau Blvd Miami, FL 33172

Boaz Ashbell 9361 Fontainebleau Blvd Miami, FL 33172 1.0152%

100%

100%

14.28%

14.28%

98.9848%

Interests in Guerra Children's Irrevocable Trust No. 3.

Interests in Ashbell Investments, Ltd.

Percentage of Interest

Gabriel Guerra 8440 SW 58th Street Miami, FL 33143

Interests in Jose Luis Machado III Revocable Trust.

Percentage of Interest

Alison Machado 8500 SW 8th Street Suite #238 Miami, FL 33144

Interests in Machado Family Investments, L.L.C.

Percentage of Interest

Jose Luis Machado III 8500 SW 8th Street Suite #238 Miami, FL 33144

Vivian Isern 8500 SW 8th Street Suite #238 Miami, FL 33144

Jose Luis Machado Jr. Irrevocable Trust #1 14.28%

8500 SW 8th Street Suite #238 Miami, FL 33144	
Jose Luis Machado Jr. Irrevocable Trust #2 8500 SW 8th Street Suite #238 Miami, FL 33144	14.28%
Jose Luis Machado Jr. Irrevocable Trust #3 8500 SW 8th Street Suite #238 Miami, FL 33144	14.28%
Jose Luis Machado Jr. Irrevocable Trust #4 8500 SW 8th Street Suite #238 Miami, FL 33144	14.28%
lass I via Mashada III Children'a Irreveseble Trust #2	44.000/

Jose Luis Machado III Children's Irrevocable Trust #3 14.28% 8500 SW 8th Street Suite #238 Miami, FL 33144

Interests in Victoria Real Estate Management .

Percentage of Interest

Agustin Herran 8500 SW 8th Street Suite #228 Miami, FL 33144 100%

Interests in Maria C. Guerra Irrevocable Trust.

Percentage of Interest

Armando J. Guerra 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146

22

Interests in Adrianne J. Guerra Trust.

Percentage of Interest

100%

Adrianne J. Guerra 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146

Interests in Corinne M. Guerra Trust.

Percentage of Interest

Corinne M. Guerra 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146

Interests in Eric A. Guerra Trust.

Percentage of Interest

100%

Eric A. Guerra 1390 South Dixie Highway Suite #2120 Coral Gables, FL 33146

Interests in Daniel R. Valdes Trust.

Percentage of Interest

100%

Daniel R. Valdes 9688 SW 24th Street Miami, FL 33165

Interests in Rosario Valdes Trust.

Percentage of Interest

Rosario Valdes 9688 SW 24th Street Miami, FL 33165 100%

Interests in Emma M. Guerra Trust.

Percentage of Interest

100%

Emma M. Guerra 9688 SW 24th Street Miami, FL 33165

Interests in Ashbell Security Trust.

Percentage of Interest

100%

Boaz Ashbell 9361 Fontainebleau Blvd Miami, FL 33172

Interests in Jose Luis Machado Jr. Irrevocable Trust #1.

Percentage of Interest

Vivian Isern 8500 SW 8th Street Suite #238 Miami, FL 33144

Interests in Jose Luis Machado Jr. Irrevocable Trust #2.

Percentage of Interest

Jose Luis Machado IV 8500 SW 8th Street Suite #238 Miami, FL 33144

Interests in Jose Luis Machado Jr. Irrevocable Trust #3.

Percentage of Interest

Christina Isern 8500 SW 8th Street Suite #238 Miami, FL 33144

100%

100%

Interests in Jose Luis Machado Jr. Irrevocable Trust #4.

Percentage of Interest

100%

Andres Machado 8500 SW 8th Street Suite #238 Miami, FL 33144

Interests in Jose Luis Machado III Children's Irrevocable Trust #3.

Percentage of Interest

100%

Gabriela Machado 8500 SW 8th Street Suite #238 Miami, FL 33144

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Parkland DRI

APPENDIX C

Consolidated Response to Department, dated August 2008

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Parkland DRI

Consolidated Response to Department Issues

Parkland 2014 Comprehensive Development Master Plan (CDMP) Amended Application

PARKLAND Development of Regional Impact





DIRECT LINE: (305) 377-6220 E-MAIL: JBercow@BRZoningLaw.com

August 11, 2008

Marc C. LaFerrier, AICP Director, Department of Planning & Zoning Miami-Dade County 111 NW 1st Street 11th Floor Miami, FL 33128

Re: Parkland 2014 Comprehensive Development Master Plan ("CDMP") Amendment Application <u>Consolidated Response to Department Issues</u>

Dear Mr. LaFerrier:

On behalf of the Parkland 2014 project, we are pleased to submit our team's consolidated response to the various issues you and other members of the Department of Planning and Zoning staff raised during the meetings we held in your offices this past June.

Our consolidated response includes the project commitments that Parkland 2014 is prepared to accept as conditions to the development of regional impact development order issued for the Parkland 2014 project. These conditions will require providing infrastructure for such items as roads and schools (in both cases providing excess capacity beyond project demand within the study area), as well as onsite requirement standards for green development, workforce housing, and stormwater management.

We have also included analyses of the significant concerns that DP&Z staff has raised during our past meetings. These include a travel time analysis between Parkland and employment areas; the availability and proximity of extraordinary transit; the retention of viable agricultural lands; a response to the April letter from the National Park Service; and a discussion of Parkland 2014's consistency with CDMP Policy LU-8G.

Marc C. LaFerrier, AICP August 11, 2008 Page 2

We believe that the enclosed response has completely addressed the substantive concerns regarding Parkland 2014 identified by DP&Z staff. We previously, through a separate submittal, have addressed the need for expanding the Urban Development Boundary ("UDB") by showing that the UDB does <u>not</u> include adequate residential land to provide for the County's projected growth through 2018, as required by CDMP Policy LU-8F. Thus, the Parkland 2014 application is consistent with the CDMP's goals, objectives and policies and merits a favorable recommendation from your Department.

In closing, Parkland 2014 is a proposed mixed-use, "green development" community that has been meticulously planned to address Miami-Dade County growth needs as of the year 2014, when the first certificates of occupancy/completion will be issued. By proceeding through the DRI process concurrently with the CDMP application, Parkland will not only more than pay its own way in terms of infrastructure as well as ongoing governmental services, but will serve as a model for all future applications to expand the UDB as well as for future County planning of new development.

We look forward to your Department's favorable review of this document and recommendation on the Parkland 2014 CDMP amendment application. Should you have any questions regarding either, please do not hesitate to call me at (305) 377-6220.

Sincerely yours,

Jeffrey Bercow

BERCOW RADELL & FERNANDEZ

cc: Rey Melendi Anthony Seijas Rob Curtis Graham Penn, Esq.

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INTRODUCTION

Parkland 2014 ("Parkland") is a proposed mixed-use, "green development" community that has been planned to address Miami-Dade County's growth and infrastructure needs from the date of the completion of the first homes in the community in 2014 through project build out. By proceeding through the Development of Regional Impact ("DRI") process concurrently with an application seeking amendments to the County's Comprehensive Development Master Plan ("CDMP"), Parkland will not only "pay its own way" in terms of infrastructure and ongoing governmental services, but will also serve as a model for all future growth and comprehensive planning in Dade County.

Sound Planning

The Parkland site contains sufficient land area to undertake proper community planning, representing one of the few remaining areas where large scale planning will be available in Miami-Dade County. Developing large-scale mixed-use projects such as Parkland provides the opportunity to create a sense of place and provide a full range of uses necessary for a sustainable green community.

Using sound planning principles, Parkland is designed to create an improved quality of life for its residents as well as residents of the surrounding West Kendall community. Similar to Miami Lakes and Coral Gables, Parkland will create an opportunity for residents to work, shop, play, and learn in the same area in which they live, with the added value of living in a sustainable and efficient green community.

Parkland will provide housing for working families in an area where employment opportunities exist. Parkland will also develop a diverse employment center that will create a critical mass of well paying jobs that will allow people to live and work in the community, thereby encouraging a pedestrian friendly community that reduces auto dependency.

Parkland is cognizant and committed to the enhancement of the natural and built environments without adversely impacting environmental resources and without causing an undue burden on County facilities and services. The development plan for Parkland will ensure that public infrastructure and implementation of services occur concurrently with new development.

Green Development

Parkland will be one of the first projects of its size and price range in South Florida, and the <u>first</u> in Miami-Dade County, to implement the Florida Green Building Coalition's Green Development Standards.

Provision of Infrastructure

The Parkland development plan is comprehensive in its approach to every aspect of community planning and will ensure that development occurs in a logical, consistent, and timely manner. The development of the Parkland community will provide for the following major public infrastructure and facilities serving both Parkland residents and residents of the wider West Kendall area:

- Functional and readily accessible parks, open space areas, trails, and greenways;
- Schools, police and fire facilities, and a community center;
- Medical facility, transit services, and a transit hub;
- Multi-modal connections to surrounding areas; and

 Roadway connections and expansions that will add needed capacity to the area's network.

Information Sought by Department

In the various discussions that Parkland's representatives have had with Department of Planning and Zoning, several requests for additional information have been made by the Department. This document is intended to respond to these requests in a comprehensive manner. The following issues are discussed herein:

- The commitments that the applicants have agreed to accept as conditions to the Parkland DRI Development Order;
- An analysis of the travel time from Parkland to the County's employment areas, including a comparison of travel times with one of the County's Community Urban Centers;
- A discussion of the current and planned status of premium transit in the area adjacent to Parkland;
- An analysis of the legal and economic issues surrounding the CDMP's policy protecting viable agricultural lands;
- A discussion of the compliance of the Parkland application with the policies of the CDMP that guide decision-making on the expansion of the UDB;
- Information related to the need for a hospital on the Parkland site; and
- A response to a recent letter from the National Park Service regarding the impact of Parkland on Everglades and Biscayne National Parks.

Conclusion

The Parkland team believes that Parkland will serve as a model for the future planning of Miami-Dade County. Expansion of the County's UDB should be conducted in a manner that ensures the creation of communities that provide for the infrastructure needs of their residents without unduly burdening the remainder of the County. Moreover, future development must be as environmentally sustainable as possible. Parkland will be the example of how Miami-Dade County can continue to grow the right way.

I. DEVELOPMENT ORDER COMMITMENTS

Parkland 2014 is a proposed mixed-use, "green development" community that has been meticulously planned to address Miami-Dade County growth and infrastructure needs through project build out and as of the year 2014, when the first certificates of occupancy will be issued. By proceeding through the DRI process concurrently with the CDMP Amendment Application, Parkland can commit to providing the infrastructure needed to support development impacts and ongoing governmental services while serving as a model for all future applications to expand the UDB as well as for future County review of new development applications.

A. Certificates of Occupancy

Parkland commits that the first certificates of occupancy/certificates of completion for project land uses will be issued no earlier than the Year 2014.

B. Parks & Open Space

Parkland will create 201.5 acres of new parks, lakes, and wildlife habitat, as conceptually identified on the Master Plan attached hereto as **Exhibit I-1**.

The lake edges and open spaces will be designed as environmental enhancement areas so as to encourage wildlife utilization.

The Applicant will design its linear park system to connect to the adjacent portions of the County's bikeway and greenway network. The Applicant will build the bikeways, pathways and trails located adjacent to and within the project site, so that connections to the County's bikeway and greenway network can be made from the project access roadways. The Applicant will construct the bikeways, pathways and trails located along the following roadways:

- S.W. 152 Street from S.W. 177 Avenue to S.W. 157 Avenue
- S.W. 144 Street from S.W. 177 Avenue to S.W. 162 Avenue
- S.W. 136 Street from S.W. 177 Avenue to S.W. 157 Avenue
- S.W. 177 Avenue from S.W. 152 Street to S.W. 136 Street
- S.W. 167 Avenue from S.W. 152 Street to S.W. 136 Street
- S.W. 162 Avenue from S.W. 152 Street to S.W. 136 Street

Bikeway facilities along each of the above referenced roadways will allow for connections to the South Dade Greenway Network that extends west on S.W. 136 Street (west of S.W. 177 Avenue) and planned bikeway facilities along S.W. 177 Avenue and S.W. 162 Avenue.

C. Community Facilities

The Applicant will provide approximately two acres for and will construct a joint police and fire facility as per the Green Development Standards. See location designated on the Master Plan attached hereto as **Exhibit I-1**.

D. Green Development

Parkland will be one of the first communities in South Florida, and the first in Miami-Dade County, to implement the Florida Green Building Coalition's) Green Development Standards (Green Building)

Parkland will implement the following Green Building elements:

- Create ecosystems and conserve natural resources
- Create a green non-vehicular circulation system
- Employ green utilities practices
- Provide green community amenities
- Provide green building covenants for all homes
- Homes will be constructed using healthy home guidelines, and will be energy efficient.
- The building materials will feature green material choices.
- Provide green education elements throughout community
- Employ wastewater reuse for irrigation of public ROW
- Provide 100 percent non potable water for it's irrigation needs
- Homes will be 10 15 percent more efficient than current Florida Energy Code requires

E. Schools

The Applicant will provide land for the following schools:

- K-8 School 1 1,600 student stations
- K-8 School 2 1,600 student stations
- High School 1,600 student stations

In the event that an agreement can be reached with Miami-Dade County Public Schools, Parkland will mitigate its impact on public educational facilities to the full extent permitted under the School Board's current voluntary mitigation procedure. This mitigation shall include a any combination of the following: (1) a monetary donation to cover the full capital costs of serving the public school students that will be generated by Parkland; (2) a land donation; and/or (3) the construction of a Miami-Dade County Public school facility. The Applicant would reserve the right to construct charter schools to provide additional student stations.

In the event that an agreement cannot be reached with Miami-Dade County Public Schools under the current mitigation procedure, Parkland will mitigate its school impacts under the to-bedetermined public school concurrency system currently being negotiated between Miami-Dade County and Miami-Dade County Public Schools.

Because the Interlocal Agreement for Public School Facility Planning between Miami-Dade County and Miami-Dade County Public Schools and the County's CDMP Educational Element, which together will govern the County's school concurrency program, are not yet finalized, it is impossible for the Applicant to describe the mitigation plan at this time.

However, the Applicant anticipates that mitigation under a school concurrency management system may include any combination of the following: (1) the construction of one or more Miami-Dade County Public school facilities; (2) the construction of one or more public charter schools; and/or (3) monetary or land donations.

F. Hurricane Preparedness

The development program includes a High School that will be designed to serve a dual purpose as a Hurricane Evacuation Shelter. The facility is anticipated to increase the Miami-Dade County Shelter Capacity by 1,500 persons, thus the project will provide adequate shelter capacity for its residents in the unlikely event that 70 percent of Parkland residents choose to evacuate.

G. Transit

The Applicant will coordinate with Miami Dade Transit (MDT) to extend peak hour Metrobus service into Parkland. The Applicant will dedicate the land area needed for a transit terminal adjacent to the CSX rail corridor as conceptually identified on the Master Plan attached hereto as **Exhibit I-1**. The Applicant will coordinate with MDT and the South Florida Regional Transportation Authority (SFRTA) to design a joint development transit terminal and parking facility so that the parking areas serving the adjacent employment uses can (in part) be used to help meet the parking demand for the transit terminal if and when transit service is extended to the site. The Applicant will coordinate with MDT and the SFRTA to refine the transit terminal footprint and the parking, circulation and drop-off areas.

Please note that to provide a conservative transportation analysis, <u>no transit capture</u> (i.e. reduction in external vehicular trips) has been proposed for Parkland based upon the use of Miami-Dade Transit bus service or the use of a commuter rail transit system.

H. Transportation

Vehicular access to the off-site roadway network shall be consistent with the vehicle access locations shown on **Exhibit I-1**. The location and number of project driveways may be adjusted (consistent with County and State standards) based upon the review and approval of those agencies with jurisdiction over the adjacent off-site roadway network.

The Applicant shall construct or cause to be constructed the roadway improvements described in **Exhibit I-2** attached hereto. The Applicant shall phase the construction of these improvements, (pursuant to Rule 9J-2.045, FAC) as set forth in **Exhibit I-2**, in accordance with the issuance of building permits generating net external PM peak hour trips for development within Parkland, as calculated using the net external PM peak hour trip rates set forth on **Exhibit I-3** attached hereto.



\$1,375,000 \$1,375,000 \$4,125,000 \$357,500 \$357,500 \$357,500 \$357,500 \$220,000 \$220,000 \$220,000
1.50 0.00 0.00 0.00
\$125,000 \$125,000 \$375,000 \$32,500 \$22,500 \$22,000 \$22,0000 \$20,000
\$1,250,000 \$1,250,000 \$3,750,000 \$3,750,000 \$3,25,000 \$200,000 \$3,25,000 \$2,000 \$2,000
\$2,500,000 \$1,250,000 \$2,500,000 \$1,250,000 \$2,500,000 \$1,250,000 \$2,500,000 \$3,750,000 \$2,500,000 \$3,750,000 \$2,500,000 \$3,750,000 \$2,500,000 \$3,750,000 \$2,500,000 \$3,25,000 \$2,500,000 \$3,25,000 \$2,500,000 \$2,500,000 \$2,500,000 \$2,500,000
Access \$2,500,000 \$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000 \$2,500,000<

A 5LD cross section has been proposed for SW 152 Street between SW 157 Avenue, in feu of a 6LD roadway expansion on SW 152 Street. This roadway improvement is proposed in order to avoid changing the pedestrian pathway and landscaped buffer which currently exists within the zoned ROW along the north side of SW 152 Street between SW 157 Avenue. The 5LD cross section on SW 152 Street (with 2 lanes vestbound and 3 lanes eastbound) provides adequate roadway capacity to accommodate the impacts of the Parktand project. Ξ

The 5LD cross section on SW 136 Street (with 3 tanes wesbound and 2 tanes eastound) provides additional roadway capacity above and beyond what is needed for the Parkland DRI, and is subject to ROW availability from the Miami-Dade Aviation Department. If ROW can be obtained, the improvement would be constructed in coordination with Improvement No. 4 above. [2]

[3] Coordinate with Florida's Turnpike and Miami-Dade County.

At FDDTs request, Parkland will dedicate additional ROW for SW 177 Avenue (beyond the required zoned ROW dedications) to accommodate the FHS cross section. The additional dedication equates to 3 acres at \$525,000 per acre. [4]

The PM Peak Hour improvement threshods are based upon either the project's consumption of future available capacity, or the trip threshold that equates to 5.0% of maximum service volume. [2]

07-Aug-08		Z	EXHIBIT I-3 PARKLAND NET EXTERNAL PM PEAK HOUR TRIP RATES	UR TRIP RAT	ES			
LAND USE	UNITS	LUC LUC	[1] ITE 7TH EDITION RATE OR FORMULA	[1] GROSS PM TRIPS	[1] INTERNAL TRIP RATE	[1] INTERNAL PM TRIPS	NET EXTERNAL PM TRIPS	NET EXTERNAL PM TRIP RATE
RESIDENTIAL SINGLE FAMILY	1,257 DU	210	T = 1.01 (X)	1,270	17.41%	221	1,049	0.83
TOWNHOUSE	2,436 DU	230	T = 0.52 (X)	1,267	17.41%	221	1,046	0.43
CONDOMINIUM	3,248 DU	230	T = 0.52 (X)	1,689	17.41%	294	1,395	0.43
RETAIL [2]	200,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	989	32.03%	317	672	3.36
MEDICAL OFFICE	100,000 SQ. FT.	720	T = 3.72 (X)	372	19.03%	71	301	3.01
HOSPITAL	200 BEDS	610	T = 1.3 (X)	260	19.03%	49	211	1.05
INDUSTRIAL - FLEX SPACE	550,000 SQ. FT.	130	T = 0.86 (X)	473	10.00%	47	426	0.77
K-8 SCHOOL	3,200 Students	522	T = 0.15 (X)	480	52.58%	252	228	0.07
HIGH SCHOOL	1,600 Students	530	T = 0.14 (X)	224	52.58%	117	107	0.07
COMMUNITY USES	50,000 SQ. FT.	495	T = 1.64 (X)	82	52.58%	43	38	0.77
PARKS	67.6 ACRES	412	T = 0.06 (X)	4	52.58%	2	2	0.03
TRIPS:				7,110		1,635	5,475	
[1] The ITE trip rates and formulas, the internalization assumptions, the internal trips and the resulting external trips are consistent with the Trip Generation Analysis approved for Parkland by the local and regional reviewing agencies as part of the DRI process.	s, the internalization assi ocal and regional review	umptions, ing agenci	the internal trips and the resulting es as part of the DRI process.	g external trips a	tre consistent with	the Trip Genera	ttion Analysis	
[2] The Net External PM Peak Ho	ur Trip Rate for Cinema	(as an exc	The Net External PM Peak Hour Trip Rate for Cinema (as an exchange with the retail use) is provided below:	ided below:				NET EXTERNAL PM TRIP RATE
CINEMA	2,000 SEATS	444	T = 0.07 (X)	140	32.03%	45	95	0.05

I. Workforce Housing

Parkland will include a minimum of 800 "affordable workforce housing" units within the Project, which is equivalent to more than 10 percent of the proposed residential units. These affordable workforce housing units shall be completed in accordance with the following schedule:

- a. Prior to the issuance of the final certificate of occupancy for the 1,750th residential unit within the Project, construct or cause the construction of a minimum of 200 affordable housing units.
- b. Prior to the issuance of the final certificate of occupancy for the 3,500th residential unit within the Project, construct or cause the construction of an additional 200 affordable workforce housing units (for a total of 400 affordable workforce housing units).
- c. Prior to the final certificate of occupancy for the 5,250th residential unit within the Project, construct or cause the construction of an additional 200 affordable workforce housing units (for a total of 600 affordable workforce housing units).
- d. Prior to the final certificate of occupancy for the 6,900th residential unit within the Project, construct or cause the construction of an additional 200 affordable workforce housing units (for a total of 800 affordable workforce housing units).

For the purpose of satisfying this condition, "affordable workforce housing" units are as defined in section 380.0651(3) (j), Florida Statutes. Nothing shall preclude the Applicant of availing itself of any governmental or other applicable grant or assistance programs to satisfy this condition.

J. Potable Water

Miami-Dade Water and Sewer Department (MDWASD) is currently working on a water capacity allocation system that will be modeled on its existing sewer capacity allocation system. As a result, the issuance of all Parkland building permits will be conditioned upon available water supply capacity. In addition, the Applicant proposes Development Order (DO) conditions linking the number of units to available and permitted water supply, and requiring that potable water treatment plant capacity be available to serve the project prior to authorizing certificates of occupancy, pursuant to Section 163.3180(2)(a), Florida Statutes, and consistent with Miami-Dade County's existing Consumptive Use Permit issued in December of 2007.

K. Water Conservation

Parkland will use appropriate water conservation devices and methods. Such devices may include, but are not limited to, low-flow plumbing fixtures such as those listed in Section 604.4 of the Florida Building Code, other water conservation measures described by Environmental Protection Agency (the "EPA") regulations, and, where feasible, cisterns to capture rainwater for irrigation for single family detached and attached homes. In addition, during periods of severe water shortage, Parkland will adhere to the requirements of Chapter 24, Section 12.1(8) of the Miami-Dade Code and Chapter 40E-21 of the Florida Administrative Code. The project's landscaping will adhere to Chapter 18A of the Miami-Dade Code which promotes the use of xeriscape principles, the use of moisture and rain sensor switches for irrigation and sets design standards for irrigation systems to not overthrow or overflow on to impervious surfaces.

Parkland will not be employing potable water for irrigation of single family attached and detached dwellings. By using non-potable water for irrigation needs, it is estimated that the potable water demand of these residences will be reduced anywhere from forty (40) to fifty (50) percent. This would represent a potable water savings of approximately 335,000 to 419,000 gallons per day.

In order to accommodate the growing population of Miami-Dade County, Parkland is committed to working with the South Florida Water Management District (SFWMD) and MDWASD in developing an on-site reuse facility and conserving the current potable water supply. Parkland shall comply with all SFWMD, Department of Environmental Resources Management (DERM) and MDWASD rules and regulations. In addition, Parkland shall where feasible and practicable:

- (a) Design and construct buildings with minimal impact on site topography and natural drainage ways;
- (b) Disturb only areas needed to install foundations and roadways;
- (c) Install anti-backsiphoning valves between well and water pipes;
- (d) Maintain a naturally vegetated buffer next to lakes, ponds and wetlands;
- (e) Maximize permeable materials for driveway, walkways and porches;
- (f) Use silt fencing or biofiltration (permeable bags filled with chips, compost or bales of straw) to control erosion during construction;
- (g) Designate appropriate locations for washing vehicles and equipment during construction away from surface waters, storm drains and slopes that could erode;
- (h) Immediately repair all equipment and vehicle leaks during construction;
- (i) Will use low-flow equipment for toilets, showers, and faucets in a manner consistent with the EPA Water Sensible Standards;
- (j) Will use water efficient appliances and equipment in a manner consistent with the EPA Water Sensible Standards;
- (k) Will direct runoff from roofs toward landscaping and away from foundation rather than down storm drains (reduces water use and well as storm water and pollutant runoff).
- (I) Provide all single family detached homes, when feasible, with a minimum 50 gallon cistern. Where feasible, cisterns will also be used in other residential development and other uses such as commercial; and
- (I) Provide native trees and shrubs and utilize xeriscape landscape principles, as appropriate, for greatest drought resistance.

With these conservation measures, Parkland will result in a 2.1 MGD decrease in water impacts on the South Florida area.

Parkland will <u>exceed</u> the requirements of the County's new water use efficiency standards manual when it comes into effect. Presently, the water use efficiency standards manual is scheduled to be published on January 1, 2009, and will become effective following approval by the County Commission.

L. Wastewater Management

The issuance of all building permits shall be conditioned upon the availability of allocations of wastewater treatment plant capacity. As a result of the water conservation measures described above, Parkland's wastewater treatment demand would be reduced by 20 percent, from 1.871 MGD to 1.497 MGD. Of this resulting 1.497 MGD of wastewater treatment demand, 25 percent (.375 MGD) will be recaptured for treatment and irrigation of areas within public rights of way. Thus, 1.122 MGD of sewage flow would return to the WASD system, while .375 MGD would be treated and used for irrigation.

The proposed 25 percent wastewater reduction will be realized through the use of a satellite reuse treatment facility located on-site. The proposed treatment facility will be located in close proximity to the manifold force main through which the Project's wastewater flow will be transmitted to existing WASD facilities. The location of this manifold force main has not yet been determined. It is anticipated that the reuse facility will be located on a site approximately one-half acre in size and the proposed technology will be membrane filtration. "Purple pipe" will be used to distribute the reuse water to the areas in which the water will be employed for irrigation.

Although the operating entity for the satellite facility has not yet been determined, it is proposed that the facility will be built by the developer and operated by MDWASD as part of their regional facility, thereby providing MDWASD with reuse credits for their system. It is anticipated that the details of ownership, operation and maintenance will be included in the developer's service agreement with MDWASD.

Based on water conservation measures and the commitment of Parkland to reuse a portion of its wastewater generation, the project will represent an approximate 40 percent reduction in wastewater demand. As such, Parkland will represent a model for water conservation and reuse for all future County development.

M. Stormwater Management

Parkland proposes to contain 100 percent of the 100-year, 3-day storm event on-site without any off-site discharge. This commitment far exceeds the flood protection requirement for this site, which is only to contain runoff from a 25-year, 3-day storm event. Therefore Parkland will not contribute to any off-site flooding. The additional stormwater retained on site will reduce the amount of stormwater runoff that would typically be discharged into the County's canal system and subsequently discharged into the Atlantic Ocean. The additional water being retained on site will also be beneficial to groundwater recharge.

Once final groundwater elevations from Combined Structural Operating Permit (CSOP) are known, Parkland's flood routing and drainage calculations can be adjusted to include this information. The design will be modified accordingly.

The proposed French drain system will be designed so that, at a minimum, the first inch of runoff will be treated before overflows are allowed to the lakes. The stormwater runoff will be further treated by the use of grass swales in the residential streets and grease baffles in parking areas. Currently, the site provides no treatment of stormwater runoff.

All drainage systems within public right-of-ways will be owned and maintained by the Miami-Dade County Public Works Department. The homeowners association(s) ("HOAs") will own and maintain the drainage system located within private roads. The HOAs will also own and maintain the lakes and outfall structures that are part of the overall stormwater management system.

The proposed drainage improvements, including detention swales and exfiltration trenches, will cleanse storm water before it is returned to the ground water table, or discharged to on-site lakes in accordance with SFWMD and DERM requirements.

N. Economic Disparity

The South Florida Regional Planning Council (SFRPC) has established as a goal the elimination of extreme economic disparity among the segments of South Florida's diverse population. The Applicant recognizes that Parkland provides an opportunity to make steps toward the achievement of the Council's goal and will use its best efforts to realize that opportunity.

Construction hiring will likely be the responsibility of many contractors and sub-contractors. The Applicant will encourage the general contractors to award work to minority-owned sub-contractors at significant levels to that extent that doing so does not compromise their ability to complete their segments of the project within budget and in accordance with specifications.

When construction is completed, the responsibility of hiring the on-site workforce will lie with the businesses and institutions that occupy the proposed commercial facilities and that operate its hospital. The Applicant will encourage these businesses to be inclusive in their hiring practices and will use its best efforts to make them aware of the small and minority business resource organizations active in the community.

O. Blasting

Blasting will not be used for lake excavation.

P. Environmental

The Applicant is aware that Parkland is located in an area of agricultural activity with historical usage of arsenical-based pesticides and herbicides. Prior to conducting ground disturbing activities, the Applicant will submit results of any environmental testing activities and comply with all applicable permitting requirements.

The Applicant also acknowledges that any existing wells, fuel tanks, and pumps will have to properly abandoned or removed from the site and permitted through DERM, SFWMD, and the Florida Department of Environmental Protection (FDEP).

The Applicant acknowledges that any existing wells that are not needed will be properly abandoned and plugged with neat cement grout.

Q. Hazardous Materials

At the present time, there are no plans for Parkland to contain laboratories, storage facilities, or warehouse space where significant quantities of hazardous materials may be generated or utilized. No uses are anticipated for Parkland that will have a "significant hazardous material usage impact" as defined in Rules 9J-2.044(2) (f) and (5) (a) of the Florida Administrative Code.

If drums, solid wastes, tanks or potentially contaminated soils are encountered, they will be isolated and cleaned up as per the appropriate DERM and FDEP rules and guidelines, including the preparation and approval of a Contamination Assessment report and Remedial Action Plan, if necessary.

R. Biohazardous Materials

Prior to the issuance of a certificate of occupancy for any hospital use that will entail any significant hazardous material usage, the owner, developer, or leaseholder, will submit, as required, a Hazardous Materials Management Plan (HMMP) for review and approval by DERM, DEP, and the SFRPC, which conforms to the requirements of Rule 9J-2.044(5)(b)2 of the Florida Administrative Code and applicable County regulations. A copy of this plan will also be provided to the Miami-Dade Fire Department and shall be incorporated into the development by recorded restriction, lease, or other appropriate documentation.

The handling and disposal of biohazardous materials would be the responsibility of the facility generating the waste and a certified biohazardous waste disposal contractor will be utilized for disposal of this waste.

II. COMMUTATION – TRAVEL TIME ANALYSIS TO EMPLOYMENT AREAS

The materials below are provided to respond to questions raised by the Director of Planning and Zoning during a recent meeting with members of the Planning Department with respect to: 1) the likely commutation patterns of future Parkland residents; and 2) the travel time required to commute from Parkland to Downtown Miami. We recognize that commutation time is not utilized to evaluate the merits of an amendment to Miami-Dade County's CDMP (given the lack of explicit standards with respect to "acceptable" commutation time), however we believe that this data will provide useful context information for the Department's review of Parkland.

The data provided below with respect to commutation addresses travel by automobile, public transportation, and, in some instances, a combination of both. The research and data evaluated for this study revealed that the 30 percent of workers who live in the Kendall Area also work in the Kendall Area, making the Kendall employment center the largest employment center destination for Kendall Area residents. Based upon the fact that Downtown Miami is only one of a number of employment centers within Miami-Dade County --- and no longer the largest --- the Parkland planning team has provided data showing commutation times from Parkland to the following locations:

- Airport West/Doral Area (NW 36 Street at NW 87 Avenue);
- Downtown Coral Gables (Ponce de Leon Boulevard at Miracle Mile); and
- Downtown Miami (Government Center).

The Parkland planning team performed an independent commutation analysis in July 2008 consisting of travel time surveys to employment centers. For comparison, commutation data is provided for both Parkland and for the transit-oriented Princeton Community Urban Center ("CUC"). The Princeton CUC was selected for a comparative site because it is located in the middle of the three proposed CUC's in Southern Miami-Dade County with the Cutler Ridge CUC to the north and the Naranja CUC to the south.

A. Commutation Patterns from the Kendall Area

In July 2006, Edwards and Kelcey ("E&K"), now Jacobs Edwards and Kelcey, a national transportation and traffic engineering firm, submitted a study to the Miami-Dade County Metropolitan Planning Organization that evaluated alternatives for cost-effective and enhanced transit service between the Kendall Area, (in which Parkland will be located when developed), and other key regional centers throughout the County. The area that E&K defined as Kendall, is delineated by the following boundaries:

- North: Dolphin Expressway (SR 836)/S.W. 8 Street
- East: Palmetto Expressway (SR 826)/South Dixie Highway (US-1)
- South: S.W. 152 Street
- West: S.W. 157 Avenue

According to the E&K study, the Kendall Area had approximately 519,000 residents in the year 2000, or approximately 23 percent of Miami-Dade County's total residents, including 233,000 workers over the age of 16 (see **Exhibit II-1(a)**). They also estimated that that there were 303,000 people employed within the area, with nearly 67 percent in the service sector as compared to commercial or industrial sectors. For the purpose of their analysis, the service sector included all employment occupying office space, a number of significant employment centers including several major retail projects, the Baptist and Kendall Regional Medical Centers, and the industrial zone surrounding Tamiami Kendall Executive Airport.

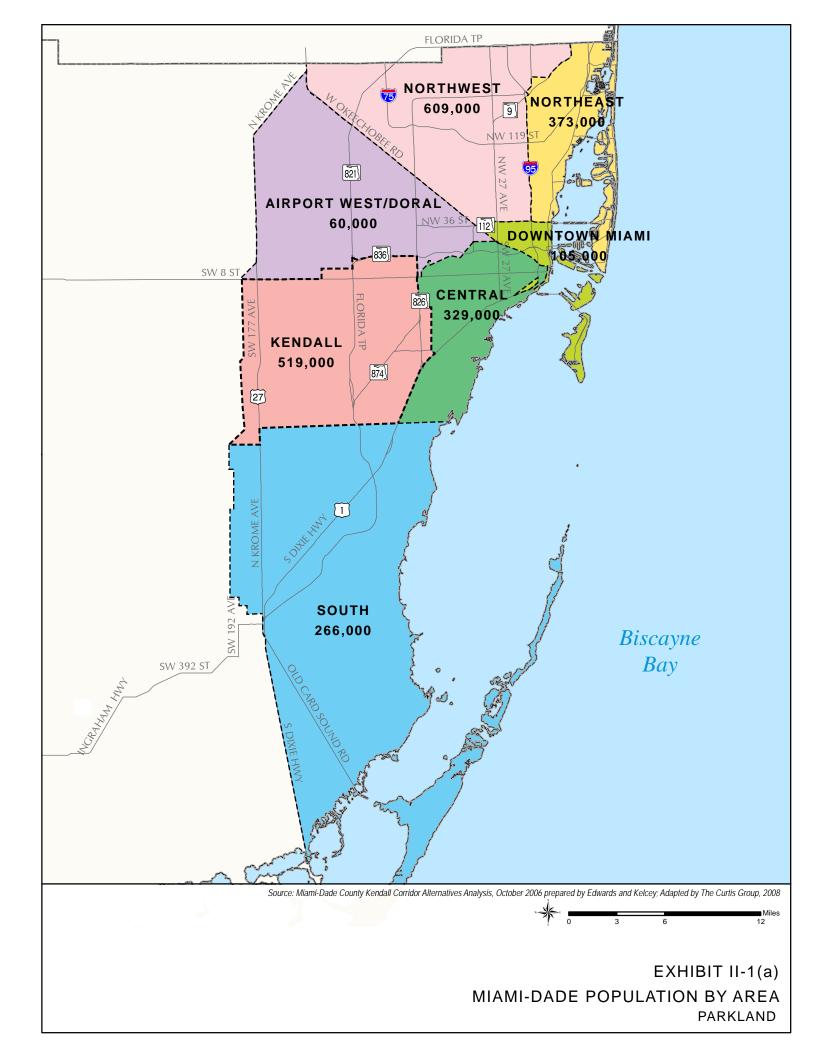
E&K estimated that the Kendall Area generated 221,000 work trips a day, or 28 percent of the County's daily total. Although the Kendall Area exported the largest number of work trips to other areas of the County, it is significant to note that 30 percent of workers who live in the Kendall Area also work in the area. **Thus the Kendall employment center constitutes the largest employment center destination for Kendall Area residents.** The percentage of workers both living and working in the Kendall Area may potentially increase over time as non-residential development in the vicinity of the Tamiami Kendall Executive Airport continues to occur and when major projects such as Kendall Town Center and Parkland are developed.

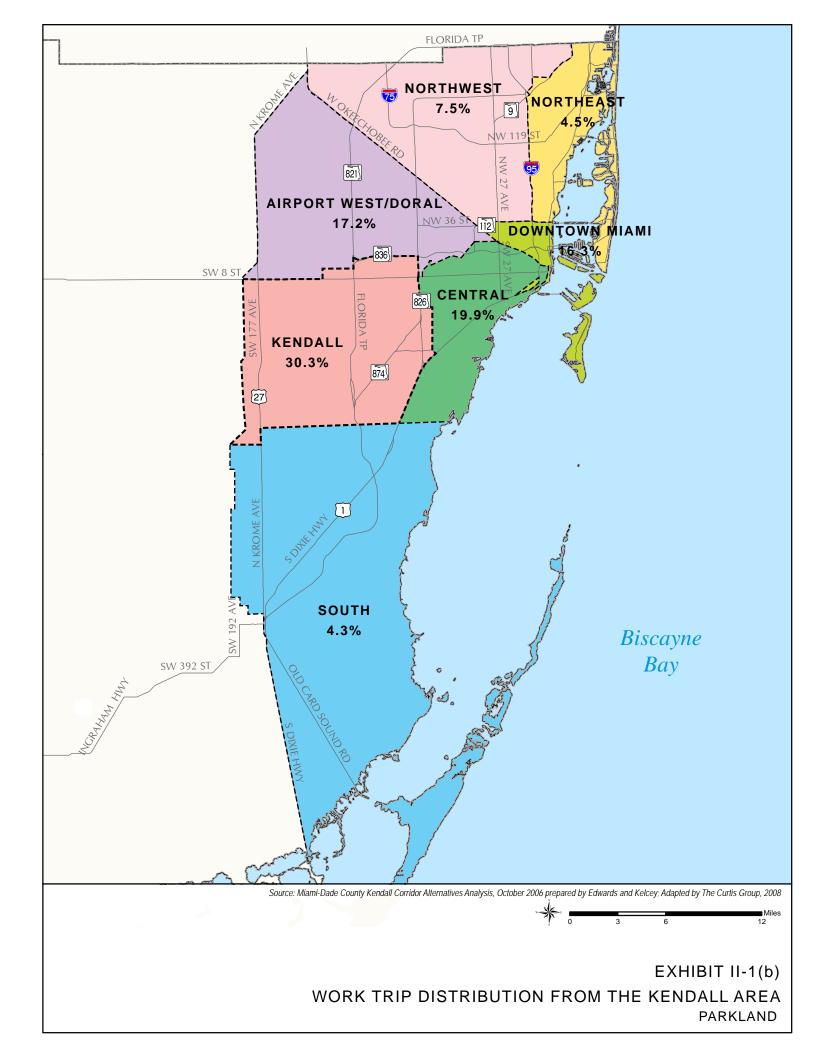
As shown in **Table II-1** below and as illustrated on **Exhibit II-1(b)**, E&K estimated that the Central Area was the destination capturing the largest portion of work trips <u>leaving</u> the Kendall Area, and included the areas of Coconut Grove, Coral Gables, South Miami, Pinecrest and Palmetto Bay. The Airport West/Doral area ranked as the second largest destination of work trips leaving the Kendall Area, with Downtown Miami ranked third.

Table II-1 Distribution of Work Trips by Destination from the Kendall Area				
Employment Destination	Percent	Ranking		
Kendall	30.3	1 st		
Central (Coconut Grove, Coral Gables, South Miami, Palmetto Bay)	19.9	2 nd		
Airport West/Doral	17.2	3 rd		
Downtown Miami	16.3	4 th		
Northwest	7.5	5 th		
Northeast Beaches	4.5	6 th		
South	4.3	7 th		
Total	100.0			

Source: Edwards and Kelsey, Kendall Corridor Alternatives Analysis, 2006; Miami Economic Associates, Inc. and Cathy Sweetapple & Associates.

E&K determined that the average Kendall resident spent 32.8 minutes traveling to work, or 1.7 minutes more than the average Miami-Dade County resident, with those living in the portion of the Kendall Area closest to Parkland, traveling an average of 39 minutes. It also found that the portion of Kendall residents using transit was less than the countywide average --- three percent as compared to five percent --- a situation that it attributed to the fact that Kendall Area residents had less transit options available to them and for which it recommended transit solutions.





B. Commutation Timeframes

The E&K analysis found that more Kendall residents departed for work in the period from 7:00 AM to 7:30 AM than any other period during the morning peak. Accordingly, the Parkland independent commutation analysis consisted of travel time surveys to employment centers performed with all automobile trips commencing between 7:10 AM and 7:20 AM. We recognize that the period in which the analysis was performed is a period in which travel is lighter than other periods of the year, however, this condition has been applied equally for both Parkland and the Princeton CUC, and hence their comparative times are relevant. We also note that the automobile travel times indicated were generated using SunPass at all toll booths encountered.

C. Transit Travel Times

Table II-2 below summarizes and compares the travel time results using transit from both Parkland and the Princeton CUC for travel to the Airport West Doral Area (NW 36 Street at NW 87 Avenue), Downtown Coral Gables (Ponce de Leon Boulevard at Miracle Mile) and Downtown Miami (Government Center) utilizing transit solely or a combination of automobile to a park and ride facility and transit. The transit survey routes utilized are illustrated in enclosed **Exhibit II-2**.

Table II-2 Transit Travel Times				
Destination	Destination Route			
Airport West/Doral				
	From: Parkland			
	Alt 1: Route 252 E, Route 137 N, Route 41 E	146		
	Alt 2: Drive to 152/117 P&R, Metrorail N, Route 87 N	126		
	From: Princeton CUC			
	Route 37 N, Route 87 N	109		
Coral Gables				
	From: Parkland			
	Route 252 E, Metrorail, Route J-Be N	84		
	From: Princeton CUC			
	Route 34N, Metrorail, Route J-Be N 76			
Downtown Miami				
	From Parkland			
	Route 252 E, Metrorail N	74		
	From: Princeton CUC			
	Route 34 N, Metrorail N	67		

Source: Miami-Dade County Transit, Miami Economic Associates, Inc. and Cathy Sweetapple & Associates



EXHIBIT II-2 Transit Survey Routes PARKLAND The transit travel times from the Princeton CUC to all three employment destinations were found to be lower than the transit travel times from Parkland. These differences in commute times to Downtown Coral Gables and Downtown Miami are not significant when it is considered that the Princeton CUC is anticipated to be a prototype for transit-oriented development, being situated directly across US-1 from the South Dade Busway. It should be noted that this analysis assumes that a person boarding transit at the Princeton CUC would do so at the stop along the Busway Corridor at S.W. 244 Street, which is one of only five stops made by the Busway Flyer, an express service that operates during rush hour between S.W. 296 Street and the Dadeland South Metrorail Station. Finally, it should be noted that the commute even from the Princeton CUC under the most favorable of conditions to Airport West/Doral, the County's largest employment center, is over an hour and thirty minutes.

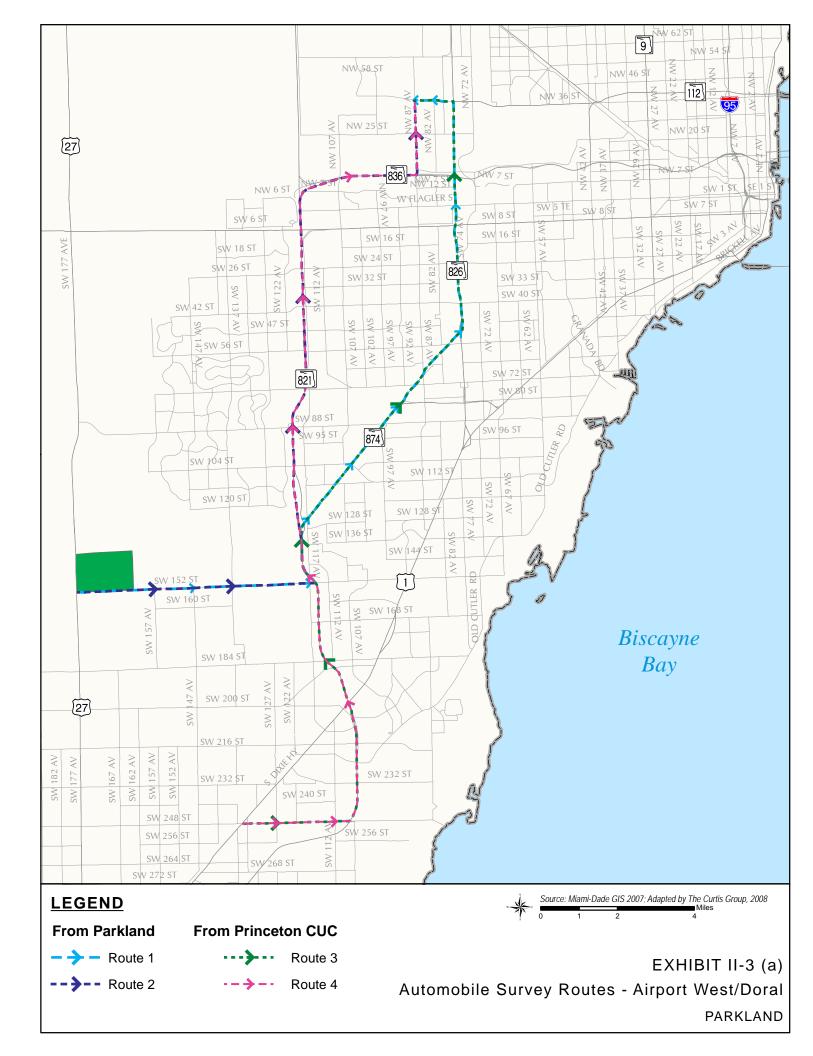
It will also be noted that all of the transit travel times shown in **Table II-2** are over one hour in duration. As indicated in **Table II-3** below, it took significantly less than an hour in travel time to commute by car from either Parkland or the Princeton CUC to the three employment destinations. It is unlikely that even in busier times of the year when school is in session, that the automobile travel times shown by this survey would exceed one hour, let alone equate to those recorded for transit. Accordingly, while County transit as currently configured is beneficial to the environment and is deemed cost effective for the transit rider compared to the cost of gasoline, it does not offer the savings in travel time for the commuter.

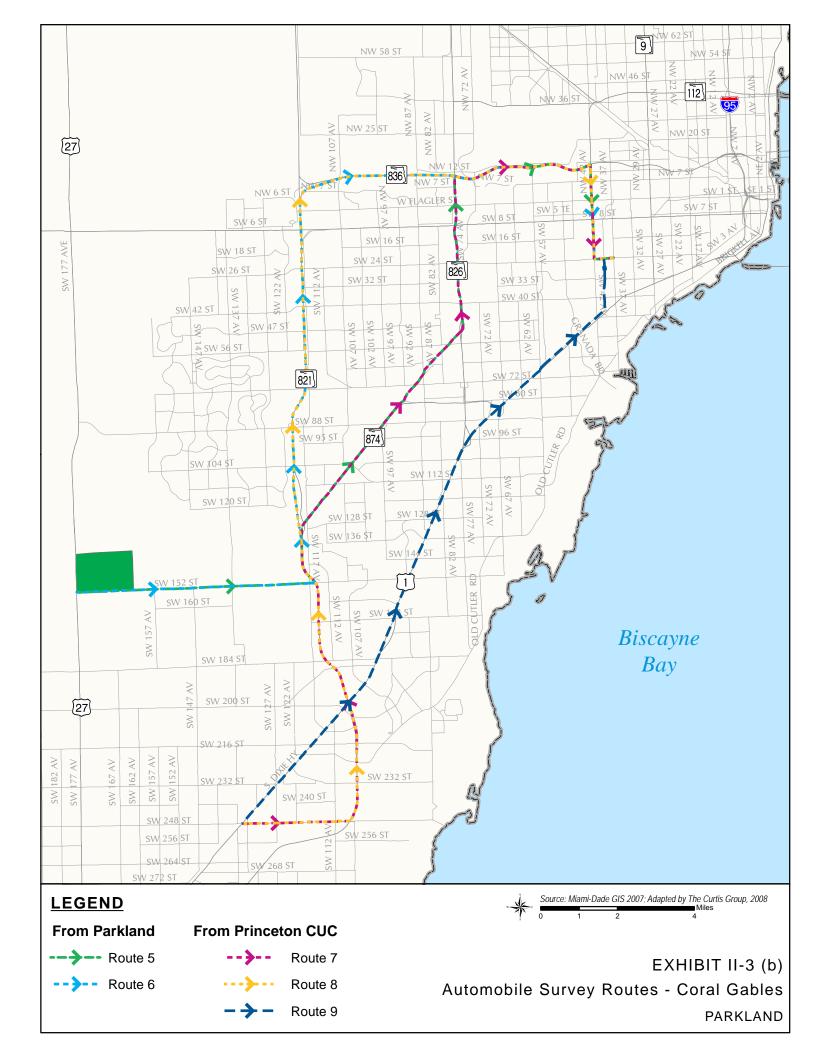
D. Automobile Travel Times

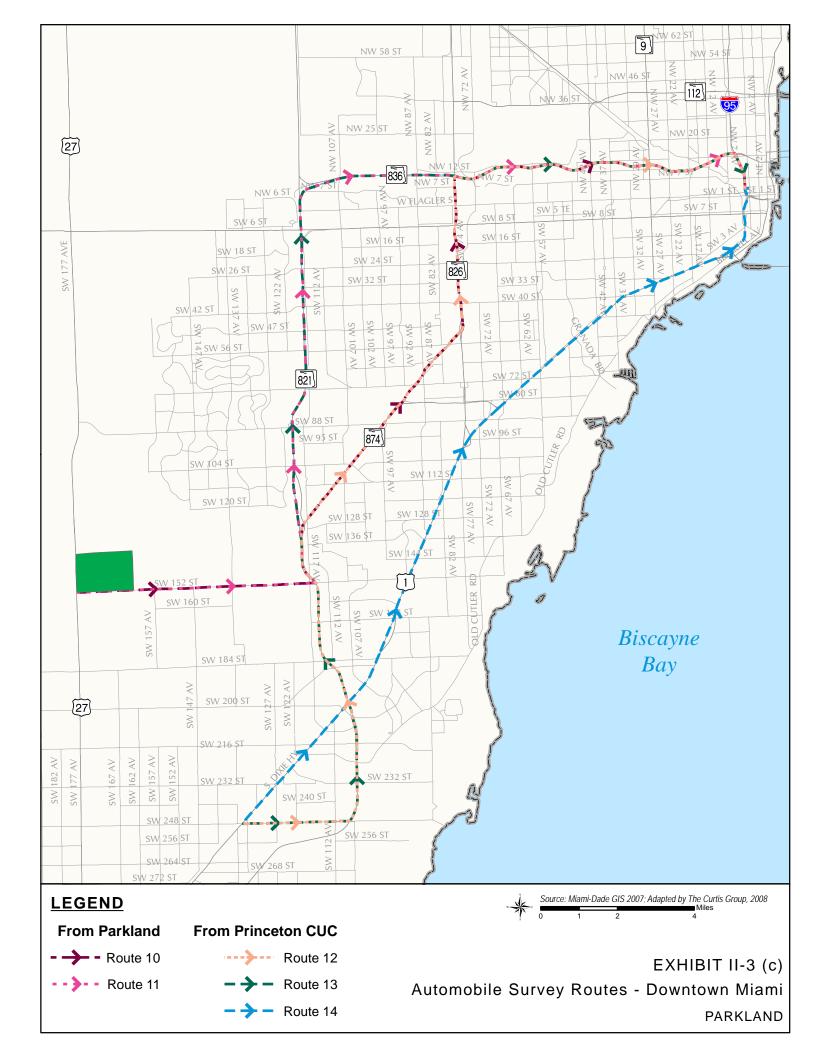
Table II-3 below summarizes and compares the automobile travel times from Parkland and the Princeton CUC to the Airport West Doral Area (NW 36 Street at NW 87 Avenue), Downtown Coral Gables (Ponce de Leon Boulevard at Miracle Mile) and Downtown Miami (Government Center). The automobile survey routes utilized are illustrated in **Exhibit II-3 (a)–(c)**.

	Table II-3 Automobile Travel Times				
Route Destination Route					
	Airport West/Doral				
		From: Parkland			
1		Alt 1: SW 152 St E, Turnpike N, SR 874 N, SR 826 N, NW 36 St W	36		
2		Alt 2: SW 152 St E, Turnpike N, SR 836 E, NW 87 Ave N	34		
		From: Princeton CUC			
3		Alt 1: SW 248 St E, Turnpike N, SR 874 N, SR 826 N, NW 36 St W	41		
4	Alt 2: SW 248 St, E, Turnpike N, SR 836 E, NW 87 Ave N 39		39		
Coral Gables					
		From: Parkland			
5		Alt 1: SW 152 St E, Turnpike N, SR 874 N, SR 826 N, SR 836 E, Le Jeune Rd S, Miracle Mile E	44		
6		Alt 2: SW 152 St E, Turnpike N, SR 836 E, Le Jeune Rd S, Miracle Mile	41		
		From: Princeton CUC			
7	Alt 1: SW 248 Street E, Turnpike N, SR 874 N, SR 826 N, SR 836 E, Le Jeune Rd S, Miracle Mile E		47		
8		Alt 2: SW 248 St, E, Turnpike N, SR 836 E, Le Jeune Rd S, Miracle Mile 43			
9		Alt 3: US-1 N, Ponce de Leon Blvd N 43			
	Downtown Miami				
	From: Parkland				
10 Alt 1: SW 152 St E, Turnpike N, SR 874 N, SR 826 N, SR 836 E, I-95 S, NW 3 Ave S, NW 2 St E		48			
11		Alt 2: SW 152 St E, Turnpike N, SR 836 E, I-95 S, NW 3 Ave S, NW 2 St E 45			
		From: Princeton CUC			
12		Alt 1: SW 248 St E, Turnpike N, SR 874 N, SR 826 N, SR 836 E, I-95 S, NW 3 Ave S, NW 2 St E	52		
13		Alt 2: SW 248 St, E, Turnpike N, SR 836 E, I-95 S, NW 3 Ave S, NW 2 St E	49		
14			51		

Source: Miami-Dade County Transit, Miami Economic Associates, Inc. and Cathy Sweetapple & Associates







As evidenced in **Table II-3**, the comparative automobile travel times from Parkland and the Princeton CUC to the three employment destinations do not vary significantly; however, they are in all cases shorter from Parkland than from the Princeton CUC. Further, it should also be noted that those travel times recorded from Parkland to the three employment destinations are based on the configuration of the current roadway system. As a result of publicly-funded roadway improvements already enumerated in the County's Capital Improvement Element, in the MPO Adopted Transportation Improvement Program (*TIP 2009*), in addition to the improvements that Parkland proposes to fund, travel times in the future (starting in the Year) are likely to be improved (i.e. reduced).

The programmed (i.e. funded) roadway improvements from *TIP 2009* that are most beneficial to improving automobile travel times to and from the Kendall area are outlined in **Table II-4** below.

Table II-4 Funded Roadway Improvements Improving Future Travel Times				
Roadway Improvement Location	Type of Improvement	TIP 2009 Funding Status		
SR 821/HEFT – SW 88 Street to SR 836	Widen HEFT to 10 lanes	Preliminary Engineering Funded 2007-2008		
SR 821/HEFT - S. of SW 88 St to S. of SW 117 Ave	Widen HEFT to 12 lanes	Construction Funded 2009-2010		
SR 821/HEFT – SW 117 Avenue to Eureka Drive	Widen HEFT to 12 lanes	Preliminary Engineering Funded 2008-2009		
SR 821/HEFT – Eureka Drive to SW 216 Street	Widen HEFT to 8 lanes	Preliminary Engineering Funded 2007-2008		
SW 177 Avenue – MP 10.984 to US 27	Widen from 2 to 4 lanes	Construction Funded 2008-2010		
SW 177 Avenue – North of SW 8 Street to MP 2.754	Widen from 2 to 4 lanes	Construction Funded 2008-2010		
SW 177 Avenue - SW 88 Street to SW 8 Street	Widen from 2 to 4 lanes	ROW 2008-2009, Construction 2012-2013		
SW 177 Avenue – SW 136 Street to SW 88 Street	Widen from 2 to 4 lanes	Preliminary Engineering Funded 2010-2011		
SW 177 Avenue - SW 296 Street to SW 136 Street	Widen from 2 to 4 lanes	Preliminary Engineering and ROW 2011-2013		
SW 157 Avenue - SW 112 Street to SW 136 Street	New 4 lane roadway	Construction Funded 2008-2010		
SW 157 Avenue - SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction Funded 2009-2011		
SW 137 Avenue – SW 200 Street to US-1	New 2 lane roadway	Construction Funded 2010-2013		
SW 137 Avenue – US-1 to HEFT	Widen from 2 to 4 lanes	Construction Funded 2009-2012		
SW 127 Avenue - SW 88 Street to SW 120 Street	Widen from 2 to 4 lanes	Construction Funded 2008-2009		
SW 117 Avenue - SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction nearing completion by County		
SW 88 Street – SW 167 Avenue to SW 162 Avenue	Widen from 4 to 6 lanes	Construction funded by Kendall Commons		
SW 88 Street – SW 162 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes	Construction funded by Kendall Town Centre		
SW 120 Street – SW 137 Avenue to SW 117 Avenue	Widen from 4 to 6 Lanes	Construction Funded 2011-2013		
SW 136 Street – SW 149 Avenue to NW 139 Court	Widen from 2 to 4 lanes	Construction Funded 2008-2009		
SW 136 Street – SW 127 Avenue to HEFT	Widen from 2 to 4 lanes	Construction Funded 2011-2013		
SW 184 Street – SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction Funded 2008-2013		
SW 184 Street – SW 137 Avenue to SW 127 Avenue	Widen from 2 to 4 lanes	Construction nearing completion by County		

Several additional roadway improvements will be funded by Parkland. These proposed improvements are outlined in **Table II-5** below. Each will improve both capacity and accessibility while providing mobility benefits to the Kendall area.

Table II-5Roadway Improvements Proposed by Parkland			
Roadway Improvement Location	Type of Improvement		
SW 152 St – SW 177 Ave to SW 162 Ave	Build a new 6 lane divided roadway		
SW 152 St – SW 162 Ave to SW 157 Ave	Widen from 2 lanes to 6 lanes		
SW 152 St – SW 157 Ave to SW 147 Ave	Widen from a 2LU to a 5LD, with 3 EB lanes and 2 WB lanes [1]		
SW 152 St – SW 147 Ave to SW 137 Ave	Widen from a 4LD to a 5LD, with 3 EB lanes and 2 WB lanes [1]		
SW 152 St – SW 117 Ave to HEFT	Restripe/Widen from a 4LD to a 6LD as part of TIP No. TP4060961		
SW 136 St - SW 177 Ave to SW 162 Ave	Build a new 4 lane divided roadway		
SW 136 St – SW 162 Ave to SW 157 Ave	Build a new 4 lane divided roadway		
SW 136 St - SW 157 Ave to SW 137 Ave	Widen from a 4LD to a 5LD, with 3 WB lanes if ROW is provided [2]		
SW 117 Ave – HEFT to SW 152 St	SB Free Flow Right Turn Lane and/or NB left turn lane as part of TIP No. TP4060961		
SW 184 St – SW 157 Ave to SW 147 Ave	Widen from 2 lanes to a 4LD		
SW 177 Ave – SW 136 St to SW 152 St	Dedicate additional ROW for the 4LD FIHS Cross Section		
SW 177 Ave – SW 136 St to SW 152 St	Build the 4LD FIHS Cross Section		
SW 172 Ave – SW 136 St to CSX	New 4 lane divided roadway		
SW 172 Ave – CSX to SW 152 St	New 4 lane divided roadway		
SW 167 Ave - SW 136 St to SW 152 St	New 4 lane divided roadway		
SW 162 Ave - SW 136 St to SW 144 St	New 4 lane divided roadway		
SW 162 Ave - SW 144 St to SW 152 St	Widen from 2 lanes to a 4LD		
SW 144 St – SW 177 Ave to SW 162 Ave	New 4 lane divided roadway		

III. PREMIUM TRANSIT AND THE CORAL REEF MAX

The materials below are provided to respond to questions raised by the Department of Planning and Zoning regarding the classification of the transit service abutting the east edge of Parkland.

A. Coral Reef Max – Metrobus Route 252

The June 2008 Miami Dade Transit System Map identifies the location of the Coral Reef Max - Metrobus Route 252 which extends from the Dadeland South Metrorail Station, along US-1 to S.W. 152 Street, and along S.W. 152 Street connecting to S.W. 162 Avenue. Metrobus Route 252 is labeled "Coral Reef Max" as far west as the Country Walk Loop at S.W. 152 Avenue as depicted on the June 2008 Miami Dade Transit System Map (see attached **Exhibit III-1**). The Country Walk Loop at S.W. 152 Avenue is located one mile from the route's current terminus at S.W. 162 Avenue.

1. Country Walk Loop

West of S.W. 137 Avenue, the Coral Reef Max departs S.W. 152 Street and circulates through Country Walk extending north on S.W. 137 Avenue, west on Country Walk Drive, south on S.W. 152 Avenue, east on S.W. 160 Street and north on S.W. 137 Avenue back to S.W. 152 Street (as illustrated on attached **Exhibit III-2**). Weekday AM and PM peak hour service headways are maintained at 20 minutes (or less) from 5:38 AM to 8:23 AM and from 4:45 PM to 7:20 PM as indicated on **Table III-1** below. Service frequency information has been obtained from Miami-Dade Transit reflecting the latest route schedule adjustments dated June 2008.

2. Service to S.W. 162 Avenue

During selected weekday rush hour trips (in the AM and PM peak hours), the Coral Reef Max – Metrobus Route 252 extends west from Country Walk along S.W. 152 Street to the residential neighborhood located north of S.W. 152 Street and west of S.W. 157 Avenue. Service extends north on S.W. 160 Avenue, west on S.W. 144 Street, south on S.W. 162 Avenue and east on S.W. 152 Street (as illustrated on attached **Exhibit III-2**). Weekday AM and PM peak hour service headways are maintained at 20 minutes (or less) from 6:41 AM to 7:20 AM and from 5:10 PM to 6:30 PM as indicated in **Table III-1** below. This weekday rush hour service provided at a service frequency equal to 20 minutes or less extends to the eastern edge of Parkland during the peak hour period. Service frequency information has been obtained from Miami-Dade Transit reflecting the latest route schedule adjustments dated June 2008.

Coral Reef Max – Metrob	Table III-1 us Route 252 – Existing Se	rvice Frequency
Coral Reef Max - Metrobus Route 252	Weekday AM Peak	Weekday PM Peak
Dadeland South Metrorail Station	20 min – 7:15AM to 10:10AM	20 min – 3:00PM to 7:10PM
SW 152 St/117 Ave/Tpke Park & Ride Lot	20 min – 5:50AM to 8:42AM	20 min – 4:27PM to 7:07PM
Deerwood - SW 140 Ter at SW 119 Ave	20 min – 7:18AM to 8:18AM	20 min – 3:38PM to 6:17PM
Metrozoo	No Early AM Service	20 min – 3:33PM to 5:32PM
Country Walk – SW 152 St at SW 152 Ave	20 min – 5:38AM to 8:23AM	20 min – 4:45PM to 7:20PM
SW 152 St at SW 162 Ave	20 min – 6:41AM to 7:20AM	20 min – 5:10PM to 6:30PM

Source: Miami-Dade Transit Metrobus Route 252 - Coral Reef Max Service Map and Service Schedule, June 2008.

B. Consistency with Land Use Policy LU-8G

Pursuant to Land Use Policy LU-8G iii):

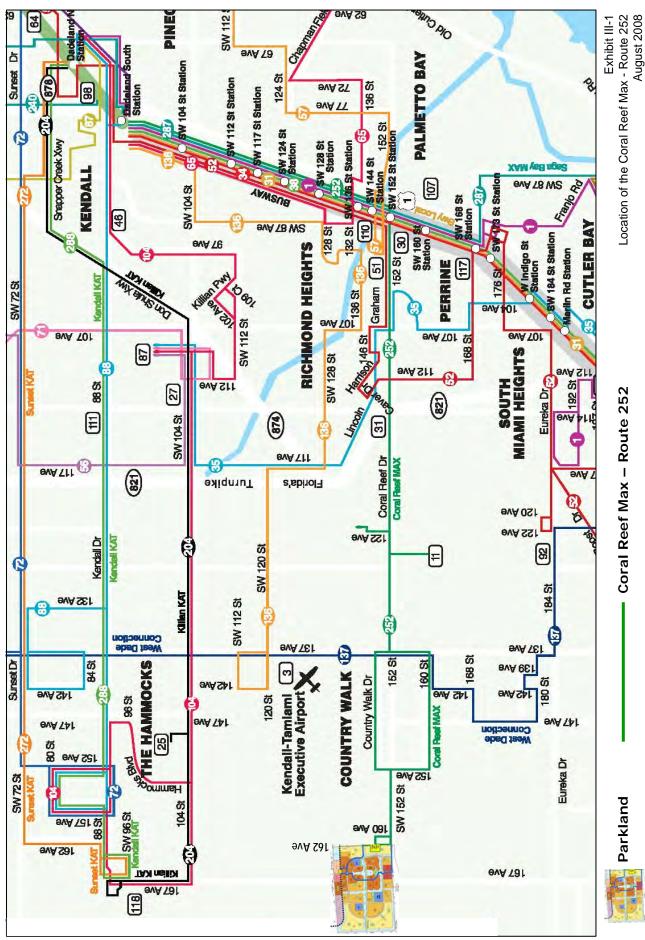
"The following areas shall be given priority for inclusion, subject to conformance with Policy LU-8F and the foregoing provision of this policy:

c) Locations within one mile of a planned urban center or extraordinary transit service;"

As indicated above, Metrobus Route 252 is labeled "Coral Reef Max" as far west as the County Walk Loop at S.W. 152 Avenue as depicted on the June 2008 *Miami Dade Transit System Map* (see attached **Exhibit III-1**). The Country Walk Loop at S.W. 152 Avenue is located one mile from the route's terminus at S.W. 162 Avenue. The Coral Reef Max express bus that originates from the Dadeland South Metrorail Station is the same vehicle that extends west on S.W. 152 Street to Country Walk, and is the same vehicle that extends west to reach S.W. 162 Avenue during the scheduled AM and PM rush hour service. Transit service is provided during the selected AM and PM peak hours at a headway of 20 minutes or less.

Page II-11 of the Transportation Element of the Miami-Dade County CDMP defines the term "Extraordinary Transit Service" as "Commuter Rail" or "Express Bus". This definition is provided in a table on page II-11 that represents a summary of the Miami-Dade County Traffic Circulation Level of Service Standards. In order to evaluate consistency with Land Use Policy LU-8G iii) c), the location of Parkland (with its eastern edge abutting S.W. 162 Avenue) is found to be located within one mile of the transit service provided to Country Walk by the Coral Reef Max – Metrobus Route 252 (at a service headway during the AM and PM peak hours of 20 minutes or less), meeting the definition of extraordinary transit service.





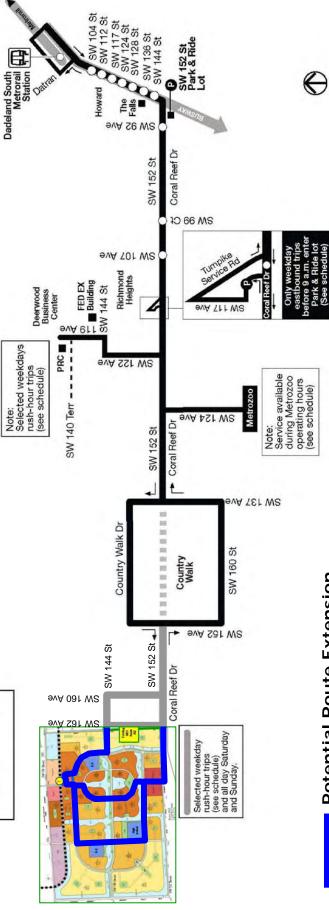
Potential Transit Connections to Parkland











Potential Transit Connections to Parkland using Route 252 August 2008 Exhibit III-2

North Map not to scale 6/08

Potential Route Extension

C. Local Transit Service to Parkland

Exhibit III-3 illustrates how the Coral Reef Max - Metrobus Route 252 can be extended (in the future) into Parkland to service this emerging community. Residential units and employment centers are not anticipated for occupancy before the Year 2014. Parkland has committed to work with Miami Dade Transit to develop route extensions to serve the community that will fit seamlessly into the transit patterns that have been used successfully to provide transit access along section line and half section line roadways. **Exhibit III-3** demonstrates how transit service can be provided to connect Parkland's residential areas, schools, employment and shopping, with ingress into the community using S.W. 144 Street and egress from the community using S.W. 152 Street, consistent with the current travel pattern for the Coral Reef Max – Metrobus Route 252.

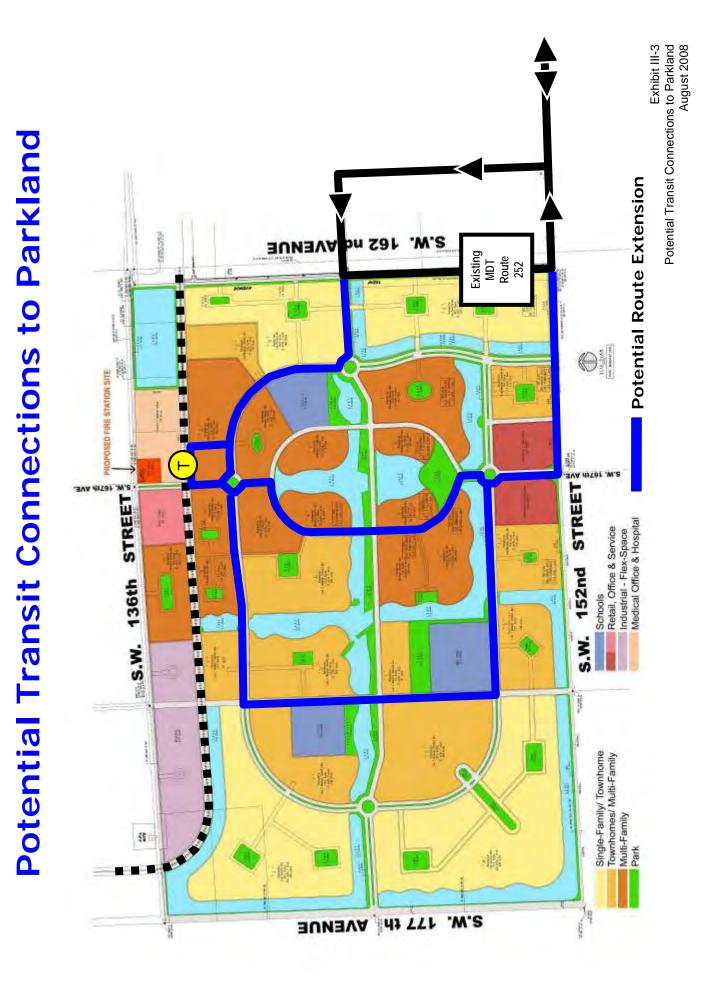
D. Regional Transit Service to Kendall

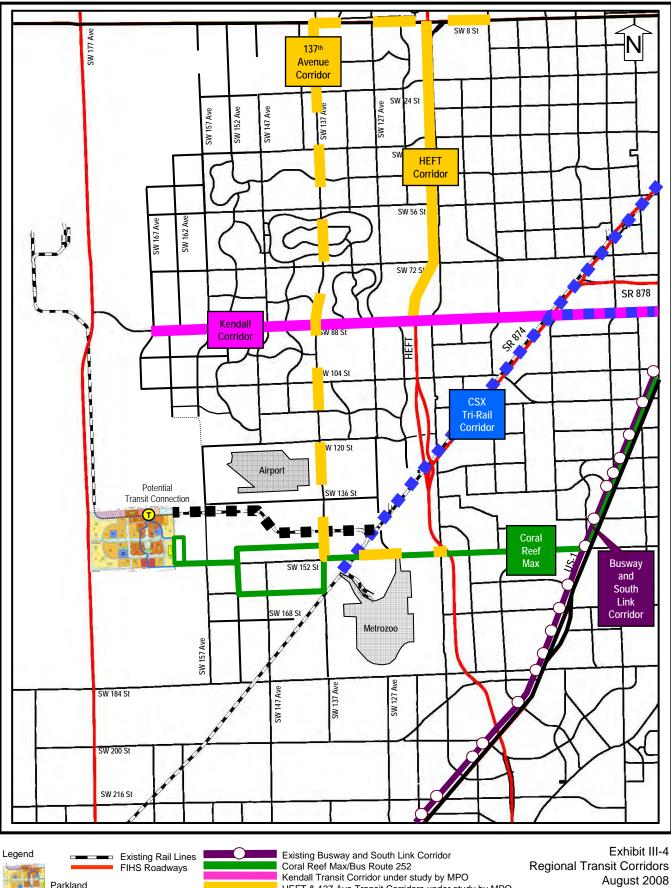
Parkland is located in the study area for two MPO premium transit corridor studies: the South Link Alternatives Analysis (completed in 2006) and the Kendall Link Alternatives Analysis (still underway). These transit corridor studies demonstrate how the Kendall Area can be more directly connected by premium transit service providing extensive transit access county-wide. The attached **Exhibit III-4** illustrates five premium transit corridors that have been studied by the MPO to bring improved premium transit service to the Kendall Area. These include the Busway/South Dade Corridor, the Kendall Corridor, the HEFT Corridor, the S.W. 137 Avenue Corridor and the CSX Tri-Rail Corridor.

Parkland is situated adjacent to one of the western spurs of the CSX rail corridor. Portions of the CSX rail corridor are still being studied by the MPO for the potential to provide commuter Tri-Rail service to the Kendall Area. The Master Plan for Parkland has incorporated a transit station adjacent to the project's employment center in the event that future transit service along the CSX becomes a reality.

E. No Transit Capture

Please note that to provide a conservative transportation analysis for Parkland, no transit capture (i.e. reduction in external vehicular trips) has been proposed based upon the use of Miami-Dade Transit bus service or the use of a commuter rail transit system.



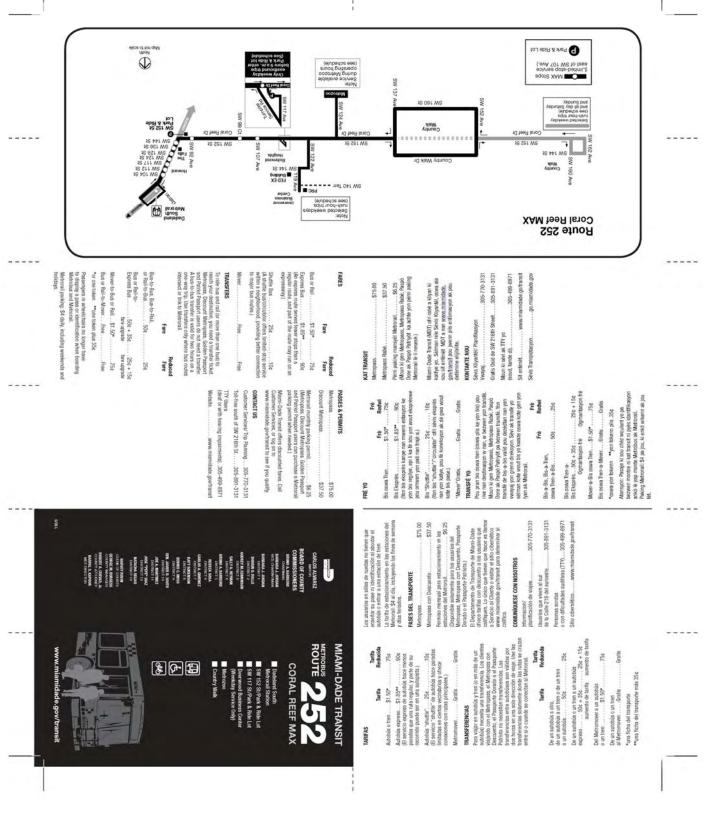


HEFT & 137 Ave Transit Corridors under study by MPO ESX Tri-Rail Corridor under study by MPO

Parkland

August 2008

Source: Cathy Sweetapple & Associates



SW 152 St & 162 Ave	SW 152 St & 152 Ave	SW 152 St & 137 Ave	Metrozoo	SW 140 Terr & 119 Ave	SW 152 St & Turnpike Park & Ride	SW 152 St & 117 Ave	SW 136 St & Busway Station	Dadeland South Station
05:36AM	05:38AM	05:45AM			05:50AM		05:59AM	06:09AM
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06:41AM	06:44AM	06:51AM			07:02AM		07:19AM	07:3GAM
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07:20AM	07:23AM	07:31AM			07:42AM		07:59AM	08:10AM
	07:43AM	07:51AM			08:02AM		08:19AM	08:30AM
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	08:23AM	08:31AM			08:42AM		08:59AM	09:10AM
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	09:05AM	09:12AM	09:18AM			09:25AM	09:39AM	09:50AM
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	04:57PM	05:05PM	05:12PM	05-17PM		05:24PM	05:39PM	05:50PM
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07:42AM 08:42AM	07:45AM 08:45AM	07:52AM 08:52AM	08:58AM	07:58AM 09:02AM	08:07AM 09:12AM	08:16AM 09:21AM
10:42AM	09:45AM	09.52AM	09.58AM	10-02AM	10.12AM	10:21AM
10:42AM	10:45AM	10:52AM	10.58AM	11:02AM	11:12AM	11:21AM
11:42AM	11:45AM	11:52AM	11:58AM	12:02PM	12:12PM	12:21PM
12:42PM	12:45PM	12:52PM	12:58PM	01:02PM	01:12PM	01:21PM
01:42PM	01:45PM	01:52PM	01:58PM	02:02PM	02:12PM	02:21PM
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IV. AGRICULTURAL RETENTION

The materials below addresses the various provisions of the Miami-Dade County Comprehensive Development Master Plan ("CDMP") and the Miami-Dade County Strategic Plan (the "Strategic Plan") related to the retention of viable agricultural land in Miami-Dade County. It further addresses the consistency of the Parkland development program with these various provisions and goals.

The CDMP and the Strategic Plan both call for the retention of viable agricultural land outside the County's Urban Development Boundary ("UDB"). Parkland proposes the extension of the UDB to encompass 960 acres of land that is currently farmed for row crops. While the approval of the Parkland development will result in the reduction of agricultural land, it will have no negative impact on the continued viability of the agricultural industry in Miami-Dade County. Parkland is therefore consistent with the CDMP and the Strategic Plan.

A. Consistency of Parkland with CDMP and Strategic Plan

CDMP Land Use Element Policy LU-1S requires the CDMP to be consistent with the Miami-Dade County Strategic Plan (the "Strategic Plan"). The Strategic Plan provides that a "priority key outcome" for the County is the protection of "viable agriculture and environmentallysensitive lands." (Strategic Plan at 19). A copy of the relevant page from the Strategic Plan is attached as **Exhibit IV-1**.

B. "No Net Loss" of Agricultural Land

In the past, the Department of Planning and Zoning has occasionally taken the position that the Strategic Plan, as incorporated into the CDMP through Policy LU-1S, requires that there be "no net loss" of agricultural lands outside the UDB. This position fails to take into account how the Strategic Plan is organized <u>and</u> is inconsistent with the Goals and Policies of the CDMP.

The Strategic Plan is intended to present County staff with a "game plan" to guide future decision-making. (Strategic Plan at 2). Along with general goals, referenced in the Strategic Plan as "key priority outcomes," the Strategic Plan provides "measuring sticks" intended to help determine if the County is moving toward the stated goals. The "outcomes" cover a wide range of issues, from economic development, to public safety, to recreational opportunities offered County residents.

The "measuring sticks" are just as varied, but tend to focus on the percentage of the populace that believes that the County is making progress. For example, a key priority outcome of the Strategic Plan is "improved community design." The measurement of success in reaching this outcome is the "[p]ercentage of survey respondents that rate the development and land use / zoning in their neighborhood as good or very good." (Strategic Plan at 19).

The "priority key outcome" relevant to agricultural lands is the "[p]rotection of viable agriculture . . . lands." (Strategic Plan at 19). The "no net loss" language appears only as a measurement of the County's success in complying with the priority outcome of the Strategic Plan; "no net loss" is not a key outcome of the Strategic Plan. While the CDMP incorporates, through Policy LU-1S, the Strategic Plan's goal of protecting viable agriculture lands, the "no net loss" concept

simply provides the County with a performance standard. It is not a "policy" or "goal" of either the Strategic Plan or the CDMP.

C. "No Net Loss" Inconsistent with CDMP

If we assume for the sake of argument that the Strategic Plan requires "no net loss" of agricultural land and the "no net loss" language has been incorporated as a Policy of the CDMP, the "no net loss" rule is inconsistent with many other Goals and Policies of the CDMP, as well as the accompanying text.

In the past, the Department of Planning and Zoning has relied on the "no net loss" language as a justification for the denial of applications to expand the UDB, stating that urban development of lands currently designated for agricultural use would be inconsistent with the "no net loss" goal. Under the only reasonable interpretation of the plain text, the "no net loss" language contemplates that <u>no</u> land currently designated for agricultural use outside the UDB be "lost" through urban development or use for non-agricultural purposes.

The "no net loss" concept is facially inconsistent with the following Policies and text of the CDMP:

- **Policy LU-1P** Policy encourages non-agricultural commercial land uses in South Dade agricultural area outside the UDB.
- **Policy LU-2B** Policy permits the development of governmental facilities such as fire and police stations in areas designated for Agricultural use under the CDMP.
- **Policy LU-8G** Policy contemplates that UDB may be expanded under certain circumstances into areas now designated for Agricultural use, including Agriculturally-designated areas within Urban Expansion Areas, which are given priority for inclusion.
- **Policy LU-9L** Policy requires adoption of zoning overlay for areas outside of the UDB to permit non-agricultural business uses in areas designated for Agricultural use.

D. Interpretative Text of the CDMP Land Use Plan Map

The interpretive text supporting the County's Land Use Plan map provides that the following non-agricultural uses are permitted in areas designated for Agricultural use outside of the UDB:

- Residential uses
- Churches
- Non-agricultural businesses supportive of agriculture

It is clear that the CDMP contemplates and permits non-agricultural development in the Agricultural areas outside the UDB. The CDMP also contemplates that the UDB can, and should, be adjusted to provide adequate land for urban development. Those UDB movements will necessarily involve the reduction of land designated for Agriculture. The "no net loss" concept is therefore inconsistent with the Policies and text of the CDMP and should not be relied upon in reviewing any development application.



Neighborhood and Unincorporated Area Municipal Services

PRIORITY KEY OUTCOMES	HOW WE PLAN TO MEASURE OUR PERFORMANCE
Increased urban infill development and decreased urban sprawl Protection of viable agriculture and environmentally-sensitive lands	 Number of infill development and infill housing units and infill redevelopment projects per year (completed) Percent of tree canopy increase No net loss of agricultural designated lands outside the Urban Development Boundary (UDB) or environmentally sensitive lands
Improved community design	Percentage of survey respondents that rate the development and land use/zoning in their neighborhood as good or very good
Strengthened bond between the community and Miami-Dade County government Improved community access to	Percentage of residents satisfied with information delivery systems
information and services Well-trained, customer-friendly Miami-Dade County government workforce	 Percentage of survey respondents that agree Miami-Dade County employees that helped them went the extra mile to get their issue heard and resolved Secret Shopper rating for employee customer service Percentage of survey respondents that were satisfied with their last contact with Miami-Dade County personnel
Resident and business voluntary compliance with Miami-Dade County codes	Percentage of residents and businesses aware of critical knowledge factors of code compliance
Timely identification and remediation of nuisances, including unsafe structures	 Percentage of general/nuisance complaints responded to within 48 hours Percentage of nuisance incidents remediated within pre-defined timeframes
Neighborhood and rights-of-way aesthetics that foster and enhance quality of life	Percentage of roadways and rights-of-way cleaned and well-maintained
Improved neighborhood roadways, sidewalks, drainage, and reduced flooding	 Percentage of survey respondents that rate the drinking water quality and sewer service as good or very good Percentage of survey respondents that rate the quality of roadways and road signs in Miami-Dade County as good or very good Percentage of survey respondents that rate flooding as a minor or major problem in their neighborhood

MIAMI-DADE COUNTY STRATEGIC PLAN DELIVERING EXCELLENCE EVERY DAY

|19|

E. "No Net Loss" Concept Ignored

As noted above, the Department of Planning and Zoning has occasionally relied upon the "no net loss" language in the Strategic Plan in recommending denial of applications seeking expansions to the UDB. At the same time, however, the County has continued to permit the replacement of agricultural uses outside of the UDB with residential, institutional, and non-agricultural business uses.

Of special interest are non-agricultural residential uses. There are many small owner-occupied farm parcels located outside of the UDB in Miami-Dade County. However, there are <u>far</u> more non-agricultural residential parcels outside of the UDB. We are unaware of any effort by Miami-Dade County to prohibit the replacement of agricultural lands with non-agricultural residential uses in these areas.

The Redland area south of S.W. 184 Street (Eureka Drive) is recognized by many as the premiere agricultural area in the County. CDMP Policy LU-8G(i)(c) incorporates this concept into the CDMP, barring the expansion of the UDB into the Redland. We have reviewed the Property Appraiser records for all of the parcels in the Redland area that are developed with a home. One might expect that most of these lots are owner-occupied small farms or groves. Such an expectation does not, however, comport with reality, as the following findings from our analysis indicate:

Approximately <u>72</u> percent of the 2,112 parcels identified that are occupied with homes, or 1,517 parcels, are <u>not</u> classified "agricultural" for ad valorem tax purposes, which means that these parcels cannot demonstrate that they are used for a bona fide agricultural purpose.

Approximately 583 of the 2,112 parcels referred to in the preceding sentence have homes on them that were constructed since January 1990, nearly <u>80</u> percent of which are not classified agricultural for ad valorem tax purposes.

The average non-agricultural residential unit within the Redlands is on a lot <u>less than</u> 1.5 acres in size, including units constructed since January 1990.

From a broader perspective, the 2,112 Redlands parcels discussed above represent just less than 50 percent of the 4,328 residential parcels that our analysis identified outside the UDB on Agriculturally designated land. Included in the latter figure are 514 parcels located between S.W. 88 Street and S.W. 184 Street in the general vicinity of the Parkland site.¹ With the respect to these 4,328 parcels:

Approximately <u>71</u> percent are <u>not</u> classified as agricultural for ad valorem tax purposes.

1,374, or 31.7 percent, of the identified residential units outside the UDB have been constructed since January 1990, including 231 in the general vicinity of Parkland. More than <u>75</u> percent of the parcels that have been approved for home development since January 1990 are <u>not</u> classified agricultural for ad valorem tax purposes. These non-agricultural units occupy parcels that average less than 1.5 acres in size.

¹ Not included in the latter figure are parcels occupied by mobile homes or government-owned migrant worker housing.

Our analysis showed that agricultural activity, including the cultivation of row crops on large parcels, has co-existed with non-agricultural residential development outside the UDB for decades dating back into the 1950's.

F. Consistent Application Required by Law

Florida law requires the County to hold each property owner seeking development to the same uniform standards. <u>See Broward County v. G.B.V. International, Ltd.</u>, 787 So. 2d 838, 842 (Fla. 2000) (development regulations must be "uniformly administered"). It is not permissible for the County to "pick and choose" when to apply a development standard.

By definition, the CDMP applies to all development orders, from UDB amendments to building permits. If the "no net loss" concept is enshrined in the CDMP and the re-designation of Agriculturally designated land for urban purposes is not consistent with the CDMP's policies, the issuance of development permits for non-agricultural residential structures outside the UDB is similarly inconsistent with the CDMP.

The County has continued to permit exurban residential development to carve up Agriculturally designated areas in direct contravention of the "no net loss" concept. Given the County's obligation to apply the CDMP uniformly, it therefore must be assumed that the "no net loss" concept is <u>not</u> a CDMP policy that can be applied in reviewing <u>any</u> application for development, including the Parkland CDMP application. The question becomes, therefore, whether Parkland will have a negative impact on "viable agriculture . . . lands." (Strategic Plan at 19).

G. No Negative Impact on Viable Agricultural Lands

As explained above, the CDMP and Strategic Plan encourage the preservation of viable agricultural lands. The Parkland community is proposed to be developed on land that has been used for row crops. The approval and development of the Parkland community will not have an impact on viable agricultural lands.

As part of its recent Agricultural Land Retention Study, the County commissioned a report from the Institute of Food and Agricultural Sciences at the University of Florida (the "Institute Report"). The Institute conducted an in-depth review of the health of the County's agricultural economy and issued its Report in 2002. The Institute reported that most of the major problems faced by local farmers were "social and political considerations" that are the result of "national or state policies and international agreements." (Institute Report at 50). This is especially true for row crops, which accounted for nearly 40,000 acres, or more than 40 percent of all agricultural acres in Miami-Dade County at the time of the preparation of the Institute's Report.

The Institute further reported that many large farms, especially those "growing vegetables . . . are facing serious economic challenges" largely from increased foreign competition. (Institute Report at 52). The Institute found that "[t]he economic returns to operators and landlords are currently insufficient to keep large acreages of row crop and grove land in agriculture, and the long-term prognosis is <u>increasingly grim.</u>" (Institute Report at 52-53).

Consistent with this finding, the Institute found that in the period between 1988-89 and 1997-1998, earnings for row crop vegetables declined from nearly \$275 million to less than \$170 million while employment in this segment of the County's agricultural activity dropped from over 10,000 workers to less than 6,200, or by nearly 40 percent. (Institute Report at 22). The Institute calculated that over 95 percent of row crops grown in Miami-Dade County are sold outside the County, making them more vulnerable to increased foreign competition. (Institute Report at 20). Reflecting these bleak trends and the uncertain future of the County agriculture industry, the Institute estimated that only 25 percent of Miami-Dade County farmers were under the age of 45, <u>six percent</u> under the age of 35. (Institute Report at 51).

Utilizing data generated by the Institute, Dr. Chuck Blowers, the Head of the Research of the Miami-Dade County Department of Planning and Zoning Research Division in 2002, prepared an analysis in which he estimated the future need for agricultural acreage. He estimated that by 2025, only about 23,900 acres would be needed for row crops, including the five major ones that included snap beans, tomatoes, potatoes, squash and sweet corn. His estimate of future viable acreage for row crops amounted to less than 60 percent of the amount at the time the Institute's review was conducted, or a <u>reduction</u> of approximately 16,100 acres.

The economic situation for row crop growers has not improved in any measurable way since the completion of the Institute's Report. At this time, only minimal amounts of tomatoes and potatoes are still being grown in Miami-Dade County. Discussions with farmers have also indicated the future of sweet corn as a viable crop is in doubt with the likely cost to production exceeding the market price. Corn production has declined to such an extent that Miami-Dade County farmers no longer send their corn to local packing houses, but instead to packing houses in the agricultural areas in the Belle Glade area. The amount of corn grown in Miami-Dade County is insufficient to support local packing house operations.

Of particular concern in this regard is the fact that the costs of fertilizer and chemicals have risen sharply in recent years as farmers in China, India and elsewhere compete for these inputs. Gas prices are also a factor. The farmers indicate that the profitability of snap beans, the County's most significant row crop, is also being challenged.

The fact that packing houses can function in the Belle Glade area but not in Miami-Dade County relates to several factors that in combination make it less expensive to produce crops there than in Miami-Dade County. Of critical importance in this regard is that crops grown there are not as susceptible to insect infestations, hence less spraying is required. The land there is also naturally amenable to the cultivation of row crops, not requiring the same amount of fertilization and drainage. More acreage is now available for row crop production than in the past because less land is being used for growing sugar. The emergence of the Belle Glade as a competitor for row crops coupled with the NAFTA-related foreign competition and rising costs have placed Miami-Dade County's row crop segment of the agricultural industry in a precarious position.

Based on the preceding, the farmers interviewed indicated that they will likely be reducing the amount of acreage in cultivation with the land they lease, such as the acreage that comprises the Parkland site. The farmers will concentrate their efforts on the land that they own. Accordingly, whether land remains in agricultural use is, from a practical point of view, not really a planning question but an economic one. If it does not make economic sense to continue to farm row crops on leased parcels, farmers will not do so, regardless of the CDMP designation of said parcels.

As indicated above, Dr. Blowers's analysis projected a reduction in the amount of land required for row crops of 16,100 acres. He also projected decreased amounts of land required for fruit trees and ornamentals, estimating that only a total of 52,000 acres would be needed in 2025 rather than the 80,000 that existed in 2002. Dr. Blowers assumed that the approximately 13,000

agricultural acres that existed within the UDB in 2002 would account for a portion of the reduction, with the remainder of reduced acreage being located in the County's Urban Expansion Areas ("UEAs").

Dr. Blowers's assumption that the expansion of the UDB into the UEAs would largely resolve the issue with the projected excess of agricultural land in the County is no longer realistic. We have analyzed the UEAs and concluded that large areas within the UEAs are in wellfield protection areas, within footprints of CERP projects and/or are comprised of wetlands. CDMP Policy LU-8G prohibits and/or discourages expansion of the UDB into these areas. Since it would be inappropriate to expand the UDB into many areas within the UEAs, it is not realistic to assume that development of the UEAs will create the necessary reduction of excess agricultural land. It is more appropriate to consider expansion of the UDB into lands that have been used for row crop production, such as the Parkland site, that also do not have attendant environmental issues.

In summary, the CDMP and Strategic Plan require the County to work to preserve <u>viable</u> agricultural lands. There is no obligation, however, for the County to preserve agricultural lands where the continuation of an agricultural use is not economically viable. The row crop industry in Miami-Dade County has been on a serious decline for multiple years and simply cannot be economically sustained in its current form. The removal of 960 leased acres of row crops from production, by reducing excess supply, will only have a salutary effect on the market for the remainder of the row crop producers in Miami-Dade County.

V. CONSISTENCY WITH POLICY LU-8G OF THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

The following material will discuss the application of Policy LU-8G of the Miami-Dade County Comprehensive Development Master Plan ("CDMP") to the Parkland 2014 development.

Under the CDMP, the County's Urban Development Boundary ("UDB") is intended to be a flexible line subject to expansion when a need for additional land to support urban development has been demonstrated. (CDMP Policy LU-8F). Policy LU-8G of the CDMP guides the expansion of the UDB by establishing three categories of land outside the UDB:

- (1) Land that shall not be considered for expansion;
- (2) Land that shall be avoided if possible; and
- (3) Land that shall be given priority for inclusion within the UDB.

Among the categories of land that should be avoided under Policy LU-8G are lands designated for Agricultural use. Both local and state planners have recently taken the position that the expansion of the UDB into areas designated for Agricultural use would be inconsistent with the CDMP.

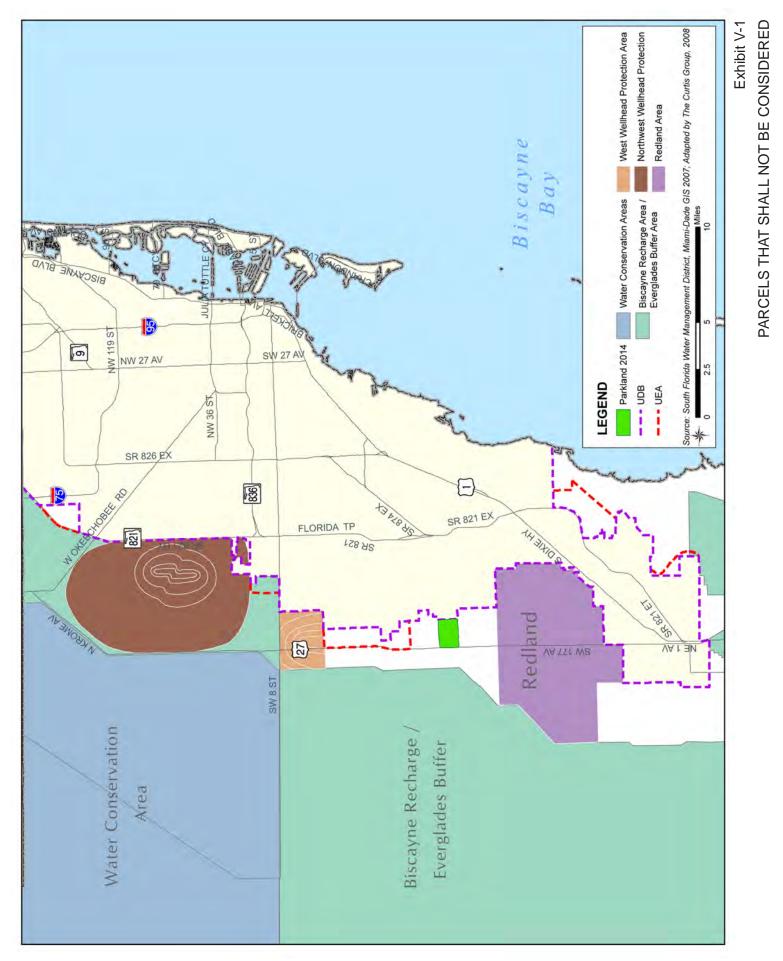
This position, however, is inconsistent with the manner in which the CDMP Land Use Element requires the County to review requests to expand the UDB under Policy LU-8G. The Policy requires the County to balance the desire to avoid expanding the UDB into certain areas with <u>both</u> the need to accommodate the need for additional urban land within the UDB <u>and</u> the policy of prioritizing the addition of land with certain listed qualities into the UDB. The following is a description of the three categories of land recognized in Policy LU-8G and the Parkland 2014 application's compliance with the Policy.

A. Land that Shall Not Be Considered

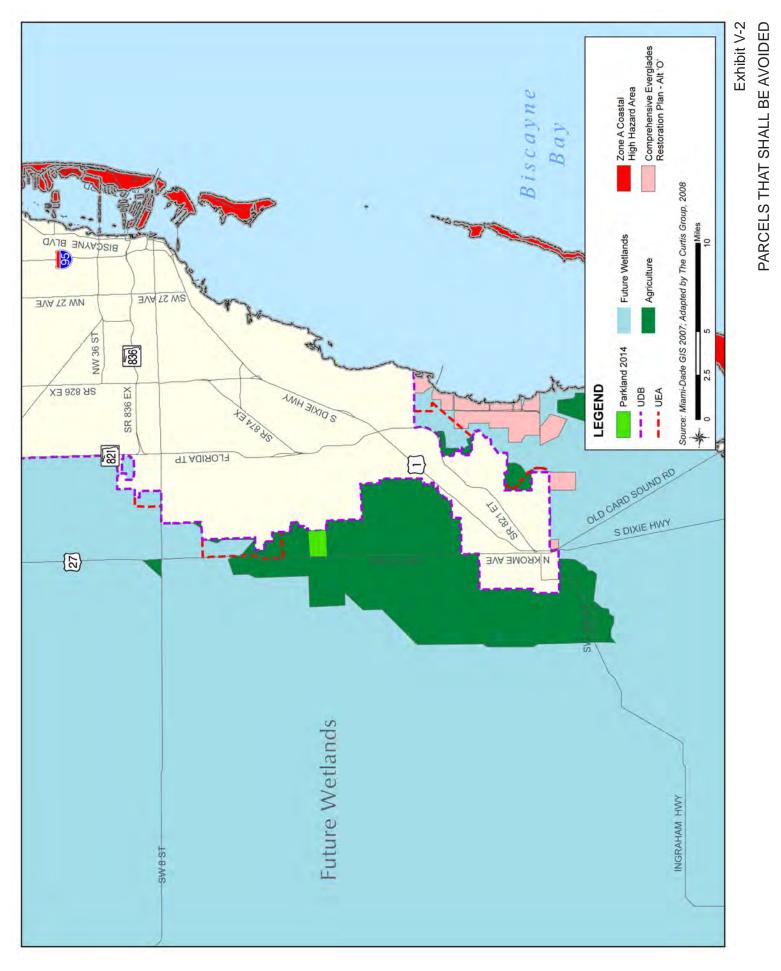
Policy LU-8G (i) provides that the following areas may <u>not</u> be considered for inclusion: (1) the Northwest Wellfield and West Wellfield Protection Areas; (2) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District; and (3) the Redland agricultural area. A graphical depiction of these areas is attached as **Exhibit V-1**.

B. Land that Shall be Avoided

Policy LU-8G (ii) provides that the following areas shall be avoided when adding land to the UDB: (1) Future Wetlands as defined in the CDMP's Conservation and Land Uses Element; (2) Land designated for Agricultural use under the CDMP's Land Use Plan ("LUP") map; (3) Category One hurricane evacuation areas east of the Atlantic Coastal Ridge; and (4) Project footprints for the Comprehensive Everglades Restoration Plan ("CERP"). A graphical depiction of these areas is attached as **Exhibit V-2**.



PARKLAND



PARKLAND

It is important to note that **Exhibit V-2** clearly demonstrates that <u>all</u> of the land outside of the UDB, is within one or another of the categories of land that "shall be avoided" for UDB expansion under Policy LU-8G (ii).

For example, large portions of the CDMP's Urban Expansion Areas ("UEAs"), which assuming no other issues, are expected to be included within the UDB sooner than other areas, are designated for Agriculture use on the LUP map.² The County has determined that these UEAs, while designated for Agriculture use, should be developed in the near future in order to accommodate the County's growing population.

It is therefore readily apparent that Policy LU-8G requires the County to balance the need for land to support urban development against the desire to protect viable agricultural or environmentally important lands. That is where the third category of land recognized in Policy LU-8G, lands that should be encouraged for inclusion, becomes relevant.

C. Land that Should Be Given Priority for Inclusion

Policy LU-8G (iii) provides the following areas should be given priority for inclusion in the UDB: (1) Land within Planning Analysis Tiers having the earliest projected date of depletion of supply; (2) Land contiguous to the UDB; (3) Locations within one mile of a planned urban center or extraordinary transit service; and (4) Locations having projected surplus service where necessary facilities and services can be readily extended. Parkland 2014's location is consistent with all four of the criteria of Policy LU-8G (iii).

First, Parkland 2014 is located in the Planning Tier with the earliest projected depletion of <u>any</u> area in the County. Based on the County's estimates, the area (West South-Central Tier) in which Parkland is located will run out of developable residential land in <u>2009</u>, making the Parkland area a priority for inclusion in the UDB.

Second, Parkland 2014 is immediately contiguous to the existing UDB line.

Third, Parkland 2014 is located within a mile of planned extraordinary bus service and the developer has committed, as a condition of Development of Regional Impact approval, to work with the Miami-Dade Transit Agency to ensure that the extraordinary bus service is both maintained and extended to serve the entire Parkland 2014 community.

Finally, Parkland 2014 is in an area where infrastructure and services can be readily extended. The developer has committed, as a condition of Development of Regional Impact approval, to extending all required infrastructure to the site and has also committed to providing wastewater re-use, school, fire, and police facilities that will be available to serve populations both within the development and in the surrounding area.

² Portions of the UEA located in the West Kendall area are also within Comprehensive Everglades Restoration Plan ("CERP") project footprints and therefore completely inappropriate for urban development.

D. Application of Balancing Test

As explained above, the inquiry required by Policy LU-8G does not end when it is determined that a parcel of land is within an area that "shall be avoided" for inclusion in the UDB. If that was the end of the inquiry, <u>no</u> land could ever be added to the UDB in Miami-Dade County, a result which is inconsistent with the requirement of CDMP Policy LU-8F that the UDB contain sufficient land to accommodate at least fifteen years of urban growth.

Because <u>all</u> land outside the UDB is within one or another category of land that "shall be avoided" for inclusion in the UDB, the CDMP requires the County to balance the desire to avoid such lands with: (1) the need to accommodate fifteen years of projected urban growth; <u>and</u> (2) the factors that encourage the addition of certain land into the UDB.

Parkland 2014 complies with all of the listed factors that encourage the expansion of the UDB into an area. The Parkland 2014 team has separately addressed the 15 year supply issue and demonstrated that there is a need for additional land to support urban development pursuant to CDMP Policy LU-8F. We therefore believe that the required balancing test favors the expansion of the UDB to accommodate the Parkland 2014 community.

VI. NEED FOR HOSPITAL

The Parkland 2014 master plan designates an approximate 15-acre site for a hospital and medical offices located at the southeast corner of proposed S.W. 136 Street and S.W. 167 Avenue. Parkland has received a letter of intent from a general hospital operating within Miami-Dade County to provide a facility at this location; however, the information set forth in that letter is proprietary and confidential and the letter cannot be made public at this time.

In Governor Crist's 2008 budget proposal, he unveiled a plan "to eliminate the certificate-ofneed process for the construction of new hospitals." This effort resulted in the adoption of SB 2326 in the recent 2008 legislative session. This bill constituted a legislative compromise that does not eliminate the "CON" process, but modified it to reduce the required criteria in CON applications for general hospitals, and to make challenges to CON decisions more difficult. Many knowledgeable individuals in the health care industry believe that the CON process may be entirely eliminated in the future.

Regardless, Parkland maintains that there is a strong need for an additional general hospital to service the South Dade/West Kendall area. Parkland is prepared to demonstrate such need, and based upon this need commits that the hospital/medical office site as designated in the Parkland 2014 master plan shall only be used for hospital and medical office purposes. It is the Parkland applicant's expectation that appropriate DRI development order conditions will be imposed regarding the hospital use of this parcel.

VII. NATIONAL PARK SERVICE RESPONSE

The following materials are provided to respond to questions raised by the Department of Planning and Zoning regarding the National Park Service letter.

Parkland 2014 August 2008

Miami-Dade DPZ Response Page 49

Parkland DRI CDMP Amendment Application

October 14, 2008

EAS ENGINEERING, INC.

55 ALMERIA AVE. • CORAL GABLES • FLORIDA 33134 • (305) 445-5553 • FAX: (305) 444-2112 • WWW.EAS-ENG.COM

August 5, 2008

Miami-Dade County Department of Planning and Zoning Attn: Mark C. LaFerrier, AICP, Director 111 NW 1st Street, Suite 1210 Miami, Florida 33128

Re: Parkland DRI; National Park Service Response

Dear Mr. LaFerrier:

Please accept this letter as our response to comments written by the National Park Service (NPS) dated April 1, 2008 (copy enclosed). We believe the concerns raised by the NPS can be adequately addressed. The Parkland application is consistent with the Miami Dade County's Consumptive Use Permit (CUP) issued in November of 2007 and will have no impacts to either Everglades National Park (ENP) or Biscayne National Park (BNP).

Miami Dade County's CUP

There is a widespread misconception that the County's CUP water allocation is tied to the existing service area of the County's Water and Sewer Department (WASD). Based on this belief, the South Florida Water Management District (SFWMD) and the Department of Community Affairs (DCA) have in the past objected to applications seeking to expand the County's Urban Development Boundary (UDB). The objections were based on the belief that expansion of the UDB, and the attendant urban development of such areas, would create "new" water demand unaccounted for under the CUP.

The County's water allocation under the CUP is <u>not</u> based on the projected population from a specific geographic area (i.e. the area within the UDB), but based upon a projected population increase for the County determined by births, deaths and in/out migration. Land use decision making, including expansions to the UDB, has <u>no</u> role in the calculation of the projected population. To the contrary, the County's Comprehensive Development Master Plan ("CDMP") requires the County to ensure that the UDB retains adequate land to support the expected population growth.

Mr. Mark C. LaFerrier, AICP Director Miami-Dade County Department of Planning and Zoning August 5, 2008

- page 2 -

The County has been provided a water allocation intended to serve the projected population. It remains within the County's discretion to determine where that population is distributed. The population that would occupy the proposed Parkland 2014 community is already a part of the County's projected population.

Miami-Dade County's Department of Planning and Zoning prepared a detailed response to this issue during the review of the April 2007 cycle CDMP amendment applications. A copy of that discussion is attached. Both SFWMD and the Florida Department of Environmental Protection have also issued new guidance, supporting the conclusion that the expansion of the UDB does <u>not</u> create new, unplanned for, water demand. Copies of that correspondence are also attached.

Non-Potable withdrawal on ENP and/or BNP

The current land use at the Parkland 2014 site is row crop agriculture. Agricultural irrigation has been occurring at the site for years. Agricultural CUP permit applications were submitted to the SFWMD prior to "deadline" imposed by the SFWMD for agricultural CUPs. The total requested irrigation allocation in these applications is 3.1 MGD. The 3.1 MGD requested in the applications is consistent with the current withdrawal from the wells on the site.

It is currently estimated that the total irrigation demand for the Parkland 2014 project will be 0.98 MGD. Of this amount, 0.13 MGD will come from wastewater reuse. An analysis of the estimated irrigation flows prepared by Ford Engineering, Inc. is attached. The balance (0.85 MGD) would be drawn from the new lakes within the development, clearly a reduction in the historic 3.1 MGD withdrawal.

The aquifer in South Miami-Dade County is extremely transmissive. As we have previously noted, a withdrawal of 0.85 MDG will have no affect on ENP. In order to resolve the concerns raised by NPS, we have prepared a simple ModFlow model to evaluate the proposed withdrawal of non-potable water. A copy of the model's results is attached. The model demonstrated that the expected 0.01 foot drawdown does not extend beyond the boundaries of the Parkland 2014 site. Based on the modeling, there will be no impact on the water levels within ENP from the proposed development.

Similarly, the proposed development will have no impact on BNP. Stormwater onsite will be managed by retaining 100% of the 100-year, three-day storm event within the proposed lakes. The Parkland 2014 proposed stormwater management is a vast improvement over the current uncontrolled stormwater management condition. As a result of this improved stormwater treatment there will be a resulting improvement to water quality entering the regional system, some of which may ultimately reach BNP.

Mr. Mark C. LaFerrier, AICP Director Miami-Dade County Department of Planning and Zoning August 5, 2008

- page 3 -

In conclusion, both the SFWMD and DCA now agree that amendments to the County's UDB have no impact on the water demand anticipated under the County's CUP. We have also conducted modeling that has demonstrated that there will be no impact to area groundwater resources resulting from the groundwater withdrawals for project irrigation. To the contrary, the proposed Parkland 2014 development will result in a significant reduction in the amount of groundwater withdrawn from the site as compared to the current agricultural use on the property.

If you have any questions or need additional information, please feel free to call us.

Sincerely, EAS Engineering, Inc.

Edward A. Swakon, P.E. President

spl enclosures

cc: Rob Curtis (w/encl)

Mark Lewis, Superintendent, Biscayne National Park (w/encl) Dan Kimble, Superintendent, Everglades National Park (w/encl)

05-021 Parkland Subdivision

Estimated Irrigation Flows 7/22/2008

· · · · · · · · · · · · · · · · · · ·	Area		Service			
Included Areas	(Acres)*	Requirements (GPD)**	Wastewater Re-use (GPD)			
Residential Low Density Green Areas	77.08	286,969	0	286,969		
Residential Low/Medium Density Green Areas	40.40	150,409	0	150,409		
Residential Medium Density Green Areas	36.73	136,746	0	136,746		
Park/Landscaping Areas	63.18	235,219	0	235,219		
Median Areas	18.79	69,955	69,955	0		
Commercial/Town Center Green Areas	5.11	19,025	19,025	0		
Retail/Office Green Areas	2.20	8,191	8,191	0		
Hospital/Medical Office Green Areas	3.00	11,169	11,169	0		
Industrial Green Areas	6.31	23,492	23,492	0		
School Green Areas	10.50	39,092	0	39,092		
TOTALS:	263.30	980,266	131,831			

*Areas based off latest site plan provided by Pascual, Perez, Kiliddjian & Assoc. dated 6/14/07 Green areas assumed from typical zoning requirements and are subject to change **Irrigation flows are for 1" of rainfall per acre per week

(0.08ft/in./week * 43,560sf/ac * 7.48gal/cf) / (7days/week) = 3.723 GPD/AC

100-Year 3-Day Estimated Rainfall Volume: 892.52ac-ft 25-Year 3-Day Estimated Rainfall Volume: 695.60ac-ft

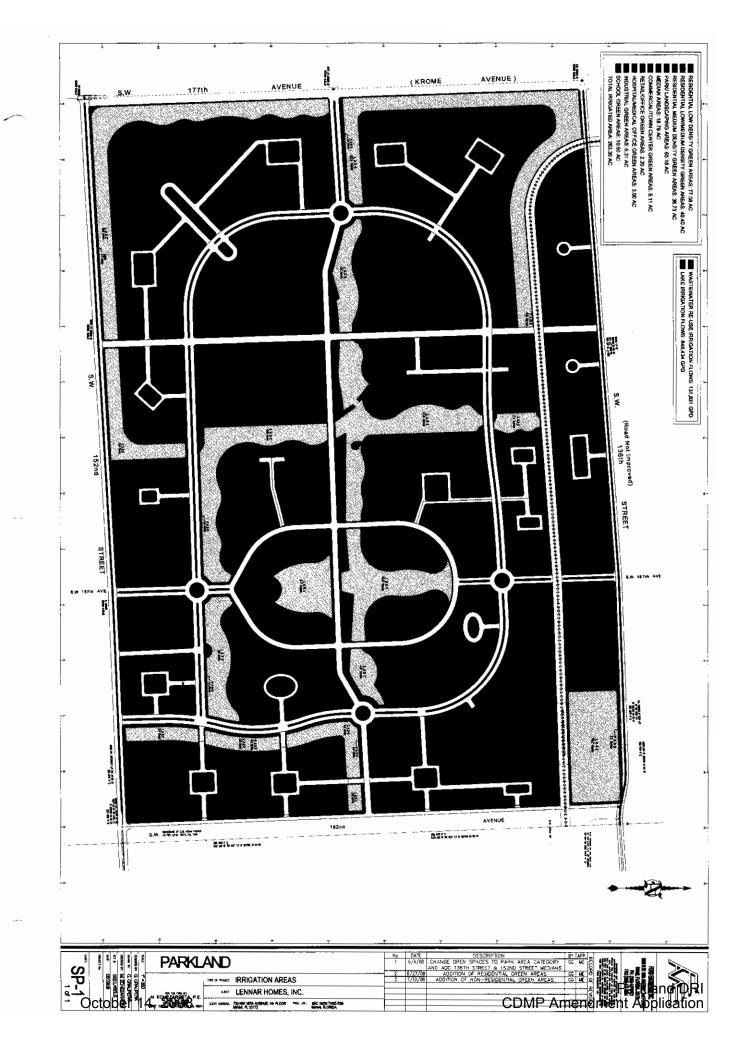


Exhibit B

Department of Planning and Zoning (DP&Z) Revised Response to the Florida Department of Community Affairs (DCA) Objections, Recommendations and Comments (ORC) Report DCA No. 08-1 Addressing the April 2007 Cycle Applications to Amend the Comprehensive Development Master Plan (CDMP)

March 31, 2008

This report contains the initial responses of the Department of Planning and Zoning (Department), to the objections contained in the referenced Objections, Recommendations and Comments (ORC) Report issued by the Florida Department of Community Affairs (DCA) dated February 26, 2008. The DCA issued objections to all six (6) private applications and two of the text applications (Applications 14 and 16) transmitted for review and comment by the Miami-Dade County Board of County Commissioners.

In the following presentation, the DCA's Objection and corresponding Recommendation are presented, followed by a response of the Department of Planning and Zoning. Immediately after the Objection number, notations are provided indicating which Applications that the Objection and Recommendation address. The issuance of the responses contained herein does not preclude the issuance of other future responses by the Department. Moreover, the responses issued by the Department are not necessarily those of the applicants, Local Planning Agency (Planning Advisory Board), or Board of County Commissioners, which may offer their own responses to points raised in the ORC report.

DCA OBJECTION #1: INADEQUATE PLANNING FOR POTABLE WATER SUPPLY (Applies to Applications No. 5, 8, and 9)

The proposed future land use changes in Amendments/Applications 5, 8, and 9 all increase the potential demand for potable water from the properties involved. All three applications also require that the County's Urban Development Boundary (UDB) be moved to accommodate the proposed urban uses. According to information provided by the South Florida Water Management District (District) in its report to the Department on Amendment 08-1, the 20-year Consumptive Water Use Permit (CUP) issued by the District to Miami-Dade County in November 2007 was based solely on population projections within the current UDB. The same population projections underlie DCA Table 1 in the settlement agreement between the Department and Miami-Dade County to bring Amendment 06-1 into compliance. DCA Table 1 demonstrates that the County Water and Sewer Department (WASD) will have a sufficient potable water supply to meet the expected demand in its service area out to 2030. The demand estimates were based on population projections for WASD's service area. The information contained in

DCA Table 1 was instrumental in the compliance agreement between the Department and County, because it demonstrated that the potable water demands of ordinary growth would be accommodated by the water to be produced from WASD's proposed new alternative water supply sources, which were included in the capital facilities schedule in the Miami-Dade County Capital Improvements Element.

The three proposed UDB amendments, however, are located outside the delineated WASD service area, which was the basis of the water demand projections agreed upon between the District and WASD for the CUP and for DCA Table 1. If this potable water service area is expanded to include the three UDB amendments, it would be expected to have a greater potential population and a greater potential water demand than the existing delineated service area used to provide the basis for the CUP. This greater potential water demand must be matched by an additional planned supply of water. The three UDB amendments fail to identify the new water supply source, nor are the amendments supported by adequate data and analysis to demonstrate they can be provided an adequate water supply based upon current water sources.

The District, in its report to the Department, also points out that until the new Hialeah Floridan Aquifer reverse osmosis facility goes on-line (4.72 million gallons a day scheduled for 2012), the County has limited "new" water to meet its anticipated growth within the UDB and must rely heavily on water conservation and system savings to avoid a deficit. A portion of the water from this plant is already committed to the City of Hialeah as part of the 2006 settlement agreement between the Department and Miami-Dade County (Case No. 06-2395GM). Therefore, data and analysis to document the availability of water to meet the anticipated municipal growth for the next 5 years is essential to ensure adequate water supply before approving land uses outside the UDB that might compete for the same supply. The District also notes—(1) that the requirements of the limiting conditions within the CUP would need to be met prior to providing water supply to any development(s) outside of the current service area; and (2) that any delays in completing the County's \$1.6 billion worth of new water and sewer infrastructure projects will cause a shortfall of water supply with respect to projected growth within the existing UDB.

DCA Recommendation:

The County should not adopt the proposed land use changes until it can demonstrate the necessary coordination of land use approvals with an assured supply of potable water. Revise the amendments to demonstrate coordination of the proposed land use changes with the planning and provision of potable water supplies. Identify any needed facility improvements for the 5- and 10-year planning time frame. These improvements should be coordinated with the Water, Sewer, and Solid Waste Element and the Capital Improvements Element, including implementation through the 6-year schedule of capital improvements of any facilities needed during that time frame.

DP&Z Response:

Miami-Dade County Department of Planning and Zoning, after each decennial census, generates its population estimates and projections for the County. These population estimates and projections are then disaggregated into the Minor Statistical Areas (MSAs), sub-areas of census tracts, to help identify the County's growth trends by geographic area and are routinely updated based upon local trends and conditions. Updates and amendments to the population projections, contained in the CDMP Land Use Element, are considered for adoption by the Board of County Commissioners approximately every four years; the latest projections being adopted in 2004. It was the 2004 adopted population estimates and projections that were utilized by WASD in their water supply planning efforts and formed the basis for determining future water demands in the WASD utility service area.

DCA has indicated that any change of land use outside of the service area (the Urban Development Boundary (UDB)) will result in an increase in water demand not accounted for by the recently approved Water Use Permit (WUP). The Department asserts that the UDB helps to manage potential development sprawl within the County but that movement of this line does not increase the population. The population growth of the County is based on rate of births, deaths, in-migration and out-migration and is determined independent of land use. The assignment of the County's estimated population to the MSAs takes into consideration the amount of zoned developable land and makes assumptions regarding the timing of this development based upon past trends. However, inclusion of additional vacant land into the UDB does not change the existing or projected population for the County, but rather may adjust the spatial distribution of the population assigned to the MSAs. Likewise the existing population within the WASD utility service area will not change should vacant land (no existing population) be added. However, the projected population for the utility service area may shift between MSAs based upon changes to the development pattern created by additional commercial or residential supply in that area.

To properly account for these potential shifts in population, as noted above, the County periodically revises its population projections, both at the countywide and the MSA levels, and prepares these updates for inclusion into the CDMP. Such updates are a routine component of any long-range planning process as documented in the legislative requirements to update the regional water supply plans every five years. This concept was also addressed with the issuance of the 20-year WUP, as limiting condition 49, which requires a compliance report that updates the components of the WUP, including population estimates and reuse and water supply project status, to "maintain a reasonable assurance the permittee's use will continue to meet the applicable rules and statute for the remainder of the permit duration.

As stated above the projected WASD service area population will not be increased by approval of these three land use amendments, and this population estimate will be revisited every five years and revised if necessary. The Department also recognizes that building trends are not linear and that more development occurs in some years than others. This fluctuation in development and the resulting water demands may not coincide with the completion of those planned alternative water supply and reuse projects necessary to accommodate these anticipated water demands. An analysis of the finished water demands of the 3 applications, based on largest water demand produced by the proposed development scenarios are as follows:

Application No. 5 – The proposed development, based on the submitted application and proffered restrictive covenant, would prohibit residential units. The Land Use Plan map amendment would allow for two scenarios. The first is based on a commercial use of Parcel A and offices on Parcel B. The second scenario contemplates commercial development on Parcel A with a 2,000 student station High School on Parcel B. The estimated water demands for each of these scenarios, based upon water demand generation tables codified in Chapter 24, Miami-Dade County is as follows:

Scenario	Proposed Use	Square Feet (sf) / Number of Students	Water Demand rates (Chapter 24)	Estimated Water Demand (gpd)
4	Commercial/Retail	357,192 sf	10 gpd/100 sf	35,719
1	Offices	655,578 sf	10 gpd/100 sf	65,558
	Total Estimated Wa	ter Demand for Sce	nario 1	101,277
	Commercial/Retail	357,192 sf	10 gpd/100 sf	35,719
2	High School	2,000 students w/showers & 268 employees	20 gpd/student 15 gpd/employee	44,020
	Total Estimated Wa	ter Demand for Sce	nario 2	79,739

APPLICATION 5

Source: Miami-Dade County Department of Planning and Zoning, March 2008, base on criteria from Chapter 24, Miami-Dade County Code.

Gpd = gallons per day

Application No. 8 – the proposed development, based on the transmitted covenant as accepted by the BCC, would prohibit residential units. The water demand for a commercial scenario, based upon water demand generation tables codified in Chapter 24, Miami-Dade County is as follows:

APPLICATION 8

Scenario	Proposed Use	Square Feet (sf)	Water Demand rates (Chapter 24)	Estimated Water Demand (gpd)
1	Commercial/Retail	670,824 sf	10 gpd/100 sf	67,082

Source: Miami-Dade County Department of Planning and Zoning, March 2008, base on criteria from Chapter 24, Miami-Dade County Code.

Gpd = gallons per day

Application No. 9 - the proposed development was transmitted to DCA without acceptance of a covenant. Therefore, the property could be developed under two scenarios. The first scenario would include residential on Parcel A and commercial development on Parcel B. A second scenario is based on residential development of both Parcels A and B. The water demands for each of these scenarios, based upon water demand generation tables codified in Chapter 24, Miami-Dade County is as follows:

Scenario	Proposed Use	Square Feet (sf) / Number of Students	Water Demand rates (Chapter 24)	Estimated Water Demand (gpd)
1	Commercial/Retail	1 74 ,240 sf	10 gpd/100 sf	17,424
1	Single Family	509 detached units	350 gpd/unit	178,150
	Total Estimated Wa	ter Demand for Sce	nario 1	185,574
2	Single Family	509 detached units	350 gpd/unit	178,150
2	Townhome	130 attached	250 gpd/unit	32,500
	Total Estimated Wa	ter Demand for Sce	nario 2	210,650

Source: Miami-Dade County Department of Planning and Zoning, March 2008, base on criteria from Chapter 24, Miami-Dade County Code.

Gpd = gallons per day

Using the estimated highest demand for each of the above development scenarios, the potential water demand of the three applications is estimated to be 379,000 gallons per day. Realistically, development of these properties would not be completed due to platting, zoning and permitting requirements until sometime between 2010 and 2012. Assuming a 3-year buildout timeframe of 2011, (similar to a concurrency review) the projected water demand of the WASD utility area is estimated at 359.54 million gallons per day (mgd). In accordance with DCA Table 1 (see Attachment 3), as agreed to by the County, DCA, and the SFWMD, the County is anticipated to have 12.36 mgd surplus water in 2011. Additionally, during the 2007 and 2012 timeframe, the timeframe prior to the first update of the WUP permit, surplus water is anticipated to range between 0.43 mgd in 2007 to 8.16 mgd in 2012. In no year during this timeframe does the surplus fall below 0.43 mgd; a level above the .359 mgd estimated for the projects. The WUP permit will be revisited in 2012 to update population estimates (based on the 2010 census data) and water supply projects, if necessary.

DCA points out concerns from the SFWMD that "until the new Hialeah Floridan Aquifer reverse osmosis facility goes on-line (4.72 million gallons a day scheduled for 2012), the County has limited "new" water to meet its anticipated growth within the UDB and must rely heavily on water conservation and system savings to avoid a deficit." It is unclear why the SFWMD has these concerns since water conservation and systems savings have been proven to reduce demands and ultimately result in less water being required by growth. These are recognized as credits in the WUP issued by the SFWMD. The surplus water during the 2008-2011 timeframe is based on three factors; 1) the City of North Miami Beach no longer purchasing water from the County; 2) accelerated water

conservation measures undertaken by the County; and, 3) the addition of 4.7 mgd Floridan Aquifer Blending project at the Hialeah-Preston Water Treatment Plant scheduled for completion in 2009. These projects are discussed below.

The City of North Miami Beach is currently a retail customer. This City has its own water utility and alternative water supply projects, which are intended to serve the population within the City's service area. In 2007 the City came off the WASD system, with the exception of a 1 mgd demand that will be reduced to no demand by mid-2008. This reduction decreased the County's service area demand by approximately 25,000 persons, which equates to a water reduction of 3.875 mgd.

The County's water conservation efforts were projected to produce between1.086 mgd in 2007 and 1.286 in 2012 based upon information provided in Table 5 (Appendix E) of the Revised Support Document. This savings has been accepted by the SFWMD and is included as a credit against the water demand in the WUP. Data supplied by WASD has indicated that the water savings realized during the 2007 calendar year was 1.48 mgd, an additional savings of .359 mgd.

This savings was due to extensive conservations and education efforts undertaken by the County, which resulted in WASD meeting all their targeted conservation goals and exceeding their goals in the following areas:

Conservation Measure	2007 Targeted Goal	2007 Actual	Percent Complete
Shower Exchange	3200 Showerheads	8117 Showerheads	253.7
Senior and Low Income Retrofits	750 Retrofits	806 Retrofits	107.5
High Efficiency Toilets	750 Rebates	750 Rebates	100.0
County Owned Facility Audits	25 Audits	50 Audits	200.0

A full listing of the conservation measure goals and completions are included in Attachment 4 attached along with the conservation events held by the County in 2007.

Finally, the SFWMD has incorrectly stated that the first permit project to come on online is the City of Hialeah Reverse Osmosis (RO) plant in 2012. WASD is currently using a blending of Floridan and Biscayne aquifer waters at the West and Southwest wellfields and is developing the infrastructure necessary to blend waters from these aquifers at the Hialeah-Preston plant. This project, listed in the WUP permit, is due to come on line in 2009 and will yield 4.7 mgd. The cost of the project, listed in the County's CIE as Project 20C on Table 12, is \$10.4 million dollars.

These above referenced projects demonstrate that the WASD utility has sufficient water to account for the normal growth of the County. The aggressive efforts by the County to promote water conservation has resulted in additional water which, if necessary would be used for planned growth. Additionally, WASD, to assure the continued availability of water supplies as new development occurs, is currently developing a water allocation system in compliance with Section 163.3180(2)(a), Florida Statutes, which states that "prior to approval of a building permit or its functional equivalent, the local government shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent".

The water allocation system will track the amount of water being allocated to serve all new construction, additions, renovations or changes in use requiring increases in water consumption. This system allows WASD to determine the current water supply available to serve new retail users within the WASD's service area and wholesale customers, while ensuring that the allocation in the Miami Dade County's 20-year water use permit is not exceeded. To ensure an equitable water allocation system, water will be allocated at the time of platting, at which time a parcel of land is evaluated to determine whether the existing water and sewer infrastructure can support the proposed project or the Developer must agree to improve the infrastructure to accommodate the development activity. This often occurs one to two years prior to the issuance of a building permit or its functional equivalent. The water allocation will be reserved as long as the developer complies with the terms and conditions of the agreement. In addition, water will be allocated prior to the issuance of a building permit. After the issuance of a building permit, the water will be reserved as long as the building permit remains active. The water allocation will be de-allocated when a water meter is set, or a Certificate of Occupancy or Use, or an Occupational License is issued. The total gallons of water required for a specific development activity or proposed use will be calculated according to the usage flows included in Chapter 24 of the Code of Miami-Dade County.

Currently, WASD is amending Chapter 32 of the Code of Miami Dade County to include requirements for water allocation. The law will not allow any development activity to be platted or such development approved or building permit to be issued without an approval letter from WASD specifying the amount of potable water allocated for such development activity. This law will extend to WASD's wholesale customers. It is anticipated that revisions to Chapter 32 will be approved by the Board of County Commissioners by September 2008, and the water allocation system be fully implemented by the end of 2008

DCA OBJECTION #2: 10-YEAR WATER SUPPLY FACILITIES WORK PLAN (Applies to Applications No. 13 and 16)

The Department objects to Application 13 because the proposed Water Supply Facilities Work Plan (Work Plan) does not identify and evaluate the potable water utilities serving the unincorporated areas of the County, other than the Miami-Dade County Water and Sewer Department (WASD).

In addition, according to the comments received from the South Florida Water Management District, the County's 10-year water supply facilities work plan and the

ATTACHMENT 3

DCA TABLE 1

Parkland DRI CDMP Amendment Application

October 14, 2008

DCA TABLE 1 (3/6/2007) Miami-Dade County Water and Sewer Department Average Annual Daily Demand (AADD) Finished Water (MGD) 20-Year WUP Combined Biscayne Aquifer (BA) and AWS Water Demand Projection

4 5 Biscayne		9	7 Alternative W	7 8 Alternative Water Supply Projects	9 Projects		5 2	11 Totals
Projected Aquifer (BA)	Š	Water	New Upper Floridan	Floridan	Reuse/ Reclaimed Water ^(g) (MGD)	claimed (MGD)	Available AADD	Contingency
	ง ⁻ ัธ	Conservati on ^(d) (MGD)	Aquifer RO WTP ^(e) (MGD)	Aquifer Blending ^(f) (MGD)	Reuse (Irrigation)	Recharge Credit	Water Supply (MGD)	Surplus ^(h) (MGD)
TOTAL MDWASD WATER SYSTEM SERVICE AREA	1							
340.80 340.80								
348.90 340.80		1.11	0.0	7.4	0.0	0.0	349.31	0.42
345.79 340.80		2.22	0.0	7.4	0.0	0.0	350.42	4.63
350.37 340.80		3.45	0.0	12.2	0.0	0.0	356.45	6.07
354,96 340.80		4.67	0.0	12.2	3.0	0.0	360.67	5.71
359.54 340.80		5.90	10.0	12.2	3.0	0.0	371.90	12.36
364.13 340.80		6.29	10.0	12.2	3.0	0.0	372.29	8.16
368.71 340.80		6.70	10.0	12.2	3.0	0.0	372.70	3.99
373.30 340.80		7.10	10.0	12.2	3.0	18.0	391.10	17.80
378.02 340.80		7.50	10.0	12.2	4.0	18.0	392.50	14.48
381.79 340.80		7.90	10.0	12.2	4.0	18.0	392.90	11.11
385.57 340.80		8.27	10.0	12.2	4.0	18.0	393.27	7.70
		8.64	15.0	12.2	4.0	18.0	398.64	9.30
393.11 340.80		9.00	15.0	12.2	4.0	18.0	399.00	5.89
396.89 340.80		9.37	15.0	12.2	4.0	38.0	419.37	22.48
400.66 340.80		9.74	15.0	12.2	4.0	38.0	419.74	19.08
404.44 340.80	-	10.12	15.0	12.2	4.0	38.0	420.12	15.68
408.21 340.80	-	10.48	15.0	12.2	4.0	38.0	420.48	12.27
411.99 340.80		10.84	15.0	12.2	4.0	38.0	420.84	8.85
415.76 340.80	-	11.21	15.0	12.2	4.0	38.0	421.21	5.45
419.53 340.80		11.58	15.0	12.2	4.0	53.0	436.58	17.05
423.31 340.80	-	11.95	15.0	12.2	4.0	53.0	436.95	13.64
427.08 340.80		12.31	17.5	12.2	4.0	53.0	439.81	12.73
430.86 340.80		12.68	17.5	12.2	4.0	53.0	440.18	9.33
434.63 340.80								5 07

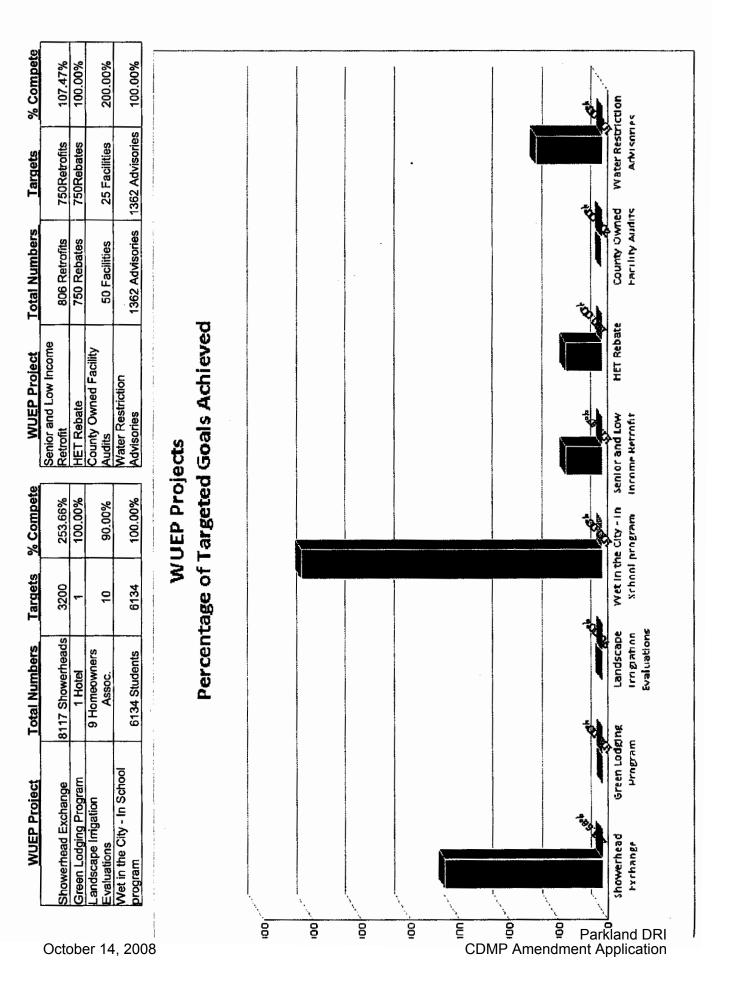
Footnotes: a. Populations projections agreed to by the SFWMD. Population served includes both the WASD retail customers and the wholesalers/large users. City of North Miami Beach drops out after 2007	e SFWMD. Populati	on served incluc	les both the	WASD retail cus	tomers and the whole	esalers/iarge users. City of North	Miami Beach drops out after
 Finished AADD Projections between 2007 and 2030 assume 155 gpcd total waler system demand. North Miami Beach drops out in 2008. Hialeah and North Miami are included through 2030. 	007 and 2030 assum	ie 155 gpcd tota	ll water syste	emand. Nort	h Miami Beach drop	s out in 2008. Hialeah and North	Miami are included through
c. Average annual daily demands of finished water for 2006** represent the 12 months preceding 4/1/2006 per SFWMD Rule and equate to 347.8 MGD of Biscayne Aquifer raw water withdrawal. Finished water base allocation of 340.8 MGD equates to 347.3 MGD of Biscayne Aquifer raw water withdrawal.	ished water for 200 n of 340.8 MGD equ	6** represent th lates to 347.3 M	ne 12 month GD of Biscay	is preceding 4/1. yne Aquifer raw v	2006 per SFWMD l vater withdrawal.	Rule and equate to 347.8 MGD	of Biscayne Aquifer raw water
d. WASD will be undertaking the 20-year water conservation plan and expects reductions in unaccounted for water (UFW). Water Conservation projections were taken from a Water Conservation Best Management Practices (BMP) Planning Spreadsheet prepared by Malcolm Pirnie, Inc. dated 1/23/2007. Values reflect projections as of 2/2/2007. Water conservation projections do not reflect water demand reductions presented by the "Unaccounted Water Loss Reduction Plan (February 2007)" prepared by Matcolm Pirnie, Inc. and currently under review projections do not reflect water demand reductions presented by the "Unaccounted Water Loss Reduction Plan (February 2007)" prepared by Matcolm Pirnie, Inc. and currently under review by MDWASD.	water conservation s (BMP) Planning SI eductions presented	plan and expect preadsheet prep by the "Unacco	s reductions lared by Mal	in unaccounted t colm Pirnie, Inc. Loss Reduction	for water (UFW). Wa dated 1/23/2007. Va Plan (February 2007	ter Conservation projections werk lues reflect projections as of 2/2/ prepared by Matcolm Pimie, Ir	taken from a Water 1007, Water conservation .c. and currently under review
e. New Upper Floridan Aquifer RO WTP (10.0 mgd Phase	(10.0 mgd Phase I b	y 2011) see CIE	Table 12, P	roject 20D; (5.0 l	MGD Phase II by 20	by 2011) see CIE Table 12, Project 20D; (5.0 MGD Phase II by 2018); (2.5 MGD Phase III by 2028).	
f. Floridan Aquifer Blending at Alexander Orr Water Treatment Plant/West and SW Welffields (assuming 4% of Finished Water Demand) (7.4 mgd) by 2007 including ASR (wet season). See CIE Table 12, Project 20A. Hialeah/Preston Floridan Aquifer Blending Welffield (or equal) (assumes 3% of Finished Water Demand) (4.8 mgd) by 2009. See CIE Table 12, Project 20C.	Orr Water Treatmer Preston Floridan Aqu	nt PlantWest an uifer Blending W	d SW Wellfie elifield (or ei	elds (assuming 4 qual) (assumes 3	% of Finished Water % of Finished Water	Demand) (7.4 mgd) by 2007 incl r Demand) (4.8 mgd) by 2009. Se	uding ASR (wet season). e CIE Table 12, Project 20C.
 Tentative Alternative Water Supply Reuse/Reclaimed Water Projects (exclusive of any BBCW rehydration AWS credits) by 2015 to replace existing finished water demand (gallon for gallon credit). 	use/Reclaimed Wate	er Projects (excl dit).	usive of any	BBCW rehydrati	on AWS credits) by 3	2015 to	
1. North District WWTP Reuse Projects. This excludes the 5 mgd that will be used by the City of North Miami Beach. See CIE Table 8, Project 29	Projects. This exclu	ides the 5 mgd t	hat <u>will be</u> u:	sed by the City of	f North Miami Beach	. See CIE Table 8, Project 29	2.0 mgd +/- 1.0 mgd +/-
 Central District WWTP Reuse Projects. See CIE 1 able 5, Project 30, 3. Coastal Wetlands Rehydration Demonstration Project by 2015. See 	e Projects. See CIE on Demonstration Pr	liE 1 able 5, Project 30. Project by 2015. See CIE Table 8, Project 27.	a su. See CIE Tab	ile 8, Project 27.		Total (est.)	<u>1.0 mgd +/-</u> 4.0 mgd +/-
h. South District Wastewater Treatment Plant (SDWWTP)		euse Projects fo	r groundwate	ar recharge as st	nown in the table belo	Reuse Projects for groundwater recharge as shown in the table below. Exclusive of Coastal Wetland Rehydration AWS Credits.	Rehydration AWS Credits.
	Phase	Recharge	Applied (MGD)	AADD (MGD)	Implementation Year	CIE Table 8 Project Number	
	-	S. Miami Heichte	ន	18	2014	31	
	2	Alex-Orr	21	20	2020	32	
		Alex-Orr	16	15	2026	3	
	Total (est.)		ŝ	83			
	1						

ATTACHMENT 4

WATER CONSERVATION EVENTS AND WATER CONSERVATION OBJECTIVES AND PROGRESS

Parkland DRI CDMP Amendment Application

October 14, 2008



MONTH	EVENT	DATE
April	Earthfest	04/22/07
May	Feria de La Mujer Adopt-a-Tree	05/05/07 05/12/07
June	District 8- Showerhead Distribution District 6- Showerhead Distribution Historical Museum- Water Stories Event Adopt-a-Tree	06/18/07 06/19/07 06/23/07 06/23/07
July	District 12- Green Lodging Event District 9- Showerhead Distribution Adopt-a-Tree City of Hialeah Showerhead Dist.	07/17/07 07/20/07 07/21/07 07/24/07
August	District 13- Showerhead Distribution Adopt-a-Tree	08/06/07 08/18/07
September	Adopt-a-Tree District 11-Dia de la Integracion Cultural	09/15/07 09/16/07
October	Adopt-a-Tree	10/13/07
November	Green Affordability Symposium Harvest Fest	11/12-13/07 11/17/07
December	District 4 - Showerhead Distribution	12/06/07

EVENTS

	AWYARDS	
FSAWWA Water Co	Orlando, FL	
	Category Demand Management Show of Excellence Meritorious	HET Rebate Project Senior Retrofit project
Conserve Florida	How to Develop a Water Conservation	Orlando, FL
National Association of Counties (NACO) Richmond, VA Presentation & Panel Participation		
	Water Isn't Free: Managing Water Infrastr	ucture and Supply Issues
	FEATURES	
SOURCE	ARTICLE/NEWSLETTER	DATE
EPA	The WaterSense Current	Spring 2007
Miami Herald	H2Oh	07/10/07
EPA	The WaterSense Current	Summer 2007
CBS4	Miami-Dade Want Green Hotels	07/18/07
Miami Herald	Going Green has perks for business	07/22/07

Miami Herald Going Green has perks for business 07/2 08/07/07 Palmetto Bay Moss Office Distributes showerheads Miami Herald Senor, gadgets save water 12/09/07 12/09/07 Miami Herald Low-Flow Showerheads being distributed 12/20/07 Miami Herald Conservationist go yard to yard 06/23/07-01/20/08 Historical Museum Water Stories



SOUTH FLORIDA WATER MANAGEMENT DISTRICT

July 3, 2008

Ray Eubanks, Administrator Plan Review and Processing Department of Community Affairs 2555 Shumard Oaks Boulevard Tallahassee, FL 32399-2100

Dear Mr. Eubanks:

Subject: Miami-Dade County, DCA #08-1 SFWMD Comments on Adopted Comprehensive Plan Amendment Package

The South Florida Water Management District has completed its review of Miami-Dade County's adopted comprehensive plan amendment package, DCA #08-1, as requested by the Department of Community Affairs (DCA). We focused our review on the water supply issues, which were captured in Items #1 and #2 of the Department's Objections, Recommendations and Comments Report dated February 26, 2008.

We find that the County has sufficiently addressed the water supply planning issues as they relate to both the future land use map amendments (Item #1) and the Water Supply Facilities Work Plan (Item #2).

The adopted amendment package includes additional data and analysis that demonstrate that the County's ability to concurrently meet the demands of the proposed future land use amendment package. The County has also worked closely with the District in addressing the recommendations related to the Water Supply Facilities Work Plan.

We appreciate the County's attention to these matters and look forward to collaborating with the County and DCA in implementing sound and sustainable water resource solutions. For assistance or additional information, please contact John Mulliken, Director, Water Supply Planning Division, at (561) 682-6649 or jmulls@sfwmd.gov.

Since eľ Chin Mensia

Deputy Executive Director Water Resources

c: George M. Burgess, County Manager, Miami-Dade County Carolyn Dekle, Executive Director, SFRPC Bob Dennis, Administrator, DCA Sally Mann, DEP John Mulliken, SFWMD

> 3301 Gun Club Road, West Palm Beach, Florida 33406 • (561) 686-8800 • FL WATS 1-800-432-2045 Mailing Address: P.O. Box 24680, West Palm Beach, FL 33416-4680 • www.sfwmd.gov



United States Department of the Interior National Park Service

Biscayne National Park 9700 SW 328 Street Homestead, FL 33033 Everglades National Park 40001 State Road 9336 Homestead, FL 33034



In Reply Refer to:

April 1, 2008

L3215

Miami-Dade County Department of Planning and Zoning Attn: Interim Director Subrata Basu 111 NW 1st Street, Suite 1210 Miami, Florida 33128

Re: Parkland Development of Regional Impact

Dear Mr. Basu:

This letter is written regarding the proposed Parkland Development of Regional Impact (DRI). It is our understanding that the DRI application for this proposed project, located outside the County's Urban Development Boundary, has been found to be sufficient by the South Florida Regional Planning Council (RPC) and is currently being reviewed by your department relative to a land use plan amendment to the Comprehensive Development Master Plan (CDMP).

As you are aware, the CDMP sets forth policy elements for development as well as for the conservation of land and natural resources to guide decisions regarding future zoning and land use patterns in Miami-Dade County. Additionally, the South Miami-Dade Watershed Study and Plan, which was designed to meet objectives identified in the CDMP, recognized the South Miami-Dade watershed as one of the most critical watersheds in Florida due in part to its location between two nationally-recognized treasures, Everglades National Park and Biscayne National Park.

We would like to express our concern for potential impacts to both national parks from additional withdrawals of water (potable and non-potable) identified as necessary for this large (967 acres, 6941 residential units) development. Our review of the Parkland DRI application and two subsequent sufficiency responses to information needs requested by various government agencies indicates that the potable water demand projected for this proposed development is 1.871 MGD, without conservation measures, and 1.497 MGD with the application of a 20% conservation reduction. Non-potable water demand (irrigation) is estimated at 1.5 MGD. The potable water demand is proposed to be provided by the Miami-Dade County Water and Sewer Department (MDWASD), while the irrigation water would be provided in part by an on-site reuse facility as well as *additional* surface and/or ground water withdrawals (on-site wells and lakes).

We believe Miami-Dade County cannot meet the water supply demands of the proposed Parkland project as currently designed and be consistent with the 20-year Consumptive Water Use Permit (CUP) issued to the County by the South Florida Water Management District (District) in November 2007. The CUP was designed in part to prevent an increase in water withdrawals from Everglades water



bodies including Everglades National Park as well as to prevent the reduction in ground or surface water levels that results in harmful lateral movement of the fresh water/salt water interface. As noted in a recent Objections, Recommendations, and Comments (ORC) report prepared by the State of Florida Department of Community Affairs (DCA), dated February 26, 2008, proposed future land use changes that increase the potential demand for potable water in Miami-Dade County and which are located outside the County's established Urban Development Boundary (UDB) must be matched by an additional planned supply of water to be consistent with the CUP. Amendments to the CDMP and to the UDB for the Parkland project would require MDWASD to expand its service area to meet an increase in population and water demand from that which provided the basis of the CUP. Because the Parkland DRI does not identify a new water supply source for its potable water demand, we believe that adoption of these amendments is inconsistent with the CUP as well as with land use policy elements within the County's CDMP that provide important protective provisions (e.g., LU-3) for Everglades water bodies and Biscayne Bay.

Although the RPC has yet to issue its impact report, water supply concerns for the Parkland project have also been documented in a preliminary District impact assessment report, dated April 12, 2007, prepared for the RPC. The District's report indicated at that time that MDWASD does not currently have an adequate permitted allocation to meet the potable water demands for this project.

The applicant also states that existing groundwater withdrawals for agricultural irrigation on the property is estimated at 3.5 MGD and states that the 1.5 MGD non-potable demand for the project is less than half of that volume, thus concluding that project's estimated 1.497 MGD water demand will result in a "-2.111 MGD net change in water impacts on the South Florida area." However, as we understand the permitting process, the applicant does not have a legal right to the currently permitted 3.5 MGD groundwater withdrawal, but would be required to apply to the District for this use as a *new user* relative to potential impacts to Minimum Flows and Levels for water bodies including Everglades National Park and the Biscayne Aquifer, off-site wetlands, and other legal users. In addition, the District has indicated (letter to DCA, dated January 25, 2008) that additional ground water withdrawals from existing Biscayne Aquifer well fields beyond the CUP to meet the non-potable water demands are inconsistent with the Everglades protection provisions of the District's Regional Water Availability Rule.

Further, we question the applicant's statement that "it is unlikely that the 1.0 MGD withdrawal [to meet the non-potable water demand] would have any measurable impact on the ENP groundwater levels or seepage in the area, considering the Project is located approximately 1.5 miles east of L-31." Unless and until a valid modeling analysis is completed by the District and/or Miami-Dade County, we believe it is inappropriate to conclude that this withdrawal is unlikely to have an impact on ground water levels within or seepage rates from Everglades National Park.

For the above reasons, we believe that the currently proposed Parkland project is inconsistent with policies established by the CDMP, the CUP, and the regional water availability rule, and will create an additional strain on water supplies needed for both Everglades and Biscayne National Parks. Under the National Park Service Organic Act of 1916, it is our mission to conserve park resources and provide for visitor enjoyment in such manner as will leave these resources unimpaired for the enjoyment of future generations. As such, we ask that you carefully consider the comments provided above in evaluating the proposed Parkland DRI, particularly in terms of conserving the resources Everglades and Biscayne National Parks.

Sincerely,

Mark Lewis

Mark Lewis, Superintendent Biscayne National Park

Due B. Fin Lall.

Dan B. Kimball, Superintendent Everglades National Park

cc:

Rosa Davis, Miami-Dade County Department of Planning and Zoning Jo Sesodia, South Florida Regional Planning Council James Golden, South Florida Water Management District NPS-SER: Paul Anderson, Acting Regional Director



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building 3900 Commonwealth Boulevard Tallahassee, Florida 32399-3000 Charlie Crist Governor

Jeff Kottkamp Lt. Governor

Michael W. Sole Secretary

July 10, 2008

Mr. D. Ray Eubanks Plan Review and DRI Processing Team Florida Department of Community Affairs 2555 Shumard Oak Boulevard Tallahassee, Florida 32399-2100

RE: Miami-Dade County; Adopted CPA 08-1

Dear Mr. Eubanks:

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed Miami-Dade County's adopted comprehensive plan amendment under the provisions of Chapter 163, Part II, *Florida Statutes (F.S.)*, and Chapters 9J-5 and 9J-11, *Florida Administrative Code (F.A.C.)*. In accordance with those authorities, the Department provides the following comments to assist your agency in determining whether the adopted amendment complies with state law.

In its letter to the Department of Community Affairs (DCA) dated January 31, 2008, the Department provided comments and recommendations on the County's proposed comprehensive plan amendment package 08-1. As stated in that correspondence, the Department found that Applications 5, 8 & 9 of the amendment package did not contain sufficient data and analysis from which the Department could determine that adequate water supplies would be available to serve the properties that were the subjects of the three amendment applications.

On April 24, 2008, the County adopted Applications 5 and 8, and on May 30, 2008, the County submitted to the Department the adopted amendment package with additional information. On July 3, 2008, the South Florida Water Management District issued its comment letter, stating that the amendment package included sufficient data and analysis to demonstrate the County's ability to concurrently meet the demands of the proposed future land use amendment package. The District also stated that Miami-Dade County had sufficiently addressed the water supply issues related to the future

"More Protection, Less Process" www.dcp.state.fl.us Mr. D. Ray Eubanks Miami-Dade 08-1 (Adopted) July 10, 2008 Page 2 of 2

land use map amendments. Based upon those comments from the District – the water expert for South Florida – the Department submits no further comment with regard to water supply for the real property subject to Applications 5 and 8.

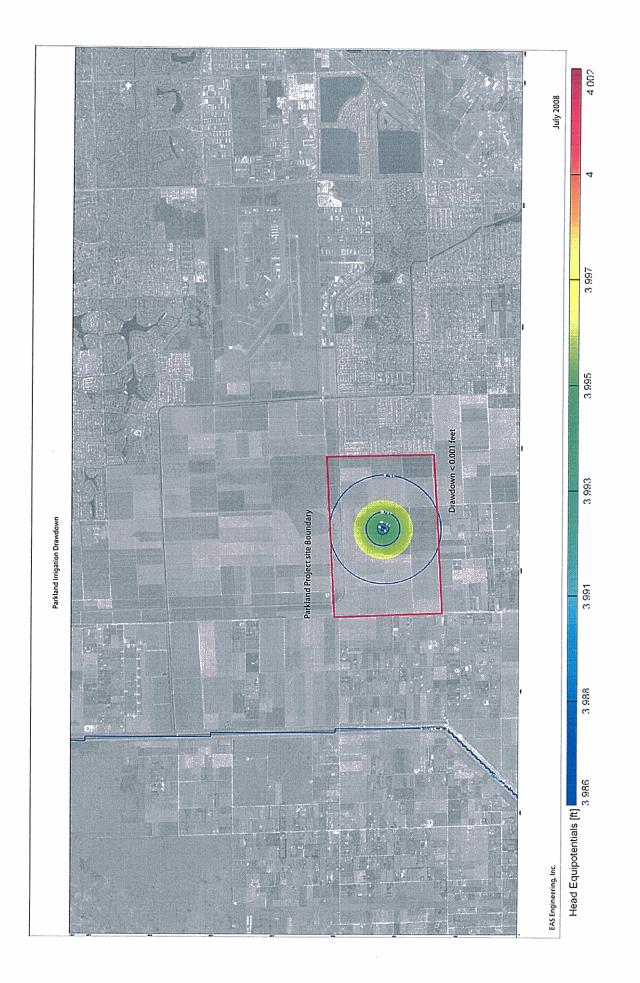
Thank you for the opportunity to comment on the proposed amendments. Should you require additional information, please do not hesitate to call or contact Mr. Chris Stahl at (850) 245-2169 or <u>Chris.Stahl@Dep.State.Fl.Us</u>.

Yours sincerely,

Sally B. Mam

Sally B. Mann, Director Office of Intergovernmental Programs

SBM/jlq



APPENDIX D

Application for Development Approval, dated August 2006

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Parkland DRI

DEVELOPMENT OF REGIONAL IMPACT APPLICATION FOR DEVELOPMENT APPROVAL UNDER SECTION 380.06, FLORIDA STATUTES

PART I. APPLICATION INFORMATION

1. Statement of Intent

I, **Jeffrey Bercow**, the undersigned authorized agent of Lennar Homes, Inc. (the "Applicant"), hereby propose to undertake a Development of Regional Impact as defined in Section 380.06, Florida Statutes (F.S.), and Chapter 28-24, Florida Administrative Code (F.A.C.). In support thereof we submit the following information concerning Parkland, which information is true and correct to the best of our knowledge.

(Date)

Jeffrey Bercow

2. Owner/Developer (name, address, phone). State whether or not the owner or developer is authorized to do business in the State of Florida pursuant to the provisions of Chapter 407, F.S.

Owners Krome Groves Land Trust Edward Easton, Trustee c/o Gloria M. Velazquez, Esq. 730 N.W. 107th Avenue Suite 400 Miami, Florida 33172

.

Corsica West II Land Trust Peter M. Hodkin, Trustee c/o Gloria M. Velazquez, Esq. 730 N.W. 107th Avenue Suite 400 Miami, Florida 33172

Guherqui International, S.A. c/o Gloria M. Velazquez, Esq. 730 N.W. 107th Avenue Suite 400 Miami, Florida 33172

Contact:Gloria M. Velazquez, Esq.Telephone:(305) 559-1951Fax:(305) 559-4543Email:gloria.velazquez@lennar.com

Developer

Lennar Homes, Inc. 730 N.W. 107th Avenue, Suite 400 Miami, Florida 33172 Contact: Anthony Seijas Telephone: (305) 559-1951 Facsimile: (305) 559-4543 Both the Owners and the developer are authorized to do business in the State of Florida pursuant to the provisions of Chapter 407, Florida Statutes.

3. Authorized Agent and Consultants (name, address, phone)

• Authorized Agent / Legal Counsel

Bercow & Radell, P.A. 200 South Biscayne Blvd. Suite 850 Miami, Florida 33131 Contact: Jeff Bercow, Esq. Telephone: (305) 374-5300 Fax: (305) 377-6222 Email: jbercow@brzoninglaw.com

Contact:	Graham Penn, Esq.
Telephone:	(305) 377-6229
Fax:	(305) 377-6222
Email:	gpenn@brzoninglaw.com

• Planning

The Curtis Group 7520 Red Road Suite M South Miami, FL 33143 Contact: Rob Curtis Telephone: (305) 663-5800 Fax: (305) 663-3444 Email: rob@curtisplanning.com

• Town Planning

Pascual Perez Kiliddjian & Associates 1300 NW 84 Ave Doral, FI 33126 Contact: Mario Pascual Telephone: (305) 592-1363 Fax: (305) 592-6865 Email: m_pascual@ppkarch.com

Contact:	Peter Kiliddjian
Telephone:	(305) 592-1363
Fax:	(305) 592-6865
Email:	p_kiliddjian@ppkarch.com

SWA

2200 Bridgeway Boulevard Sausalito, CA 94966 Contact: Kalvin Platt Telephone: (415) 332-5100 Fax: (415) 332-0719

• Transportation Planning

Cathy Sweetapple & Associates 101 North Gordon Road Fort Lauderdale, FL 33301 Contact: Cathy Sweetapple Telephone: (954) 463-8878 Fax: (954) 525-4303 Email: csweet@bellsouth.net

• Environmental

EAS Engineering, Inc. 55 Almeria Avenue Coral Gables, FL 33134 Contact: Ed Swakon Telephone: (305) 445-5553 Fax: (305) 444-2112 Email: eswakon@eas-eng.com

• Economic

Miami Economic Associates Inc. 6861 SW 89th Terrace Miami, Florida 33156 Contact: Andrew Dolkart Telephone: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net

• Archaeology

Archaeological & Historical Conservancy, Inc. 4800 SW 64th Avenue, Suite 107 Davie, FL 33314 Contact: Bob Carr Telephone: (954) 792-9776 Fax: (954) 792-9954 Email: archlgcl@bellsouth.net

• Surveying

Ford Armenteros Manucy Inc. 1950 N.W. 94th Avenue 2nd Floor Miami, FL 33172 Contact: Omar Armenteros Telephone: (305) 477-6472 Fax: (305) 470-2805 Email: omara@fordco.com

• Civil Engineering

Ford Engineers, Inc. 1950 N.W. 94th Avenue 2nd Floor Miami, FL 33172 Contact: Manny Echezarreta Telephone: (305) 477-6472 Fax: (305) 477-8054 Email: manuele@fordco.com 4. Attach a notarized authorization from all persons or corporations (or authorized agents of said persons or corporations) having fee simple or lessor estate in the site indicating that each of these parties is aware of, and concurs with, the development of this property as described in this Application for Development Approval. Include the names and addresses of all parties with an interest in the property. In addition, include descriptions of any other properties within one-half mile radius of the DRI site in which any of the parties with an interest in the DRI site hold a fee simple or lessor interest.

The authorization forms are attached as Exhibit 4-1. There is one parcel within a onehalf mile radius in which one of the parties with an interest in the DRI holds a lessor interest. This parcel is shown in the sketch included in Exhibit 4-2. The description of the property as per the Miami-Dade Appraiser's Office is included in this exhibit as well.

5. Attach a legal description of the development site. Include section, township and range.

Parkland DRI consists of approximately 960 acres bounded by SW 136 Street on the north, SW 162 Avenue on the east (generally), SW 152 Street on the south (generally) and SW 177 Avenue on the west.

A legal description of the property is included in **Exhibit 5-1**.

6. Have you requested a binding letter of interpretation of DRI status or vested rights, clearance letter, agreement or preliminary development agreement from the Department of Community Affairs? If so, what is the current status of this determination?

No. A binding letter of interpretation of DRI status or vested rights, clearance letter, agreement or preliminary development agreement from the Department of Community Affairs have not been requested.

7. List all local governments with jurisdiction over the proposed development.

Miami-Dade County has jurisdiction over the processing of changes to the Miami-Dade County Comprehensive Development Master Plan and Development of Regional Impact applications.

8. List all agencies (local, state and federal) from which approval and/or a permit must be obtained prior to initiation of development. Indicate the permit or approval for each agency and its status. Indicate whether the development is registered or whether registration will be required with the Division of Florida Land Sales, Condominiums and Mobile Homes under Chapter 478, Florida Statutes. Indicate whether the development will be registered with the H.U.D., Division of Interstate Land Sales Registration or with other states.

The project will obtain any and all necessary permits. Currently, the Applicant anticipates obtaining the following permits, which will be obtained prior to the initiation of the development, as required.

Agency	Permit/Approval	Status
Miami-Dade County	ADA/DRI Development Order	Future Action
	Re-zoning	Future Action
	CDMP Amendments	Future Action
	Site Plan Approval	Future Action
	Plat Approval	Future Action
	Building Permit(s)	Future Action
	Wastewater Collection System Permit	Future Action
	Roadway Improvement Plans	Future Action
	Tree Removal Permit	If Required
	Water Distribution System Permit	Future Action
	Complex Source Permit	If Required
	Wetland Jurisdictional Determination	Not Required
	Class IV (Freshwater Wetland Dredge & Fill)	Not Required
	Surface Water Management Permit	Future Action (if not issued by SFWMD)
State of Florida		
South Florida Regional Planning Council	DRI Review	In Process
South Florida Water Management District	Wetland Jurisdictional Determination	Not Required
	Environmental Resource Permit (Stormwater and Water Quality Certification)	Future Action (if not issued by DERM)
	Water Use Permit	If Required
Department of Community Affairs	DRI Review	In Process
Department of Environmental Protection	Wastewater Collection System Permit	Future Action
	Water Distribution System Permit	Future Action
	Air Quality	If Required
Department of Transportation	Roadway Improvement Plans	Future Action
Federal		
U.S. Army Corps of Engineers	Wetland Jurisdictional Determination	Not Required
	Dredge and Fill Permit	Not Required
		Source: The Curtis Group

At this time, registration of the development as currently proposed with the Division of Florida Land Sales, Condominiums, and Mobile Homes under Chapter 498, Florida Statutes, will not be required. The development will not be registered with H.U.D. Division of Interstate Land Sales registration or with other state agencies.

Legal Description

The West 1/2, of the East 1/2, of the West 1/2 of Section 20, Township 55 South, Range 39 East, Miami-Dade County, Florida. LESS a 100.00 feet Right-of-way for the Seaboard Airline Railroad, as-built and in place lying 50.00 feet on either side of the existing railroad tracks.

AND

The West 1/2, of the East 1/2, of the East 1/2, of the S.W. 1/4 of Section 20, Township 55 South, Range 39 East, Miami-Dade County, Florida.

Subject to any dedications, easements, restrictions, reservation and limitations of records.

AND

The East 1/2, of the East 1/2, of the East 1/2, of the S.W. 1/4 of Section 20, Township 55 South, Range 39 East, Miami-Dade County, Florida. Less and except that parcel taken on the East side as per case # 86-40255 recorded in Official Records Book 15074 at Page 1044 of the Public Records of Miami-Dade County, Florida, said Parcel described as follows:

That portion of the East 1/2, of the East 1/2, of the East 1/2, of the S.W. 1/4 of said Section 20, lying East of that certain boundary agreement line in case # 86-40255 recorded in Official Records Book 15074, at Page 1044 of the Public Records of Miami-Dade County, Florida.

Subject to any dedications, easements, restrictions, reservation and limitations of records.

AND

The East 1/2, of the East 1/2, of the N.W. 1/4 of Section 20, Township 55 South, Range 39 East, Miami-Dade County, Florida, lying South of the Centerline of a 100.00 feet Wide Easement for the Seaboard Coast Line Railroad Company, as recorded in Official Records Book 4331, at Page 282, and Official Records Book 4371, at Page 323, all of the Public Records of Miami-Dade County, Florida. Less and except that Parcel taken on the East side as per case # 86-40255 recorded in Official Records Book 15074, at Page 1044 of the Public Records of Miami-Dade County, Florida, said Parcel described as follows:

That portion of the East 1/2, of the East 1/2, of the N.W. 1/4 of said Section 20, lying South of the Centerline of the said 100.00 feet Wide Easement for the Seaboard Coast Line Railroad Company and lying East of that certain boundary agreement line in case # 86-40255 recorded in said or Book 15074, at Page 1044 of the Public Records of Miami-Dade County, Florida. Subject to any dedications, easements, restrictions, reservation and limitations of records.

AND

The East 1/2, of the East 1/2, of the N.W. 1/4 of Section 20, Township 55 South, Range 39 East, Miami-Dade County, Florida, lying North of the Centerline of a 100.00 feet Wide Easement for the Seaboard Coast Line Railroad Company, as recorded in Official Records Book 4331, at Page 282, and Official Records Book 4371, at Page 323, all of the Public Records of Miami-Dade County, Florida. Less and except that Parcel taken on the East side as per case # 86-40255 recorded in Official Records Book 15074, at Page 1044 of the Public Records of Miami-Dade County, Florida, said Parcel described as follows:

That portion of the East 1/2, of the East 1/2, of the N.W. 1/4 of said Section 20, lying North of the Centerline of the said 100.00 feet Wide Easement for the Seaboard Coast Line Railroad Company and lying East of that certain boundary agreement line in case # 86-40255 recorded in said or Book 15074, at Page 1044 of the Public Records of Miami-Dade County, Florida.

Subject to any dedications, easements, restrictions, reservation and limitations of records.

AND

Section 19, Township 55 South, Range 39 East, LESS the Northwest Quarter (NW 1/4) of the Northwest Quarter (NW 1/4) thereof and road right(s) of way(s). Miami-Dade County, Florida.

AND

The North Half (N 1/2) of the Northwest Quarter (NW 1/4) of the Northwest Quarter (NW 1/4) of Section 19, Township 55 South, Range 39 East, located in Miami-Dade County, Florida.

AND

The South Half (S 1/2) of the Northwest Quarter (NW 1/4) of the Northwest Quarter (NW 1/4) of Section 19, Township 55 South, Range 39 East. Miami-Dade County, Florida.

AND

The West (W 1/2) of the West (W 1/2) of Section 20, Township 55 South, Range 39 East, Dade County, Florida.

LESS AND EXCEPT:

The Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of the Northwest Quarter (NW 1/4) of Section 20, Township 55 South, Range 39 East, lying and being in Miami-Dade County, Florida.

AND

The Northeast Quarter (NE 1/4) of the Northwest Quarter (NW 1/4) of the Northwest Quarter (NW 1/4) of Section 20, Township 55 South, Range 39 East, lying and being in Miami-Dade County, Florida.

APPENDIX E

South Florida Regional Planning Council Letter: Review of Response to Second Statement of Information Needed, dated April 2007

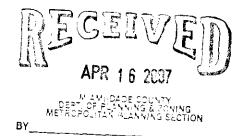
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Parkland DRI

South Florida Regional Planning Council

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April 13, 2007

Mr. Rob Curtis, AICP The Curtis Group 7520 Red Road, Suite M South Miami, FL 33143

Re: Parkland Development of Regional Impact (DRI) Review of Respose to Second Statement of Information Needed

Dear Mr. Curtis:

Enclosed, please find review comments received from agencies for the Parkland DRI Application for Development Approval (ADA). Pursuant to Chapter 380.06(10)(b) F.S., Council staff were notified by the applicant that no additional rounds of review will be supplied. Therefore, any unresolved issues will be included in the Regional Impact Report.

As you are aware, the applicant is requesting an amendment to the Miami-Dade County Comprehensive Development Master Plan for relocation of the Urban Growth Boundary to accommodate the proposed project. Following transmittal of the plan amendment to DCA, Council staff will convene a meeting with review agencies to discuss conditions for inclusion in the DRI Development Order.

Please call me if you have any questions concerning this matter.

Sincerely,

Jo Sesodia, AICP

Principal Planner

JS/tnb

Enclosure

cc: Attached Mailing List

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021 Broward (954) 985-4416, State (800) 985-4416 SunCom 473-4416, FAX (954) 985-4417, Sun Com FAX 473-4417 email: sfadmin@sfrpc.com, website: www.sfrpc.com

October 14, 2008

Parkland DRI CDMP Amendment Application

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Parkland DRI

APPENDIX F

Response to Third Statement of Information Needed, dated September 2008 (includes Letter from Applicant and Revised General Project Description)

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Parkland DRI



DIRECT LINE: (305) 377-6220 E-MAIL: JBercow@BRZoningLaw.com

September 24, 2008

Ms. Carolyn Dekle Executive Director South Florida Regional Planning Council 3440 Hollywood Boulevard Suite 140 Hollywood, FL 33021

Re: Response to Third Statement of Information Needed Parkland Development of Regional Impact (DRI) Application for Development Approval (ADA)

Dear Ms. Dekle:

On behalf of the Applicant, we are hereby transmitting the enclosed Response to the Third Statement of Information Needed (SIN) for the Parkland DRI, which we are calling "Parkland 2014". This submission provides responses to agency comments dated April 13, 2007 and modifies the buildout date from 2015 to 2018 while maintaining the agreed upon eight-year, single-phase project development period (2010 – 2018). This shift of the project development period is necessary in recognition of market conditions. Enclosed ADA Questions 10, 11, 17, 18, 21 and 24 have been revised to address the modification to the DRI buildout date.

Additionally, in response to community interest for a movie theatre in the area, the Applicant has included a response and analysis for ADA Question 32 - Attraction and Recreation. The potential theatre use does not represent an addition to proposed development square footage or an increase of impacts previously reviewed. Rather, if developed, the 2,000 seat theatre will be exchanged for 28,311 square feet of retail use and the previously reviewed 200,000 square feet of retail use will be reduced to 171,689 square feet of retail use. Ms. Carolyn Dekle South Florida Regional Planning Council September 24, 2008 Page 2

Over the past year the Applicant has been working with Miami-Dade County Department of Planning and Zoning (DP&Z) on the companion Comprehensive Development Master Plan (CDMP) amendment application. In August 2008, the Applicant provided DP&Z staff with a Consolidated Response to Department Questions. This document is included in this Response. Please give particular attention to Section I, Development Order Commitments found in the Consolidated Response to Department Questions. This section details commitments the Applicant has made and is prepared to accept as conditions to the development of regional impact development order. Some of the key commitments include:

- No certificates of occupancy or certificates of completion will be issued will be issued before the year 2014.
- Parkland will be one of the first projects in South Florida, and first in Miami-Dade County, to implement the Florida Green Building Coalition's (Green Building) Green Development Standards.
- The Parkland development plan is comprehensive in its approach to every aspect of community planning and will ensure that development occurs in a logical, consistent, and timely manner. The development of the Parkland community will provide for the following major public infrastructure and facilities serving both Parkland residents and residents of the wider West Kendall area:
 - Functional and readily accessible parks, open space areas, trails, and greenways;
 - A minimum of 800 "affordable workforce housing" units within the Project,
 - Schools, police and fire facilities, and a community center;
 - Medical facility, transit services, and a transit hub;
 - o Multi-modal connections to surrounding areas; and
 - Roadway connections and expansions that will add needed capacity to the area's network.
- Parkland will represent a model for water conservation and reuse for all future County development.

BERCOW RADELL & FERNANDEZ

• Parkland will <u>exceed</u> the requirements of the County's new water use efficiency standards manual when it comes into effect.

October 14, 2008

Parkland DRI CDMP Amendment Application Ms. Carolyn Dekle South Florida Regional Planning Council September 24, 2008 Page 3

> Presently, the water use efficiency standards manual is scheduled to be published on January 1, 2009, and will become effective following approval by the County Commission.

 Wastewater reduction will be realized through the use of a satellite reuse treatment facility located on-site. It is anticipated that the technology for the reuse facility will be membrane filtration. "Purple pipe" will be used to distribute the reuse water to the areas in which the water will be employed for irrigation.

The Applicant will provide the agencies with any additional required information on an informal basis as the processing of the ADA continues and the proposed development order conditions are negotiated. We look forward to your favorable review of this document and determination that the application is sufficient.

BERCOW RADELL & FERNANDEZ

LAND USE AND ENVIRONMENTAL LAW

Sincerely, effrey Bercov

Enclosures

10. GENERAL PROJECT DESCRIPTION

PART 1 SPECIFIC PROJECT DESCRIPTION

A. Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five years), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.

Miami-Dade County's suburban areas have experienced patterns of low-density expansion typically described as urban sprawl. These suburban areas feature extensive low-density residential development, strip commercial along major roadways, and a high dependency on automobiles for transportation. Like most suburban areas throughout the country, Miami-Dade County's western areas lack centralized downtowns and the concentrated services (retail, office and institutional) associated with traditional community centers. Generally suburban sprawl signals a loss of unique community character and identity, or as one study states, the "transformation to Anytown, USA."

Parkland 2014 ("Parkland") is designed to create a quality of life for its residents and residents of the surrounding area. Similar to Miami Lakes and Coral Gables, it will create an opportunity for residents to work, shop, play, and learn in the same area where they live. Without adversely impacting environmental resources and without causing an undue burden on County facilities and services, Parkland will:

- bring community services such as a medical facility, a transit hub, community center, and parks;
- create multi-modal connections to the surrounding area;
- provide housing for working families in an area where industrial development exists; and,
- develop a diverse employment center that will create a critical mass of well paying jobs that will allow people to live and work in the community.

Growth Scenario and Land Availability

Between 2005 and 2018, the Miami-Dade County Department of Planning and Zoning (DPZ) projects population growth of 394,052 new residents. This equates to approximately 30,312 new residents every year. In their Initial Recommendations for April 2005 Applications to Amend the Miami-Dade County Comprehensive Development Master Plan, October 2007, DPZ concluded that in the year 2018 vacant land for all types of residential capacity within the UDB will be depleted. DPZ further concluded that land supply for single-family housing will be exhausted by 2012.

In March 2006, at the request of the Miami-Dade Board of County Commissioners, The Metropolitan Center at Florida International University, the Center for Environmental and Urban Problems at Florida Atlantic University and Demographic Data for Decision-Making, Inc., convened a peer review panel to examine the methodology used by the Department of Planning and Zoning for determining the amount of developable land within the Urban Development Boundary (UDB).

The findings of the panel, as presented in a report prepared for Miami-Dade County titled "Land Capacity Panel Report" concluded, in part, that:

• While the panel is reasonably confident that 115,000 dwelling units can be built by 2018 on vacant land within the UDB; it is less confident that another 35,000 units can be built as infill redevelopment. The panel acknowledges that Planning and Zoning has held several successful Charrettes that facilitate a series of high density Urban Centers along the US-1 transit corridor. However, the panel also notes that while green field development can be developed relatively quickly, procedures involved with infill or redevelopment within the urban boundary are more time consuming and complicated.

Miami Economic Associates, Inc. (MEAI) performed an analysis was performed to determine whether the need for residential land in unincorporated Miami-Dade County justifies the expansion of the County's UDB to accommodate Parkland. The Miami-Dade Department of Planning and Zoning estimates that the UDB contains sufficient residential land to accommodate 144,078 residential units. On review of this estimate, MEAI's analysis determined that the Department has significantly overestimated the number of units that can reasonably be developed within the UDB A summary of MEAI's analysis is included as **Exhibit 10.1**.

The long-term sustainability of South Florida, inclusive of Miami-Dade County, is dependent on careful planning and the efficient use of our resources, including land. That, however, does not mean that expansion of the County's UDB should never occur. In a report entitled Eastward Ho! Development Futures: Paths to More Efficient Growth in Southeast Florida prepared in 1999 for Florida Department of Community Affairs and the U.S. Environmental Protection Agency, the Rutgers University Center for Urban Policy Research, under the direction of highly respected urban economist Robert Burchell, Ph. D., concluded that no more than half of Miami-Dade County's prospective household growth between 1995 and 2020 could be accommodated through in-fill development even if best practices in terms of growth management were employed. Similarly, the Governor's Commission on a Sustainable South Florida concluded in its Initial Report issued in 1995 that some increases in Miami-Dade County's UDB may be necessary "in order to avoid rising land and housing costs" within the boundary. Portland's (Oregon) metropolitan plan assumes that in-fill development will only account for 30 percent of its future growth, with greenfield development on the fringe accounting for the remainder. As a result of concern about rapidly escalating home prices, Portland's boundary was recently expanded by tens of thousands of acres. An article in May 2005 issue of the Urban Land Institute's Urban Land Magazine stated:

'The U.S. Census Bureau projects that by 2025, the United States will grow by almost 58 million people. Smart growth advocates promote infill development – adding households within existing city neighborhoods or inner-ring suburbs – as the responsible, resource-conscious way to meet the need. But even if everyone wanted to live in an urban or older suburban neighborhood, infill strategies cannot generate development fast enough or on a large enough scale to accommodate all the projected growth. To meet the demand for new housing, a significant proportion of growth, perhaps 50 to 70 percent or more, will need to be accommodated in greenfield locations on the fringe, where land is abundant and relatively affordable."

The County acknowledges the limits of infill and redevelopment opportunities in the adopted 2003 EAR for the CDMP. In regard to infill, the EAR states, "Infill...despite the popular rhetoric, the potential it offers is actually rather limited" (see EAR page 1-81). In regard to redevelopment, the EAR indicates that sites available for redevelopment average approximately 1.5 acres in size and over 40 percent (<u>+</u>700 acres) of these parcels are located in areas with large minority populations with lower incomes.

The consequence of not having land to accommodate demand is causing unplanned and inefficient development outside the UDB. Illustratively, there are currently 900 acres of land along the levee in the vicinity of S W 104 Street being developed as a subdivision of 5-acre lots. Certainly, this development, which can occur "by right", is not consistent with the belief of some opponents of boundary expansion that the area west of the boundary should be used solely for agriculture. It also represents an inefficient use of land because it will provide shelter for only 190 households. Finally, it will negatively impact the quality of life of people within the boundary in terms of the demand it will place on infrastructure. Most notable in this regard is the fact that residents of these homes will send their children to schools within the boundary for the high school years. While they will pay school impact fees, they will not be required to pay the mitigation fees required of newly zoned projects inside the boundary that impact schools operating at utilization rates in excess of 115 percent of FISH.



Example of one unit per five-acre residential development currently occurring in Miami-Dade County outside the 2005 Urban Development Boundary

The proposed Parkland site represents one of the last areas where development of a well planned community is appropriate. As discussed above, the portion of the County within the UDB will be built out in less than 12 years and significant redevelopment is difficult to accomplish due to many factors including inadequate infrastructure, high cost of land assemblage, and neighborhood opposition to development.

Much of the land immediately outside the UDB also has significant limitations for development. As shown on **Figure 10.A1** the land area from the Miami-Dade/Broward County line south to SW 8 Street is owned by rock mining interests and is within the Lake Belt Plan. In the past, the rock mining interests have effectively opposed any residential development within a mile of the Lake Belt boundary. The land outside the UDB from SW 8 Street to Kendall Drive is within the Bird Drive Basin, an environmentally protected area. The area south of Kendall Drive down to SW 184 Street represents one area available for community development. In addition to the foregoing, the County's CDMP currently prohibits expansion of the urban development boundary within those areas shown in **Figure 10.A1**.

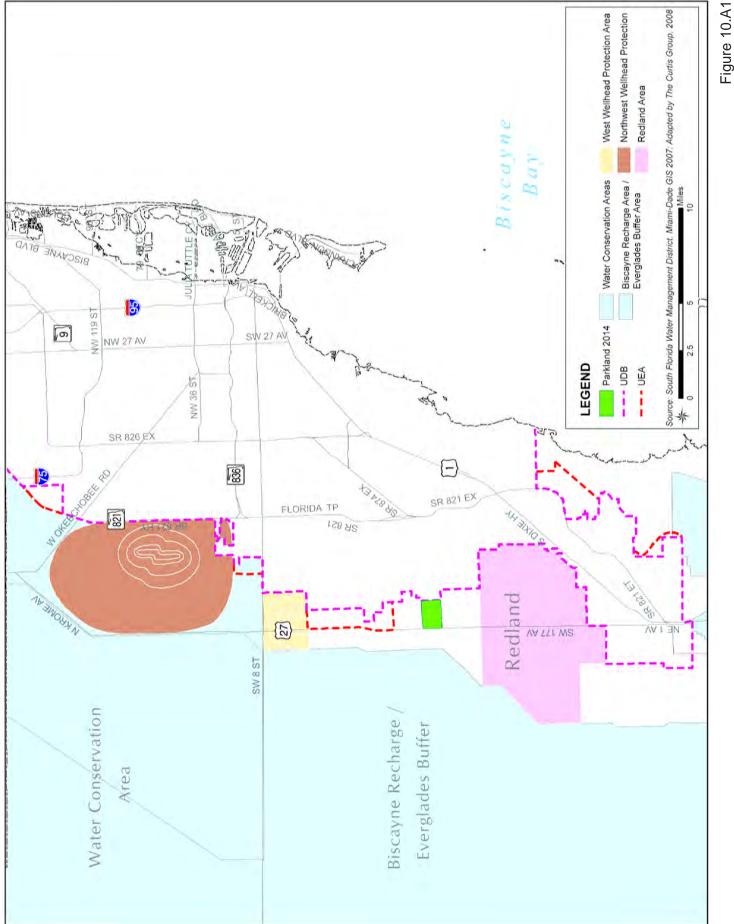
As shown in **Figure 10.A2**, Parkland consists of approximately 960.51 acres bounded by SW 136 Street on the north, SW 162 Avenue on the east (generally), approximately SW 152 Street on the south (generally) and SW 177 Avenue on the west. The proposed development program for Parkland is shown in **Table 10.A1** below.

Table 10.A1 Proposed Development Program				
Land Use	Units (2014 – 2018)			
Residential Single-Family Detached Single-Family Attached Multi-Family	1,257 du 2,436 du 3,248 du			
Retail ^[1]	200,000 sf			
Medical Office	100,000 sf			
Industrial – Flex space	33 acres 550,000 sf			
Schools (2) K-8 Schools (1) High School	35 acres 3,200 students 1,600 students			
Hospital	200 beds			
Community Uses - Library, Police, Fire	50,000 sf			
Parks	67 acres			

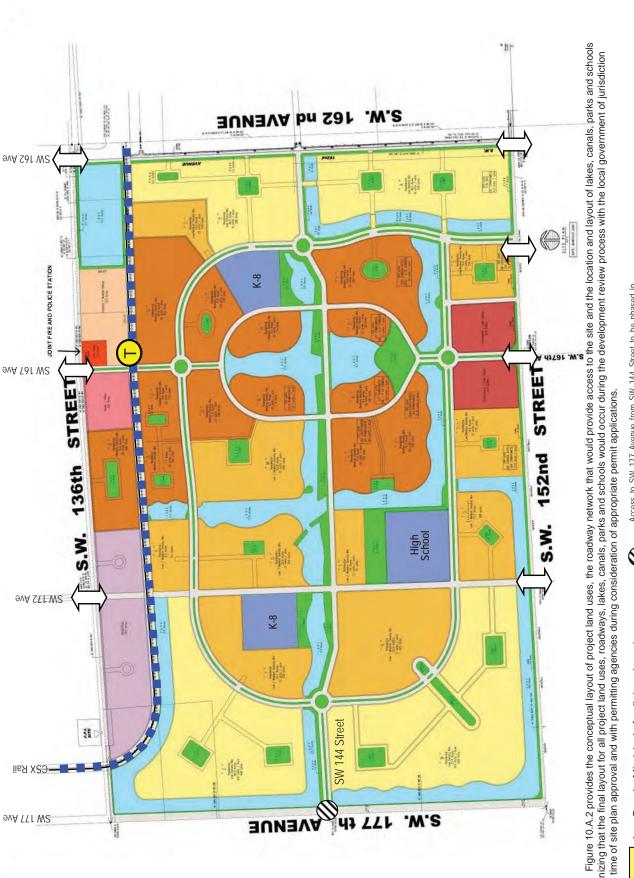
^[1] May include the exchange of up to 2,000 cinema seats for 28,311 sf of retail use based upon gross PM peak hour trips and the cinema seat exchange calculation as outlined in Table 21.B2 and Table 32.1

Parkland represents one of the last opportunities in Miami-Dade County to work with a limited number of landowners on a property to develop a new community to serve the housing needs of the County. Parkland contains a sufficient extent of land to undertake proper community planning. Developing large-scale mixed-use projects with the extent of land similar to Parkland allows the opportunity to create the sense of place and provides the full range of uses for a sustainable community. Furthermore, Parkland is designed based on the sound planning principles listed below.

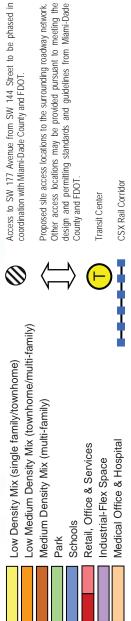
- Mix of land uses
- Employment center with a significant amount of well-paying jobs
- Compact building design
- Range of housing opportunities and choices
- Distinctive attractive communities with a sense of place
- Provide a variety of transportation modes
- Walkable neighborhoods



DEVELOPMENT CONSTRAINTS



Note: Figure 10.A.2 provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.



PARKLAND CONCEPTUAL MASTER PLAN August 2008

Figure 10.A2

Mix of Land Uses

Parkland is designed to integrate a mix of land uses to achieve a better place to live and work. Retail, industrial – flex space, hospital and medical office land uses provide a diversity of well-paying job opportunities proximate to a range of housing types for these workers. Like Miami Lakes, the density of the proposed development will enhance the vitality and perceived security of the area by increasing the number and attitude of people on the street. Pedestrian oriented retail will create places where people meet, attracting people to walk to areas while enhancing community life.



Compact Building Design

The Parkland master plan envisions a compact building design. This site design permits more green and open spaces for recreational use. This compact building design will be necessary to support the wider transportation choices proposed for Parkland

Create Range of Housing Opportunities and Choices

Parkland creates the opportunity to develop quality housing for people of all income levels. By providing a wider range of housing choices, Parkland reduces auto-dependency, uses infrastructure resources more efficiently, ensures a better job-housing balance, and generates a strong foundation of support for neighborhood transit stops, commercial centers, and other services.

Foster Distinctive, Attractive Communities with a Strong Sense of Place

Parkland is founded on the vision and set of development and construction standards that responds to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation. Parkland will provide the fundamental qualities of real towns: pedestrian scale, integrated diversity of use and population, and a well-planned and defined public space. Travel between this mix of uses can be made using a variety of methods, including walking and biking, in addition to the usual automobile.



Provide a Variety of Transportation Choices

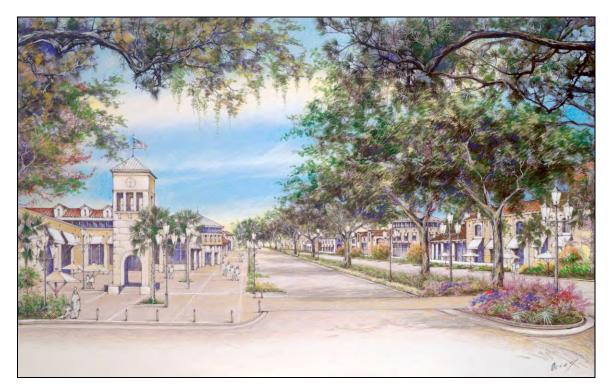
Parkland is designed to provide residents with choices in housing, shopping, and transportation. The mix of land uses and their relationship with each other in this planned, sustainable community diminishes the need for sole reliance on the automobile to meet mobility demands. Parkland is designed to meet mobility demands at many levels:

- The roadway grid is constructed to serve the internal functions of the community, while the community is designed to promote pedestrian connectivity and access to transit.
- Many of the daily employment, shopping, educational and recreational needs for residents are met from within the sustainable design, reducing trip length in comparison to single use suburban development patterns.

- The larger surrounding community then benefits by the construction of the grid, expanding the number of corridors available to provide alternative travel patterns for existing developed areas. The completion of new parallel roadways serve to disperse and reassign traffic on existing corridors, thereby reducing and balancing the demands on existing roadways.
- The larger surrounding community has the opportunity to reduce trip length by shopping, working and using the educational and recreational facilities provided by Parkland.
- Travel patterns shift away from the peak commuter direction as the larger surrounding community turns to the new land uses provided in Parkland.
- The proposed transit facility provides the local interface with regional transit. This advanced planning effort provides mobility choices for the commuter whose employment destination is located within an offsite urban employment center, and for commuters with employment in Parkland.

Provide Walkable Neighborhoods

Parkland will be designed to promote aesthetically pleasing and safe spaces for walking. An extensive network of pedestrian facilities will permit residents and visitors to access all areas of the development in order to run errands, or take children to school, if they so desire.



B. Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level III of <u>The Florida Land Use and Cover Classification System: A Technical Report</u> (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the preapplication conference.

Table 10.B1 - Existing and Proposed Land Uses presents a breakdown for both the existing and proposed land uses on the Project site.

	Table 10.B1 Existing and Proposed Land Uses							
Land Use	Non-Reside	ential		Re	sidential		Total Acreage	
	Units	Acres	DU	Acres	Net Density	Gross Density		
Existing Area	-			-	-	-		
Row Crops (214, FLUCCS) including Railroad ROW		960.51						
Proposed Project (20	14 - 2018)							
Total Residential (28-24.023, F.A.C.)		532.70	6,941		13 du/acre	7.23 ^[1] du/acre		
Retail ^[2] (28-24.031, F.A.C.)	200,000 sq.ft.	21						
Medical Office (28-24.020, F.A.C.)	100,000 sq.ft.	9						
Industrial (28-24.018, F.A.C.)	550,000 sq.ft.	33						
Hospital (28-24.017, F.A.C.)	200 beds	15						
Schools	(2)K-8 (1) High School	35						
Parks		67.60						
Proposed ROW dedications		104						
Water Retention		126.21						
Existing Railroad ROW		17						
Total Acreage							960.51	

Source: The Curtis Group

Total number of units for residential prototypes based on project gross acreage.

^[2] May include the exchange of up to 2,000 cinema seats for 28,311 sq.ft. of retail use based upon gross PM peak hour trips and the cinema seat exchange calculation as outlined in Table 21.B2 and Table 32.1

C. Briefly describe previous and existing activities on site. Identify any constraints or special planning considerations that these previous activities have with respect to the proposed development.

The Subject-Parcel has been heavily impacted by past and present agricultural activities, as shown on **Map B - Aerial Photograph.**

D. If the development is proposed to contain a shopping center, describe the primary and secondary trade areas which the proposed shopping center will serve.

The development program for the Parkland DRI envisions the phased development of up to 200,000 square feet of retail, restaurant and personal service space.

Primary market support for the retail, restaurant and personal service space being proposed for development is expected to come from the residents of the Parkland DRI. Additional market support is expected to come from the southwest Miami-Dade County area that lies west of the Turnpike between SW 136 Street and SW 184 Street as well as from the Redlands area. The areas just enumerated have traditionally been underserved with retail uses. This area contains less than two acres of commercial acreage per 1,000 residents which is less than 40 percent of the ratio that exists countywide.

E. Determine, in general terms, how demand for this project was determined.

The Parkland DRI is a planned mixed-use community. The Applicant believes that the County possesses inadequate residential capacity to accommodate the population growth that will occur from now through project completion. It is also aware, as is County staff, that the County's existing supply of new single-family units will be depleted within the next four years. Given that more than half of the dwelling units within Parkland will be the type of single-family detached and single-family attached units that have been preferred by the market historically, it is believed that Parkland will enjoy strong absorption.

As discussed above, the proposed retail space is expected to derive its market support from the households residing within Parkland and the area immediately surrounding it. Development of the proposed hospital will require that a certificate of need be issued. The proposed medical office space is included within Parkland to support the hospital. The industrial/flex space proposed for inclusion will participate within the market already operating around Tamiami Airport as well as catering to firms providing good and services to Parkland residents. It is also expected to attract professional service firms whose principals live within the area and may derive support from firms involving in providing goods and services to the proposed hospital.

F. Economic Disparity

Job creation has historically been a major challenge for Miami-Dade County as it tries to accommodate the needs of its immigrant population, many of members of which come here for political and familial reasons rather than with knowledge that employment opportunities exist for them. The Parkland DRI will be a benefit to the community in this regard, providing significant numbers of construction jobs during the development period and in excess of 2,500 permanent jobs when completed. The permanent jobs that will exist at the Project after it is fully developed will be diverse in terms of the educational and skill levels they will require.

The South Florida Regional Planning Council has established as a goal the elimination of extreme economic disparity among the segments of South Florida's diverse population. The Applicant recognizes that the Parkland DRI provides an opportunity to make steps toward the achievement of the Council's goal and will use its best efforts to realize that opportunity.

Construction hiring will likely be the responsibility of many contractors and subcontractors. The Applicant will encourage the general contractors to award work to minority-owned sub-contractors at significant levels to that extent that doing so does not compromise their ability to complete their segments of the Project within budget and in accordance with specifications.

When construction is completed, the responsibility of hiring the on-site workforce will lie with the businesses and institutions that occupy the proposed commercial facilities and that operate its hospital. The Applicant will encourage these businesses to be inclusive in their hiring practices and will use its best efforts to make them aware of the small and minority business resource organizations active in the community.

Table 10.G1 Project Cost Table (Millions of 2008 Constant Dollars)							
ltem	Project Costs	Amount Spent in Region	Percent Spent in Region				
Land	\$*	\$*	*				
Labor	620.2	620.2	100				
Materials	620.2	496.2	80				
Interest	123.0	61.5	50				
Planning **	61.7	49.4	80				
Other ***	184.7	175.5	95				
Total	\$1,609.8	\$1,402.8	87				

G. Project Cost Table

* Since the property is already owned by the applicant, no land acquisition funds will be expended during the development period.

** Includes planning, architecture and engineering.

*** Includes permits and fees, general and administrative, marketing, leasing expense, sales and leasing commissions, legal, accounting and developer fees.

Table 10.G2 distributes the overall Project costs by use and shows the year in which they will be made. Project infrastructure cost, including necessary off-site improvements, have been allocated to the uses shown.

	Table 10.G2* Project Cost Table by Use and Year (Millions of 2008 Constant Dollars)									
Use	2012	2013	2014	2015	2016	2017	2018	Total		
Single Fam	Single Family Detached									
Land	*	*	*	*	*	*	*	*		
Labor	12.1	12.1	19.4	19.4	19.4	19.4	19.6	121.4		
Materials	12.1	12.1	19.4	19.4	19.4	19.4	19.6	121.4		
Interest	2.4	2.4	3.8	3.8	3.8	3.8	3.8	23.8		
Planning	1.1	1.1	1.8	1.8	1.8	1.8	2.0	11.4		
Other	3.6	3.6	5.8	5.8	5.8	5.8	5.8	36.2		
Total	31.3	31.3	50.2	50.2	50.2	50.2	50.8	314.2		
Single Fam	ily Attached									
Land	*	*	*	*	*	*	*	*		
Labor	14.3	14.3	22.9	22.9	22.9	22.9	23.2	143.4		
Materials	14.3	14.3	22.9	22.9	22.9	22.9	23.2	143.4		
Interest	2.8	2.8	4.6	4.6	4.6	4.6	5.0	28.6		
Planning	1.5	1.5	2.2	2.2	2.2	2.2	2.5	14.3		
Other	4.1	4.1	6.8	6.8	6.8	6.8	6.9	42.3		
Total	37.0	37.0	59.4	59.4	59.4	59.4	60.8	372.0		
Condomini	um									
Land	*	*	*	*				*		
Labor	21.1	21.1	33.7	33.7	33.7	33.7	33.9	210.9		
Materials	21.1	21.1	33.7	33.7	33.7	33.7	33.9	210.9		
Interest	4.2	4.2	6.7	6.7	6.7	6.7	6.9	42.1		
Planning	2.1	2.1	3.4	3.4	3.4	3.4	3.5	21.3		
Other	6.2	6.2	10.1	10.1	10.1	10.1	10.1	62.9		
Total	54.7	54.7	87.6	87.6	87.6	87.6	88.3	548.1		
Rental Apa	rtment									
Land	*	*	*	*	*	*	*	*		
Labor	5.9	6.0	9.4	9.4	9.4	9.4	9.4	58.9		
Materials	6.0	5.9	9.4	9.4	9.4	9.4	9.4	58.9		
Interest	1.2	1.2	1.8	1.9	1.8	1.9	1.8	11.6		
Planning	0.6	0.5	1.0	1.0	1.0	1.0	1.0	6.1		
Other	1.7	1.7	2.9	2.9	2.9	2.9	2.9	17.9		
Total	15.4	15.3	24.5	24.6	24.5	24.6	24.5	153.4		
Retail										
Land	*	*	*	*	*	*	*			
Labor	0.9	0.9	0.0	3.6	0.0	3.5	0.0	8.9		
Materials	0.9	0.9	0.0	3.5	0.0	3.6	0.0	8.9		
Interest	0.2	0.2	0.0	1.7	0.0	1.6	0.0	1.7		
Planning	0.1	0.1	0.0	0.4	0.0	0.4	0.0	1.0		
Other	0.3	0.3	0.0	1.1	0.0	1.1	0.0	2.8		
Total	2.4	2.4	0.0	10.3	0.0	10.2	0.0	23.3		

	Table 10.G2*Project Cost Table by Use and Year(Millions of 2008 Constant Dollars)									
Medical Off	Medical Office									
Land	*	*	*	*	*	*	*	*		
Labor	0.8	0.8	0.0	3.0	0.0	0.0	3.0	7.6		
Materials	0.8	0.8	0.0	3.0	0.0	0.0	3.0	7.6		
Interest	0.2	0.2	0.0	0.6	0.0	0.0	0.5	1.5		
Planning	0.1	0.1	0.0	0.3	0.0	0.0	0.2	0.7		
Other	0.2	0.2	0.0	0.9	0.0	0.0	0.9	2.2		
Total	2.1	2.1	0.0	7.8	0.0	0.0	7.6	19.6		
Hospital	Hospital									
Land	*	*	*	*	*	*	*	*		
Labor	4.7	4.7	0.0	18.8	0.0	0.0	18.8	47.0		
Materials	4.7	4.7	0.0	18.8	0.0	0.0	18.8	47.0		
Interest	0.9	0.9	0.0	3.7	0.0	0.0	3.7	9.2		
Planning	0.5	0.5	0.0	1.8	0.0	0.0	1.7	4.5		
Other	1.4	1.4	0.0	5.4	0.0	0.0	5.5	13.7		
Total	11.2	11.2	0.0	48.5	0.0	0.0	48.5	121.4		
Industrial/F	lex									
Land	*	*	*	*	*	*	*	*		
Labor	2.3	2.3	3.5	3.5	3.5	3.5	3.5	22.1		
Materials	2.3	2.3	3.5	3.5	3.5	3.5	3.5	22.1		
Interest	0.5	0.5	0.7	0.7	0.7	0.7	0.7	4.5		
Planning	0.2	0.2	0.4	0.4	0.4	0.4	0.4	2.4		
Other	0.6	0.6	1.1	1.1	1.1	1.1	1.1	6.7		
Total	5.9	5.9	9.2	9.2	9.2	9.2	9.2	57.8		

PART 2 CONSISTENCY WITH COMPREHENSIVE PLANS

A. Demonstrate how the proposed project is consistent with the local comprehensive plan and land development regulations. Indicate whether the proposed project will require an amendment to the adopted local comprehensive plan, including the capital improvements element. If so, please describe the necessary changes.

The development proposed in **Map H - Master Development Plan**, will require a Future Land Use Map amendment to the Miami-Dade County Comprehensive Development Master Plan to modify the Urban Development Boundary ("UDB") and change land uses. An application for such an amendment has been submitted to the County concurrently with this ADA.

The proposed amendment will add much needed residential land, which is ideally located adjacent to existing development in western Miami-Dade County, in response to population projections and available capacity studies, and in accordance with the Comprehensive Development Master Plan (CDMP).

The County's CDMP Future Land Use Element provides that the expansion of urban areas should be managed to occur at a rate commensurate with projected population and economic growth, and in locations which optimize efficiency in public service delivery and conservation of natural resources. Not only is Parkland one of the few land areas available within the County that can favorably address each of these concerns in accordance with the CDMP, but it is also timely in addressing the housing needs of Miami-Dade County.

CDMP Land Use Objective 8 provides for periodic amendment to the Land Use Plan map to accommodate projected countywide growth. The UDB was first depicted on the LUP map in 1983 in order to contain contiguous development and to avoid scattered, "leap frog" growth, while providing efficient delivery of public services and infrastructure and protecting environmentally sensitive land. The County has approved expansions of approximately 50 square miles in the last thirty years (an average of 1.7 square miles per year), all the while imposing more stringent limitations on the process. Initially, applications for amendments were allowed annually and free of charge. Presently, applications may be filed once every two years (or, as in this instance, concurrent with a DRI application), with fees often in the hundreds of thousands of dollars, and requiring a supermajority of affirmative votes by the Board of County Commissioners. The review process is thorough and comprehensive to ensure that only logical and timely expansions, like this application, are eventually approved.

In accordance with Objective 8 and its requirement that the County maintain a process for periodic amendment of the Plan map and boundaries, Policies LU-8F and LU-8G were implemented providing the basic criteria by which expansion areas are to be reviewed. These Policies, and a brief discussion on how this application comports with the specific criteria therein, follow.

LAND USE POLICY LU-8F: The Urban Development Boundary should contain developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a five year surplus (a total of 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in Policy 7F.

The projected County-wide depletion by the year 2012 for single family homes falls 9 years short of the 15-year mandate (for all residential) required by CDMP Policy 8G. Moreover, within Study Area E in the April, 2005 CDMP cycle, which includes the Parkland property, the County currently estimates that single-family land will be depleted in 2009, with multi-family land being depleted in 2010. Approval of this development will ensure that the County has the capacity to sustain the projected countywide residential demand for the mandated 15 years.

The County's estimate of transit units must also be viewed critically. The impediments associated with the transit units include land assembly; infrastructure; the presence of "untouchable" uses such as UM and Vizcaya; gentrification; the presence of employment centers; community opposition; and municipal jurisdiction. Finally, with annual demand for single-family units currently at the 8,000 unit level, the current supply of single family land will only last through approximately 2012.

Under the CDMP, the County's UDB is intended to be a flexible line subject to expansion when a need for additional land to support urban development has been demonstrated. (CDMP Policy LU-8F). Policy LU-8G of the CDMP guides the expansion of the UDB by establishing three categories of land outside the UDB:

- (1) Land that shall not be considered for expansion;
- (2) Land that shall be avoided if possible; and
- (3) Land that shall be given priority for inclusion within the UDB.

(1) Land that shall not be considered for expansion

Policy LU-8G (i) provides that the following areas may <u>not</u> be considered for inclusion:

- a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 12th street, and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;
- b) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;
- c) The Redland area south of Eureka Drive.

A graphic depiction of these areas is attached as **Figure 10.A1**.

Parkland is not within any of the areas identified above and, therefore, should be considered as an area to add to the UDB.

(2) Land that shall be avoided if possible:

Policy LU-8G (ii) provides that the following areas shall be avoided when adding land to the UDB:

- a) Future Wetlands delineated in the Conservation and Land Use Element;
- b) Land designated Agriculture on the Land Use Plan map;
- c) Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge.
- d) Comprehensive Everglades Restoration Plan project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports

A graphic depiction of these areas is attached as Figure 10.A3.

It is important to note that **Figure 10.A3** clearly demonstrates that all of the land outside of the adopted UDB, is within one or another of the categories of land that "shall be avoided" for UDB expansion under Policy LU-8G(ii).

In particular, the CDMP's Urban Expansion Areas (UEAs), are expected to be included within the UDB sooner than other areas, assuming no other issues. However, the UEAs are either designated as Future Wetlands or Agriculture use on the LUP map. The County has determined that these UEAs, while designated for Agriculture use or as Future Wetlands, should be developed in the near future in order to accommodate the County's growing population.

It is therefore readily apparent that Policy LU-8G requires the County to balance the need for land to support urban development against the desire to protect viable agricultural or environmentally important lands. That is where the third category of land recognized in Policy LU-8G, lands that should be encouraged for inclusion, becomes relevant.

(3) Land that shall be given priority for inclusion within the UDB:

Policy LU-8G (iii) provides the following areas should be given priority for inclusion in the UDB:

- a) Land within Planning Analysis Tiers having the earliest projected supply depletion year; and
- b Land contiguous to the UDB;
- c) Locations within one mile of a planned urban center or extraordinary transit service; and
- d) Locations having projected surplus service capacity where necessary facilities and services can be readily extended.

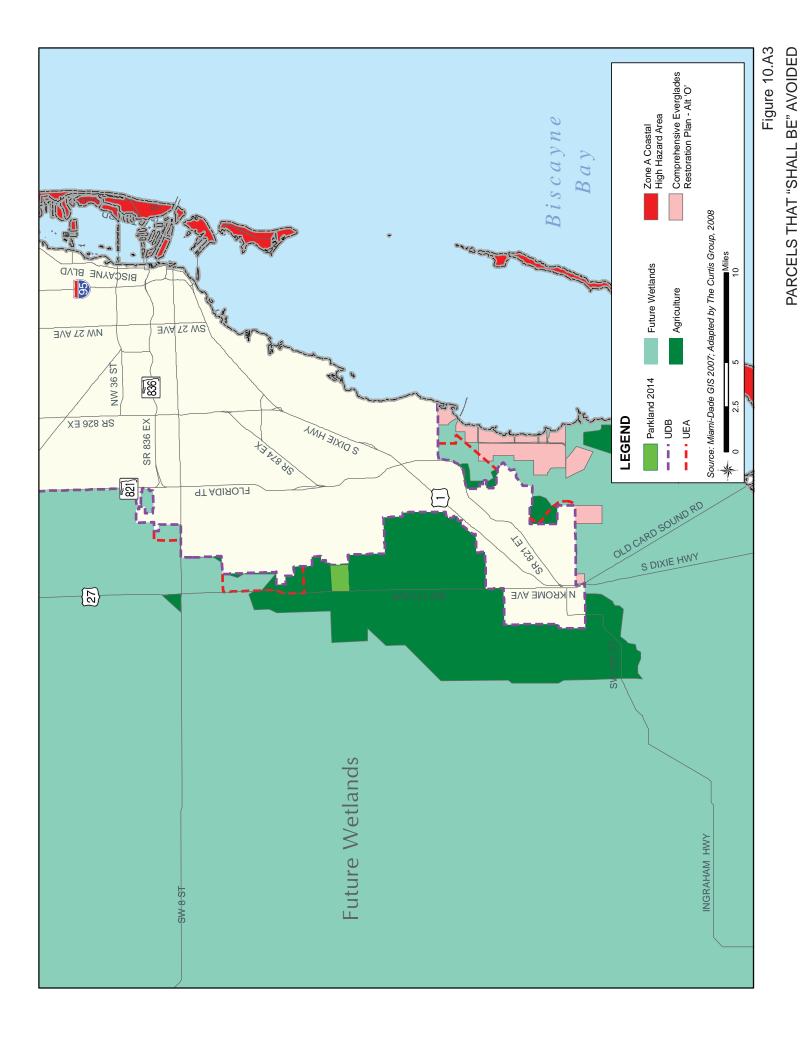
Parkland's location is consistent with all four of the criteria of Policy LU-8G (iii).

First, Parkland is located in the Planning Tier with the earliest projected depletion of <u>any</u> area in the County. Based on the County's estimates, the area (West South-Central Tier) in which Parkland is located will run out of developable residential land in <u>2009</u>, making the Parkland area a priority for inclusion in the UDB.

Second, Parkland is immediately contiguous to the existing UDB line.

Third, Parkland is located within a mile of planned extraordinary bus service and the developer has committed, as a condition of Development of Regional Impact approval, to work with the Miami-Dade Transit Agency to ensure that the extraordinary bus service is both maintained and extended to serve the entire Parkland community.

Finally, Parkland is in an area where infrastructure and services can be readily extended. The developer has committed, as a condition of Development of Regional Impact approval, to extending all required infrastructure to the site and has also committed to providing wastewater re-use, school, fire, and police facilities that will be available to serve populations both within the development and in the surrounding area.



B. Describe how the proposed development will meet goals and policies contained in the appropriate Regional Comprehensive Policy Plan.

Approval of the Parkland DRI will be consistent with the following goals and policies of the Strategic Regional Policy Plan for South Florida (SRPP):

- Policy 5.9 of the SRPP (page 33) encourages innovative approaches to hasten the provision of school facilities, including partnerships with private entities. The Parkland development will provide 4,800 student stations with a speed and efficiency that cannot be matched by the public sector.
- Policy 6.9 of the SRPP (page 43) promotes the increased use of mixed densities and housing product types within residential developments to encourage the construction of a greater diversity of housing choices. The Parkland development, with multiple housing types within a single community, will be supportive of this policy.
- Policy 11.2 of the SRPP (page 62) encourages development of mixed land uses and activities within communities to foster more balanced and energy-efficient development pattern, which are characterized by appropriate density, diverse economic, employment, and housing opportunities, and public transportation access. The Parkland development will feature a well-integrated mix of residential, retail and service, hospital, office, industrial, and public facility uses that will create a more balanced and energy-efficient development pattern in this area of Miami-Dade County.
- Policy 12.3 of the SRPP (page 66) discourages the expansion of urban services into former agricultural areas except where the expansion is necessary to accommodate projected population growth and when the proposed densities will be sufficient to support public transportation. The evidence supports a conclusion that Miami-Dade County must move its Urban Development Boundary to accommodate projected residential growth. The Parkland community will be of a sufficient density to support public transportation and the community has been designed to accommodate a future rail connection.
- Policy 12.4 of the SRPP (page 66) provides that, should land be converted from agriculture to urban uses, local governments should discourage sprawl patterns of development and require urban design and density necessary to support pedestrian-orientation, public transportation, and the efficient provision of other infrastructure. The Parkland community has been designed in a manner that is sufficiently dense, with a mixing of residential, commercial, and public facility uses, to encourage pedestrian activity and the use of public transportation. Unlike a typical suburban development (or the potential alternative development of the Parkland site with five-acre estates as permitted under the current CDMP and zoning for the property), Parkland will also employ infrastructure in an efficient manner.

- Policy 20.7 of the SRPP (Page 88) encourages the use of innovative site design and transit-oriented development to facilitate pedestrian and bicycle movement and increase the use of public transportation. The Parkland community has been designed in a manner to encourage residents to attend to their daily needs and activities through pedestrian and bicycle movement as much as possible. Provisions have also been made to provide connections to existing and future transit routes.
- Policy 20.13 of the SRPP (page 95) encourages the establishment of greenways and multi-use recreational trails. Parkland has been designed to provide a full network of pedestrian and bicycle routes throughout the community.
- C. Describe how the proposed development will meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and agriculture.

Approval of the Parkland DRI will be consistent with the following goals and policies of the State Comprehensive Plan:

- Housing Policy 4 encourages the reduction of unnecessary regulatory practices that add to the cost of housing. The approval of the Parkland Project will provide additional housing opportunities for nearly 7,000 families in Miami-Dade County, therefore encouraging the reduction of the cost of existing and other new residential units.
- The Water Resources goal requires the continued availability of an adequate supply of water for all competing uses. The approval of the Parkland development will not have a measurable negative impact on the availability and quality of water resources in Miami-Dade County.
- The Natural Systems and Recreational Lands goal requires the protection of wetlands, tropical hardwood hammocks, etc. Parkland does not contain any existing wetlands, tropical hardwood hammocks or other important natural systems on site and therefore the development will not result in damage to or the destruction of any of these important natural systems. Parkland will also be providing 201.5 acres of new park and open land, including multiple waterways.
- The Land Use goal requires that developments shall be directed to areas that have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner. The Parkland development is immediately adjacent to currently existing urban infrastructure and all required new infrastructure will be provided by the developer. The development will not pose a risk to environmentally sensitive lands.
- The Transportation goal encourages the integration of various transportation modes. The Parkland development has been designed to accommodate a future rail connection that could provide easy access to eastern areas of Miami-Dade County.

• The Agriculture goal requires the State to maintain and encourage the continued health of the agriculture industry. The Parkland property, located immediately adjacent to existing dense urban development, is not conducive to long-term agricultural uses. Agricultural retention on the Parkland site has been discussed in detail in Section IV of the Consolidated DPZ Response further in the document.

Chapter 9J-5 of the Florida Administrative Code defines how development programs should be judged to determine whether they are proliferating sprawl in regards to comprehensive plan amendments. Parkland has been designed to demonstrate a community that, through proper planning, does not encourage sprawl, and enhances the lifestyles of its residents. The following thirteen criteria defined in the Code describe communities that encourage the proliferation of sprawl.

1. Promotes, allows or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses in excess of demonstrated need.

Parkland will fill a need for housing in Miami-Dade County. It is designed to be a moderately dense community in order to use land as efficiently as possible.

2. Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

Parkland is immediately adjacent to developed communities. Regardless, the amount of available land within the UDB suitable for housing is being developed at a rapid pace, and development has very few options to leapfrog existing development.

3. Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban developments.

Parkland is being designed to integrate commercial and retail centers with the residential uses as much as is feasible. This design will help to foster a community feel, as well as reduce automobile trips outside of the development.

4. As a result of premature or poorly planned conversion of rural land to other uses, fails adequately to protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

The area that will be developed for Parkland is currently being used for farming activities. There are no notable natural resources remaining on it, as farming is disruptive to natural resources.

5. Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.

Because of its close proximity to existing residential and commercial centers, agriculture as a use on this property would eventually probably disappear. Since the site can be used for residential purposes – at one dwelling unit per five acres – it ultimately would be used for residential purposes. More recently, the market has shown an increased development of the one unit per 5 acres type of development in the area.

6. Fails to maximize use of existing public facilities and services.

Existing water and sewer facilities exist to serve the residential communities immediately to the east of the proposed development. If the UDB were to be moved to include the development, the developer will extend utilities into the site in order to tap into the existing water and sewer infrastructure. The Applicant will provide water reuse facilities on site and an expanded purple pipe system, as detailed in Question 17- Water Supply and Question 18 – Wastewater Management.

7. Fails to maximize use of future public facilities and services.

Parkland is adjacent to existing residential development, and is a logical expansion of the existing water and sewer services.

8. Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

Parkland will pay for project road, water, sewer, and school improvements and will work closely with all other service providers in order to ensure that there will not be any shortcomings in any other services provided to residents, nor any deterioration of services to residents outside of the community.

9. Fails to provide a clear separation between rural and urban uses.

Although the site is currently used for farming, it will border predominantly dense residential areas. Krome Avenue along the western boundary of the project provides a clear separator between rural and urban uses. Parkland will be designed as a compact and efficient community that will blend well into the existing development patterns that exist immediately adjacent to it to the east. The existing pattern of permitted residential development – one dwelling unit per five acres – on the other hand, fails to provide a clear separation between rural and urban uses and is a very inefficient type of single-family development.

10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

The types of residential development being proposed for Parkland will not compete for buyers with infill development. Studies have shown that not all development can be accommodated in areas suitable for infill.

11. Fails to encourage an attractive and functional mix of uses.

Parkland is being specifically designed with a mix of retail, commercial, and residential uses in order to create a highly functional community.

12. Results in poor accessibility among linked or related land uses.

The design includes extensive pedestrian and bike networks among uses.

13. Results in the loss of significant amounts of functional open space.

Parkland will include over 67 acres of parks and open spaces in addition to significant amounts of lakes and waterways. It will create open spaces that will be functional and enjoyable for its residents and residents of neighboring communities.

PART 3 DEMOGRAPHIC AND EMPLOYMENT INFORMATION

A. Complete the following demographic and employment information tables.

Project Demographics

	Table 10.3.1 Project Population										
Phase	Total Dwelling Units*		Perso Per H		Total Population	Children Per HH**		Total School Age Population	Elder Per H		Total Elderly
	MF	SF	MF	SF		MF	SF		MF	SF	
Total Project	3,248	3,693	2.10	3.09	18,232	0.28	0.53	2,871	0.10	0.10	1,823

Source: Miami-Dade County Department of Planning & Zoning; Miami Economic Associates, Inc.

* SF includes single-family attached and detached units.

** Based on data compiled by the Miami-Dade County Department of Planning and Zoning from the 2000 Census for MSA 6.2. Figures shown for SF are weighted averages for single-family detached and single-family attached units.

*** According to the 2000 U.S. Census, approximately 10 percent of the population in the West Kendall area (Zip Codes 33186, 33193 and 33196) is over the age of 60

Table 10.3.2 Estimated Employment by Income Range (Constant 2008 Dollars)								
Phase	\$12,792*	\$12,793 – 14,999	\$15,000- 24,999	\$25,000- 34,999	\$35,000- 49,999	\$50,000 or more	Total	
Construction **	37	63	1,211	7,503	7,423	873	17,110	
Non- Construction***	137	75	215	433	675	1,015	2,550	

Project Employment

Source: ES-202 Report, 3rd Quarter 2005; Miami Economic Associates, Inc.

* Minimum wage

** Income distribution based on average income shown in ES 202-report for 3rd Quarter 2005 for Miami-Dade County construction workers (NAICS Code 23), who earned an average wage of \$41,964 per year.

*** The distribution of workers added annually by NAICS Code will be as shown in Table 10.3.3.

	Table 10.3.3 Annual Distribution of Workers by NAICS Code									
NAICS Code	2014	2015	2016	2017	2018	Total				
423	55	55	55	55	55	275				
424	55	55	55	55	55	275				
442		25		25		50				
443		15		15		30				
444		27		28		55				
445		50		50		100				
446		20		20		40				
448		20		20		40				
451		15		15		30				
453		15		15		30				
541	110	110	110	110	110	550				
621		200			200	400				
622		278			275	550				
722		38		37	7	75				
812		25		25	5	50				

PART 4 IMPACT SUMMARY

A. Summarize the impacts this project will have on natural resources.

Vegetation and Wildlife

The Project Site contains no significant vegetation or wildlife features. Further, the Project Site provides no significant habitat for any listed wildlife or plant species.

Wetlands

There are no wetlands currently on the site.

Project Development

The proposed Project will result in extensive landscaping along road rights-of-way, in public plazas and adjacent to structures. Therefore, the impact on any adjacent resources will be significantly improved.

B. Summarize public facilities capital costs associated with project impacts using the following table:

	Table 10.4 Public Facilities Capital Costs								
Facility	Total Capital Costs (Estimated)	Cost Responsibility	Service Responsibility						
Transportation	Off-site costs: \$28, 497,629 <u>On-site costs: \$22,715,000</u> Total Costs: \$51,212,629 ^[1]	Applicant	State of Florida, Miami-Dade County						
Wastewater	Sewer Service Cost: \$ 20,072,983 ^[2]	Applicant	Miami-Dade Water and Sewer						
Potable and Non-Potable Water	Water Service Costs: \$16,949,650 Irrigation Costs: \$ 1,804,120 Total Costs: \$ 18,753,770	Applicant	Miami-Dade Water and Sewer						
Recreation/ Open Space	\$ 33,5000,000	Applicant	Miami-Dade County						
Police and Fire	\$ 8,000,000	Applicant	Miami-Dade County						
Education	\$160,000,000	Applicant	Miami-Dade County Public Schools and/or District approved Charter School						

Source: Miami Economic Associates, Inc; Ford Engineers; Cathy Sweetapple & Associates

^[1] Please refer to Table 21.F3 for the proposed capital costs for roadway improvements.

^[2] Please refer to Table 18.C1 for details

^[3] Please refer to Table 17.F1 and Table 17.F2 for details

Exhibit 10.1 Residential Needs Analysis Summary

NEEDS ANALYSIS FOR PARKLAND DEVELOPMENT OF REGIONAL IMPACT

EXECUTIVE SUMMARY

Miami Economic Associates, Inc. (MEAI) has performed an analysis to determine whether the need for residential land in unincorporated Miami-Dade County justifies the expansion of the County's Urban Development Boundary ("UDB") to accommodate the Parkland development. MEAI concentrated its review on the Department of Planning and Zoning's estimate that the UDB contains sufficient residential land to accommodate 144,078 residential units. MEAI's analysis suggests that the Department has significantly overestimated the number of units that can reasonably be developed within the UDB.

The Department's estimated residential land supply is based on multiple assumptions, many of which are incorrect and/or unrealistic.

Parcels Unlikely to be Developed for Urban Residential Development

A significant amount of the land relied upon by the Department is either unavailable for urban residential development or unlikely to be so developed in the foreseeable future, including:

- Parcels now owned by governmental and institutional users such as churches, hospitals, schools, and universities. (1,818 units)
- Certain parcels that are limited under binding covenants. (2,255 units)
- Small agricultural and rural parcels occupied with single family homes, including many in the "Horse Country" area. (1,074 units)
- Parcels with incorrect tax identification numbers, parcels not designated for residential use, parcels already under construction, and parcels with environmental issues. (2,946 units)

Parcels With Significantly Inflated Potential Densities

Many of the other parcels relied upon by the Department are unlikely to be developed at anything close to the density of development anticipated, including:

- Parcels assigned projected densities that are significantly more intense than the area surrounding each parcel. (2,429 units)
- Parcels within designated urban centers that are not suitable for, or likely to be, developed (565 units)
- Parcels within the Ojus Community Urban Center, where a highly fractured ownership pattern, a development pattern not supportive of, inconsistent with and/or hostile to intense residential uses, and overcrowded schools, will make it unlikely that the area will be developed as anticipated. (1,250 units)
- Parcels within the Perrine Community Urban Center, where a significant number of existing industrial and heavy commercial businesses are unlikely to be replaced with mixed-used development and the development pattern and economic status will not support intense residential projects. (1,253 units)
- Parcels within the Cutler Ridge Urban Center, now partially within the Town of Cutler Bay, where intense development is predicted to replace a shopping mall that has undergone significant expansions and renovations in recent years and, therefore, is not likely to be abandoned in favor of residential uses. (5,200 units)

Parcels Near Transit Stations Will Not Yield the Expected Density of Development

Many of the Department's anticipated residential supply is located in areas surrounding rail and bus transit stops, many of which are located in municipalities. Since 2006, when many of the southern Miami-Dade municipalities passed resolutions opposing intensification along the U.S. 1 corridor and Busway, the Department shifted the estimated transit oriented development northward. Despite removing transit oriented development from these southern municipalities, the Department is now estimating that 7,110 additional units will be developed in areas surrounding transit stops. Many of the parcels relied upon by the Department have other significant issues, including:

- Parcels estimated to be developed with transit oriented residential uses in areas where <u>no</u> rapid transit stations are located or proposed. (9,925 units).
- Parcels near the Coconut Grove and Douglas Road, where neighborhood resistance to intense transit-oriented development has been fierce. (940 units).
- Parcels in Downtown Miami's Central Business District, Overtown, Brickell, and Omni areas in which significant recent development activity has consumed most of the best sites and excess capacity of new condominium units will make it highly unlikely that significant new development will occur in the near future. (13,561 units).

The Supply that Does Exist Does Not Serve the Needs of Miami-Dade County Residents Well

Many of the units that will be available in the next ten years will be priced out of reach of the majority of Miami-Dade residents. Nearly 20 percent of the units in the available supply would be comprised of either high-rise condominiums or units developed at estate density, both of which are likely to be available at prices outside the reach of the overwhelming preponderance of County residents.

Custom Homebuilders Cannot Keep Up with Demand

At least 19 percent of the units in the available supply would be within single-family projects with fewer than 50 units or multi-family units with fewer than 100 units. These projects would typically be built by custom/specialty builders rather production home builders. It is questionable that this segment of the industry has the capacity to build more than 21,000 units over the next 10 years. Moreover, the cost of production per unit for custom builders is also higher than those of the production builders who have the ability to amortize certain project-related costs over larger volume, leading to increased costs of housing.

The Department has Significantly Overestimated the Available Residential Land Supply

Based on our analysis, MEAI has determined that the Department's estimate of residential supply is excessive. The available data support the conclusion that, instead of a surplus of available land, the County will deplete its residential land supply by March 2017. The CDMP requires the County to maintain adequate residential supply until October 2018. Because the County will deplete its residential land within the UDB before October 2018, expansion of the UDB to accommodate the Parkland Development of Regional Impact is justified.

Sum	nmary Of Overestimation of Supply	Units
1.	Parcels Unlikely to be Developed for Urban Residential Development	8,093
2.	Parcels With Significantly Inflated Potential Densities	10,697
3.	Overestimated Density for Parcels Near Transit Stations or Transit- Oriented Development Located in Areas Without Transit Stations	24,246
Tota	l	43,036 Units

Sum	Summary of Available Residential Land Supply Units						
1.	Units Required to be Available by CDMP	122,419					
2.	Units Available for Development in Next Ten Years	107,608					
Tota	Total Deficit of Available Units 14,811 Units						

Sum	Summary of Compliance with CDMP Land Supply Requirements Month /						
1.	CDMP Required Supply Exhaustion Date	October 2018					
2.	Current Estimated Exhaustion Date	April 2017					
Tota	Total Deficit in Supply 1.67 Years						

APPENDIX G

- CDMP Amendment Transportation Analysis: Parkland 2014 DRI Executive Summary, dated October 2008
- Parkland DRI and CDMP Amendment Year 2018 Modeling Evaluation

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Parkland DRI

CDMP AMENDMENT TRANSPORTATION ANALYSIS

Parkland 2014 DRI Executive Summary

October 2008

Prepared for: Krome Groves Land Trust Lennar Homes, Inc. Guherqui International, S.A. Corsica West II Land Trust

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Parkland 2014 DRI CDMP Amendment Transportation Analysis Executive Summary

Introduction and Site Location

This proposed change to the Miami-Dade County Comprehensive Development Master Plan has been submitted as the companion land use modification to support the Parkland 2014 Development of Regional Impact (DRI) – Application for Development Approval (ADA) which has been submitted on behalf of the Krome Groves Land Trust, Lennar Homes, Inc., Guherqui International, S.A. and Corsica West II Land Trust. Parkland is a mixed-use DRI located on 960.51 acres of land situated in unincorporated Miami-Dade County, bounded by SW 177 Avenue on the west, SW 136 Street on the north, SW 162 Avenue on the east and SW 152 Street on the south. Parkland offers a mixed-use community combining residential, employment, retail services, schools, parks and community uses to create a balanced and sustainable neighborhood plan. The project includes a hospital, medical office and industrial flex space, providing an employment base with high-paying quality jobs, supported by a mixture of single family and multi-family residential supply. The project includes two K-8 schools, one high school, community park space, a community center and police and fire facilities. Parkland has been designed to incorporate infrastructure improvements to accommodate the mobility demands of the people who will live and work in the community. Parkland is proposed for development over a ten year phase with occupancy occurring between the years 2014 and 2018 for the land uses outlined below.

Table A – Parkland	d DRI Development Program
Development Program Land Use	Scale of Development
Single Family Detached	1,257 dwelling units
Single Family Attached Townhomes	2,436 dwelling units
Multi-Family Condominium	3,248 dwelling units
Retail [1]	200,000 square feet
Medical Office	100,000 square feet
Hospital	200 beds
Industrial-Flex Space	550,000 square feet
Two K-8 Schools	3,200 students
One High School	1,600 students
Community Uses – Library, Police, Fire	50,000 square feet
Parks	67.6 acres

[1] May include the exchange of up to 2,000 cinema seats for 28,311 sq.ft. of retail use based upon gross PM peak hour trips and the cinema seat exchange calculations.

Development of Regional Impact – Application for Development Approval

The Parkland DRI-ADA was submitted for agency review in August 2006, and was reviewed by the South Florida Regional Planning Council (SFRPC), the Florida Department of Community Affairs (DCA), the Florida Department of Transportation (FDOT), Miami-Dade County and numerous other state and local agencies. In March of 2007, the SFRPC issued a finding of sufficiency for Parkland which enabled the DRI to begin processing an amendment to the Miami-Dade County Comprehensive Development Master Plan. Final responses to comments received in April 2007 were submitted for agency review in September of 2008, ensuring a consistency between the CDMP amendment findings and the final DRI analysis.

CDMP Amendment Application

A CDMP Amendment Application has been prepared for the 960.51 acres of land located in Sections 19 and 20, Township 55 South, Range 39 East. This application area is currently located outside the Urban Development Boundary (UDB) and is designated for Agriculture use on the CDMP Land Use Plan Map. The application area is proposed to be developed with the Parkland 2014 DRI, reflecting a mixed-use master planned community.

CDMP Amendment Transportation Analysis

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the proposed modification to the CDMP, examining the adequacy of the transportation infrastructure within the short term and long term planning horizons. The transportation analysis addresses traffic concurrency for an evaluation of short term traffic conditions and the Year 2018 for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network extending to SW 8 Street and SR 836 on the north, SR 826, SR 821 and US-1 on the east, SW 216 Street on the south and SW 177 Avenue on the west. The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for Parkland incorporating the following:

- The funded transportation improvements from TIP 2009 see Table B and Figure 1
- The planned transportation improvements from Priority I and Priority II of the LRTP see Table C and Figure 1
- The transit service adjustments which were implemented in June 2008 see Table D
- The trip generation for by Parkland see Table E
- The proposed transportation improvements by Parkland see Tables F and G and Figure 2

Programmed transportation improvements from TIP 2009 reflect funded roadway projects that will result in significant network lane expansion in the study area between the Years 2009 and 2013. These improvements are outlined in **Table B** and are illustrated in **Figure 1**.

Table B – Highlights of the Funded Roadway Improvements from TIP 2009									
Roadway Improvement Location	Type of Improvement	TIP 2009 Funding Status							
SR 821/HEFT – SW 88 Street to SR 836	Widen HEFT to 10 lanes	Preliminary Engineering Funded 2007-2008							
SR 821/HEFT – S. of SW 88 St to S. of SW 117 Ave	Widen HEFT to 12 lanes	Construction Funded 2009-2010							
SR 821/HEFT – SW 117 Avenue to Eureka Drive	Widen HEFT to 12 lanes	Preliminary Engineering Funded 2008-2009							
SR 821/HEFT – Eureka Drive to SW 216 Street	Widen HEFT to 8 lanes	Preliminary Engineering Funded 2007-2008							
SW 177 Avenue – MP 10.984 to US 27	Widen from 2 to 4 lanes	Construction Funded 2008-2012							
SW 177 Avenue – North of SW 8 Street to MP 2.754	Widen from 2 to 4 lanes	Construction Funded 2008-2010							
SW 177 Avenue – SW 88 Street to SW 8 Street	Widen from 2 to 4 lanes	ROW Funded 2008-2009, Construction Funded 2012-2013							
SW 177 Avenue – SW 136 Street to SW 88 Street	Widen from 2 to 4 lanes	Preliminary Engineering Funded 2010-2011							
SW 177 Avenue – SW 296 Street to SW 136 Street	Widen from 2 to 4 lanes	Preliminary Engineering 2011-2012 and ROW 2012-2013							
SW 157 Avenue – SW 112 Street to SW 136 Street	New 4 lane roadway	Construction Funded 2008-2010							
SW 157 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction Funded 2009-2011							
SW 137 Avenue – SW 200 Street to US-1	New 2 lane roadway	Construction Funded 2010-2013							
SW 137 Avenue – US-1 to HEFT	Widen from 2 to 4 lanes	Construction Funded 2009-2012							
SW 127 Avenue – SW 88 Street to SW 120 Street	Widen from 2 to 4 lanes	Construction Funded 2008-2009							
SW 117 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction completed by County							
SW 88 Street – SW 167 Avenue to SW 162 Avenue	Widen from 4 to 6 lanes	Construction funded by Kendall Commons							
SW 88 Street – SW 162 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes	Construction funded by Kendall Town Centre							
SW 120 Street – SW 137 Avenue to SW 117 Avenue	Widen from 4 to 6 Lanes	Construction Funded 2011-2013							
SW 120 Street – SW 157 Avenue to SW 152 Avenue	Widen from 2 to 4 lanes	Construction Funded by Century Gardens at Tamiami							
SW 136 Street – SW 162 Avenue to NW 157 Avenue	Build 2 lanes of a 4LD	Developer Plat Improvement							
SW 136 Street – SW 149 Avenue to NW 139 Court	Widen from 2 to 4 lanes	Construction Funded 2008-2009							
SW 136 Street – SW 127 Avenue to HEFT	Widen from 2 to 4 lanes	Construction Funded 2011-2013							
SW 160 Street – SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction Funded 2008-2010							
SW 184 Street – SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction Funded 2008-2013							
SW 184 Street – SW 137 Avenue to SW 127 Avenue	Widen from 2 to 4 lanes	Construction completed by County							

Planned transportation improvements from Priority I and II of the 2030 Long Range Transportation Plan have been established as the cost feasible transportation infrastructure that will be in place by the Year 2015. Highlights of those improvements are listed on **Table C** along with the Priority III improvements to evaluate future Miami-Dade County planning trends.

Table C – Highlights of the Planned Roadway Improvements from the LRTP 2030								
Roadway Improvement Location	Type of Improvement	LRTP Priority						
SW 157 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Priority I – 2009						
SW 127 Avenue – SW 88 Street to SW 120 Street	Widen to 5 lanes	Priority I – 2009						
HEFT – SW 88 Street to SW 117 Avenue	Widen to 12 lanes	Priority I – 2009						
SW 137 Avenue – SW 8 Street to SW 26 Street	Widen from 4 to 6 lanes	Priority I – 2009						
HEFT – SW 117 Avenue to SW 184 Street	Widen to 12 lanes	Priority II – 2015						
SW 177 Avenue – SW 8 Street to SW 136 Street	Widen to 4 lanes	Priority II – 2015						
SW 177 Avenue – SW 136 Street to SW 296 Street	Access Management/Safety Trail	Priority II – 2015						
SW 177 Avenue – SW 296 Street to US-1	Widen to 4 lanes	Priority II – 2015						
SW 72 Street – SW 157 Avenue to SW 117 Avenue	Widen from 4 to 6 lanes	Priority II – 2015						
SW 88 Street – SW 177 Avenue to SW 167 Avenue	Widen from 4 to 6 lanes	Priority II – 2015						
Kendall Corridor	Premium Transit	Priority II – 2015						
HEFT – SW 8 Street to SW 88 Street	Widen to 8 lanes	Priority III – 2020						
HEFT – SR 836 to SW 104 Street	Express Lanes	Priority III – 2020						
HEFT – SW 184 Street to US-1	Widen to 10 lanes	Priority III – 2020						
HEFT – US-1 to SW 200 Street	Widen to 8 lanes	Priority III – 2020						
HEFT – SW 200 Street to SW 216 Street	Widen to 6 Lanes	Priority III – 2020						
SW 127 Avenue – SW 120 Street to SW 144 Street	New 4 lanes	Priority III – 2020						
SW 152 Street – US-1 to HEFT	Widen from 4 to 6 lanes	Priority III – 2020						
SW 152 Street – SW 157 Avenue to SW 147 Avenue	Widen from 2 to 4 lanes	Priority III – 2020						
SW 184 Street – SW 157 Avenue to SW 147 Avenue	Widen from 2 to 4 lanes	Priority III - 2020						

Existing Miami-Dade Transit Service (updated in June 2008) provides extensive transit coverage to the study area and provides route connections adjacent to Parkland as outlined in **Table D** below. The Coral Reef Max Bus Route 252 currently provides express bus service (and service at 20 minute headways during the peak hour) between the Dadeland South Metrorail Station, the Busway Corridor and the Country Walk neighborhood east of Parkland. The Coral Reef Max Bus Route 252 also provides weekday peak hour connections (at 20 minute headways) to the existing residential neighborhood located immediately to the east of Parkland, with peak hour transit service reaching SW 162 Avenue.

Table D – Existing Transit Service							
MetroBus Routes Serving the Amendment Study Area	Major Roadways Served By Metrobus Routes	Peak Hour Service Headway December 2007 [1]	Peak Hour Service Headway June 2008 [2]				
Route 24	SW 24/26 Street	15/30 minutes	15/20 minutes				
Route 35	SW 117 Avenue	30 minutes	30 minutes				
Route 40	SW 40/42 Street	20/40 minutes	20/40 minutes				
Route 52	SW 216 St, SW 200 St, SW 186 St, SW 184 St	30 minutes	30 minutes				
Route 56	SW 56 Street	30/60 minutes	30/60 minutes				
Route 72	SW 72 Street	30/60 minutes	30/60 minutes				
Route 88	SW 88 Street	15/30 minutes	15/30 minutes				
Route 104	SW 104 Street	30 minutes	30 minutes				
Route 136t	SW 120 St, SW 128 St, SW 136 St	30 minutes	30 minutes				
Route 137 – West Dade Connection	SW 137 Avenue	30 minutes	30 minutes				
Route 204 – Killian Kat	SW 104 Street	7 1/2 minutes	6 minutes				
Route 224 – Coral Way Max	SW 24/26 Street	30 minutes	24 minutes				
Route 240 – Bird Road Connection	SW 40/42 Street	24 minutes	24 minutes				
Route 252 – Coral Reef Max	SW 152 Street	30/15/20 minutes	30/15/20 minutes				
Route 272 – Sunset Kat	SW 72 Street	9 minutes	7 1/2 minutes				
Route 288 – Kendall Kat	SW 88 Street	15 minutes	12 minutes				

[1] Source: Miami-Dade Transit.

[2] Source: Miami-Dade Transit Website

Parkland 2014 DRI October 2008 CDMP Amendment Transportation Analysis Executive Summary

Planned Transit Connections and Future Transit Opportunities

Parkland is located in the study area for two premium transit corridors: the South Link (Alternatives Analysis completed in 2006) and the Kendall Link (Alternatives Analysis completed in 2007). These transit corridors demonstrate how the Amendment study area can be more directly connected by premium transit service providing extensive transit access system and county-wide. Parkland is situated adjacent to one of the western spurs of the CSX rail corridor. Portions of the CSX are still being studied by Miami-Dade County for the potential to provide commuter transit service to the Kendall area. The Master Plan for Parkland has incorporated a transit station adjacent to the project's employment center in the event that future transit service along the CSX becomes a reality. The attached **Figures 3 and 4** show the existing Coral Reef Max Bus Route 252 and how this route could be extended into Parkland to serve the proposed employment and residential land uses. As indicated in the DRI and in the CDMP Amendment Transportation Analysis, a conservative trip generation analysis has been utilized to represent project impacts with NO TRIP REDUCTION utilized in the analysis resulting from transit usage.

Parkland Trip Generation Analysis

Trip generation for Parkland was established during DRI submittal and review based upon agency comments by FDOT, the SFRPC and Miami-Dade County. The approved trip generation for the PM Peak Hour is summarized in **Table E**.

Table E – Parkland DRI Net External PM Peak Hour Trip Summary										
Development Program Land Use	ITE Land Use Code					Net External PM Peak Hour Trips				
See CDMP Amendment Transportation Analysis Table 2A and Parkland 2014 DRI Tables 21.A1, 21.B2, 21.C2 and 21.C4										
Single Family Detached	210	1,257 du	1,270	17.41%	221	1,049				
Single Family Attached Townhomes	230	2,436 du	1,267	17.41%	221	1,046				
Multi-Family Condominium	230	3,248 du	1,689	17.41%	294	1,395				
Retail [1]	820	200,000 sq.ft.	989	31.08%	317	672				
Medical Office	720	100,000 sq.ft.	372	19.03%	71	301				
Hospital	610	200 beds	260	19.03%	49	211				
Industrial-Flex Space	130	550,000 sq.ft.	473	10.0%	47	426				
Two K-8 Schools	522	3,200 students	480	52.58%	252	228				
One High School	530	1,600 students	224	52.58%	118	106				
Community Uses – Library, Police, Fire	495	50,000 sq.ft.	82	52.58%	43	39				
Parks	412	67.6 acres	4	52.58%	2	2				
Total			7,110		1,635	5,475				

[1] May include the exchange of up to 2,000 cinema seats for 28,311 sq.ft. of retail use based upon gross PM peak hour trips and the cinema seat exchange calculation outlined in Table 2A.

Internal Trips, Pass-by Capture and Diverted Link Trips and Transit Capture

Internalization was developed using the ITE guidelines for Multi-Use Developments found in Chapter 7 of the *ITE Trip Generation Handbook, June 2004.* The *ITE Multi-Use Development Trip Generation and Internal Capture Summary* spreadsheet has been used to develop the internalization between land uses and the overall resulting internalization for the site as a whole. A portion of the school trips generated from the 2 proposed K-8 schools and the proposed high school will consist of trips which are internal to the DRI based upon the number of proposed residential units and their anticipated school demand. No pass-by reductions, diverted link trips or transit capture (trip reductions from transit usage) has been incorporated into the trip generation analysis.

Roadway Improvements Proposed by Parkland

The DRI and CDMP Amendment transportation analyses have identified several roadway infrastructure improvements that will be funded by Parkland. These proposed improvements are outlined in **Table F** below and each will improve both capacity and accessibility for the Amendment Site while providing improvements that will also benefit the surrounding study area. Access to and from Parkland will be provided through the expansion and extension of section line roadways SW 136 Street, SW 152 Street and SW 177 Avenue, and the construction of portions of SW 172 Avenue, SW 167 Avenue, SW 162 Avenue and SW 144 Street. All roadways adjacent to and within the Amendment Site will be built to the required zoned right-of-way. Offsite roadway improvements (to complement the improvements already funded by the County and the State) include the further expansion of segments along SW 136 Street, SW 152 Street, SW 184 Street and SW 117 Avenue as outlined in **Table F** below and as illustrated on **Figure 2**.

	Table F – Roadway Improvements Proposed by Parkland									
Number	Roadway Improvement Location	On Site/Off-Site	Type of Improvement							
1	SW 152 St – SW 177 Ave to SW 162 Ave	2L On, 4L Off	Build a new 6 lane divided roadway							
2	SW 152 St – SW 162 Ave to SW 157 Ave	Off-Site	Widen from 2 lanes to 6 lanes							
3	SW 152 St – SW 157 Ave to SW 147 Ave	Off-Site	Widen from a 2LU to either a 6LD or 5LD with 3 EB lanes, 2 WB lanes [1]							
4	SW 152 St – SW 147 Ave to SW 137 Ave	Off-Site	Widen from a 4LD to either a 6LD or 5LD, with 3 EB lanes, 2 WB lanes [1]							
5	SW 152 St – SW 117 Ave to HEFT	Off-Site	Restripe/Widen from a 4LD to a 6LD as part of TIP No. TP4060961							
6	SW 136 St – SW 177 Ave to SW 162 Ave	2L On, 2L Off	Build a new 4 lane divided roadway							
7	SW 136 St – SW 162 Ave to SW 157 Ave	Off-Site	Build a new 4 lane divided roadway							
8	SW 136 St – SW 157 Ave to SW 137 Ave	Off-Site	Widen from a 4LD to a 5LD, with 3 WB lanes if ROW is provided [2]							
9	SW 117 Ave – HEFT to SW 152 St	Off-Site	SB Free Flow Right Turn Lane and/or NB left turn lane as part of TIP No. TP4060961							
10	SW 184 St – SW 157 Ave to SW 147 Ave	Off-Site	Widen from 2 lanes to a 4LD							
11A	SW 177 Ave – SW 136 St to SW 152 St	Off-Site	Dedicate additional ROW for the 4LD FIHS Cross Section							
11B	SW 177 Ave – SW 136 St to SW 152 St	Off-Site	Build the 4LD FIHS Cross Section							
12	SW 172 Ave – SW 136 St to CSX	On-Site	New 4 lane divided roadway							
13	SW 172 Ave – CSX to SW 152 St	On-Site	New 4 lane divided roadway							
14	SW 167 Ave – SW 136 St to SW 152 St	On-Site	New 4 lane divided roadway							
15	SW 162 Ave – SW 136 St to SW 144 St	2L On, 2L Off	New 4 lane divided roadway							
16	SW 162 Ave – SW 144 St to SW 152 St	On Site	Widen from 2 lanes to a 4LD							
17	SW 144 St – SW 177 Ave to SW 162 Ave	On-Site	New 4 lane divided roadway							
18	SW 152 St at SW 137 Ave	Off-Site	Add EBT, WBT, SBT if ROW is available							

- [1] A 5LD cross section has been proposed for SW 152 Street between SW 157 Avenue and SW 137 Avenue, in lieu of a 6LD roadway expansion on SW 152 Street. This roadway improvement is proposed in order to avoid changing the pedestrian pathway and landscaped buffer which currently exists within the zoned ROW along the north side of SW 152 Street between SW 157 Avenue and SW 137 Avenue. The 5LD cross section on SW 152 Street (with 2 lanes westbound and 3 lanes eastbound) provides adequate roadway capacity to accommodate the impacts of the Parkland DRI. The Applicant will continue to work with Miami-Dade County and the Country Walk neighborhood to determine if a 6LD cross section can be implemented without impacting the pedestrian pathway and landscaped buffer.
- [2] The 5LD cross section on SW 136 Street (with 3 lanes westbound and 2 lanes eastbound) provides additional roadway capacity above and beyond what is needed for the Parkland DRI, and is subject to ROW availability from the Miami-Dade Aviation Department.

Consistency with County and State Plans

The roadway infrastructure improvements proposed by Parkland are consistent with adopted County and State Plans. **Table G** identifies those section line and half section line roadway improvements that would be realized by this DRI as well as those improvements that complete anticipated roadway improvements which are found in the adopted MPO Transportation Improvement Program, the adopted MPO Long Range Transportation Plan or the adopted County Code under Section 33-133. **Table G** outlines each of the proposed improvements, and provides the reference to demonstrate consistency with local government comprehensive plans.

	Table G – Roadway Improvements Proposed by Parkland and Consistency with County and State Plans									
Number	Roadway	Improvement Limits	Type of Improvement	Consistency with County and State Plans [1]						
1	SW 152 Street	SW 177 Ave to SW 162 Ave	Build a new 6 lane divided roadway	Section Line, 110' ROW						
2	SW 152 Street	SW 162 Ave to SW 157 Ave	Widen from 2 lanes to 6 lanes	Section Line, 110' ROW						
3	SW 152 Street	SW 157 Ave to SW 147 Ave	The widening from 2LU to 4LD is in the TIP and LRTP. Proposed improvement is from a 2LU to a 5LD based with 3 EB lanes and 2 WB lanes in the 110' ROW [2]	TIP 2009 No. PW0000131 Section U, page 6 LRTP Priority III, page 51						
4	SW 152 Street	SW 147 Ave to SW 137 Ave	Widen from 4LD to 5LD, with 3 EB lanes, 2 WB lanes [2]	Section Line, 110' ROW						
5	SW 152 Street	SW 117 Ave to HEFT	Coordinate with Miami-Dade County and Florida's Turnpike to Restripe/Widen SW 152 St from a 4LD to a 6LD as part of TIP No. TP4060961	TIP 2009 No. TP4060961 Section A2, page 1 LRTP Priority I, page 45						
6	SW 136 Street	SW 177 Ave to SW 162 Ave	Build a new 4 lane divided roadway	Section Line, 80' ROW						
7	SW 136 Street	SW 162 Ave to SW 157 Ave	Build a new 4 lane divided roadway	Section Line, 80' ROW						
8	SW 136 Street	SW 157 Ave to SW 137 Ave	TIP No. PW20040346 is the widening from 2LU to 4LD. Proposed improvement is from a 4LD to 5LD, with 2 EB lanes, 3 WB lanes if ROW is provided by MD Aviation [3]	TIP 2009 No. PW20040346 Section A7, page 20 Additional ROW needed for 5LD						
9	SW 117 Avenue	HEFT to SW 152 Street	Coordinate with Miami-Dade County and Florida's Turnpike to provide a SB Free Flow Right Turn Lane and/or a NB left turn lane as part of TIP No. TP4060961	TIP 2009 No. TP4060961 Section A2, page 1 LRTP Priority I, page 45						
10	SW 184 Street	SW 157 Ave to SW 147 Ave	Widen from 2 lanes to a 4LD	LRTP Priority III, page 51						
11	SW 177 Avenue	SW 136 St to SW 152 St	Dedicate Code Required ROW and Additional ROW for the 4LD FIHS 180' Cross Section Build New 4 lane divided FIHS 180' Cross Section	TIP 2009 No. DT2496144 Section A1, page 80 LRTP Priority II, page 48						
12	SW 172 Avenue	SW 136 St to CSX	New 4 lane divided roadway	Half Section Line, 70' ROW						
13	SW 172 Avenue	CSX to SW 152 St	New 4 lane divided roadway	Half Section Line, 70' ROW						
14	SW 167 Avenue	SW 136 St to SW 152 St	New 4 lane divided roadway	Section Line, 80' ROW						
15	SW 162 Avenue	SW 136 St to SW 144 St	New 4 lane divided roadway	Half Section Line, 70' ROW						
16	SW 162 Avenue	SW 144 St to SW 152 St	Widen from 2 lanes to a 4LD	Half Section Line, 70' ROW						
17	SW 144 Street	SW 177 Ave to SW 162 Ave	New 4 lane divided roadway	Half Section Line, 70' ROW						
18	SW 152 Street	SW 137 Avenue	Add EBT, WBT, SBT if ROW is available	Section Line, 110' ROW						

[1] Includes information from the following County Plans.

- Miami-Dade County MPO Transportation Improvement Program (TIP) 2009, adopted May 22, 2008;
- Miami-Dade County Year 2030 Cost Feasible Long Range Transportation Plan, adopted December 2004;
- Section 33-133 of the Miami-Dade County Code Right-of-way plan and minimum width of streets and ways.

[2] A 5LD cross section has been proposed for SW 152 Street between SW 157 Avenue and SW 137 Avenue, in lieu of a 6LD roadway expansion on SW 152 Street. This roadway improvement is proposed in order to avoid changing the pedestrian pathway and landscaped buffer which currently exists within the zoned ROW along the north side of SW 152 Street between SW 157 Avenue and SW 137 Avenue. The 5LD cross section on SW 152 Street (with 2 lanes westbound and 3 lanes eastbound) provides adequate roadway capacity to accommodate the impacts of the Parkland DRI. The Applicant will continue to work with Miami-Dade County and the Country Walk neighborhood to determine if a 6LD cross section can be implemented without impacting the pedestrian pathway and landscaped buffer.

[3] The 5LD cross section on SW 136 Street (with 3 lanes westbound and 2 lanes eastbound) provides additional roadway capacity above and beyond what is needed for the Parkland DRI, and is subject to ROW availability from the Miami-Dade Aviation Department.

Traffic Concurrency Standards

The proposed Parkland 2014 DRI traffic has been evaluated for traffic concurrency using the updated August 2008 traffic concurrency database for the first directly accessed County and State count stations, incorporating 2007 traffic counts, committed development information from the Miami-Dade County database, and the addition of site development traffic from the proposed DRI. Updated ArtPlan capacity calculations have been provided where needed as permitted by Section 33G of the County Code and Administrative Order A0-85. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the PM peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment Site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan. Based upon these findings, adequate existing and funded transportation infrastructure and public transportation facilities are maintained to support the mixed use development program proposed by the Parkland 2014 DRI. The traffic concurrency findings are presented in attached Table H.

Existing and Future Year 2018 Traffic Conditions without the Amendment

An existing conditions network analysis has been prepared for the study area roadways using updated year 2006 or 2007 traffic counts. A Year 2018 future background and committed development network analysis has been prepared (without the proposed Parkland traffic) incorporating funded transportation improvements from TIP 2009, planned transportation improvements from Priority I and II of the LRTP, and growth in background and committed traffic to the Year 2018.

Year 2018 Traffic Conditions with the Amendment

A Year 2018 network analysis has been prepared with the proposed Parkland traffic incorporating the following:

- Funded transportation improvements from TIP 2009;
- Planned transportation improvements from Priority I and II of the LRTP;
- Growth in background and committed development traffic;
- The impact of the Parkland 2014 DRI traffic;
- The benefit of transportation improvements proposed by Parkland; and
- A DRI significance determination analysis prepared pursuant to Rule 9J-2.045, F.A.C. to evaluate the impact of DRI traffic on the state and regionally significant roadways.

The evaluation of Year 2018 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the 2018 planning horizon and the proposed build out year of the DRI. A significance determination analysis has been provided consistent with the DRI rules to ensure that those roadways carrying significant Parkland traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2018. Roadway infrastructure improvements have been proposed to ensure that adopted LOS standards are met for the Year 2018 planning horizon.

5.0% Significance Determination Analysis

Pursuant to Rule 9J-2.045, F.A.C., addressing transportation mitigation requirements for a DRI, a significant impact to the adjacent roadway network could only occur if the Parkland trips were to consume 5.0% or more of the adopted maximum service volume of the state and regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. For the Year 2018, the impact of the Parkland trips were found to exceed 5.0% of the adopted maximum service volume for those study area roadway segments listed in attached **Table I**. Many of these segments are not classified as "state or regionally significant roadways" however they were analyzed to show that adopted levels of service could be maintained with the impact of the Parkland trips and the capacity benefits derived from the roadway improvements proposed by the Parkland 2014 DRI. After incorporating the proposed roadway improvements, each of the impacted roadway segments were found to operate within the existing or planned adopted level of service standards as defined by the CDMP.

Table H
Parkland DRI
First Directly Accessed Traffic Count Stations - Traffic Concurrency Capacity Analysis

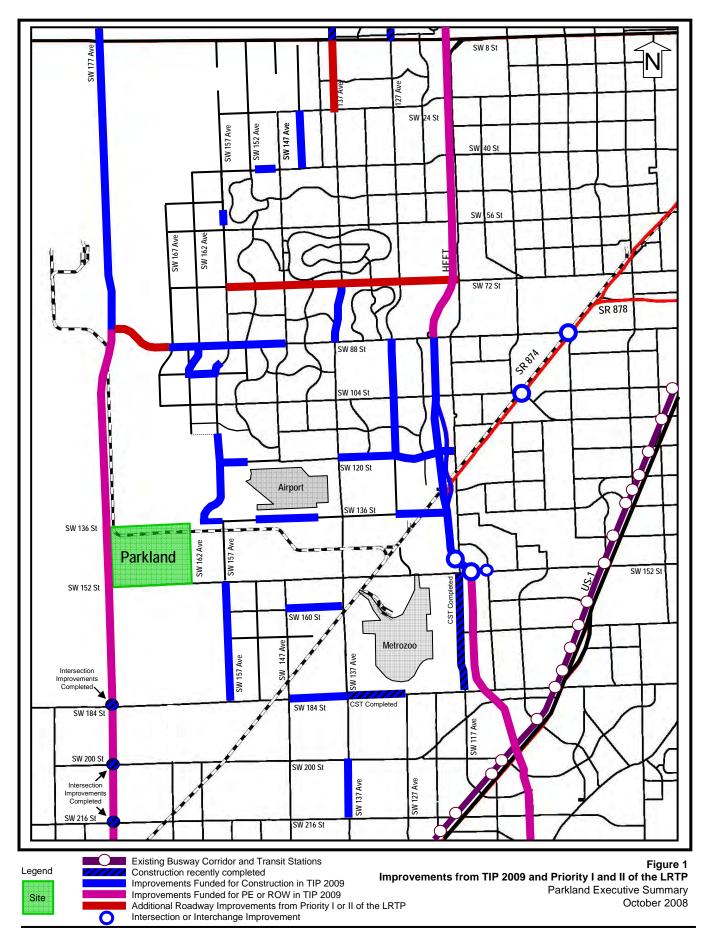
				[1]		[2]				[3]	[4]					Capacity		9/4/2008
			Existing				Capacity		Capacity	1-1	Parkland		Capacity			after	LOS after	
			Lanes or				Available	D.O.'s	Available	Parkland	PM Peak	Total	Available			Road	Road	Road Widening
Count			Funded		Count		after	as of	after	Project	Hour Trips	with	after	Adopted	Current	Widening	Widening	by Miami-Dade
Station	Roadway	Location	in TIP	Capacity	Date	PHP Vol	PHP Vol	8/28/2008	D.O.'s	Distribution	5475	Project	Project	LOS	LOS	by Parkland	by Parkland	or Parkland
0682	SW 177 Ave	South of SW 88 St to SW 232 St	A 2	1,480	1/9-11/2007	879	601	66	535	9.00%	493	1,438	42	С	С		С	
1080	SW 88 St	West of SW 147 Ave to SW 157 Ave	A 6	5,904	1/23-25/2007	3,181	2,723	806	1,917	2.00%	110	4,097	1,808	EE	D		D	
9208	SW 177 Ave	South of SW 184 St to SW 216 St	A 2	2,060	5/1-3/2007	1,794	266	81	185	3.00%	164	2,039	21	С	С		С	
9724	SW 104 St	West of SW 147 Ave to SW 157 Ave	4	3,696	4/10-12/2007	2,812	884	109	775	3.00%	164	3,085	611	EE	E+.01		E+.01	
9760	SW 120 St	West of SW 122 Ave to SW 117 Ave	A 4	3,870	5/1-3/2007	3,212	658	495	163	2.00%	110	3,817	54	D	D		D	
9762	SW 120 St	West of SW 137 Ave to SW 147 Ave	A 4	3,360	5/1-3/2007	2,182	1,178	601	577	5.00%	274	3,057	303	D	С		С	
9784	SW 127 Ave	South of SW 104 St to SW 120 St	4 [8]	2,430	8/28-30/2007	1,129	1,301	892	409	6.00%	329	2,350	81	D	D		D	TIP No. PW 20040351
9814	SW 137 Ave	South of SW 120 St to SW 136 St	A 6	6,870	4/17-19/2007	4,502	2,368	1,285	1,083	5.00%	274	6,061	809	E	D		D	
9816	SW 137 Ave	South of SW 136 St to SW 152 St	A 6	6,630	4/17-19/2007	4,213	2,417	1,143	1,274	4.00%	219	5,575	1,055	E	D		D	
9832	SW 147 Ave	South of SW 104 St to SW 120 St	4	2,320	4/17-19/2007	1,451	869	277	592	4.00%	219	1,947	373	D	D		D	
9834	SW 147 Ave	South of SW 152 St to SW 184 St	2	910	4/17-19/2007	325	585	347	238	3.00%	164	836	74	D	С		С	
[5]	SW 136 St	East of SW 157 Ave to SW 137 Ave	4 [9]	3,190	4/12/2007	626	2,564	0	2,564	17.00%	931	1,557	1,633	D	С		С	TIP No. PW 20040346
[6]	SW 152 St	West of SW 147 Ave to SW 157 Ave	2	2,124	4/12/2007	686	1,438	0	1,438	26.00%	1,424	2,110	15	EE	E+.19	5,400	D	Widen from 2LU to 5LD
[7]	SW 152 St	West of SW 142 Ave to SW 147 Ave	4	3,900	4/12/2007	1,898	2,002	0	2,002	23.00%	1,259	3,157	743	EE	E	4,875	D	Widen from 4LD to 5LD
9854	SW 152 St	West of SW 137 Ave to SW 142 Ave	A 6	5,880	8/21-23/2007	3,593	2,287	938	1,349	23.00%	1,259	5,790	90	EE	E+.18			
9857	SW 157 Ave	South of SW 88 Street to SW 112 St	4	3,540	5/1-3/2007	1,219	2,321	0	2,321	15.00%	821	2,040	1,500	E	С		С	
9859	SW 157 Ave	South of SW 152 St to SW 184 St	4 [10]	2,750	5/1-3/2007	600	2,150	197	1,953	15.00%	821	1,618	1,132	D	В		В	TIP No. PW 20040372
9880	SW 184 St	East of SW 177 Ave to SW 157 Ave	2	1,240	8/21-23/2007	807	433	85	348	1.00%	55	947	293	С	В		В	
										100.00%	5,475							

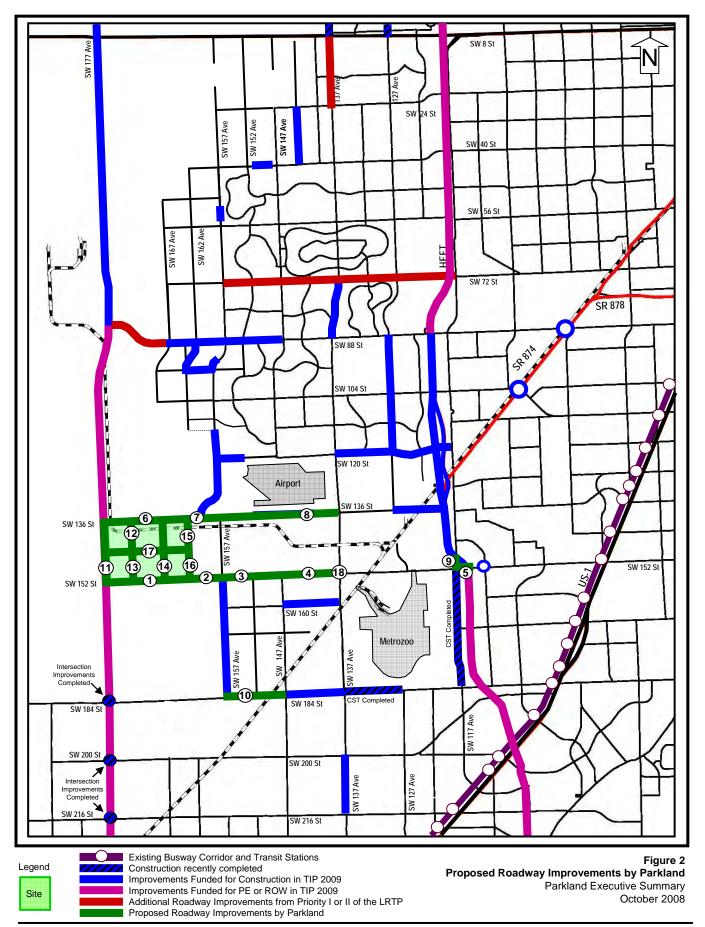
Source: Miami-Dade County Public Works Department Concurrency Report Dated August 29, 2008.

[1] The maximum service volume for Count Station 9208 was determined using Art Plan. The maximum service volume for Count Station 9854 was updated using Art Plan for SW 152 Street from SW 137 Avenue to SW 147 Avenue to correct input variables. SW 152 Street is a 4LD from SW 147 Avenue to east of SW 142 Avenue. SW 152 Street transitions to a 6LD from east of SW 142 Avenue to SW 137 Avenue. The maximum service volume for SW 136 Street from SW 137 Avenue to SW 157 Avenue was determined using Art Plan. The maximum service volume for SW 136 Street from SW 137 Avenue to SW 157 Avenue was determined using Art Plan.

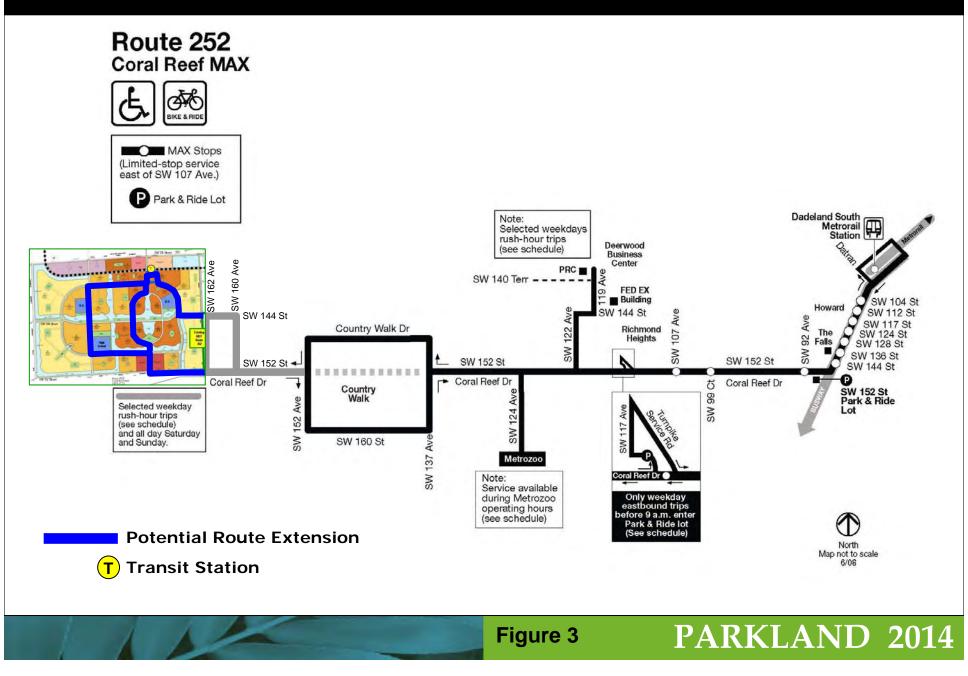
- [2] The PHP volume for Station 0682 has been adjusted to reflect PM peak hour period only, since the project trip generation impact is based only upon PM peak hour. The PHP volume for Station 9208 has been adjusted to reflect PM peak hour period only, since the project trip generation impact is based only upon PM peak hour.
- [3] The directional distribution of project trips for Parkland is largely consistent with the project distribution from the CDMP Amendment Transportation Analysis (Figure 5F) and the Parkland DRI (Map J-8D).
- [4] The Net External PM Peak Hour Trips for the Parkland DRI and CDMP Amendment are consistent with Table 2A from the CDMP Amendment Transportation Analysis and Table 21.B2 from the Parkland DRI.
- [5] No count station exists on SW 136 Street between SW 157 Avenue and SW 137 Avenue, however the Applicant collected link data on this segment on April 12, 2007. The maximum service volume for this segment was developed using Art Plan.
- [6] No count station exists on SW 152 Street between SW 157 Avenue and SW 147 Avenue, however the Applicant collected link data on this segment on April 12, 2007. The maximum service volume for this segment was developed using Art Plan.
- [7] No count station exists on SW 152 Street between SW 147 Avenue and SW 142 Avenue, however the Applicant collected link data on this segment on April 12, 2007.
- [8] The widening of SW 127 Avenue to a 4LD from SW 88 Street to SW 120 Street is funded for construction in FY 2008-2009 pursuant to TIP No. PW 20040351.
- [9] The widening of the remaining segments of SW 136 Street to a 4LD between SW 157 Avenue to SW 137 Avenue is funded for construction in FY 2008-2009 pursuant to TIP No. PW 20040346.
- [10] The widening of SW 157 Avenue to a 4LD from SW 152 Street to SW 184 Street is funded for construction in FY 2009-2010 pursuant to TIP No. PW 20040372.

Table I – 5.0% Impact and Significance Determination Analysis – Year 2018										
Roadway Segments where Project Trips \geq 5.0% of MSV	2018 Lanes	2018 Adopted LOS	Parkland Trips as a % of MSV	2018 LOS with Parkland but without the Parkland Improvements	Roadway Improvements by Parkland	2018 LOS with Parkland and with the Parkland Improvements				
SW 177 Ave – SW 8 St to SW 88 St	4LD	В	18.50%	B as a 4LD by State		В				
SW 177 Ave – SW 88 St to SW 136 St	4LD	В	22.41%	B as a 4LD by State		В				
SW 177 Ave – SW 136 St to SW 152 St	2L/4LD	B as 4L, C as 2L	14.47% as 2L	D as 2L, B as 4L	4LD By Parkland	В				
SW 177 Ave – SW 152 St to SW 184 St	2L/4LD	B as 4L, C as 2L	13.46% as 2L	D as 2L, B as 4L	Prop. Share \$ by Parkland	В				
SW 177 Ave – SW 184 St to SW 200 St	2L/4LD	B as 4L, C as 2L	9.76% as 2L	D as 2L, B as 4L	Prop. Share \$ by Parkland	В				
SW 177 Ave – SW 200 St to SW 216 St	2L/4LD	B as 4L, C as 2L	6.06% as 2L	D as 2L, B as 4L	Prop. Share \$ by Parkland	В				
SW 172 Ave – SW 136 St to SW 144 St	4LD	D	7.93%	n/a – no roadway	4LD by Parkland	С				
SW 172 Ave – SW 144 St to SW 152 St	4LD	D	17.72%	n/a – no roadway	4LD by Parkland	С				
SW 167 Ave – SW 136 St to SW 144 St	4LD	D	69.67%	n/a – no roadway	4LD by Parkland	D				
SW 167 Ave – SW 144 St to SW 152 St	4LD	D	37.12%	n/a – no roadway	4LD by Parkland	С				
SW 162 Ave – SW 136 St to SW 144 St	4LD	D	7.93%	С	4LD by Parkland	С				
SW 162 Ave – SW 144 St to SW 152 St	4LD	D	8.10%	С	4LD by Parkland	С				
SW 157 Ave - SW 88 St to SW 96 St	4LD	D	7.26%	D		D				
SW 157 Ave - SW 96 St to SW 104 St	4LD	D	13.34%	D		D				
SW 157 Ave – SW 104 St to SW 112 St	4LD	D	17.72%	С		С				
SW 157 Ave - SW 112 St to SW 120 St	4LD	D	22.94%	С		С				
SW 157 Ave – SW 120 St to SW 136 St	4LD	D	39.14%	D		D				
SW 157 Ave - SW 136 St to SW 152 St	4LD	D	10.63%	С		С				
SW 157 Ave – SW 152 St to SW 184 St	4LD	D	21.11%	C		C				
SW 137 Ave – SW 88 St to SW 96 St	6LD	E	5.87%	D		D				
SW 137 Ave – SW 96 St to SW 104 St	6LD	E	6.98%	D		D				
SW 137 Ave – SW 104 St to SW 112 St	6LD	E	7.39%	C		C				
SW 137 Ave – SW 112 St to SW 120 St	6LD	E	7.79%	D		0				
SW 127 Ave – SW 104 St to SW 120 St	4LD	D	5.06%	C		C				
SW 127 Ave – SW 120 St to SW 122 St	4LD	D	10.12%	C		C				
SW 127 Ave – SW 120 St to SW 122 St SW 127 Ave – SW 122 St to SW 136 St	4LD	D	21.47%	D		D				
SW 127 Ave – HEFT Ramps to SW 152 St	4LD	D	11.48%	F	Turn lanes/6LD by Parkland	D				
SW 8 St – SW 177 Ave to SW 157 Ave	4LD	C	14.64%	В		B				
SW 8 St – SW 157 Ave to SW 147 Ave	4LD	D	14.25%	C		C				
SW 8 St – SW 147 Ave to SW 147 Ave	6LD	D	9.51%	B		B				
SW 8 St – SW 147 Ave to SW 142 Ave	6LD	D	9.51%	C		C				
SW 120 St – SW 157 Ave to SW 147 Ave	4LD	D	14.85%	C		C				
SW 120 St - SW 137 Ave to SW 147 Ave	6LD	D	9.28%	D		D				
SW 120 St - SW 147 Ave to SW 137 Ave		D	14.01%	n/a – no roadway	4LD by Parkland	C				
SW 136 St – SW 177 Ave to SW 172 Ave SW 136 St – SW 172 Ave to SW 167 Ave	-	D	14.01%	n/a – no roadway	4LD by Parkland	<u> </u>				
SW 136 St – SW 172 Ave to SW 167 Ave	-	D	63.59%	n/a – no roadway	4LD by Parkland	<u> </u>				
SW 136 St – SW 167 Ave to SW 162 Ave	-	D	151.08%	n/a – no roadway	4LD by Parkland	C				
SW 136 St – SW 162 Ave to SW 137 Ave	- 4LD	D	32.39%	C	5LD by Parkland	<u> </u>				
SW 136 St – SW 157 Ave to SW 147 Ave SW 136 St – SW 147 Ave to SW 137 Ave	4LD 4LD	D	28.68%	D	5LD by Parkland	<u> </u>				
SW 136 St – SW 147 Ave to SW 137 Ave SW 136 St – SW 137 Ave to SW 127 Ave	4LD 4LD	D	28.08%	C D	JLD DY PAI KIAHU	C				
SW 136 St - SW 137 Ave to SW 127 Ave SW 152 St - SW 177 Ave to SW 172 Ave	4LD -	D	9.29%	n/a – no roadway	6LD by Parkland	С С				
SW 152 St – SW 177 Ave to SW 172 Ave SW 152 St – SW 172 Ave to SW 167 Ave		D	9.29%	n/a – no roadway	6LD by Parkland	<u> </u>				
	-	D		,	· · · · · · · · · · · · · · · · · · ·	<u> </u>				
SW 152 St – SW 167 Ave to SW 162 Ave SW 152 St – SW 162 Ave to SW 157 Ave	- 2LU		51.67% 142.93%	n/a – no roadway	6LD by Parkland	<u> </u>				
		EE		F	6LD by Parkland					
SW 152 St – SW 157 Ave to SW 147 Ave	2LU 4/6LD	EE	86.86% 39.08%	F F as 41 D	6LD/5LD by Parkland	<u> </u>				
SW 152 St – SW 147 Ave to SW 137 Ave		EE		F as 4LD	6LD/5LD by Parkland	E				
SW 152 St – SW 137 Ave to SW 124 Ave	6LD	EE	18.52%	E		E				
SW 152 St – SW 124 Ave to SW 117 Ave	6LD	EE	17.66%	E	(I D by Davidand	E				
SW 152 St – SW 117 Ave to HEFT	4LD	EE	19.03%	F	6LD by Parkland	E				
SW 184 St – SW 157 Ave to SW 147 Ave	2LU	D	44.79%	F	4LD by Parkland	C				
SW 184 St – SW 147 Ave to SW 137 Ave	4LD	D	16.89%	С		C				
SW 184 St – SW 137 Ave to SW 127 Ave	4LD	D	12.66%	D		E				
SW 184 St – SW 127 Ave to SW 117 Ave	4LD	D	8.44%	D		D				





Potential Local Transit Connections to Parkland



Potential Local Transit Connections to Parkland

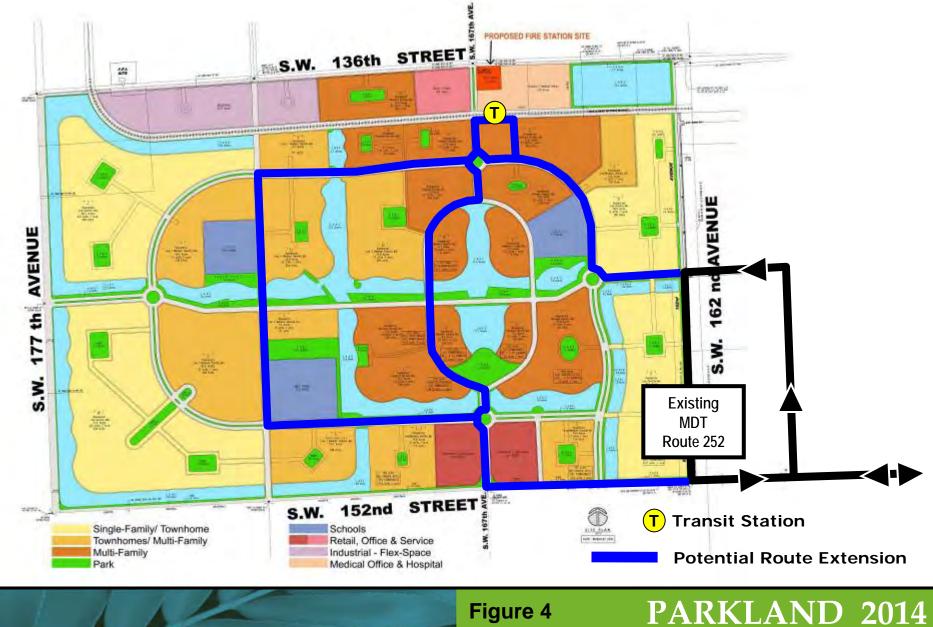


Figure 4

CATHY SWEETAPPLE & ASSOCIATES TRANSPORTATION AND MOBILITY PLANNING

September 10, 2008

Mr. Napoleon Samoza Principal Planner Miami-Dade County Department of Planning and Zoning 111 Northwest 1st Street, Suite 1220 Miami, Florida 33128

RE: Parkland DRI and CDMP Amendment Year 2018 Modeling Evaluation

Dear Mr. Samoza,

After our meeting with your office and Miami-Dade County Public Works on August 27, 2008, you provided our Parkland development team with copies of the MPO Modeling Plots for the Parkland DRI and CDMP Amendment Application. Attached is a summary table which reflects the evaluation of the Miami-Dade County MPO modeling efforts for the Parkland DRI and CDMP Amendment. The Year 2018 Modeling analysis is provided in attached **Table A**. Copies of updated Art Plan calculations are also provided as referenced in the footnotes to **Table A**. A brief summary of the findings are provided below.

Table A – Year 2018 Modeling Evaluation for Scenario 3 – Year 2018 with Parkland

The Year 2018 Modeling Evaluation compares the 2018 Model Runs for the following:

- Scenario 1 Year 2018 without Parkland, also known as the Base Scenario; and
- Scenario 3 Year 2018 with Parkland, along with most of the proposed roadway improvements.

The Year 2018 Modeling Evaluation provides:

- Detailed roadway capacity, level of service and significant impact analysis for those roadway segments either identified by Miami-Dade County as requiring additional review, or identified by the Applicant as necessary for providing a more comprehensive understanding of project assignment and project impact.
- Corrections where noted on lane geometry and roadway capacity based upon existing conditions or funded improvements.
- Detailed Art Plan capacity calculations using the latest version of the FDOT Art Plan Software to provide more specific capacity calculations where needed.
- An additional evaluation of Project Distribution as determined by the 2018 Model under Scenario 3. This
 evaluation is needed to understand if the model assignment of Parkland trips is reasonable. There are many
 disparities between the 2018 Project Distribution using the Model, and the project distribution approved by FDOT
 and the other DRI reviewing agencies during the processing, review and approval of the Parkland DRI.

101 North Gordon Road, Fort Lauderdale, Florida 33301

954-463-8878 office 954-525-4303 fax 954-649-8942 cell Email: csweet@bellsouth.net Parkland DRI October 14, 2008 CDMP Amendment Application

Year 2018 Modeling Evaluation Conclusions

Table A demonstrates that for all links identified by Miami-Dade County as potential concerns resulting from the full buildout of Parkland by the Year 2018, one or more of the following applies:

- Adopted LOS standards are maintained on affected roadways carrying Parkland traffic without the need for improvements beyond those already funded in TIP 2009 or Priority II of the LRTP;
- Adopted LOS standards are maintained with roadway improvements proposed by the Parkland DRI and CDMP Amendment;
- The comparison between the traffic volumes in the year 2018 without Parkland and the traffic volumes in the year 2018 with Parkland demonstrates that the percent change of the future daily traffic volume is less than 5.0%, and therefore the change is found not to be a Significant Impact;
- On roadway segments operating below the adopted LOS for the Year 2018 with Parkland, the future daily project traffic from Parkland is found to be less than 5.0% of the roadway capacity at the Adopted LOS Standard pursuant to the Miami-Dade County CDMP, and therefore Parkland is found not to place a Significant Impact on that particular segment.

General Modeling Issues

- The Year 2018 MPO Model project traffic assignment to the HEFT is inconsistent with the Project Distribution approved by FDOT and the other DRI reviewing agencies during the processing of the Parkland DRI.
- The Year 2018 MPO Model does not appear to include the funded roadway improvement project on SW 137 Avenue from SW 200 Street to US-1 pursuant to TIP No. PW20040343, where a new 2 lane roadway is funded for construction in the year 2010 to 2013.

Mr. Napoleon Samoza Parkland DRI and CDMP Amendment 2018 Modeling Evaluation September 10, 2008 – Page 3

Please do not hesitate to contact me if you have any questions or concerns with the information provided by this Modeling Evaluation.

Sincerely,

Cathy Sweetapple & Associates Transportation and Mobility Planning

ally Sweepple

Cathy S. Sweetapple, AICP Principal Transportation Planner

cc: Jeffrey Bercow Rob Curtis Rosa Davis Rey Melendi Graham Penn

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Table A - Year 2018 Model Evaluation for Scenario 3 - Year 2018 with Parkland

			2018	2018 Model	2018 Model	% Change Scenario 1	LOS and/or Significance Status	Daily Capacity	Daily Capacity	2018 Model Scenario 1	2018 Model Scenario 3	Scenario 1 V/C	Scenario 3 V/C	% Change Scenario 1	LOS and/or Significance Status	2018 Model Parkland	2018 Model	Parkland as a %	Parkland as a %	LOS and/or Significance Status
Roadway	Segment Limits	2018	Adopted	Scenario 1	Scenario 3	VS.	Percent Change	from	from	Daily	Daily	Using CDMP	Using CDMP	VS.	Percent Change	Daily Trips	Parkland	of Model	of FDOT	Amendment Trips as a
	SW 8 St to SW 88 St	Lanes	LOS	V/C 0.92	V/C 1.14	Scenario 3	with Amendment	2018 Model	CDMP 42,400	Volumes 30.576	Volumes 37.819	Capacities	Capacities 0.89	Scenario 3 17.08%	with Amendment Meets Adopted LOS Standard	47,355 7,960	Distribution 16.81%	Capacity 23.93%	Capacity	Percent of Capacity
W 177 Ave [1]	SW 88 St to SW 136 St	4LD	В	0.92	0.71	21.78% 13.32%	See calculations using adopted LOS	33,260 47,522	42,400 28,900	27,310	37,819	0.72	1.16	21.91%		8,991	18.99%	18.92%	18.77% 31.11%	Meets Adopted LOS Standar
[0]		4LD					Meets Adopted LOS per Model								Meets Adopted LOS per Model	8,991				Meets Adopted LOS per Mod
[2]	SW 136 St to SW 152 St	4LD	В	1.14	1.05	-8.86%	See calculations using adopted LOS	21,956	28,900	25,056	23,110	0.87	0.80	-6.73%	Meets Adopted LOS Standard	-	0.00%	0.00%	0.00%	Meets Adopted LOS Standar
	SW 152 St to SW 184 St	4LD	В	1.14	1.17	2.48%	See calculations using adopted LOS	21,956	28,900	25,056	25,601	0.87	0.89	1.89%	Meets Adopted LOS Standard	4,074	8.60%	18.56%	14.10%	Meets Adopted LOS Standar
[3]	SW 184 St to SW 200 St	4LD	В	1.06	1.13	6.52%	See calculations using adopted LOS	25,652	28,900	27,210	28,883	0.94	1.00	5.79%	Meets Adopted LOS Standard	3,406	7.19%	13.28%	11.79%	Meets Adopted LOS Standard
W 157 Ave	SW 88 St to SW 96 St	4LD	D	0.70	1.06	36.37%	See calculations using adopted LOS	25,000	31,100	17,387	26,480	0.56	0.85	29.24%	Meets Adopted LOS Standard	5,595	11.82%	22.38%	17.99%	Meets Adopted LOS Standar
	SW 96 St to SW 104 St	4LD	D	0.74	0.99	25.05%	See calculations using adopted LOS	24,914	31,100	18,374	24,615	0.59	0.79	20.07%	Meets Adopted LOS Standard	6,209	13.11%	24.92%	19.96%	Meets Adopted LOS Standa
	SW 104 St to SW 112 St	4LD	D	0.37	1.14	76.99%	See calculations using adopted LOS	25,000	31,100	9,285	28,533	0.30	0.92	61.89%	Meets Adopted LOS Standard	9,673	20.43%	38.69%	31.10%	Meets Adopted LOS Standa
	SW 112 St to SW 120 St	4LD	D	0.02	0.82	79.07%	See calculations using adopted LOS	30,348	31,100	758	24,754	0.02	0.80	77.16%	Meets Adopted LOS Standard	10,363	21.88%	34.15%	33.32%	Meets Adopted LOS Standa
	SW 120 St to SW 136 St	4LD	D	0.00	0.98	97.97%	See calculations using adopted LOS	30,348	31,100	0	29,733	0.00	0.96	95.60%	Meets Adopted LOS Standard	14,409	30.43%	47.48%	46.33%	Meets Adopted LOS Standa
	SW 136 St to SW 152 St	4LD	D	0.37	0.80	42.82%	See calculations using adopted LOS	18,652	31,100	6,989	14,976	0.22	0.48	25.68%	Meets Adopted LOS Standard	0	0.00%	0.00%	0.00%	Meets Adopted LOS Standa
	SW 152 St to SW 168 St	4LD	D	0.40	0.90	49.88%	See calculations using adopted LOS	18,652	31,100	7,405	16,708	0.24	0.54	29.91%	Meets Adopted LOS Standard	4,411	9.31%	23.65%	14.18%	Meets Adopted LOS Standa
	SW 168 St to SW 184 St	4LD	D	0.33	0.68	35.02%	See calculations using adopted LOS	25,000	31,100	8,135	16,890	0.26	0.54	28.15%	Meets Adopted LOS Standard	4,246	8.97%	16.98%	13.65%	Meets Adopted LOS Standa
V 137 Ave	SW 88 St to SW 104 St	6LD	E	0.90	0.89	-1.63%	Not Significant - below 5%	51,978	51,800	46,856	46,009	0.90	0.89	-1.64%	Not Significant - below 5%	587	1.24%	1.13%	1.13%	Not Significant - below 5%
	SW 104 St to SW 120 St	6LD	E	0.87	0.83	-4.63%	Not Significant - below 5%	51,978	51,800	45,438	43,030	0.88	0.83	-4.65%	Not Significant - below 5%	62	0.13%	0.12%	0.12%	Not Significant - below 5%
	SW 120 St to SW 128 St	6LD	E	1.02	0.98	-4.43%	Not Significant - below 5%	51,978	51,800	53,189	50,886	1.03	0.98	-4.45%	Not Significant - below 5%	1,377	2.91%	2.65%	2.66%	Not Significant - below 5%
	SW 128 St to SW 136 St	6LD	E	1.13	1.12	-1.20%	Not Significant - below 5%	51,978	51,800	58,700	58,075	1.13	1.12	-1.21%	Not Significant - below 5%	3,033	6.40%	5.84%	5.86%	Percent Change below 5%
	SW 136 St to SW 152 St	6LD	E	1.07	1.07	0.30%	Not Significant - below 5%	51,978	49,300	55,675	55,831	1.13	1.13	0.32%	Not Significant - below 5%	47	0.10%	0.09%	0.10%	Not Significant - below 5%
	SW 152 St to SW 184 St	6LD	D	0.95	0.93	-2.32%	Not Significant - below 5%	51,586	46,800	49,216	48,020	1.05	1.03	-2.56%	Not Significant - below 5%	1,235	2.61%	2.39%	2.64%	Not Significant - below 5%
	SW 184 St to SW 200 St	2LU	D	1.13	1.22	9.35%	See Significance Calculations	20,544	14,600	23,237	25,158	1.59	1.72	13.16%	See Significance Calculations	629	1.33%	3.06%	4.31%	Not Significant - below 5%
V 127 Ave	SW 120 St to SW 136 St	2 or 4	D	1.08	1.09	1.41%	See calculations using adopted LOS	12,500	14,600	13,473	13,649	0.92	0.93	1.21%	Meets Adopted LOS Standard	1,371	2.90%	10.97%	9.39%	Meets Adopted LOS Standa
EFT	SW 88 St to SR 874	12EX	D	0.81	0.84	3.29%	Meets Adopted LOS Standard	148,956	213,500	119,975	124,870	0.56	0.58	2.29%	Meets Adopted LOS Standard	61	0.13%	0.04%	0.03%	Meets Adopted LOS Standa
	SR 874 to SW 152 St	12EX	- D	0.86	0.86	-0.70%	Meets Adopted LOS Standard	223,434	213,500	192,673	191,117	0.90	0.90	-0.73%	Meets Adopted LOS Standard	0	0.00%	0.00%	0.00%	Meets Adopted LOS Standa
	SW 152 St to SW 184 St	12EX	D	0.93	0.93	-0.52%	Meets Adopted LOS Standard	223,434	213,500	208,445	207,278	0.98	0.97	-0.55%	Meets Adopted LOS Standard	218	0.46%	0.10%	0.10%	Meets Adopted LOS Standa
	SW 182 St to SW 184 St SW 184 St to SW 186 St	12EX	D	0.55	0.55	0.08%	Meets Adopted LOS Standard	223,434	213,500	122,062	122,235	0.57	0.57	0.08%	Meets Adopted LOS Standard	210	0.47%	0.10%	0.10%	Meets Adopted LOS Standa
V 117 Ave	SW 72 St to SW 88 St	4LD	D	1.12	1.12	0.39%	Not Significant - below 5%	34,348	31,100	38,490	38,624	1.24	1.24	0.43%	Not Significant - below 5%	223	0.47%	0.65%	0.72%	Not Significant - below 59
	SW 88 St to SW 104 St	4LD	D	0.93	0.92	-1.06%	Not Significant - below 5%	34,348	31,100	32,041	31,676	1.03	1.02	-1.17%	Not Significant - below 5%	487	1.03%	1.42%	1.57%	Not Significant - below 5%
	SW 104 St to SW 120 St	4LD	D	1.09	1.09	0.86%	Not Significant - below 5%	34,348	31,100	37,282	37,579	1.20	1.21	0.95%	Not Significant - below 5%	941	1.99%	2.74%	3.03%	Not Significant - below 5%
	SW 120 St to SW 136 St	4LD	D	1.13	1.11	-2.01%	Not Significant - below 5%	34,348	31,100	38,804	38,113	1.25	1.23	-2.22%	Not Significant - below 5%	287	0.61%	0.84%	0.92%	Not Significant - below 5%
	SW 136 St to HEFT	4LD	D	0.89	0.91	2.00%	Not Significant - below 5%	34,348	31,100	30,722	31,409	0.99	1.01	2.21%	Not Significant - below 5%	378	0.80%	1.10%	1.22%	Not Significant - below 5%
[4]	HEFT to SW 152 St	5LD	D	0.79	0.84	4.11%	Meets Adopted LOS Standard	42,935	38,875	34,119	35,882	0.88	0.92	4.54%	Not Significant - below 5%	699	1.48%	1.63%	1.80%	Not Significant - below 5%
V 112 Ave	SW 152 St to SW 160 St	2LU	D	1.13	1.35	22.35%	See calculations using adopted LOS	12,870	14,600	14,493	17,370	0.99	1.19	19.71%	See Significance Calculations	375	0.79%	2.91%	2.57%	Not Significant - below 5%
W 104 St	SW 97 Ave to SW 87 Ave	2LU	D	1.21	1.21	-0.25%	Not Significant - below 5%	11,522	14,600	13,931	13,902	0.95	0.95	-0.20%	Not Significant - below 5%	407	0.86%	3.53%	2.79%	Not Significant - below 59
	SW 87 Ave to SW 82 Ave	2LU	D	1.25	1.28	2.87%	Not Significant - below 5%	11,522	14,600	14,372	14,703	0.98	1.01	2.27%	Not Significant - below 5%	363	0.77%	3.15%	2.49%	Not Significant - below 59
/ 120 St	SW 137 Ave to SW 127 Ave	6LD	D	0.92	0.95	3.43%	Not Significant - below 5%	51,978	46,800	47,790	49,575	1.02	1.06	3.81%	Not Significant - below 5%	2,185	4.61%	4.20%	4.67%	Not Significant - below 55
	SW 127 Ave to HEFT	6LD	D	1.29	1.31	2.52%	Not Significant - below 5%	51,978	46,800	66,990	68,299	1.43	1.46	2.80%	Not Significant - below 5%	2,234	4.72%	4.30%	4.77%	Not Significant - below 59
V 128 St	SW 137 Ave to SW 127 Ave	2LU	D	1.13	1.18	5.49%	Con calculations unline related 1.000	9,218	14,600	10,412	10,918	0.71	0.75	3.47%	Meets Adopted LOS Standard	936	1.98%	10.15%	6.41%	Meets Adopted LOS Standa
	SW 127 Ave to SW 122 Ave	2LU 2LU	D	0.97	1.03	6.68%	See calculations using adopted LOS	9,218	14,600	8,900	9,516	0.61	0.65	4.22%	Meets Adopted LOS Standard	255	0.54%	2.77%	1.75%	Meets Adopted LOS Stand
	SW 117 Ave to SW 107 Ave	2LU 2LU	D	1.54	1.64	10.33%	See calculations using adopted LOS	9,218	14,600	14,185	15,137	0.97	1.04	6.52%	Not Significant - below 5%	339	0.72%	3.68%	2.32%	Not Significant - below 5
	SW 107 Ave to SW 107 Ave	2LU 2LU	D	1.34	1.04	8.59%	See calculations using adopted LOS See calculations using adopted LOS	9,218	14,600	11,121	11,913	0.76	0.82	5.42%	Meets Adopted LOS Standard	317	0.72%	3.44%	2.32%	Meets Adopted LOS Stand

CDMP Amendment Application

Table A - Year 2018 Model Evaluation for Scenario 3 - Year 2018 with Parkland

						% Change	LOS and/or	Daily	Daily	2018 Model	2018 Model	Scenario 1	Scenario 3	% Change	LOS and/or	2018 Model		Parkland	Parkland	LOS and/or
			2018	2018 Model	2018 Model	Scenario 1	Significance Status	Capacity	Capacity	Scenario 1	Scenario 3	V/C	V/C	Scenario 1	Significance Status	Parkland	2018 Model	as a %	as a %	Significance Status
Roadway	Segment Limits	2018 Lanes	Adopted LOS	Scenario 1 V/C	Scenario 3 V/C	vs. Scenario 3	Percent Change with Amendment	from 2018 Model	from CDMP	Daily Volumes	Daily Volumes	Using CDMP Capacities	Using CDMP Capacities	vs. Scenario 3	Percent Change with Amendment	Daily Trips 47,355	Parkland Distribution	of Model Capacity	of FDOT Capacity	Amendment Trips as a Percent of Capacity
SW 136 St [2]	SW 177 Ave to SW 167 Ave	4LD	D	0.00	0.42	41.80%	Meets Adopted LOS Standard	24,914	31,100	0	10,414	0.00	0.33	33.49%	Meets Adopted LOS Standard	8,991	18.99%	36.09%	28.91%	Meets Adopted LOS Standard
[2]	SW 167 Ave to SW 162 Ave	4LD	D	0.00	0.49	48.75%	Meets Adopted LOS Standard	24,914	31,100	0	12,145	0.00	0.39	39.05%	Meets Adopted LOS Standard	11,145	23.54%	44.73%	35.84%	Meets Adopted LOS Standard
	SW 162 Ave to SW 157 Ave	4LD	D	0.00	0.99	98.60%	Meets Adopted LOS Standard	24,914	31,100	94	24,658	0.00	0.79	78.98%	Meets Adopted LOS Standard	20,246	42.75%	81.26%	65.10%	Meets Adopted LOS Standard
	SW 157 Ave to SW 142 Ave	4LD	D	0.23	0.50	26.63%	Meets Adopted LOS Standard	31,250	31,100	7,165	15,486	0.23	0.50	26.76%	Meets Adopted LOS Standard	5,837	12.33%	18.68%	18.77%	Meets Adopted LOS Standard
	SW 142 Ave to SW 137 Ave	4LD	D	0.56	0.66	9.30%	Meets Adopted LOS Standard	31,250	31,100	17,610	20,516	0.57	0.66	9.34%	Meets Adopted LOS Standard	5,854	12.36%	18.73%	18.82%	Meets Adopted LOS Standard
1	SW 137 Ave to SW 127 Ave	4LD	D	0.77	0.81	4.39%	Meets Adopted LOS Standard	18,652	31,100	14,283	15,101	0.46	0.49	2.63%	Meets Adopted LOS Standard	1,582	3.34%	8.48%	5.09%	Meets Adopted LOS Standard
	SW 107 Ave to SW 97 Ave	2LU	D	1.71	1.72	0.47%	Not Significant - below 5%	16,086	14,600	27,552	27,627	1.89	1.89	0.51%	Not Significant - below 5%	635	1.34%	3.95%	4.35%	Not Significant - below 5%
SW 152 St [2]	SW 177 Ave to SW 167 Ave	6LD	D	0.00	0.17	17.28%	Meets Adopted LOS Standard	37,370	46,800	0	6,459	0.00	0.14	13.80%	Meets Adopted LOS Standard	4,074	8.60%	10.90%	8.71%	Meets Adopted LOS Standard
[2]	SW 167 Ave to SW 162 Ave	6LD	D	0.00	0.39	38.91%	Meets Adopted LOS Standard	37,370	46,800	0	14,541	0.00	0.31	31.07%	Meets Adopted LOS Standard	12,156	25.67%	32.53%	25.97%	Meets Adopted LOS Standard
[2]	SW 162 Ave to SW 157 Ave	6LD	EE	0.12	0.61	48.84%	Meets Adopted LOS Standard	37,370	59,160	4,455	22,707	0.08	0.38	30.85%	Meets Adopted LOS Standard	14,044	29.66%	37.58%	23.74%	Meets Adopted LOS Standard
[2]	SW 157 Ave to SW 152 Ave	5LD	EE	0.21	0.61	39.31%	Meets Adopted LOS Standard	30,968	49,350	6,631	18,805	0.13	0.38	24.67%	Meets Adopted LOS Standard	8,804	18.59%	28.43%	17.84%	Meets Adopted LOS Standard
[2]	SW 152 Ave to SW 147 Ave	5LD	EE	0.29	0.62	32.53%	Meets Adopted LOS Standard	30,968	49,350	9,102	19,177	0.18	0.39	20.42%	Meets Adopted LOS Standard	7,960	16.81%	25.70%	16.13%	Meets Adopted LOS Standard
[2]	SW 147 Ave to SW 142 Ave	5LD	EE	0.47	0.62	14.70%	Meets Adopted LOS Standard	43,163	49,350	20,499	26,843	0.42	0.54	12.86%	Meets Adopted LOS Standard	7,072	14.93%	16.38%	14.33%	Meets Adopted LOS Standard
	SW 142 Ave to SW 137 Ave	6LD	EE	0.62	0.72	9.20%	Meets Adopted LOS Standard	43,163	59,160	26,930	30,901	0.46	0.52	6.71%	Meets Adopted LOS Standard	6,270	13.24%	14.53%	10.60%	Meets Adopted LOS Standard
	SW 137 Ave to SW 124 Ave	6LD	EE	0.96	1.09	12.60%	See calculations using adopted LOS	51,978	70,800	49,936	56,487	0.71	0.80	9.25%	Meets Adopted LOS Standard	6,234	13.16%	11.99%	8.81%	Meets Adopted LOS Standard
1	SW 124 Ave to SW 117 Ave	6LD	EE	1.13	1.27	14.44%	See calculations using adopted LOS	51,978	70,800	58,714	66,221	0.83	0.94	10.60%	Meets Adopted LOS Standard	4,926	10.40%	9.48%	6.96%	Meets Adopted LOS Standard
[5]	SW 117 Ave to SW 112 Ave	6LD	EE	0.82	0.85	2.68%	Meets Adopted LOS Standard	51,978	62,160	42,644	44,039	0.69	0.71	2.24%	Meets Adopted LOS Standard	3,112	6.57%	5.99%	5.01%	Meets Adopted LOS Standard
	SW 112 Ave to SW 102 Ave	4LD	EE	1.04	1.14	9.66%	See calculations using adopted LOS	34,348	41,400	35,856	39,173	0.87	0.95	8.01%	Meets Adopted LOS Standard	2,468	5.21%	7.19%	5.96%	Meets Adopted LOS Standard
	SW 102 Ave to US-1	4LD	EE	1.37	1.40	3.12%	Not Significant - below 5%	34,348	41,400	46,940	48,012	1.13	1.16	2.59%	Not Significant - below 5%	2,227	4.70%	6.48%	5.38%	Percent Change below 5%
SW 168 St	SW 117 Ave to SW 107 Ave	2LU	D	1.12	1.17	4.23%	Not Circliforent Julian 50/	16,086	14,600	18,076	18,757	1.24	1.28	4.66%	Not Circificant, John 50/	400	0.84%	2.49%	2.74%	Not Circlifformt John 50/
SW 100 St	SW 117 AVE to SW 107 AVE	2LU	U	1.12	1.17	4.23%	Not Significant - below 5%	10,000	14,000	16,076	10,/5/	1.24	1.20	4.00%	Not Significant - below 5%	400	0.04%	2.49%	2.7476	Not Significant - below 5%
SW 184 St [2]	SW 157 Ave to SW 147 Ave	4LD	D	0.39	0.58	18.86%	Meets Adopted LOS Standard	33,260	31,100	13,041	19,313	0.42	0.62	20.17%	Meets Adopted LOS Standard	4,095	8.65%	12.31%	13.17%	Meets Adopted LOS Standard
	SW 147 Ave to SW 137 Ave	4LD	D	0.80	0.82	1.95%	Meets Adopted LOS Standard	34,392	31,100	27,435	28,106	0.88	0.90	2.16%	Meets Adopted LOS Standard	2,435	5.14%	7.08%	7.83%	Meets Adopted LOS Standard
	SW 137 Ave to SW 127 Ave	4LD	D	1.05	1.16	10.63%		34,392	43,100	36,092	39,748	0.84	0.92	8.48%	Meets Adopted LOS Standard	2,365	4.99%	6.88%	5.49%	Meets Adopted LOS Standard
[6]	SW 127 Ave to SW 122 Ave	4LD	D	1.12	1.19	6.74%	See calculations using adopted LOS	34,348	43,100	38,467	40,781	0.89	0.95	5.37%	Meets Adopted LOS Standard	2,216	4.68%	6.45%	5.14%	Meets Adopted LOS Standard
[6]	SW 122 Ave to SW 117 Ave	4LD	D	0.95	0.98	2.10%	See calculations using adopted LOS See calculations using adopted LOS	34,348	43,100	32,796	33,519	0.76	0.78	1.68%	Meets Adopted LOS Standard	1,431	3.02%	4.17%	3.32%	Meets Adopted LOS Standard
[6]							See calculations using adopted 205			-										
SW 200 St/Quail [7]	SW 127 Ave to SW 186 St	4LD	SUMA	0.77	0.76	-0.09%	Meets Adopted LOS Standard	34,348	34,500	26,282	26,252	0.76	0.76	-0.09%	Meets Adopted LOS Standard	931	1.97%	2.71%	2.70%	Not Significant - below 5%
	SW 186 St to SW 117 Ave	4LD	SUMA	0.77	0.74	-2.74%	Meets Adopted LOS Standard	34,348	34,500	26,310	25,370	0.76	0.74	-2.72%	Meets Adopted LOS Standard	185	0.39%	0.54%	0.54%	Not Significant - below 5%
	SW 117 Ave to HEFT	4LD	SUMA	1.16	1.15	-0.90%	Not Significant - below 5%	34,348	34,500	39,787	39,478	1.15	1.14	-0.90%	Not Significant - below 5%	203	0.43%	0.59%	0.59%	Not Significant - below 5%
	HEFT to SW 107 Ave	4LD	SUMA	1.15	1.17	1.70%	Not Significant - below 5%	34,348	34,500	39,533	40,116	1.15	1.16	1.69%	Not Significant - below 5%	403	0.85%	1.17%	1.17%	Not Significant - below 5%
	SW 186 St to SW 122 Ct	2LD	D	0.61	0.66	5.23%	Meets Adopted LOS Standard	16,086	15,330	9,829	10,671	0.64	0.70	5.49%	Meets Adopted LOS Standard	914	1.93%	5.68%	5.96%	Meets Adopted LOS Standard
	SW 122 Ct to SW 117 Ave	2LU	D	1.11	1.20	8.45%	See calculations using adopted LOS	16,086	20,200	17,898	19,257	0.89	0.95	6.73%	Meets Adopted LOS Standard	1,525	3.22%	9.48%	7.55%	Meets Adopted LOS Standard
	SW 117 Ave to SW 110 Ct	2LU	D	1.05	1.08	3.21%	Not Significant - below 5%	16,892	20,200	17,731	18,273	0.88	0.90	2.68%	Not Significant - below 5%	899	1.90%	5.32%	4.45%	Percent Change below 5%
[9]	SW 110 Ct to US-1	4LD	D	0.76	0.78	1.37%	Meets Adopted LOS Standard	34,348	31,100	26,218	26,690	0.84	0.86	1.52%	Meets Adopted LOS Standard	810	1.71%	2.36%	2.60%	Not Significant - below 5%

[1] Art Plan was used to establish the capacity of SW 177 Avenue between SW 88 Street and SW 8 Street with the funded improvements in TIP 2009 pursuant to TIP No. DT2496143.

[2] Improvements proposed by Parkland pursuant to the Parkland DRI commitments and pursuant to the Parkland DRI and CDMP Amendment Application.

[3] Proportionate share funding for these segments included in the Parkland DRI.

[4] Improvements already funded and included in TIP 2009 pursuant to TIP No. TP4060961 by Florida's Turnpike. Improvement plans obtained from Miami-Dade Public Works Highway Division.

[5] Improvements proposed to be funded by Parkland in coordination with Miami-Dade County and Florida's Turnpike pursuant to the Parkland DRI commitments and pursuant to the Parkland DRI and CDMP Amendment Application.

[6] Art Plan was used to establish the capacity of SW 184 Street between SW 117 Avenue and SW 137 Avenue.

2018 Model incorrectly reflects the segment lane geometry. A four lane divided roadway exists today on SW 200 Street/Quail Roost Drive from SW 127 Avenue to SW 186 Street.

[8] Art Plan was used to establish the capacity of SW 200 Street between SW 122 Avenue and SW 117 Avenue.

[9] 2018 Model incorrectly reflects the segment lane geometry. A four lane divided roadway exists today on SW 200 Street from SW 110 Court to US-1.

September 2008

ARTPLAN 2007 Conceptual Planning Analysis

Description/File Information

File Name	C:\Program Files\LOSPLAN2007 \ARTPLAN\AP_SW 177 Avenue - SW 88 St to SW 8 St.xml	Date Prepared	9/9/2008		
Program	ARTPLAN 2007	Version Date	9/20/07		
Analyst	Sweetapple	Agency		District	Miami-Dade County
Arterial Name	SW 177 Avenue	Begin Intersection	SW 88 Street	End Intersection	SW 8 Street
Study Period	K100	Peak Direction	Northbound		
User Notes					

Facility Data

Roadway Varia	bles	Traffic Vari	ables	Control Variables			
Area Type	Rural Developed	AADT	15920	# of Signals	1		
Class	1	К	0.095	Control Type	Semiactuated		
Posted Speed	45	D	0.68	Cycle Length	110		
# Thru Lanes	4	PHF	0.895	Through g/C	0.5		
Median Type	Restrictive	% Heavy Vehicles	8	Left g/C	0.1		
Left Turn Lanes	Yes	% Left Turns	12	Arrival Type	4		
LT Lane(s) Storage Length	235	% Right Turns	12				
Right Turn Lanes	Yes	Base Sat. Flow Rate	1950				
		Adj. Sat. Flow Rate	1549				

										-					
Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type		Right Turn Lanes			INT # Dir. Lanes		AADT	Hourly Vol.	SEG # Dir. Lanes		Median Type
1 (to SW 8 Street)	110	0.62	0.1	4	Yes	Yes	14	12	2	3	15920	1028	2	50	Restrictive

Automobile Intersection and Segment Data

Automobile LOS

Segme	ent#	_	Mvmt Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS
1 (to SW 8 St	treet)		850	1547	0.44	6.42	В	No	46.7	A
Arterial Length	3.00	Weighted g/C	##	FFS Delay	15.2	Threshold Delay	0.0 Auto Sp	beed 46.7	Auto LOS	Α

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 850 vphpl.

	A	В	С	D	E
Lanes		Hourly	y Volume In Peak Dir	rection	
1	1210	1350	* * *	* * *	* * *
2	2490	2740	* * *	* * *	* * *
3	3760	4130	* * *	* * *	* * *
4	5040	5520	* * *	* * *	* * *
*	2490	2740	* * *	* * *	* * *
Lanes		Hourly	Volume In Both Dire	ections	
2	1780	1980	* * *	* * *	* * *
4	3660	4030	* * *	* * *	* * *
6	5530	6070	* * *	* * *	* * *
8	7410	8110	* * *	* * *	* * *
*	3660	4030	* * *	* * *	* * *
Lanes		Ann	ual Average Daily Tr	affic	
2	18700	20900	* * *	* * *	* * *
4	38500	42400	* * *	* * *	* * *
6	58200	63900	***	* * *	* * *
8	78000	85400	***	* * *	* * *
*	38500	42400	* * *	* * *	* * *

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2007 Conceptual Planning Analysis

Description/File Information

File Name	C:\DOCUME~1 \CATHYS~1\LOCALS~1 \Temp\preview.xml	Date Prepared	9/9/2008		
Program	ARTPLAN 2007	Version Date	9/20/07]	
Analyst	Sweetapple	Agency]	District	Miami-Dade County
Arterial Name	SW 184 Street	Begin Intersection	SW 117 Ave	End Intersection	SW 137 Ave
Study Period	K100	Peak Direction	Westbound]	
User Notes					

Facility Data

Roadway Varia	bles	Traffic Vari	ables	Control Var	iables
Area Type	Large Urbanized	AADT	32166	# of Signals	2
Class	1	К	0.095	Control Type	Semiactuated
Posted Speed	45	D	0.63	Cycle Length	110
# Thru Lanes	4	PHF	0.925	Through g/C	0.5
Median Type	Restrictive	% Heavy Vehicles	2	Left g/C	0.1
Left Turn Lanes	Yes	% Left Turns	14	Arrival Type	4
LT Lane(s) Storage Length	235	% Right Turns	12		
Right Turn Lanes	Yes	Base Sat. Flow Rate	1950		
		Adj. Sat. Flow Rate	1867		

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type		Right Turn Lanes			INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes		Median Type
1 (to SW 127 Ave)	110	0.5	0.1	4	Yes	Yes	14	12	2	1	32166	1925	2	50	Restrictive
2 (to SW 137 Ave)	110	0.5	0.1	4	Yes	Yes	14	12	2	1	32166	1925	2	50	Restrictive

Automobile Intersection and Segment Data

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS
1 (to SW 127 Ave)	1540	1867	0.82	19.97	В	Yes#	35.4	В
2 (to SW 137 Ave)	1540	1867	0.82	19.97	В	Yes#	35.4	В
Arterial Length 2.00	Veighted g/C 0.50	FFS Delay	59.7	Threshold Delay	0.0 Auto Spe	eed 35.4	Auto LOS	В

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	В	С	D	E
Lanes		Hourly	y Volume In Peak Dir	rection	
1	260	1020	1240	1270	* * *
2	560	2250	2530	2580	* * *
3	860	3490	3820	3890	* * *
4	1160	4710	5110	5190	* * *
*	560	2250	2530	2580	* * *
Lanes		Hourly	Volume In Both Dire	ections	
2	410	1620	1970	2020	* * *
4	890	3570	4020	4090	* * *
6	1370	5540	6060	6170	* * *
8	1840	7480	8110	8240	* * *
*	890	3570	4020	4090	* * *
Lanes		Ann	ual Average Daily Tr	affic	
2	4300	17000	20700	21200	* * *
4	9400	37600	42300	43100	* * *
6	14400	58300	63800	64900	* * *
8	19400	78700	85400	86800	* * *
*	9400	37600	42300	43100	* * *

file://C:\Documents and Settings\Cathy Sweetapple\Local Settings\Temp\preview.xml

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2007 Conceptual Planning Analysis

Description/File Information

File Name	C:\Program Files\LOSPLAN2007 \ARTPLAN\AP_SW 200 Street - SW 122 Avenue to SW 117 Avenue.xml	Date Prepared	9/9/2008		
Program	ARTPLAN 2007	Version Date	9/20/07		
Analyst	Sweetapple	Agency]	District	Miami-Dade County
Arterial Name	SW 200 Street	Begin Intersection	SW 122 Avenue	End Intersection	SW 117 Avenue
Study Period	K100	Peak Direction	Westbound		
User Notes					

Facility Data

Roadway Varia	bles	Traffic Vari	ables	Control Variables			
Агеа Туре	Large Urbanized	AADT	15603	# of Signals	1		
Class	1	К	0.095	Control Type	Semiactuated		
Posted Speed	35	D	0.52	Cycle Length	110		
# Thru Lanes	2	PHF	0.925	Through g/C	0.5		
Median Type	None	% Heavy Vehicles	2	Left g/C	0.1		
Left Turn Lanes	Yes	% Left Turns	14	Arrival Type	4		
LT Lane(s) Storage Length	235	% Right Turns	12				
Right Turn Lanes No		Base Sat. Flow Rate	1950				
		Adj. Sat. Flow Rate	1621				

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	I I	Right Turn Lanes			INT # Dir. Lanes		AADT	Hourly Vol.	SEG # Dir. Lanes		Median Type
1 (to SW 117 Avenue)	110	0.55	0.1	4	Yes	No	14	12	1	0.5	15603	771	1	40	None

Automobile Intersection and Segment Data

Automobile LOS

Segment #		Thru Mvmt Flow Rate		Adj. Sat. Flow Rate		v/c	Control Delay	Int. Approach LOS		LT Spill	Speed (mph)	Segment LOS	
1 (to SW 117	' Avenue)		717		1621	0.8	17.53		В	No	26.2	D
Arterial Length	0.50	Weigh g/(##	FFS Delay	23	8.6	Threshold Delay	0.0	Auto Spe	ed 26.2	Auto LOS	D

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	В	C	D	E							
Lanes	Hourly Volume In Peak Direction											
1	* *	* *	690	1000	1060							
2	* *	* *	1550	2050	2160							
3	* *	* *	2420	3100	3260							
4	**	**	3290	4150	4350							
*	**	**	690	1000	1060							
Lanes	Hourly Volume In Both Directions											
2	**	**	1330	1920	2050							
4	**	**	2980	3940	4160							
6	**	**	4650	5960	6260							
8	**	**	6330	7980	8370							
*	**	**	1330	1920	2050							
Lanes		Ann	ual Average Daily Tr	affic								
2	**	**	14000	20200	21500							
4	**	**	31400	41500	43700							
6	**	**	49000	62800	65900							
8	**	**	66600	84000	88100							
*	**	* *	14000	20200	21500							

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

APPENDIX H

Correspondence

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United States Department of the Interior

National Park Service

Biscayne National Park 9700 SW 328 Street Homestead, FL 33033 Everglades National Park 40001 State Road 9336 Homestead, FL 33034



In Reply Refer to:

L3215

April 1, 2008

Miami-Dade County Department of Planning and Zoning Attn: Interim Director Subrata Basu 111 NW 1st Street, Suite 1210 Miami, Florida 33128

Re: Parkland Development of Regional Impact

Dear Mr. Basu:

This letter is written regarding the proposed Parkland Development of Regional Impact (DRI). It is our understanding that the DRI application for this proposed project, located outside the County's Urban Development Boundary, has been found to be sufficient by the South Florida Regional Planning Council (RPC) and is currently being reviewed by your department relative to a land use plan amendment to the Comprehensive Development Master Plan (CDMP).

As you are aware, the CDMP sets forth policy elements for development as well as for the conservation of land and natural resources to guide decisions regarding future zoning and land use patterns in Miami-Dade County. Additionally, the South Miami-Dade Watershed Study and Plan, which was designed to meet objectives identified in the CDMP, recognized the South Miami-Dade watershed as one of the most critical watersheds in Florida due in part to its location between two nationally-recognized treasures, Everglades National Park and Biscayne National Park.

We would like to express our concern for potential impacts to both national parks from additional withdrawals of water (potable and non-potable) identified as necessary for this large (967 acres, 6941 residential units) development. Our review of the Parkland DRI application and two subsequent sufficiency responses to information needs requested by various government agencies indicates that the potable water demand projected for this proposed development is 1.871 MGD, without conservation measures, and 1.497 MGD with the application of a 20% conservation reduction. Non-potable water demand (irrigation) is estimated at 1.5 MGD. The potable water demand is proposed to be provided by the Miami-Dade County Water and Sewer Department (MDWASD), while the irrigation water would be provided in part by an on-site reuse facility as well as *additional* surface and/or ground water withdrawals (on-site wells and lakes).

We believe Miami-Dade County cannot meet the water supply demands of the proposed Parkland project as currently designed and be consistent with the 20-year Consumptive Water Use Permit (CUP) issued to the County by the South Florida Water Management District (District) in November 2007. The CUP was designed in part to prevent an increase in water withdrawals from Everglades water



Parkland DRI CDMP Amendment Application bodies including Everglades National Park as well as to prevent the reduction in ground or surface water levels that results in harmful lateral movement of the fresh water/salt water interface. As noted in a recent Objections, Recommendations, and Comments (ORC) report prepared by the State of Florida Department of Community Affairs (DCA), dated February 26, 2008, proposed future land use changes that increase the potential demand for potable water in Miami-Dade County and which are located outside the County's established Urban Development Boundary (UDB) must be matched by an additional planned supply of water to be consistent with the CUP. Amendments to the CDMP and to the UDB for the Parkland project would require MDWASD to expand its service area to meet an increase in population and water demand from that which provided the basis of the CUP. Because the Parkland DRI does not identify a new water supply source for its potable water demand, we believe that adoption of these amendments is inconsistent with the CUP as well as with land use policy elements within the County's CDMP that provide important protective provisions (e.g., LU-3) for Everglades water bodies and Biscayne Bay.

Although the RPC has yet to issue its impact report, water supply concerns for the Parkland project have also been documented in a preliminary District impact assessment report, dated April 12, 2007, prepared for the RPC. The District's report indicated at that time that MDWASD does not currently have an adequate permitted allocation to meet the potable water demands for this project.

The applicant also states that existing groundwater withdrawals for agricultural irrigation on the property is estimated at 3.5 MGD and states that the 1.5 MGD non-potable demand for the project is less than half of that volume, thus concluding that project's estimated 1.497 MGD water demand will result in a "-2.111 MGD net change in water impacts on the South Florida area." However, as we understand the permitting process, the applicant does not have a legal right to the currently permitted 3.5 MGD groundwater withdrawal, but would be required to apply to the District for this use as a *new user* relative to potential impacts to Minimum Flows and Levels for water bodies including Everglades National Park and the Biscayne Aquifer, off-site wetlands, and other legal users. In addition, the District has indicated (letter to DCA, dated January 25, 2008) that additional ground water withdrawals from existing Biscayne Aquifer well fields beyond the CUP to meet the non-potable water demands are inconsistent with the Everglades protection provisions of the District's Regional Water Availability Rule.

Further, we question the applicant's statement that "it is unlikely that the1.0 MGD withdrawal [to meet the non-potable water demand] would have any measurable impact on the ENP groundwater levels or seepage in the area, considering the Project is located approximately 1.5 miles east of L-31." Unless and until a valid modeling analysis is completed by the District and/or Miami-Dade County, we believe it is inappropriate to conclude that this withdrawal is unlikely to have an impact on ground water levels within or seepage rates from Everglades National Park.

For the above reasons, we believe that the currently proposed Parkland project is inconsistent with policies established by the CDMP, the CUP, and the regional water availability rule, and will create an additional strain on water supplies needed for both Everglades and Biscayne National Parks. Under the National Park Service Organic Act of 1916, it is our mission to conserve park resources and provide for visitor enjoyment in such manner as will leave these resources unimpaired for the enjoyment of future generations. As such, we ask that you carefully consider the comments provided above in evaluating the proposed Parkland DRI, particularly in terms of conserving the resources Everglades and Biscayne National Parks.

Sincerely,

Mark Lewis

Mark Lewis, Superintendent Biscayne National Park

Pare B. Fin Lall.

Dan B. Kimball, Superintendent Everglades National Park

cc:

Rosa Davis, Miami-Dade County Department of Planning and Zoning Jo Sesodia, South Florida Regional Planning Council James Golden, South Florida Water Management District NPS-SER: Paul Anderson, Acting Regional Director

AUDUBON OF FLORIDA *** CLEAN WATER ACTION EVERGLADES LAW CENTER NATIONAL PARKS CONSERVATION ASSOCIATION

October 15, 2008

Director Marc LaFerrier Miami-Dade County Department of Planning and Zoning 111 NW 1st Street, Suite 1210 Miami, Florida 33128

Re: Parkland Development of Regional Impact

Dear Director LaFerrier:

Congratulations on your new position as Director of Planning and Zoning. Although we understand your assistant has been out of the office, we look forward for the opportunity to coordinate a time to meet with you in person. In the meantime, on behalf of the undersigned organizations, we write to provide comments on the proposed Parkland 2012 application, located outside the County's Urban Development Boundary (UDB), to amend the Comprehensive Development Master Plan (CDMP). This proposed project would move the UDB while no clear need has been shown. It will place a further burden on our limited water supply, hamper our efforts towards restoring the Everglades, stress the County's emergency response services and infrastructure budget, and will lie in a floodplain that is highly susceptible to inclement weather and impacts from climate change. For these reasons, we urge you to recommend denial of this application to the Miami-Dade Board of County Commissioners.

The CDMP provides adequate policy guidance for development proposals that impact zoning as well as the conservation of land and natural resources in Miami-Dade County. There is currently adequate space for development within the UDB, and given the recent slowdown in population growth, there is no need to expand the UDB at this time,

The watershed located between Biscayne National Park and Everglades National Park is one of the most vital ecosystems in Florida, as was noted in the South Miami-Dade Watershed Study and Plan. Yet despite its importance, it is also one of the most fragile ecosystems in the nation, and is under siege by the constantly expanding threat of development and urban sprawl. In this light we are concerned about the potential impacts that the proposed Parkland 2012 development could have on both national parks.

There is No Need to Move the UDB At This Time

The Parkland proposal represents another in a long line of applications that seeks to make piecemeal adjustments to the County's UDB rather than following the strategic policies of the Comprehensive Development Master Plan. The application violates the County's sustainable land use policies and will exacerbate the problem of unfettered growth and sprawl that the CDMP seeks to prevent.

With the current economic conditions, it would be irresponsible to allow large-scale residential development along the western fringes of Miami-Dade County. In this time of economic decline there are a great and growing number of empty residential units within the UDB. Yet, the proposed development would construct nearly 7,000 homes. Florida has one of the highest levels of foreclosures in the country, and Miami-Dade County is one of the main locations of these foreclosures. In 2007 Miami-Dade County had more than 26,000 mortgage foreclosures (a 269% increase from 2006) and more than 16,000 in the first four months of 2008. (According to the Miami-Dade County Clerk of Courts, the 11th judicial circuit of Florida (http://www.miami-dadeclerk.com/dadecoc/Mortgage-Statics.asp). There is also enough commercial land inside the UDB to create a surplus for the next decade. Thus we find it inconceivable to approve the Parkland amendment of 961 acres to the CDMP.

This project will increase water consumption from an already strained system

This proposed magnitude of development would result in a massive increase of water consumption from the surrounding aquifers. Average potable water consumption would be at a level of nearly 2 million gallons per day (MGD) (approximately 1.5 MGD if conservation measures are applied) and a potential maximum of close to 4 MGD. Additionally, non-potable water consumption is estimated at 1.5 MGD for irrigation purposes. Given these levels of consumption the County will not be able to supply water for the Parkland 2012 development and still follow its 20-year Consumptive Water Use Permit (CUP) issued in November 2007. The South Florida Water Management District (District) has also stated that withdrawing more groundwater from existing Biscayne Aquifer well fields beyond the CUP for non-potable water uses will violate protection provisions for the Everglades in the District's Regional Water Availability Rule.

According to a Department of Community Affairs (DCA) report on February 26, 2008, development outside the UDB that will increase consumption of potable water must include a plan to meet that increased demand while remaining consistent with the CUP. The proposed Parkland 2012 project to amend the CDMP does not meet this requirement and would threaten vital water resources specifically rationed for restoration of the Everglades and Biscayne Bay wetlands.

The Parkland 2012 DRI will add an average of nearly 2 MGD of sewage flows to the county's current wastewater totals, with a potential peak of over 3 million gallons of sewage flow per day hampering the County's ability to meet wastewater disposal compliance targets. The development will rely upon public sanitary sewer lines to add more wastewater to facilities that are already struggling to deal with their current capacities.

All stormwater drainage systems in the public right-of-ways in this development are proposed to be owned and maintained by the Miami-Dade County public works department, placing an extra burden on county resources. The County will also need to extend waste management services to accommodate for more than 2 tons of solid waste per day that will be generated from the proposed development. This will place added financial burden on taxpayers across the county and on the waste disposal facilities across the county.

This project compromises Everglades Restoration

The Parkland 2012 DRI threatens restoration of the Everglades - the largest ecosystem restoration ever undertaken in the world. Our state and federal governments have already committed hundreds of millions of dollars to the restoration effort. We are still far from completion of the restoration projects, yet, our requests for additional restoration funds are seriously undermined by local development projects that adversely impact restoration goals. The continued development around Miami-Dade County into lands outside the UDB have now become a national issue, as people question the sincerity of Everglades restoration goals in the face of this unbridled urban sprawl. A *Time* magazine article of April 28, 2008 noted that the credibility of Florida's request for federal funding to continue Everglades restoration will be brought into question as local county governments permit development projects that are detrimental to the Everglades. The proposed Parkland DRI will encourage even more such scrutiny, as the project would occupy nearly 1,000 acres and is only 1.5 miles east of Everglades National Park.

If this land so close to the Park is permitted to urbanize, it will result in a loss of agricultural lands that provide a vital transition zone between urban areas and Everglades National Park, increasing land values, due to developer speculation, which will hinder the state's ability to acquire lands for Everglades restoration projects, and further precedent setting for other large proposals on fragile lands adjacent to the park. Construction activities and uses of the development after it is completed will be an obstacle to restoration efforts and will have negative impacts on the surrounding environment including: water runoff pollution, noise pollution, air pollution, and littered waste.

Climate Change

With the threat of sea level rise and climate change impacts becoming more evident, it is imperative to preserve open natural lands in the County. A recent study by the Organization for Economic Cooperation and Development found that Miami is among the top ten cities in the world that will be threatened by coastal flooding and sea level rise linked to climate change. In April 2008, Miami-Dade County's Climate Change Advisory Task Force stated that "Miami-Dade County will not be able to defend against [projected sea level] rise and must begin a responsible and serious re-evaluation of ...approaches to growth, development, permitting, zoning, infrastructure..." The task force determined that "open undeveloped lands, whether currently under some mechanism of protection or not, offer the greatest opportunities to provide for adaptation to the effects of climate change." In order to best adapt for climate change the task force recommended the following:

Recommendation D.1: Fully support the Comprehensive Everglades Restoration Plan (CERP), and increase funding and resources for other regional and local habitat restoration and preservation efforts and initiatives. Restored ecosystems will be more resilient and better suited to adapt to climate change.

Recommendation D.2: Increase funding and resources for land acquisition and management programs of Miami-Dade County.

Recommendation D.3: Acquire all undeveloped lands needed for restoration purposes and for mitigation and adaptation to climate change effects. Secure strategic open lands to provide transition zones to accommodate retreat or spatial shifts in natural areas, such as coastal wetlands and freshwater marshes.

Recommendation D.4: Create a plan to locate infrastructure and development outside coastal or flood hazard prone areas using projections of sea level rise to identify those areas. Describe a transitional zone between the hazard area and the built area to be protected and prohibit incompatible land uses that would convert open lands in the transitional zone. Establish a comprehensive planning and zoning policy, such as development setbacks and limits on density and infrastructure in coastal and transitional zones to consider vulnerability to sea level rise and saltwater intrusion.

Recommendation D.5: Encourage the continued funding of the County Agriculture Purchase of Development Rights Program beyond the current funding levels to maintain open lands for aquifer recharge, habitat, and buffers.

Recommendation D.7: Review current stormwater management operations, including the operation of canals and structures, in order to eliminate unnecessary over-drainage and limit the extent of saltwater intrusion into ground and surface water resources. Additionally, require water conservation measures for all users of the Biscayne Aquifer.

Recommendation E.1: The Task Force recommends that the Miami-Dade County Comprehensive Development Master Plan (CDMP) be revised to include a new policy to restrict land uses in areas that would be at risk from sea level rise and associated impacts within the next 50 years as per the CCATF Science Committee's Statement on Sea Level in the Coming Century report and projections. A continuous 50-year planning horizon should be used.

All of these recommendations are negated when development is permitted outside the UDB and undeveloped lands are transformed into concrete jungles. The Parkland 2012 DRI would also be located in an area where increased levels of flood protection will be required at the expense of the environment and which will increase susceptibility to flooding and other climate change impacts. The entire property is located within a FEMA designated 100 year flood prone area, making it highly susceptible to flooding disasters which would threaten the safety of potential residents in that area and damage infrastructural services put in place by the county.

Infrastructure

The Parkland 2012 DRI seeks to change agricultural land to Low Density Residential, Low-Medium Density, Business and Office, Office/Residential, and Industrial and Office in violation of Policy LU-8G of the CDMP, which states that agricultural land shall be avoided when considering lands to be added to the UDB.

This development proposal would also have implications on local traffic patterns and require extra funding for local infrastructural improvements and mass transportation options at a time when there is less funding available and challenges plague the County's transportation plans. This type of urban sprawl expansion westward will also increase commuter times into the urban core, as residents will have to travel from far away to reach their work destination. The application seeks to expand a number of local roads into four and six lane roadways, as well as expand the bus and metro rail further west to be accessible for the proposed development. The County is currently not able to fund these plans, and all of these proposed expansions would place an extra burden on County taxpayers. Simultaneously, the construction for additional road space and rail lines will adversely impact the surrounding environment and stress funding needed for County priority transportation plans. This would result in a reallocation of funds that would derail plans to extend public transportation services to the north where there is existing development and it is desperately needed. This increased traffic will heighten green house gas emissions that contribute to the Global Warming effects that seriously threaten Miami-Dade County, as stated previously.

Simultaneously, the proposed development will potentially generate more the 2,000 fire and rescue calls annually with an average response time of nearly 13 minutes. This is more than a 50% increase from the national standard of 8 minutes for 15-17 firefighters. This will greatly inhibit fire rescue services, which are already daunted by the current incessant drought, and will not guarantee the safety of potential residents in the area.

We ask that you carefully consider our concerns listed above as you assess the proposed Parkland DRI and its impact on the finite resources of the neighboring national parks, wetlands, and residents of Miami-Dade County in this time of environmental and economic stress.

Sincerely,

/signatures waived to expedite delivery/

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Parkland DRI

APPENDIX I

Parkland DRI: Comments from the Department of Park and Recreation

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Parkland DRI: Comments from the Department of Park and Recreation

961.15 acres Population - 17,818/1000)*2.75 = 48.9995 required recreation open space

Applicant is offering 67.6 acres of "parks".

The areas labeled "park" on the general land use concept plan may total a sufficient number of acres – but they are poorly located, not linked to specific recreation experiences and will not alone provide for leisure and recreation needs.

The applicant needs to assure that the following types of recreational experiences are available. The opportunities can be sited in a number of ways – some together – some not. They also do not need to be provided entirely by the public sector – but must be in some way assured through a community association or special taxing district – residential and commercial.

1. <u>Sports fields</u>: Outdoors – basketball, baseball, softball, track and soccer/football for at least two locations. These should be associated with the schools but be made available at non-school hours to the public. The school sites should be designed so that the public will be able to access restrooms but not other parts of the school. Both soccer and baseball should be designed to be used by youth leagues – there should be at least one high school level baseball field that can be used for adult practice.

2. <u>Indoor sports</u> – there should be a gymnasium associated either with a large community center or with a school. The gymnasium should accommodate basketball, volleyball, if possible racquetball, fitness equipment and multi-purpose rooms. There should be at least a lap pool available for learn to swim and aquatic exercise.

3. <u>Neighborhood Centers</u>: For the geography and size of the population – at least two large neighborhood centers with meeting rooms, media rooms, craft rooms. These should serve multiple purposes – civic group meetings, classes, senior programming, community events including community-theater, fairs, remote library facilities.

4. <u>Children's play grounds</u> – a tot lot should be available within walking distance of every resident. These should be well located, shaded, have benches and water fountains. They must be ADA compliant and provide a range of skill-building and play opportunities (climbing, swings, building, etc.) for children from 1 year to 10 years old.

5. Two to three <u>tennis courts and small skate courts</u> – a long walk or bike ride distance from every resident.

6. <u>Dog Run/Park</u> – a dog run or dog park should be provided within walking distance of residential areas.

7. Connections within the community

<u>Trails</u>: Every residence should be able to safely walk, jog or ride a bike throughout the community. Streets should be designed as linear parks – with either bike lanes – with separation from traffic – or share the road signs. There is ample opportunity to design this with connecting greenways, pedestrian bridges over the canals, and appropriate intersection

treatments. Along the greenways, there should be periodic rest stops – preferably at scenic opportunities adjacent to the canals – with shelter, benches, water fountain, picnic table and other site furniture.

<u>Water ways</u>: The canals should be configured to provide kayak and canoeing opportunities within the community. This will require put in and take out areas, appropriate slopes and management. Canal banks need to be publicly accessible. This may require that homes are separated from the edge of bank by a street or greenway. The canals should link throughout the area so that they can be used for various types of activities: crew, kayak or canoe events, solitary exercise.

<u>Streets</u>: Streets should be designed as "complete" streets. There should be strong emphasis on pedestrian and bike safety – including designated safe routes to schools and parks and civic buildings. They should be planted with shade trees where ever possible – with the goal of becoming canopy roads.

8. Out door active civic plazas – associated with commercial area – "down-towns". A large public space (green or paved) should be available for local events and festivals. It should be able to accommodate a concert, art festival, farmers market, rallies and demonstrations. It should provide a social focal point for the entire community.

9. Outdoor garden, arboretum or passive natural area with interpretive opportunities and to provide natural respite.

10. Connections Outside of the Community.

Trails and greenways should have or anticipate connections to adjacent existing or planned greenways and trails.

Parks – The Developer should provide for a means of access to other parks in the area – focusing on a safe route for bikes.

Natural History of the area: The development should in some way connect to and represent the natural context of South Florida - this can be accomplished through a planting palette – interpretive material along the greenways and waterways.