

APPENDIX D

FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The evaluation estimates the incremental and cumulative impact of the costs for the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer supports and includes an estimate of the amount of support. This evaluation reviews the impacts to County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP.

The infrastructure and services and associated agencies responsible for planning, providing and maintaining those services are the following:

Solid Waste	Miami-Dade Public Works and Waste Management Department
Water and Sewer	Miami-Dade Water and Sewer Department
Park and Recreation	Miami-Dade Parks, Recreation and Open Spaces Department
Mass Transit	Miami-Dade Transit Agency
Fire and Rescue Service	Miami-Dade Fire Rescue Department
Roadways	Miami-Dade Public Works and Waste Management Department
Flood Protection	Miami-Dade Division of Environmental Resources Management
Public Schools	Miami-Dade County Public Schools

The Department of Regulatory and Economic Resources (Department) has submitted, as part of the application for the Land Use Element, 288 parcels to be redesignated on the adopted Land Use Plan (LUP) map to implement findings and recommendations contained in the adopted 2010 Evaluation and Appraisal Report (EAR). No private applications to redesignate lands on the LUP map are being considered at this time. These EAR-based land use changes as proposed by the Department are categorized into three general types of redesignations, including those that: reflect the current land use designations on adopted comprehensive municipal plans; removal of land designated "Agriculture" from the 2025 Urban Expansion Area; and the redesignation of approximately 521 acres from "Open Land" to "Restricted Industrial and Office" land use category and inclusion in the Adopted 2015 Urban Development Boundary.

As discussed below, the modifications to the Urban Expansion Areas and municipal plan changes representations on the CDMP Land Use Plan map by their very nature do not ordinarily generate any additional fiscal impacts to urban services provided by County departments and agencies.

1. The redesignations to address municipal plan changes are already permitted to occur in municipal areas, thus, no additional fiscal impacts are being generated;
2. The changes to the LUP map that would modify the 2025 Urban Expansion Area (UEA) boundaries by removing land from the 2025 UEA will not generate demand for urban services; and
3. The redesignation of Parcel 296 from “Open Land” to “Restricted Industrial and Office” land use category and its inclusion in the 2015 Urban Development Boundary will result in a higher overall fiscal impact to urban services. However, any future development of this land will have to be done by the developers at their own expenses and according to County Rules, Regulations and Specification Standards.

Parcel No. 296 is requested to be redesignated from “Open Land” to “Restricted Industrial and Office” land use category and to be included in the Urban Development Boundary. The proposed change is estimated to have higher water and sewer demand and water and sewer costs than the existing designation of “Open Land”. The application area is not currently served by water and sewer infrastructure and therefore water main and sanitary sewer extensions will be required. Any future development in the application area will have to be done by the developers at their own expenses and according to County Rules, Regulations and Specification Standards. Additionally, since there is no residential development involved, this proposed redesignation would not fiscally impact such services as parks and schools.

Additionally, Parcel 296 will fiscally impact transportation services. However, it is recognized that this overall application area will be developed incrementally over the next 20-30 years and the construction of new roadways to provide access to the parcels will have to be done by the developers at their own expenses and according to County Regulations and Design Standards. Moreover, at the time of development the individual properties may be restricted to less than the maximum allowable uses under the requested “Restricted Industrial and Office” category through the zoning and site planning review process to ensure that all public facility level of service standards, particularly for roadways, are not violated.