



Comprehensive Development Master Plan

BOARD OF COUNTY COMMISSIONERS

Esteban L. Bovo, Jr.

Chairman

Audrey M. Edmonson

Vice Chairwoman

July 19, 2017

9:30 A.M.

Barbara J. Jordan

District 1

Jean Monestime

District 2

Audrey M. Edmonson

District 3

Sally A. Heyman

District 4

Bruno A. Barreiro

District 5

Rebeca Sosa

District 6

Xavier L. Suarez

District 7

Daniella Levine Cava

District 8

Dennis C. Moss

District 9

Senator Javier D. Souto

District 10

Joe A. Martinez

District 11

Jose "Pepe" Diaz

District 12

Esteban L. Bovo, Jr.

District 13

Carlos A. Gimenez

Mayor

**111 NW 1st Street
Miami, FL 33128**

**Commission Chambers
2nd Floor**

County Commission Rules**Rule 6.05 DECORUM**

Any person making impertinent or slanderous remarks or who becomes boisterous while addressing the commission, shall be barred from further audience before the commission by the presiding officer, unless permission to continue or again address the commission be granted by the majority vote of the commission members present. No clapping, applauding, heckling or verbal outbursts in support or opposition to a speaker or his or her remarks shall be permitted. No signs or placards shall be allowed in the commission chambers. Persons exiting the commission chamber shall do so quietly.

The use of cell phones in the commission chambers is not permitted. Ringers must be set to silent mode to avoid disruption of proceedings. Individuals, including those on the dais, must exit the chambers to answer incoming cell phone calls. County employees may not use cell phone cameras or take digital pictures from their positions on the dais.

Miami-Dade County provides equal access and equal opportunity and does not discriminate on the basis of disability in its programs or services. If you need a sign language interpreter or materials in accessible format for this event, please contact the Miami-Dade County Agenda Coordinator's Office at 305-375-2035 or agendco@miamidade.gov at least five days in advance.

Rule 5.06(h) PRIME SPONSORSHIP AND CO-SPONSORSHIP

When a resolution or ordinance is placed on the agenda at the request of a commissioner, the commissioner who requested the preparation of the item shall be designated as the prime sponsor. Any other commissioner who wishes to sponsor the resolution or ordinance shall be designated as a co-sponsor.

Pursuant to Rule 5.06(h), where a commissioner is listed as a sponsor, the first named commissioner is the prime sponsor and all other named commissioners are co-sponsors.

1A INVOCATION AS PROVIDED IN RULE 5.05(H)**1B PLEDGE OF ALLEGIANCE****1C ROLL CALL**

**1D REASONABLE OPPORTUNITY FOR PUBLIC TO BE HEARD AS PROVIDED
IN RULE 6.06**

2 MAYORAL REPORT(S)**2A1****171805****Report**

REPORT ON PENDING OCTOBER 2016 CYCLE APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN [SEE AGENDA ITEM NOS. 7(A) AND 7(B)] (Regulatory and Economic Resources)

2A2**171808****Report**

REPORT ON PENDING MAY 2015 CYCLE APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN [SEE AGENDA ITEM NO. 7(C)] (Mayor)

7 STANDARD AMENDMENTS AT ADOPTION**7A****171055****Ordinance*****CDMP Public
Hearing***

ORDINANCE RELATING TO MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING DISPOSITION OF STANDARD APPLICATION NO. 6, LOCATED AT THE NORTHWEST CORNER OF DOUGLAS ROAD/SW 37TH AVENUE AND SOUTH DIXIE HIGHWAY/US-1, FILED IN THE OCTOBER 2016 CYCLE TO AMEND THE COUNTY'S COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING SEVERABILITY, EXCLUSION FROM THE CODE, AND AN EFFECTIVE DATE [SEE AGENDA ITEM NO. 2A1] (Regulatory and Economic Resources)

04/26/2017 4A1 *Adopted on first reading by BCC Passed 8 - 0*

7B**171052****Ordinance****Barbara J. Jordan Prime Sponsor*****CDMP Public
Hearing***

ORDINANCE RELATING TO MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING DISPOSITION OF STANDARD APPLICATION NO. 8, AMENDING THE INTERPRETIVE TEXT OF THE LAND USE ELEMENT OF THE CDMP RELATED TO AFFORDABLE/WORKFORCE HOUSING DENSITY BONUSES, FILED IN THE OCTOBER 2016 CYCLE TO AMEND THE COUNTY'S COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING SEVERABILITY, EXCLUSION FROM THE CODE, AND AN EFFECTIVE DATE [SEE AGENDA ITEM NO. 2A1] (Regulatory and Economic Resources)

04/26/2017 4B1 *Adopted on first reading by BCC Passed 8 - 0*

7C

152649

Ordinance

*CDMP Public
Hearing*

ORDINANCE RELATING TO MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING
DISPOSITION OF APPLICATION NO. 9, A CORRIDOR GENERALLY
100 FEET WIDE ALONG SW/NW 69 AVENUE FROM SW 80 STREET
TO ±400 FEET NORTH OF NW 7 STREET, FILED IN MAY 2015 CYCLE
TO AMEND THE COUNTY'S COMPREHENSIVE DEVELOPMENT
MASTER PLAN; PROVIDING SEVERABILITY, EXCLUSION FROM
THE CODE, AND AN EFFECTIVE DATE [SEE AGENDA ITEM NO.
2(A)2] (Regulatory and Economic Resources)

11/18/2015 4C1 Adopted on first reading by BCC Passed 11 - 0

ADJOURNMENT

Memorandum



Date: July 19, 2017

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

A handwritten signature in black ink, appearing to read "Carlos A. Gimenez", written over the "From:" line.

Agenda Item No. 2(A)(1)

Subject: Report on Pending October 2016 Cycle Applications to Amend the Comprehensive Development Master Plan

Recommendation

It is recommended that the Board of County Commissioners (Board) take final action on the pending Application Nos. 6 and 8 filed in the October 2016 cycle of amendments to the Comprehensive Development Master Plan (CDMP). The pending applications are identified in the table below with the corresponding ordinances with which final action is to be taken. The ordinances were adopted on first reading at the Board's April 26, 2017 transmittal public hearing for the October 2016 CDMP Amendment cycle.

APPLICATION NUMBER	ITEMS FOR CONSIDERATION BY THE BOARD
Application No. 6 (Standard Application)	Item No. 7A – Ordinance (Final Action)
Application No. 8 (Standard Application)	Item No. 7B – Ordinance (Final Action)

Background

A total of eight applications were processed in the October 2016 CDMP amendment cycle. Of the eight applications processed, Application Nos. 1 and 4 were processed as small-scale amendment requests and were thereby adopted by the Board at the April 26, 2017, CDMP transmittal public hearing, pursuant to Section 163.3187, Florida Statutes. Application Nos. 2 and 5 were transferred to the May 2017 Amendment cycle and January 2017 Amendment cycle, respectively. Application Nos. 3 and 7 were withdrawn by the applicants.

The two pending applications (Application Nos. 6 and 8) are Standard amendments that were transmitted by letter dated May 12, 2017, to the State Land Planning Agency and other state and regional agencies (reviewing agencies) for review and comment, pursuant to the Board's April 26, 2017 transmittal instructions and in accordance with Section 163.3184, Florida Statutes.

The reviewing agencies reviewed the transmitted applications and, by correspondence issued in June 2017, provided comments on projected impacts from the applications, if any, to relevant state or regional facilities and resources. The correspondence from the reviewing agencies are included as "Additional Items" to the Board's July 19, 2017 hearing agenda package.

Scope

The CDMP is a broad-based countywide policy-planning document created to guide future growth and development, to ensure the adequate provision of public facilities and services for existing and future populations in Miami-Dade County, and to maintain or improve the quality of the natural and man-made environment in the County. While the adopted text of the CDMP generally applies countywide, some text amendment applications and individual, site-specific Land Use Plan map amendment applications may have localized impact on one or more Commission Districts. The CDMP Application No. 6 is located within District 7, which is represented by Commissioner Xavier L. Suarez, and Application No. 8 is a CDMP text amendment that would apply countywide.

Fiscal Impact

There is no direct fiscal impact associated with Application Nos. 6 and 8. However, the development allowed by the CDMP amendment Application No. 6 may have varying impacts on County services. The impacts associated with Application No. 6 are discussed in the "Initial Recommendations October 2016 Applications to Amend the Comprehensive Development Master Plan" report dated March 2017. This document is kept on file with and available from the Department of Regulatory and Economic Resources, and could be accessed at the following link: <http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#201610>.

Social Equity Statement

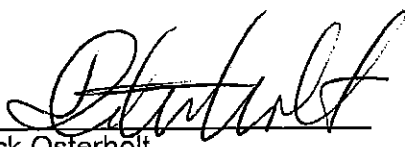
The recommendations of the Department Director on Application Nos. 6 and 8 as contained in the "Initial Recommendations, October 2016 Applications to Amend the Comprehensive Development Master Plan," dated March 2017, which was prepared in accordance with Section 2-116.1 of the Code of Miami-Dade County, includes, among other things, a compatibility analysis and conclusion that satisfies the requirements of Ordinance No. 15-83, regarding social equity, to the extent applicable to these applications.

Track Record/Monitor

Amendments to the CDMP do not involve the monitoring of contracts.

Final Recommendations

A summary description for the pending October 2016 Cycle CDMP Application Nos. 6 and 8 and the final recommendation of the Department of Regulatory and Economic Resources on the pending applications are contained in the "Summary of Recommendations" matrix (Attachment A) of this report. The matrix also includes the prior recommendations of the Board, the affected Community Councils, and the Planning Advisory Board acting as the Local Planning Agency.



Jack Osterholt
Deputy Mayor

Attachment A

Summary of Recommendations October 2016 Applications to Amend the Comprehensive Development Master Plan for Miami-Dade County, Florida July 19, 2017

Application Number/Type	Location/Acreage/Requested Amendment	BCC District/Commissioner	Department's Initial Recommendation	Community Council Recommendation # and Date	PAB/LPA Recommendation	BCC Action/Recommendation	Department's Final Recommendation	BCC Action/Final Recommendation
6/ standard	Adler 13th Floor Douglas Station, LP/Jeffrey Berrow, Esq. Northwest corner of the intersection between SW 37 Avenue and US-1 / (±7.54 gross/net acres). <u>Requested Amendment to the CDMP LUP map and Text:</u> 1. Redesignate the Douglas Road Metrorail Station from Community Urban Center to Metropolitan Urban Center; and 2. Add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station, following the last paragraph under 'Density and Intensity' on page I-48.	7/ Suarez	Transmit And Adopt (March 2017)	Not Applicable	Transmit And Adopt (3-20-17)	Transmit And Adopt (4-26-17)	Adopt As Transmitted (7-19-17)	To Be Determined (7-19-17)
8/ standard	Miami-Dade County/Jack Osterholt, Deputy Mayor/Director <u>CDMP Text Amendment Request:</u> Amend the Comprehensive Development Master Plan (CDMP) Land Use Element interpretive text related to affordable/workforce housing density bonuses to amend the minimum Area Median Income threshold as it relates to application of the 25% density bonus allowance for workforce housing.	Countywide	Transmit And Adopt (March 2017)	Not Applicable	Transmit And Adopt (3-20-17)	Transmit And Adopt (4-26-17)	Adopt As Transmitted (7-19-17)	To Be Determined (7-19-17)

Source: Miami-Dade County Department of Regulatory and Economic Resources (Department)

Notes:

BCC: Board of County Commissioners; LPA: Local Planning Agency

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Memorandum



Date: July 19, 2017

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Agenda Item No. 2(A)(2)

Subject: Report on Pending May 2015 Cycle Application to Amend the Comprehensive Development Master Plan

Recommendation

It is recommended that the Board of County Commissioners (Board) take final action on the pending Application No. 9 filed in the May 2015 cycle of amendments to the Comprehensive Development Master Plan (CDMP). The pending application is identified in the table below with the corresponding ordinance for final action to be taken. The ordinance was adopted on first reading at the Board's November 18, 2015 transmittal public hearing for the May 2015 cycle of amendments.

APPLICATION NUMBER	ITEMS FOR CONSIDERATION BY THE BOARD
Application No. 9 (Standard Application)	Item No. 7C – Ordinance (Final Action)

Background

A total of nine applications (Application Nos. 1 through 9) were filed in the May 2015 CDMP Amendment Cycle. Of the nine applications filed, Application Nos. 1, 2, 3, 4, 5 and 6 were filed as small-scale amendment requests and Application Nos. 7, 8 and 9 were filed as standard amendment requests. Application Nos. 1, 2, 5 and 6 were adopted as small-scale amendments by the Board at the November 18, 2015, CDMP transmittal public hearing, pursuant to Section 163.3187, Florida Statutes. The Board also denied Application Nos. 3, 4 and 7 at the November 18, 2015 public hearing, while Application No. 8 was denied at the December 15, 2015 rescheduled public hearing.

The pending standard Application No. 9 was transmitted by letter, dated December 3, 2015, to the State Land Planning Agency and other state and regional agencies (reviewing agencies) for review and comment, pursuant to the Board's November 18, 2015, transmittal instructions and in accordance with Section 163.3184, Florida Statutes.

The reviewing agencies reviewed the transmitted application and, by correspondence issued in January 2016, provided comments on projected impacts from the application, if any, to relevant state or regional facilities and resources. The correspondence from the reviewing agencies is included as "Additional Items" to the Board's July 19, 2017, hearing agenda package.

Following the issuance of the reviewing agencies' comments, by letter dated February 9, 2016, the property owner requested rescheduling of the Board's final hearing on Application No. 9 to a later date, in accordance with Section 163.3184(3), Florida Statutes. Subsequently, the property owner requested, by letter dated June 20, 2017, that the application be heard by the Board at its July 19, 2017 CDMP public hearing.

Scope

The CDMP is a broad-based countywide policy-planning document created to guide future growth and development, to ensure the adequate provision of public facilities and services for existing and future populations in Miami-Dade County, and to maintain or improve the quality of the natural and man-made environment in the County. While the adopted text of the CDMP generally applies countywide, some text amendment applications and individual, site-specific Land Use Plan map amendment applications may have localized impact on one or more Commission Districts. Application No. 9 seeks amendments to the CDMP Text and Land Use Plan map pertaining to properties within Commission District 6, which is represented by Commissioner Rebeca Sosa, and Commission District 7, which is represented by Commissioner Xavier L. Suarez.

Fiscal Impact

The development allowed by the CDMP amendment Application No. 9 may have varying impacts on County services. The impacts associated with the application are discussed in the "Initial Recommendations May 2015 Applications to Amend the Comprehensive Development Master Plan" report dated August 2015. In addition, the Application proposes an approximate six-mile continuous, publicly accessible recreational trail (Ludlam Trail) that could generate fiscal impacts to the County if the construction, maintenance, and/or operational responsibilities for the recreational trail are assumed by the County. Application No. 9 in its current form does not definitively identify which agency/entity would be responsible for the construction, maintenance, and operation of the recreational trail. Based on potential plans to develop the property as a basic bike and pedestrian trail, such development is estimated at \$20 million and is not inclusive of any acquisition costs or other capital improvements that may be necessary to effectuate connectivity of the trail. Additionally, the \$20 million development estimate may not be inclusive of all the amenities contemplated in the Ludlam Trail Corridor Charrette Report transmitted to the Board on September 11, 2015. Estimated costs to operate and maintain the developed trail begin at \$620,000 annually, which only includes landscaping and facility maintenance costs, but does not include any active programming.

Social Equity Statement

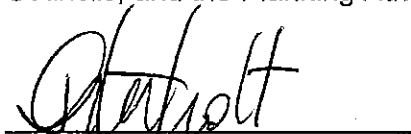
The initial recommendation of the Director on Application No. 9 as contained in the document titled "Initial Recommendations May 2015 Applications to Amend the Comprehensive Development Master Plan" dated August 2015, which was prepared in accordance with Section 2-116.1 of the Code of Miami-Dade County, includes, among other things, a compatibility analysis and conclusion that satisfies the requirements of Ordinance No. 15-83, regarding social equity, to the extent applicable to the application.

Track Record/Monitor

Amendments to the CDMP do not involve contracts.

Final Recommendations

A summary description for the pending May 2015 Cycle CDMP Application No. 9 and the final recommendation of the Department of Regulatory and Economic Resources on the pending application are contained in the "Summary of Recommendations" matrix (Attachment A) of this report. The matrix also includes the prior recommendations of the Board, the affected Community Councils, and the Planning Advisory Board acting as the Local Planning Agency.



Jack Osterholt
Deputy Mayor

Attachment A

Summary of Recommendations Pending May 2015 Application to Amend the Comprehensive Development Master Plan for Miami-Dade County, Florida July 2017

Application Number/Type	Location/Acreage/Requested Amendment	BCC District/Commissioner	Department's Initial Recommendation August 25, 2015	Community Council Recommendation, Resolution # and Date	PAB/LPA Recommendation November 2, 2015	BCC Action/Recommendation November 18, 2015	Department's Final Recommendation July 5, 2017	BCC Final Action July 19, 2017
9/ standard	<p>Miami-Dade County/Jack Osterholt, Deputy Mayor/Director, Department of Regulatory and Economic Resources.</p> <p>A corridor generally 100 feet wide and bounded on the south by SW 80 Street and on the north by 400 feet north of NW 7 Street.</p> <p><u>Requested Amendment to CDMP, Text and LUP Map:</u></p> <ol style="list-style-type: none"> 1. Add text within the Land Use Element to create a new CDMP Land Use category titled 'Special District.' 2. Create a subcategory under the Special District text titled 'Ludlam Trail Corridor District.' 3. Apply the new "Special District" designation to the former FEC railroad corridor on the CDMP Land Use Plan Map: From: "Transportation (ROW, Rail, Metrorail, Etc.)" To: "Special District" 4. Add a new policy within the Intergovernmental Coordination Element to coordinate with the City of Miami for those portions of the corridor that are located within the municipal boundaries of the City. 5. Add a new policy within the Recreation and Open Space Element to encourage developers of residential uses within the Ludlam Trail Corridor District to dedicate park land, improvements, and maintenance or some combination that adequately meets the developer's obligation to provide local recreation open space. 	6/Sosa and 7/Suarez	Transmit and Adopt	<p>North Central CC8: Transmit and Adopt CC 08-01-15 (09-30-15)</p> <p>Westchester CC10: Transmit and Adopt with Conditions – limit height of buildings to six stories in Tamiami Trail Development Area; provide solution to issue of pedestrian crossings at major intersections; and ingress/egress from east except for emergency vehicles. CC 10-1-15 (09-28-15)</p> <p>Kendall CC12: Transmit and Adopt with Conditions: 1) that a buffer be erected between the trail and the single-family homes as recommended in the charrette from SW 48 to SW 80 Streets; 2) no parks be developed between SW 48 and SW 80 Street; 3) that there be connectivity of the trail across roadways, 4-lanes or wider; 4) no east bound egress/ingress except for emergency vehicles at SW 48 Street to Bird Road area; 5) tie development of the trail to building within the development areas; and 6) limit building height within the Bird Road Development Area to no more than 4 stories. CC 12-3-15 (09-21-15).</p>	Transmit and Adopt with the conditions recommended by Community Councils 10 and 12	Transmit and Adopt	Adopt With Change	

Source: Miami-Dade County Department of Regulatory and Economic Resources (Department)

Notes: BCC: Board of County Commissioners; LPA: Local Planning Agency

CC (10): Westchester Community Council; CC (12) Kendall Community Council

Memorandum



(Public Hearing 7-19-17)

Date: April 26, 2017

To: Honorable Chairman Esteban J. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Agenda Item No. 7(A)

Subject: Ordinance for Application No. 6 in the October 2016 Cycle Applications to Amend the Comprehensive Development Master Plan

The attached ordinance addresses a Comprehensive Development Master Plan private application that under Rule 5.05(b)(1) of the Board is exempt from Commission sponsorship. The staff analysis and fiscal impact statement for this application are discussed in a separate report that appears on this agenda, which, together with this ordinance, were prepared by the Department of Regulatory and Economic Resources.



Jack Osterholt
Deputy Mayor



MEMORANDUM

(Revised)

TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: July 19, 2017

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 7(A)

Please note any items checked.

- ☐ "3-Day Rule" for committees applicable if raised
- ☐ 6 weeks required between first reading and public hearing
- ☐ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Statement of social equity required
- ☒ Ordinance creating a new board requires detailed County Mayor's report for public hearing
- ☐ No committee review
- ☐ Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- ☐ Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 7(A)
7-19-17

ORDINANCE NO. _____

ORDINANCE RELATING TO MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN;
PROVIDING DISPOSITION OF STANDARD APPLICATION
NO. 6, LOCATED AT THE NORTHWEST CORNER OF
DOUGLAS ROAD/SW 37TH AVENUE AND SOUTH DIXIE
HIGHWAY/US-1, FILED IN THE OCTOBER 2016 CYCLE TO
AMEND THE COUNTY'S COMPREHENSIVE
DEVELOPMENT MASTER PLAN; PROVIDING
SEVERABILITY, EXCLUSION FROM THE CODE, AND AN
EFFECTIVE DATE

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes, the Miami-Dade Board of County Commissioners ("Board") adopted the Miami-Dade County Comprehensive Development Master Plan ("CDMP") in 1988; and

WHEREAS, the Board has provided a procedure, codified as Section 2-116.1 of the Code of Miami-Dade County, Florida, to amend, modify, add to, or change the CDMP; and

WHEREAS, Miami-Dade County's procedures reflect and comply with the procedures for adopting or amending local comprehensive plans as set forth in Chapter 163, Part II, Florida Statutes; and

WHEREAS, applications to amend the CDMP may be filed with the Planning Division of the Department of Regulatory and Economic Resources ("Department") by private parties or by the County; and

WHEREAS, Application No. 6 was filed by a private party in the October 2016 Cycle of Applications to amend the CDMP and is contained in the document titled "October 2016 Applications to Amend the Comprehensive Development Master Plan," dated December 2, 2016, and kept on file with and available upon request from the Department; and

WHEREAS, as required by Section 2-116.1, the Department issued its initial recommendations addressing the October 2016 Cycle standard applications in a report titled "Initial Recommendations October 2016 Applications to Amend the Comprehensive Development Master Plan," dated March 2017, and kept on file with and available upon request from the Department; and

WHEREAS, the Planning Advisory Board, acting as the Local Planning Agency, has acted in accordance with the applicable State and County procedures and has conducted a public hearing and issued a recommendation for the disposition of Application No. 6; and

WHEREAS, at the public hearing conducted to address transmittal of the October 2016 Cycle standard applications to the State Land Planning Agency and other state and regional agencies ("reviewing agencies"), the Board by resolution, transmitted Application No. 6 to the reviewing agencies; and

WHEREAS, the Board must take final action to adopt, adopt with change, or not adopt Application No. 6 to amend the CDMP no later than forty five (45) days after receipt of written comments from the reviewing agencies addressing transmitted applications, unless a greater time period is deemed necessary by the Director of the Department, pursuant to Section 2-116.1(4)(a) of the Code of Miami-Dade County, Florida; and

WHEREAS, the approval of an amendment to the CDMP does not assure favorable action upon any application for zoning or other land use approval but is part of the overall land use policies of the County; and

WHEREAS, this Board has conducted the public hearings required by the referenced procedures preparatory to enactment of this ordinance,

**BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
MIAMI-DADE COUNTY, FLORIDA:**

Section 1. All matters set forth in the preamble are found to be true and are hereby incorporated by reference as if set forth verbatim and adopted.

Section 2. This Board hereby takes action on Application No. 6 filed for review during the October 2016 CDMP Amendment Cycle, as follows:

Application Number	Applicant/Representative Location and Size Requested Amendments to the CDMP Land Use Plan Map or Text	Final Action
6	Adler 13th Floor Douglas Station, LP/Jeffrey Bercow, Esq. Northwest corner of Douglas Road/SW 37th Avenue and South Dixie Highway/US-1; Douglas Road Metrorail Station/(±7.45 acres) Requested Amendment to the CDMP LUP Map and Text: 1. Change the Metrorail Station's Urban Center designation on the Land Use Plan map: From: Community Urban Center To: Metropolitan Urban Center 2. Add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station, following the last paragraph under 'Density and Intensity' on page I-48. Standard Amendment	

Section 3. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected thereby.

Section 4. It is the intention of the Board, and it is hereby ordained that the provisions of this ordinance shall be excluded from the Code of Miami-Dade County, Florida.

Section 5. Pursuant to Section 163.3184(3)(c)4, Florida Statutes, the effective date of any plan amendment adopted in this ordinance shall be 31 days after the State Land Planning Agency notifies the local government that the plan amendment package is complete, if the amendment is not timely challenged. If timely challenged, the plan amendment shall become effective on the date the State Land Planning Agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on the adopted amendment may be issued or commence before the plan amendment has become effective. If a final order of noncompliance is issued by the Administration Commission, the plan amendment may nevertheless be made effective, subject to the imposition of sanctions pursuant to Section 163.3184(8), Florida Statutes, by adoption of a resolution affirming its effective status, a copy of which resolution shall be filed with the Clerk of the Board and sent to the State Land Planning Agency.

Section 6. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency.

Dennis A. Kerbel

A handwritten signature in black ink, appearing to read 'APW' followed by a stylized flourish.

MEMORANDUM

Agenda Item No. 7(B)

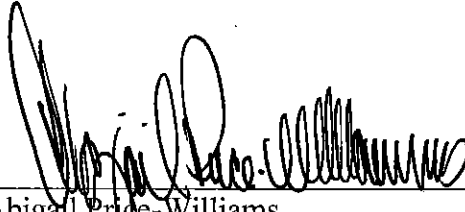
TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: (Public Hearing 7-19-17)
April 26, 2017

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Ordinance relating to Miami-Dade County Comprehensive Development Master Plan; providing disposition of Standard Application No. 8, amending the interpretive text of the land use element of the CDMP related to affordable/workforce housing density bonuses, filed in the October 2016 Cycle to amend the County's Comprehensive Development Master Plan

The accompanying ordinance was prepared by the Regulatory and Economic Resources Department and placed on the agenda at the request of Prime Sponsor Commissioner Barbara J. Jordan.



Abigail Price-Williams
County Attorney

APW/cp

Memorandum



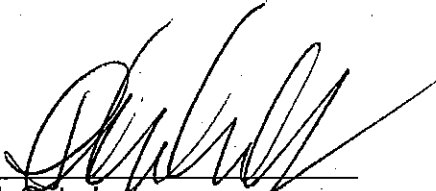
Date: July 19, 2017

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: Ordinance for Application No. 8 in the October 2016 Cycle Applications to Amend
the Comprehensive Development Master Plan

The attached ordinance addresses a Comprehensive Development Master Plan staff application that appears on the agenda under Commissioner Barbara J. Jordan's sponsorship. The staff analysis and fiscal impact statement for this application are discussed in a separate memorandum that appears on this agenda, which, together with this ordinance, were prepared by the Department of Regulatory and Economic Resources.



Jack Osterholt
Deputy Mayor



MEMORANDUM

(Revised)

TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: July 19, 2017

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 7(B)

Please note any items checked.

- ☐ "3-Day Rule" for committees applicable if raised
- ☐ 6 weeks required between first reading and public hearing
- ☐ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Statement of social equity required
- ☐ Ordinance creating a new board requires detailed County Mayor's report for public hearing
- ☒ No committee review
- ☐ Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- ☐ Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 7(B)
7-19-17

ORDINANCE NO. _____

ORDINANCE RELATING TO MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN;
PROVIDING DISPOSITION OF STANDARD APPLICATION
NO. 8, AMENDING THE INTERPRETIVE TEXT OF THE
LAND USE ELEMENT OF THE CDMP RELATED TO
AFFORDABLE/WORKFORCE HOUSING DENSITY
BONUSES, FILED IN THE OCTOBER 2016 CYCLE TO
AMEND THE COUNTY'S COMPREHENSIVE
DEVELOPMENT MASTER PLAN; PROVIDING
SEVERABILITY, EXCLUSION FROM THE CODE, AND AN
EFFECTIVE DATE

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes, the Miami-Dade Board of
County Commissioners ("Board") adopted the Miami-Dade County Comprehensive
Development Master Plan ("CDMP") in 1988; and

WHEREAS, the Board has provided a procedure, codified as Section 2-116.1 of the
Code of Miami-Dade County, Florida, to amend, modify, add to, or change the CDMP; and

WHEREAS, Miami-Dade County's procedures reflect and comply with the procedures
for adopting or amending local comprehensive plans as set forth in Chapter 163, Part II, Florida
Statutes; and

WHEREAS, applications to amend the CDMP may be filed with the Planning Division
of the Department of Regulatory and Economic Resources ("Department") by private parties or
by the County; and

WHEREAS, Application No. 8 was filed by the Department and included in the October
2016 cycle of applications to amend the CDMP ("October 2016 CDMP Amendment Cycle")
pursuant to Section 2-116.1(3)(b), Code of Miami-Dade County; and

WHEREAS, as required by Section 2-116.1, the Department issued its initial recommendations addressing the October 2016 Cycle standard applications in a report titled "Initial Recommendations October 2016 Applications to Amend the Comprehensive Development Master Plan," dated March 2017, and kept on file with and available upon request from the Department; and

WHEREAS, the Planning Advisory Board, acting as the Local Planning Agency, has acted in accordance with the applicable State and County procedures and has conducted a public hearing and issued a recommendation for the disposition of Application No. 8; and

WHEREAS, at the public hearing conducted to address transmittal of the October 2016 Cycle standard applications to the State Land Planning Agency and other state and regional agencies ("reviewing agencies"), the Board by resolution, transmitted Application No. 8 to the reviewing agencies; and

WHEREAS, the Board must take final action to adopt, adopt with change, or not adopt Application No. 8 to amend the CDMP no later than forty five (45) days after receipt of written comments from the reviewing agencies addressing transmitted applications, unless a greater time period is deemed necessary by the Director of the Department, pursuant to Section 2-116.1(4)(a) of the Code of Miami-Dade County, Florida; and

WHEREAS, the approval of an amendment to the CDMP does not assure favorable action upon any application for zoning or other land use approval but is part of the overall land use policies of the County; and

WHEREAS, this Board has conducted the public hearings required by the referenced procedures preparatory to enactment of this ordinance,

**BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
MIAMI-DADE COUNTY, FLORIDA:**

Section 1. All matters set forth in the preamble are found to be true and are hereby incorporated by reference as if set forth verbatim and adopted.

Section 2. This Board hereby takes action on Application No. 8 filed for review during the October 2016 CDMP Amendment Cycle, as follows:

Application Number	Applicant/Representative Location and Size Requested Amendments to the CDMP Land Use Plan Map or Text	Final Action
8	<p>Miami-Dade County/Jack Osterholt, Deputy Mayor/Director Department of Regulatory and Economic Resources.</p> <p><u>Requested CDMP Amendments</u> Amend the CDMP Land Use Element interpretive text related to affordable/workforce housing density bonuses to amend the minimum Area Median Income threshold as it relates to application of the 25% density bonus allowance for workforce housing.</p> <p>Standard Amendment</p>	

Section 3. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected thereby.

Section 4. It is the intention of the Board, and it is hereby ordained that the provisions of this ordinance shall be excluded from the Code of Miami-Dade County, Florida.

Section 5. Pursuant to Section 163.3184(3)(c)4, Florida Statutes, the effective date of any plan amendment adopted in this ordinance shall be 31 days after the State Land Planning Agency notifies the local government that the plan amendment package is complete, if the amendment is not timely challenged. If timely challenged, the plan amendment shall become effective on the date the State Land Planning Agency or the Administration Commission enters a

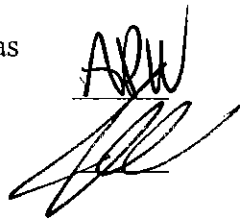
final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on the adopted amendment may be issued or commence before the plan amendment has become effective. If a final order of noncompliance is issued by the Administration Commission, the plan amendment may nevertheless be made effective, subject to the imposition of sanctions pursuant to Section 163.3184(8), Florida Statutes, by adoption of a resolution affirming its effective status, a copy of which resolution shall be filed with the Clerk of the Board and sent to the State Land Planning Agency.

Section 6. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency.

Dennis A. Kerbel

A handwritten signature in black ink, appearing to read 'ADW' with a large, stylized flourish underneath.

Memorandum



(Public Hearing 7-19-17)

Date: November 18, 2015

To: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Agenda Item No. 7(C)

Subject: Ordinance for Application No. 9 in the May 2015 Cycle Applications to Amend the Comprehensive Development Master Plan

The attached ordinance addresses a Comprehensive Development Master Plan staff application that appears on the agenda pursuant to the Board of County Commissioners Resolution No. R-350-15, which directed the Mayor or Mayor's designee to file a CDMP amendment application to implement the results of the Ludlam Trail Corridor charrettes that were conducted in February and March of 2015. The staff analysis and fiscal impact statement for this application are discussed in a separate memorandum that appears on this agenda which, together with this ordinance, were prepared by the Department of Regulatory and Economic Resources.

A handwritten signature in dark ink, appearing to read "Jack Osterholt", written over a horizontal line.

Jack Osterholt
Deputy Mayor



MEMORANDUM

(Revised)

TO: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Board of County Commissioners

DATE: July 19, 2017

FROM: Abigail Price-Williams
County Attorney

SUBJECT: Agenda Item No. 7(C)

Please note any items checked.

- ☐ "3-Day Rule" for committees applicable if raised
- ☐ 6 weeks required between first reading and public hearing
- ☐ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Statement of social equity required
- ☐ Ordinance creating a new board requires detailed County Mayor's report for public hearing
- ☒ No committee review
- ☐ Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- ☐ Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 7(C)
7-19-17

ORDINANCE NO. _____

ORDINANCE RELATING TO MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING DISPOSITION OF APPLICATION NO. 9, A CORRIDOR GENERALLY 100 FEET WIDE ALONG SW/NW 69 AVENUE FROM SW 80 STREET TO ±400 FEET NORTH OF NW 7 STREET, FILED IN MAY 2015 CYCLE TO AMEND THE COUNTY'S COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING SEVERABILITY, EXCLUSION FROM THE CODE, AND AN EFFECTIVE DATE

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes, the Miami-Dade Board of County Commissioners ("Board") adopted the Miami-Dade County Comprehensive Development Master Plan ("CDMP") in 1988; and

WHEREAS, the Board has provided a procedure, codified as Section 2-116.1 of the Code of Miami-Dade County, Florida, to amend, modify, add to, or change the CDMP; and

WHEREAS, Miami-Dade County's procedures reflect and comply with the procedures for adopting or amending local comprehensive plans as set forth in Chapter 163, Part II, Florida Statutes; and

WHEREAS, applications to amend the CDMP may be filed with the Planning Division of the Department of Regulatory and Economic Resources ("Department") by private parties or by the County; and

WHEREAS, the Board directed that two charrettes be conducted for the ±6-mile long and ±100 feet wide former Florida East Coast Industries railroad corridor between SW 80 Street and NW 7 Street generally along SW/NW 69 Avenue (the Ludlam Trail Corridor); and

3

WHEREAS, the said charrettes were conducted in County Commission Districts 6 and 7 in February and March of 2015, respectively, and the results are expressed in the Ludlam Trail Corridor Charrette Report; and

WHEREAS, on April 21, 2015 the Board adopted Resolution No. R-350-15 directing the Mayor or the Mayor's designee to file a CDMP amendment application to implement the results of the Ludlam Trail Corridor charrettes; and

WHEREAS, Application No. 9 was filed by the Department and included in the May 2015 Cycle of Applications to amend the CDMP ("May 2015 CDMP Amendment Cycle") pursuant to Resolution R-350-15 and in accordance with Section 2-116.1(3)(b), Code of Miami-Dade County; and

WHEREAS, as required by Section 2-116.1, the Department issued its initial recommendations addressing the May 2015 CDMP Amendment Cycle in a report titled "Initial Recommendations May 2015 Applications to Amend the Comprehensive Development Master Plan", dated August 2015, and kept on file with and available upon request from the Department; and

WHEREAS, the directly impacted Community Councils and the Planning Advisory Board, acting as the Local Planning Agency, have acted in accordance with the applicable State and County procedures and have conducted public hearings and issued recommendations for the disposition of Application No. 9; and

WHEREAS, at the public hearing conducted to address transmittal of the May 2015 CDMP Amendment Cycle to the State Land Planning Agency and other state and regional agencies ("reviewing agencies"), the Board by resolution, transmitted Application No. 9 to the reviewing agencies; and

WHEREAS, the Board must take final action to adopt, adopt with change, or not adopt Application No. 9 to amend the CDMP no later than forty five (45) days after receipt of written comments from the reviewing agencies addressing transmitted applications, unless a greater time period is deemed necessary by the Director of the Department, pursuant to Section 2-116.1(4)(a) of the Code of Miami-Dade County, Florida; and

WHEREAS, the approval of an amendment to the CDMP does not assure favorable action upon any application for zoning or other land use approval but is part of the overall land use policies of the County; and

WHEREAS, this Board has conducted the public hearings required by the referenced procedures preparatory to enactment of this ordinance,

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. All matters set forth in the preamble are found to be true and are hereby incorporated by reference as if set forth verbatim and adopted.

Section 2. This Board hereby takes action on Application No. 9, filed for review during the May 2015 CDMP Amendment Cycle, as follows:

5

Application Number	Applicant/Representative Location and Size Requested Amendments to the CDMP Land Use Plan Map or Text	Final Action
9	<p>Miami-Dade County/Jack Osterholt, Deputy Mayor/Director. Department of Regulatory and Economic Resources.</p> <p>A corridor generally 100 feet wide along SW/NW 69 Avenue extending from SW 80 Street to ±400 feet north of NW 7 Street.</p> <p>Requested Amendment to CDMP Text and LUP Map:</p> <ol style="list-style-type: none"> 1. Add text within the Land Use Element to create a new CDMP Land Use category titled 'Special District'; 2. Create a subcategory under the Special District text titled "Ludlam Trail Corridor District" including the addition of Figure 3.1 to the map series; 3. Apply the new "Special District" designation to the former FEC railroad corridor on the CDMP Land Use Plan Map: From: "Transportation (ROW, Rail, Metrorail, Etc.)" To: "Special District" 4. Add a new policy within the Intergovernmental Coordination Element to coordinate with the City of Miami for those portions of the corridor that are located within the municipal boundaries of the City; and 5. Add a new policy within the Recreation and Open Space Element to encourage developers of residential uses within the Ludlam Trail Corridor District to dedicate park land, improvements, and maintenance or some combination that adequately meets the developer's obligation to provide local recreation open space. <p>Standard Amendment</p>	

Section 3. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected thereby.

Section 4. It is the intention of the Board, and it is hereby ordained that the provisions of this ordinance shall be excluded from the Code of Miami-Dade County, Florida.

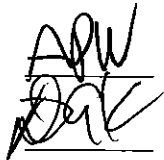
Section 5. This ordinance shall become effective ten (10) days after the date of enactment, unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board; however, pursuant to Section 163.3184(3)(c)4, Florida Statutes, the effective date of the plan amendment adopted in this ordinance shall be 31 days after the State Land Planning Agency notifies the local government that the plan amendment package is complete, if the amendment is not timely challenged. If timely challenged, the amendment shall become effective on the date the State Land Planning Agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on the adopted amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, the adopted amendment may nevertheless be made effective, subject to the imposition of sanctions pursuant to Section 163.3184(8), Florida Statutes, by adoption of a resolution affirming its effective status, a copy of which resolution shall be filed with the Clerk of the Board and sent to the State Land Planning Agency.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency:

Prepared by:

Dennis A. Kerbel



INITIAL RECOMMENDATIONS

OCTOBER 2016 APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA



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Application No. 6

Commission District 7

APPLICATION SUMMARY

Applicant/Representative:	Adler 13 th Floor Douglas Station, LP/Jeffrey Bercow, Esq.
Location:	Douglas Road Metrorail Station; Northwest corner of Douglas Road/SW 37th Avenue and South Dixie Highway/US-1
Total Acreage:	±7.54 acres
Current Land Use Plan Map Designation:	"Business and Office" and "Transportation" within a "Community Urban Center"
Requested Land Use Plan Map Designation and other changes:	<ol style="list-style-type: none">1. Change the Metrorail Station's Urban Center designation on the Land Use Plan map: From: Community Urban Center To: Metropolitan Urban Center2. Add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station, following the last paragraph under 'Density and Intensity' on page I-48.
Amendment Type:	Standard Amendment
Existing Zoning District/Site Condition:	T6-12-0 and Rapid Transit Zone (RTZ)/Douglas Road Metrorail Station, parking, and open space

RECOMMENDATIONS

Staff Initial:	TRANSMIT AND ADOPT (March 2017)
Community Council:	NOT APPLICABLE
Planning Advisory Board (PAB) acting as Local Planning Agency:	TRANSMIT AND ADOPT (March 20, 2017)
Board of County Commissioners:	TRANSMIT AND ADOPT (April 26, 2017)
Staff Final:	ADOPT AS TRANSMITTED (July 2017)
Final Action of Board of County Commissioners:	TO BE DETERMINED (July 19, 2017)

Staff recommends to **Transmit and Adopt** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the Douglas Road Metrorail Station from Community Urban Center to Metropolitan Urban Center and add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station for the following reasons:

Principal Reasons for Recommendation:

1. The Application proposes the intensification of transit oriented development on a ± 7.54 -acre site at the Douglas Road Metrorail Station, consistent with the provisions and intent of the CDMP. Objective LU-1, Policy LU-1A and Policy LU-10A of the CDMP Land Use Element require the County to give priority to redevelopment of substandard or underdeveloped environmentally suitable urban areas, moderate to high intensity activity centers, and mass transit supportive development, where urban services and facilities have the capacities to accommodate additional demand. The application proposes to change the urban center designation of the Douglas Road Metrorail Station from Community Urban Center to Metropolitan Urban Center and to add language to the CDMP Land Use Element text providing intensity standards for development within the Metrorail station (see Requested Text Amendment on page 6-5 herein). The Application seeks to facilitate the development of 1,878 multifamily units, 152,504 square feet of retail; 425,000 square feet of office use; and 400 hotel rooms on the ± 7.54 -acre site. As discussed in Principal Reason No. 3(ii), approval of the application would not cause a violation of the adopted level of service standards for public services and facilities.

The ± 7.54 -acre application site is within the City of Miami; however, development jurisdiction is retained by Miami-Dade County pursuant to “Section 33C – Fixed Guideway Rapid Transit System Development Zone” and “Section 33C-8 Rapid Transit Zones District Regulations for non-Metrorail development within the City of Miami” of Miami-Dade County Code. The Applicant proposes to develop the ± 7.54 -acre application site in accordance with Section 33C of the Code and in accordance with the intent of the CDMP for development within urban centers. The CDMP provides for urban centers to be developed with a variety of uses, including commercial and residential uses, which are cohesively designed, have direct accessibility to mass transit, and are integrated both vertically and horizontally to encourage convenient alternatives to travel by automobile and to achieve more efficient land use patterns.

2. The Application proposes transit oriented development at the Douglas Road Metrorail Station that would implement the objective of Miami-Dade Board of County Commissioners (Board) Resolution No. 731-16. On July 19, 2016, the Board adopted Resolution No. 731-16 awarding Contract No. RFP 00133, *Joint Development at Douglas Road Metrorail Station*, to Adler 13th Floor Douglas Station, LP, for the redevelopment of the Douglas Road Metrorail Station for the Department of Transportation and Public Works (DTPW). A stated intent of the contract award is to achieve the highest and best use of the Douglas Road Metrorail Station through a revenue generating mixed use development that promotes maximum patronage of the transit system. The multiphase redevelopment project includes upgrade and redesign of the Metrorail station facilities such as the passenger waiting areas and shelters, the bus driveways and bays, and parking lot. The contract requires the Applicant to submit design and construction documents to the Department of Transportation and Public Works for approval prior to each phase of development. The DTPW reviewed the application and expressed its support for the application in a Transit Impact Report dated February 2017 in which it is stated “...DTPW is supportive of maximizing the development potential of this

station in order to implement a well-designed Transit Oriented Development (TOD) that will reactivate the station area and promote ridership of the County's transit system."

3. Approval of the application would be generally consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.

- i. *Need to Accommodate Economic or Population Growth:* Approval of the application would allow development at higher intensities than currently allowed at the Metrorail station and would increase the capacity of residential land in the analysis area, Minor Statistical Area 5.3 (MSA 5.3) where the application site is located. The application, if approved, would increase the residential land capacity by approximately 939 multifamily units or by adding approximately 3 years of supply to the residential land capacity in MSA 5.3. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2019 and for multi-family beyond 2030. The supply of residential land for both single-family and multi-family units is projected to be depleted by 2028. The annual average residential demand in MSA 5.3 is projected to increase from 235 units per year in the 2015-2020 period to 300 units in the 2025-2030 period. Approval of the application would extend the depletion year for residential land beyond the year 2030 (see "Supply and Demand Analysis" section on page 6-13).

In addition, MSA 5.3 contained 575.60 acres of in-use commercial uses in 2017 and an additional 14.3 acres of vacant land zoned or designated for commercial uses. The annual average absorption rate for the 2017-2030 period is 1.15 acres per year. At the projected rate of absorption, the subject MSA will deplete its supply of commercially zoned land beyond the year 2030. The application proposes to increase the allowable commercial development within the urban center by approximately 75,000 square feet, but would not have a significant impact on the supply of commercial land in the MSA.

- ii. *Public Facilities and Services:* With the possible exception of impacts on roadways, approval of the application would be generally consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use decisions to not cause a violation in adopted level of standards for public facilities and services.

Staff conducted a short-term analysis of the applications impacts to roadways that demonstrate the projected traffic impacts from the maximum proposed development would not cause a violation in adopted level of service standards for the impacted roadways (see Roadways section on page 6-21 herein). In addition, the Applicant submitted a Traffic Impact Analysis that evaluated the short-term (2020) and long-term (2030) impacts of the proposed development on the roadway network and concludes that roadways impacted by the development would continue to operate within their respective adopted level of service standards. While staff generally agrees with the conclusion of the Applicant's short-term analysis, staff has several concerns and questions regarding the Traffic Impact Analysis that must be addressed by the applicant. Staff will continue to work with the Applicant to adequately address these questions and concerns. (See Appendix B: Applicant's

- iii. *Compatibility:* The requested Metropolitan Urban Center and the maximum development proposed on the Douglas Road Metrorail Station area (± 7.54 acres), if the application is approved, would be generally compatible with the surrounding uses. North of the site beyond Peacock Avenue is an 8-story, 262-unit multifamily apartment building and vacant lands. To the east beyond SW 137 Avenue are retail and automotive sales and service uses. To the south beyond US-1 are 3-story and 6-story multifamily apartments, a gas station, a County Department of Human Services facility, a motorcycle sale and several facility, two duplex and two single family residential units. Abutting to the west of the ± 7.54 -acre site is the County's 8-story Douglas Road Water and Sewer Department facility. Further west beyond SW 38 Street are offices (including a 13-story office building), warehouses, light manufacturing and automotive uses. To the southwest is the City of Coral Gables' Nat Winokur Park. Approval of the application would allow for the intensification of development at the Douglas Road Metrorail Station and its surroundings, generally compatible with development allowed within the existing community urban center.
- iv. *Environmental and Historic Resources:* The application, if approved, would not impact historic or archaeological resources, but could impact environmental resources. The application site contains specimen-sized trees (trunk diameter 18 inches or greater) that are to be preserved pursuant to Section 24-49.2(II) of the Code of Miami-Dade County.
- v. *Transit Ridership and Pedestrianism:* The application, if approved, would result in an increase in residential density and intensity of development allowed within the Douglas Road Metrorail Station area that would support transit ridership and pedestrianism. Policy LU-8E(v) states that if the proposed land use is located in a planned Urban Center, or within $\frac{1}{4}$ mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, it would be a use that promotes transit ridership and pedestrianism. The application proposes to change the Community Urban Center designation of the Douglas Road Metrorail Station to the more intense Metropolitan Urban Center designation, allowing properties within the urban center (up to $\frac{1}{2}$ mile from the station) to be developed at higher densities and intensities of transit oriented and/or supportive development.

Furthermore, the application proposes transit oriented development on ± 7.54 -acres of County-owned lands that includes the Metrorail station and abutting properties that currently are utilized for surface parking that serve the Douglas Road Metrorail Station. In addition to Metrorail service, the ± 7.54 -acres are well served by Metrobus Routes 37, 40, 42, 48, 136, 249 and 500, which provide local route service to the wider community and feeder service to the Metrorail station. Metrobus Route 40 provides 15-minute AM/PM peak period headways service; Metrobus Route 249 provides 20-minute AM/PM peak period headways service; Metrobus Routes 37 and 42 provides 30-minute AM/PM peak period headways service; Metrobus Route 136 provides 50-minute AM/PM peak period headways service; and Metrobus Route 48 provides 60-minute AM/PM peak period headways service. (See Transit section on page 6-25 herein)

The application supports the public/private partnership efforts of the County for transit oriented development at the Metrorail Station discussed in Principal Reason No. 2 above, and the Department of Transportation and Public Works supports maximizing the development of the Douglas Road Metrorail Station as proposed in the application.

Requested Text Amendment:

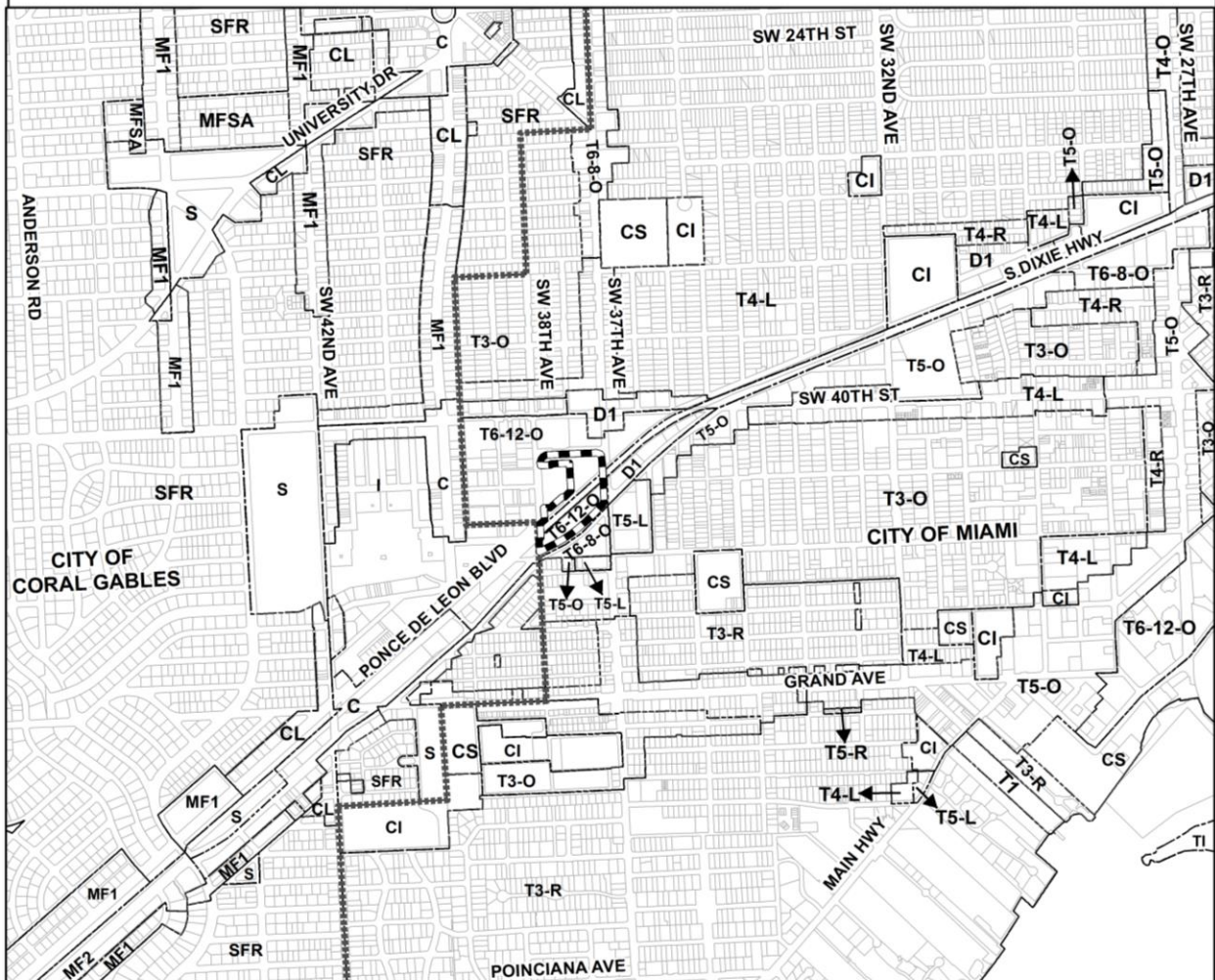
Add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station, following the last paragraph under 'Density and Intensity' on page I-48, as follows:

>>**Douglas Road Metrorail Station.** The policies for development for Urban Centers as set forth in this Land Use Element shall govern the Douglas Metrorail Station Metropolitan Urban Center (Douglas Station MUC) except as set forth herein. The CDMP Statement of Legislative Intent provides that the policies for development of Urban Centers are a fundamental CDMP growth management component, required for Miami-Dade County's central metropolitan government, and shall serve as minimum standards for zoning, service, and regulation for municipal governments to implement through their comprehensive plans and land development regulations. The Douglas Station MUC is located entirely within incorporated areas, and the County's Rapid Transit Zone land development regulations (Chapter 33C, County Code) govern the Douglas Road Metrorail Station property. Densities and intensities of developments located within the Douglas Station MUC should not be lower than those provided in Policy LU-7F. Further, development within the Douglas Station MUC core shall have a minimum Floor Area Ratio (FAR) of 3.0, and a maximum FAR of 8.0, and in the MUC edge an FAR of not less than 0.75 and a maximum FAR of 1.50; and a maximum density of 250 dwelling units per gross acre. The Douglas Road Metrorail Station property shall constitute the core of the Douglas Station MUC and be developed accordingly. However, properties outside of the Douglas station MUC core shall be developed in accordance with the following criteria: (1) The particular uses that are approved outside of the Douglas Station MUC core should, (a) respect the character of the nearby community, (b) strive to serve the needs of the community for housing and services, and, (c) promote a balance in the range of existing and planned land uses along the subject transit line; (2) where services and facilities are currently or projected to be inadequate, the municipality may approve development at a lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this paragraph; and (3) Development outside of the Douglas Station MUC core shall be developed in accordance with the applicable municipality's adopted comprehensive master plan and zoning, until such time as those municipalities amend their respective comprehensive plans and land development regulations to allow densities and intensities of developments within the Douglas Station MUC as set forth in this paragraph.<<

APPLICATION NO. 6 AERIAL PHOTO



APPLICATION 6 ZONING MAP



APPLICATION AREA



MUNICIPALITY

Source: Department of Regulatory and Economic Resources
January 2017

CITY OF CORAL GABLES ZONING DISTRICTS

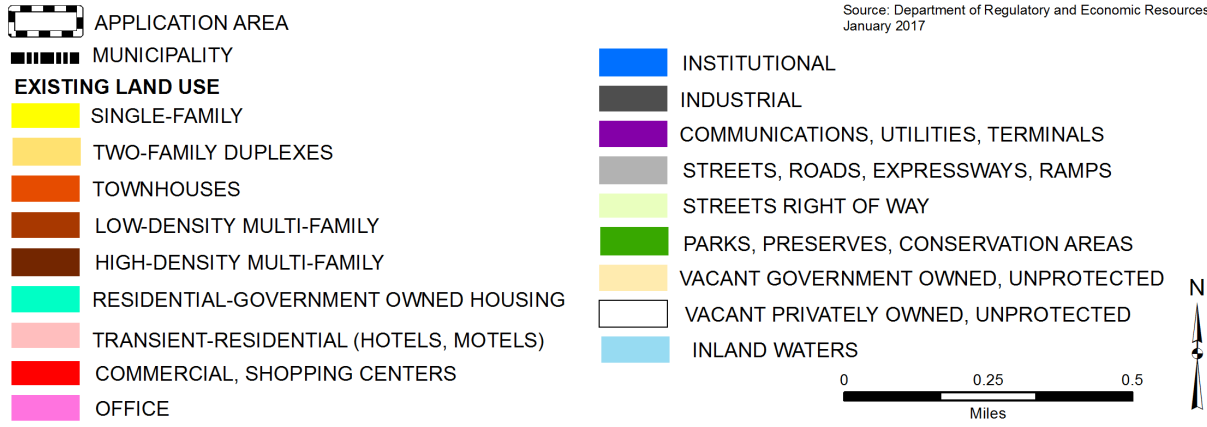
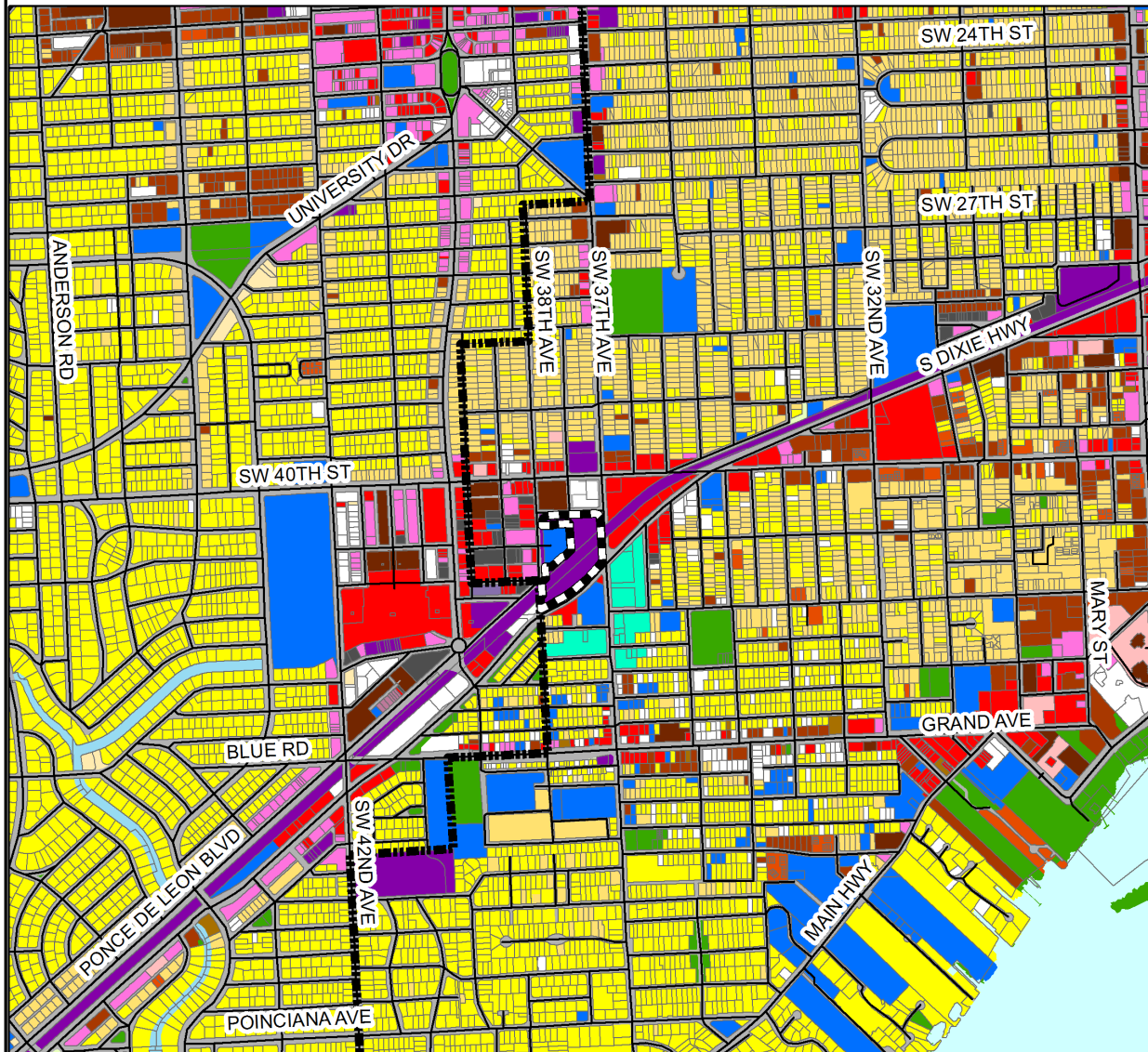
C	COMMERCIAL DISTRICT
CL	COMMERCIAL LIMITED DISTRICT
I	INDUSTRIAL DISTRICT
MF1	MULTI-FAMILY 1 DUPLEX DISTRICT
MF2	MULTI-FAMILY 2 DISTRICT
MFSA	MULTI-FAMILY SPECIAL DISTRICT
S	SPECIAL USE DISTRICT
SFR	SINGLE FAMILY RESIDENTIAL DISTRICT

CITY OF MIAMI ZONING DISTRICTS

C1	CIVIC INSTITUTION
CS	CIVIC SPACE ZONE
D1	WORK PLACE DISTRICT ZONE
T1	NATURAL ZONE
T3-0	SUBURBAN ZONE
T3-R	SUBURBAN ZONE
T4-L	GENERAL URBAN ZONE
T5-L	URBAN CENTER ZONE
T5-0	URBAN CENTER ZONE
T6-8-0	URBAN CORE ZONE
T6-12-0	URBAN CORE ZONE

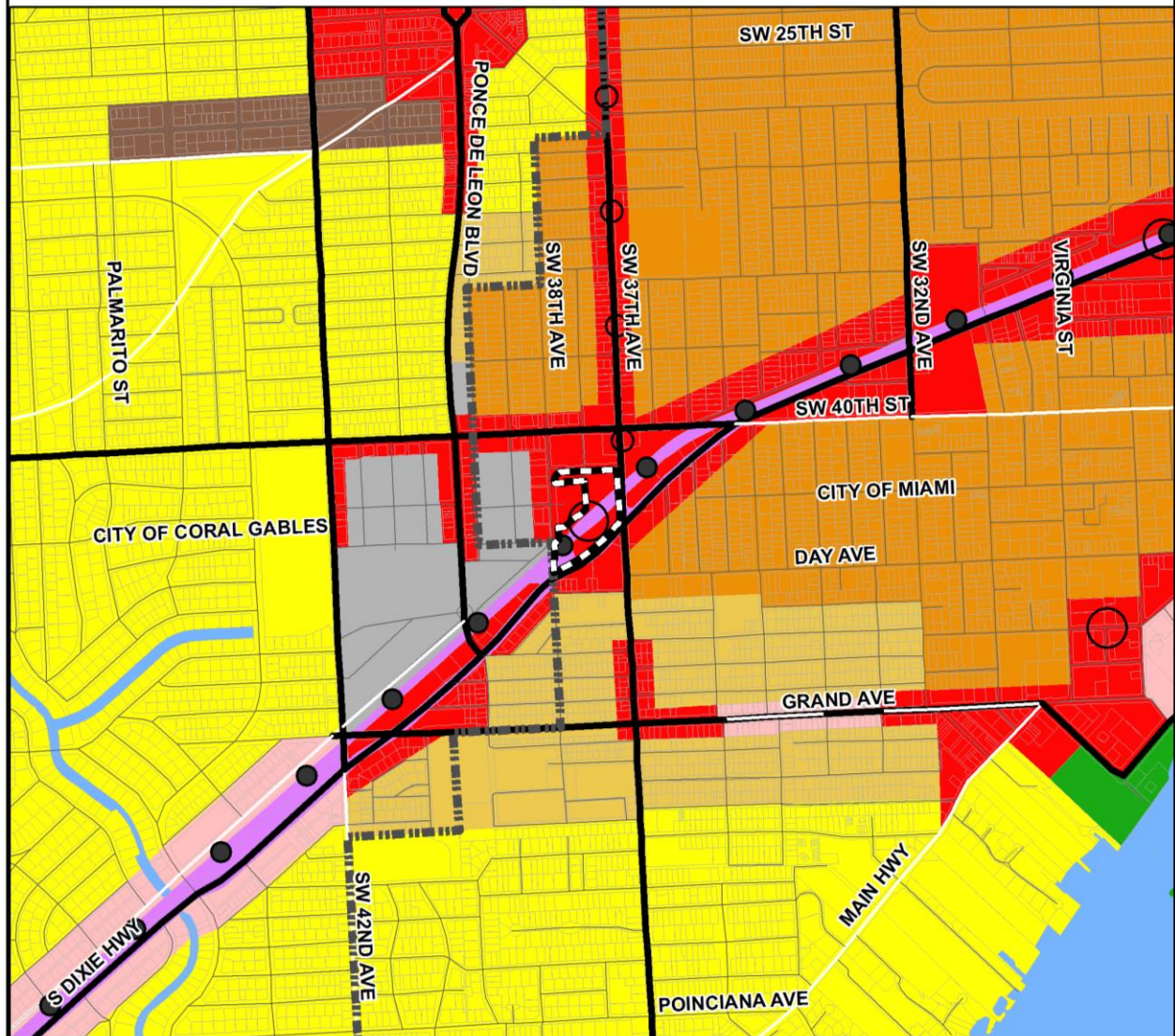


APPLICATION NO. 6 EXISTING LAND USE

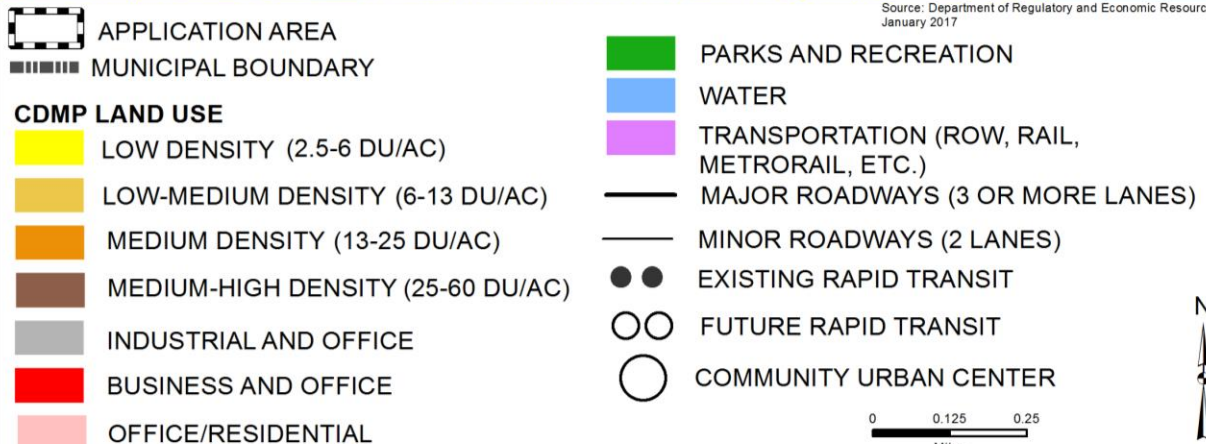


APPLICATION NO. 6

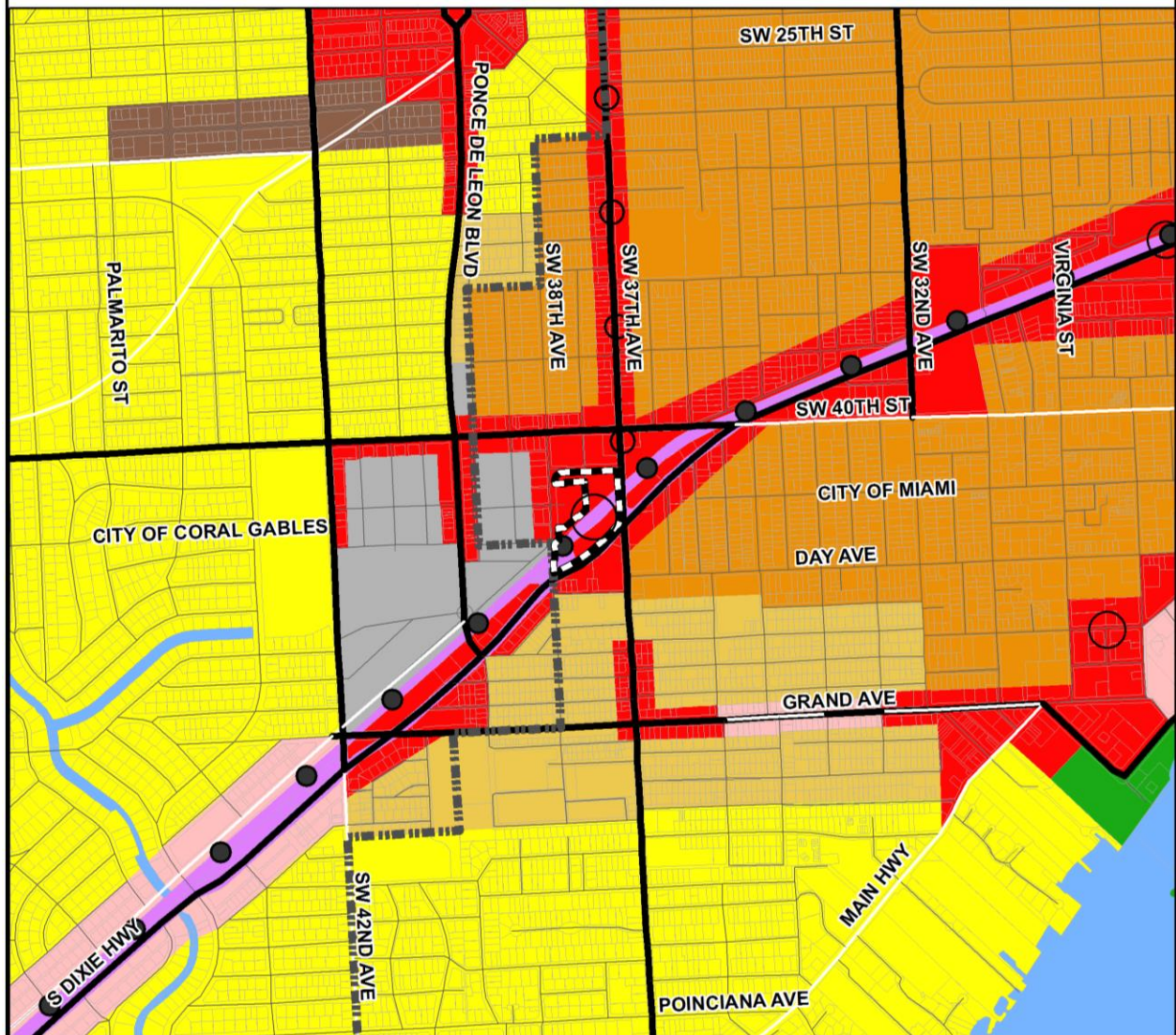
CDMP LAND USE



Source: Department of Regulatory and Economic Resources
January 2017



APPLICATION NO. 6 PROPOSED CDMP LAND USE



APPLICATION AREA
 MUNICIPAL BOUNDARY

CDMP LAND USE

LOW DENSITY (2.5-6 DU/AC)
 LOW-MEDIUM DENSITY (6-13 DU/AC)
 MEDIUM DENSITY (13-25 DU/AC)
 MEDIUM-HIGH DENSITY (25-60 DU/AC)
 INDUSTRIAL AND OFFICE
 BUSINESS AND OFFICE
 OFFICE/RESIDENTIAL
 PARKS AND RECREATION
 WATER

TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
 MAJOR ROADWAYS (3 OR MORE LANES)
 MINOR ROADWAYS (2 LANES)
 EXISTING RAPID TRANSIT
 FUTURE RAPID TRANSIT
 COMMUNITY URBAN CENTER
 METROPOLITAN URBAN CENTER

Source: Department of Regulatory and Economic Resources
January 2017

0 0.125 0.25
Miles



STAFF ANALYSIS

Application Site

Background

On September 5, 2014, Miami-Dade County solicited a *Request For Proposal* (RFP) from experienced developers to achieve the highest and best use of the Douglas Road Metrorail Station in order to maximize patronage. On July 19, 2016, Miami-Dade Board of County Commissioners (Board) approved Resolution No. 731-16 awarding Contract No. RFP 00133 *Joint Development at Douglas Road Metrorail Station*, to Adler 13th Floor Douglas Station, LP for the redevelopment of the Douglas Road Metrorail Station for the Department of Transportation and Public Works (DTPW). In general, the project is to achieve the highest and best use of the Douglas Road Metrorail Station through a revenue generating mixed use development that promotes maximum patronage of the transit system. The multiphase redevelopment project also includes an upgrade and redesign of the Metrorail station facilities such as the passenger waiting areas and shelters, the bus driveways and bays, and parking lot.

Location

The Application site is a ±7.54-acre County owned property encompassing the Douglas Road Metrorail Station (±1.95 acres) and three abutting parcels (±5.59 acres) located at the northwest corner of SW 37 Avenue/Douglas Road and South Dixie Highway/US-1, within the City of Miami. The western portion of the application site is adjacent to the City of Coral Gables and the site is within the County's Urban Infill Area where urban infill and redevelopment are prioritized and promoted. (See Aerial Photo on page 6-6.)

Existing Land Use

The Application site Douglas Road Metrorail Station is one of 23 Metrorail station sites within the County's 25-mile dual track, elevated rapid transit system that provides service to Miami International Airport (MIA) and runs from Kendall through South Miami, Coral Gables, and downtown Miami; to the Civic Center/Jackson Memorial Hospital area; and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade, with interconnections with Tri-Rail and Amtrak. The northern portion of the application site is developed as a surface parking lot for the Metrorail station, and on the south side of the station is open space traversed by the County's M-Path bicycle and pedestrian trail that runs generally along the Metrorail guideway and the northern footing of a pedestrian bridge over US-1 (see Existing Land Use map on page 6-8.)

Zoning

The application site is zoned T6-12-0 by the City of Miami in the City's Miami 21 Zoning Code. The T6-12 Transect Zone permits residential (single, two-family, multi-family structures and community residences), lodging, office, commercial, civic, civil support and educational type of uses; it also permits building structures of up to 12 stories in height. The maximum residential density permitted in this transect zone is 150 dwelling units per net acre. Notwithstanding the fact that the ±7.54-acre application site is within the City of Miami, development jurisdiction is retained by Miami-Dade County pursuant to "Section 33C – Fixed Guideway Rapid Transit System Development Zone" and "Section 33C-8 Rapid Transit Zones District Regulations for non-Metrorail development within the City of Miami" of Miami-Dade County Code. (See Zoning map on page 6-7)

CDMP Land Use Plan Map Designation

The application site is currently within a CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map designated Community Urban Center and is designated “Business and Office” (±5.59 acres) and “Transportation (ROW, Rail, Metrorail, Etc.)” on the ±1.95-acre Metrorail station and guideway parcel (see “CDMP Land Use” map on pages 6-9). The “Business and Office” CDMP land use category allows the full range of sales and service activities that includes retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, entertainment and cultural facilities, and residences. The “Transportation” CDMP land use category allows and contains the major components of Miami-Dade County’s existing and future transportation network. Included are roadways, rapid transit corridors, railways and major switching yards, and such major terminals as the County airports and the Miami-Dade Seaport (see CDMP, page I-57).

The CDMP Land Use Element text provides that urban centers are to be developed for moderate- to high-intensity design-unified areas that contain a diversified number of land uses. Uses allowed within urban centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces.

The Applicant requests that the “Community Urban Center” centered on the Douglas Road Metrorail Station be redesignated to “Metropolitan Urban Center” and has proposed language that provide development intensity standards to guide development within the proposed Douglas Road Metropolitan Urban Center (see Requested Text Amendment on page 6-5 herein). The proposed intensity standards include Floor Area Ratio (FAR) Metropolitan Urban Center at a minimum of 3.0 and a maximum of 8.0 at the core, with a maximum allowable residential density of 250 dwelling units per gross acre. The proposed FAR at the edge of the MUC is a minimum of 0.75 and a maximum of 1.50. Community Urban Centers have a radius of 700 to 1,800 feet but may be extended to a radius of one-half mile where recommended in a professional area plan for the center. Metropolitan Urban Centers extend from not less than one-quarter mile from the core of the urban center or central transit stop, to a one-half mile from such core or transit stop.

The Applicant proposes a transit oriented development on ±7.54 acres, including the Metrorail Station site and three abutting parcels, of 1,878 multifamily units; 152,504 square feet of retail; 425,000 square feet of office use; and 400 hotel rooms. Development within the ±7.54 acre application site is subject to all applicable land development regulations and compatibility standards. It is noted that total permissible development may be significantly less than the maximum allowed under the CDMP due to land use compatibility and other site-related considerations. These development parameters are proposed for inclusion in the “Urban Centers” section of the CDMP Land Use Element text. See *Comprehensive Development Master Plan Amendment Transportation Analysis for Submittal to Miami-Dade County (October 2016)*, page 6.

Planning Within Incorporated Areas

According to the CDMP Statement of Legislative Intent, ‘the right of all municipalities within Miami-Dade County to enact and administer comprehensive planning and land development regulation programs to govern development-related activities solely within their respective incorporated jurisdictional boundaries as provided by Chapter 163, Part 2, Florida Statutes, is generally reserved and preserved to the municipalities’ (see CDMP page 4). The CDMP does not supersede the authority of incorporated municipalities to exercise all powers relating solely to their local affairs, as provided by the Miami-Dade County Charter; provided that certain

necessary fundamental growth management components of the CDMP serve as minimum standards for zoning, service, and regulation to be implemented through all municipal comprehensive plans and land development regulations. One of such standards is the CDMP policy for Development of Urban Centers, which are contained in the text of the CDMP Land Use Element. However, and as discussed under 'Zoning' section above, the ±7.54-acre application site is with the County's Rapid Transit Zone and development jurisdiction over the site is thereby retained by Miami-Dade County.

Adjacent Land Use and Zoning

Existing Land Uses

North of the site beyond Peacock Avenue is an 8-story, 262-unit multifamily apartment and vacant lands. To the east beyond SW 137 Avenue are retail and automotive sales and service uses. To south beyond US-1 are 3-story and 6-story multifamily apartments, a gas station, a County Department of Human Services facility, a motorcycle sale and several facility, two duplex and two single family residential units. Abutting to the west of the ±7.54-acre site is the County's 8-storey Douglas Road Water and Sewer Department facility. Further west beyond SW 38 Street are offices (including a 13-story office building), warehouses, light manufacturing and automotive uses. To the southwest is the Nat Winokur Park within the City of Coral Gables.

Land Use Designations

The adjacent properties to the north, east and south of the application site are depicted on the LUP map as "Business and Office". The area further south, beyond Day Avenue, is depicted "Low-Medium Density Residential" (6 to 13 dwelling units per gross acre) and the area to the southeast is depicted as "Medium Density Residential" (13 to 25 dwelling units per gross acre). The properties to the west of the site are depicted as "Business and Office" and "Industrial and Office". The Metrorail guideway and US-1 corridor are depicted as "Transportation" (see CDMP Land Use map on page 6-9). The properties adjacent to the application site are within the City of Miami, however, and are designated on the City's 2020 Future Land Use Map as "Restricted Commercial" and "General Commercial". Lands to the southwest within the City of Coral Gables are designated Industrial on the City's Future Land Use Map.

Zoning

Properties adjacent to the north of the application site are zoned T6-12-O and D1 (Work Place). Properties to the east are zoned D1 (Work Place), T6-12-O, and T5-L. Properties adjacent to the south are zoned T6-8-O, T4-O (General Urban Zone), and T5-O (Urban Center Zone). The T4 Transect Zone allows for a transition of building massing between single family and multi-family housing and permits row houses (townhouses), small apartment buildings, live/work units, and bungalow courts. The T5 Transect Zone is located at the core of the municipality and permits limited mixed use developments and multi-family residential uses. Properties adjacent to the west of the application site are zoned T6-12. There are properties adjacent to the west and southwest of the application site, within the City of Coral Gables, that are zoned I (Industrial), S (Special Use District), C (Commercial) and SFR (Single family Residential).

Supply and Demand

The capacity of the LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. In the context of this standard CDMP amendment application, land capacity is analyzed at the localized or Minor Statistical Area (MSA) level.

Residential

The combined vacant land for single-family and multi-family residential development in Minor Statistical Area 5.3 (Analysis Area) in 2017 was estimated to have a capacity for about 2,980 dwelling units, with about 87 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 235 units per year in the 2015-2020 period to 300 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2019 and for multi-family beyond 2030 (see "Residential Land Supply/Demand Analysis" below). The supply of residential land for both single-family and multi-family units is projected to be depleted by 2028. The application, if approved, would increase the residential land capacity by approximately 939 multifamily units or by adding approximately 3 years of supply to the residential land capacity in MSA 5.3.

Residential Land Supply/Demand Analysis
2015 to 2030: (MSA 5.3)

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE			
	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2017	175	2,605	2,980
DEMAND 2015-2020	158	77	235
CAPACITY IN 2020	0	2,374	2,275
DEMAND 2020-2025	175	85	260
CAPACITY IN 2025	0	1,949	975
DEMAND 2025-2030	202	98	300
CAPACITY IN 2030	0	1,459	0
DEPLETION YEAR	2019	2030+	2028

Residential capacity is expressed in terms of housing units. Housing demand is an annual average figure based on population projections.

Source: Department of Regulatory and Economic Resources, Planning Division, Planning Research Section, February 2017.

Commercial

The Analysis Area contained 575.60 acres of in-use commercial uses in 2017 and an additional 14.3 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2017-2030 period is 1.15 acres per year. At the projected rate of absorption, the Analysis Area will deplete its supply of commercially zoned land beyond the year 2030 (see "Projected Absorption of Land for Commercial Uses" table below). The application proposes to increase the allowable commercial development within the urban center by approximately 75,000 square feet, but would not have a significant impact on the supply of commercial land in the MSA.

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

Analysis Area	Vacant Commercial Land 2017 (Acres)	Commercial Acres in Use 2017	Annual Absorption Rate 2017-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
MSA 5.3	14.3	575.60	1.15	2030+	4.4	4.2

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, February 2017

Environmental Conditions

Flood Protection

Federal Flood Zone	X
Stormwater Management Permit	SFWMD Surface Water Management Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	7 feet

Biological Conditions

Wetlands Permit Required	No
Native Wetland Communities	No
Specimen Trees	Yes
Endangered Species Habitat	No DERM records
Natural Forest Community	No

Other Considerations

Within Wellfield Protection Area	No
Contaminated Site	No DERM records

Pollution Remediation

There are no DERM records of current or historical contamination issues on the property or on sites directly abutting the application site.

Drainage and Flood Protection

The proposed development will require a Surface Water Management Permit from the South Florida Water Management District (SFWMD) for the construction and operation of the required surface water management system. The permit must be obtained prior to development of the site, final plat, and/or prior to obtaining approval of paving and drainage plans.

The application site is located within Zone X in FEMA Flood Insurance Rate Maps (FIRM). Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.

The site shall be filled to a minimum elevation of 7 feet, NGVD (County Flood Criteria). For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria 7 feet NGVD, plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event.

For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 25-

year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code and all State and Federal Criteria.

Natural Resources

The subject property contains tree resources including specimen tree resources and is located in the City of Miami. Although the City has a Tree Permitting Program, because the property is owned by Miami-Dade County, tree resources will be regulated by DERM. Specimen trees are protected by Section 24-49.2(II) of the Code and CDMP Policy CON-8A. DERM approval of future site plans must be consistent with the requirements to preserve specimen trees except in cases where DERM has determined that a specimen tree cannot be preserved pursuant to Section 24-49.2(4)(II)(2) of the Code. The approval of this land use designation application shall not be construed as an approval to remove specimen trees due to a determination of unreasonable loss of usable space pursuant to Section 24-49.2(4)(II)(2)(b) of the Code.

In accordance with Chapter 24-49.9 of the Code and CON-8I of the CDMP, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species.

Endangered Species

The subject property and adjacent properties are not located within a federally designated critical habitat area. DERM is not aware of any documented threatened and endangered species on this or adjacent properties.

Water and Sewer

Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of Miami-Dade Water and Sewer Department (WASD) Hialeah Reverse Osmosis, Hialeah, Preston, and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The rated treatment capacity of the Miami-Dade Water and Sewer Department regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional system shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 76.4 MGD. This is calculated using the available plant capacity (449.74 MGD), subtracting 102% of the maximum day flow (343 MGD) and subtracting the water that is reserved through development orders (30.35 MGD).

As noted in the "Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario" table below, the maximum water demand for mixed use development (Scenario 1) under the current CDMP Land Use designation is estimated at 208,600 gallons per day (gpd). The maximum water demand for mixed-use development (Scenario 1) under the Requested CDMP Land Use designations is estimated at 358,200 gpd. This represents an increase of up to 149,600 gpd over the demand under the current CDMP land use designations. A Water Supply

Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

Estimated Water Demand/Sewer Flow
For Proposed Development by Land Use Scenario

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
1	Retail	152,504 sq. ft.	10gpd/100 sq. ft.	15,250 gpd
1	Multi-family	939 units	150gpd/unit	140,850 gpd
1	Office	350,000 sq. ft.	5 gpd/100 sq. ft.	17,500 gpd
1	Hotel	350 rooms	100 gpd/room	35,000 gpd
SUBTOTAL				208,600 gpd
Requested CDMP Designation				
1	Multi-family	1,878 units	150gpd/unit	281,700 gpd
1	Retail	152,504 sq. ft.	10gpd/100 sq. ft.	15,250 gpd
1	Office	425,000 sq. ft.	5 gpd/100 sq. ft.	21,250 gpd
1	Hotel	400 rooms	100 gpd/room	40,000 gpd
SUBTOTAL				358,200 gpd

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; January 2017

Water Supply and Connectivity:

The application site is located within the WASD franchised water service area. The source of potable water for this area is the Alexander Orr Water Treatment Plant which is owned and operated by WASD. At the present time, there is adequate treatment and water supply capacity for this application consistent with Policy WS-2 A (1) of the CDMP. The plant is presently producing water that meets Federal, State, and County drinking water standards.

The proposed land use would be required to connect to the public water system pursuant to Chapter 24 of the Code. There are existing 12-inch water mains along SW 38 Avenue, along Peacock Avenue, and along the southern boundary of the Metrorail station. There is also an existing 10-inch water main along SW 37 Avenue, and an existing 12-inch water main along SW 37 Court, within the proposed development area. Per WASD's Rules and Regulations, a new 16-inch water main will be required along SW 37 Avenue abutting the eastern boundary of the site (approximately 400 feet). Any public water main extension within the property shall be 12-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection.

At this time, there are two planned projects within close proximity to this application site, WASD's Agreement Nos. 23035 and 22163. Agreement No. 23035 is for new construction of

28,500 sq. ft. office space, 22,798 sq. ft. retail use and 191 apartment units while Agreement No. 22163 is for a 359 unit apartment building. There is also a development under construction north of Peacock Avenue with Agreement No. 21841 for the development of 181 apartments.

Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

The Miami-Dade County Water and Sewer Department regional wastewater treatment system capacity is the sum of the daily treatment capacity of the three wastewater treatment plants. The regional wastewater treatment system can treat up to 375.5 MGD. The Sanitary Sewer Level of Service (LOS) standard presented in the CDMP requires the regional system to have sufficient capacity to treat 102% of the average daily sewage demand of the preceding 5 years. The available capacity is calculated by subtracting 102% of the annual average flow (310.45 MGD) for the preceding 5 years and the capacity reserved for development orders (37.51 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 27.54 MGD.

Sewer System Connectivity:

The application site 6 is located within the WASD franchised sewer service area. The wastewater flows for this application will be transmitted to the Central District Wastewater Treatment Plant (CDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. There is a 10-inch gravity sewer abutting the proposed development along US1, SW 38 Avenue, and Peacock Avenue, to which the developer may connect to provide sewer service for the proposed development. There is also a 36-inch gravity sewer along SW 37 Avenue to which the developer may connect to provide sewer service. This gravity system discharges the sewage flow to pump stations 30-0011, 30-0001 and then to the Central District Wastewater Treatment Plant. In addition, there is an existing 10-inch gravity sewer within the development site that will need to be relocated if in conflict with the proposed development. Any proposed gravity sewer extension inside the developer's property may be required to be 12-inch minimum diameter. Upgrades to the existing gravity sewers mentioned above may be required. In addition, gravity sewer upgrades in the downstream gravity system of the development may also be required. At the time a WASD Agreement is requested and a site plan is provided with detailed information on building locations and flow distribution for the proposed development, a hydraulic capacity analysis will be performed, and the necessary upgrades to the sewer system will be identified.

The aforementioned sanitary sewer pump station as well as the Central District Wastewater Treatment Plant are owned and operated by WASD; in addition, they are currently working within the mandated criteria set forth in the Consent Decree Case: No. 1:12-cv-24400-FAM, effective December 6, 2013.

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

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 2 (PBD-2), which generally encompasses the area of the County from SW 8 Street south to SW 184 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-1 has a surplus capacity of 401.52 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The "County Local Parks" table below lists the parks within a 3-mile radius of the application site; one park (Biscayne Shores and Gardens) is larger than the required five acre park.

County Local Parks
Within a 3-Mile Radius of Application Site

Park Name	Acreage	Classification
Coral Villas Park	0.36	Mini Park
Schenley Park	1.68	Neighborhood
San Jacinto Park	0.90	Mini Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, January 2017.

Application Impacts

The potential development of the site under the existing CDMP land use designation has a potential population of up to 1,352 resulting in an impact of 3.71 acres based on the minimum Level of Service standard for the provision of local recreation open space.

The potential for residential development under the proposed land use designation is estimated at 1,878 multi-family dwelling units with an estimated population of 2,704 residents. The concurrency analysis for this scenario results in an impact of 7.43 acres based on the minimum Level of Service standard for the provision of local recreation open space and therefore meets concurrency.

Due to its close proximity to the Metrorail Station and the Underline, the proposed project has the potential to improve the County's transportation infrastructure and help encourage transit ridership, bicycling and walking. The Underline is currently under design and is an important segment of the County's greenways and trails network. Initially, the Underline will transform 10-

miles of land beneath the Metrorail from Dadeland to the Miami River into an iconic greenway, urban trail and living art destination. Therefore, the design of the project resulting from this application should be done in coordination with the Miami-Dade County Department of Transportation and Public Works, the nonprofit organization Friends of The Underline, as well as the Parks, Recreation and Open Spaces Department in order to maximize potential mutual benefits.

Fire and Rescue Service

The application site is within the City of Miami and is thereby outside of the jurisdiction of the Miami-Dade Fire Rescue Department. Therefore there would be no impact to the fire and rescue services of the Miami-Dade Fire Rescue Department.

Public Schools

Level of Service Standard

The adopted Level of Service (LOS) standard for all public schools in Miami-Dade County is 100% utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This LOS standard, except for magnet schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by Miami-Dade County Public Schools.

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard for public schools, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries. If capacity is not available at the school of impact, the development's impact can be shifted to one or more contiguous CSA that have available capacity, located either in whole or in part within the same Geographic Area, as defined in CDMP Policy EDU-2C.

Section 7.5 of the ILA provides for "Public Schools Planning Level Review" (Schools Planning Level Review), of CDMP amendments containing residential units. This type of review does not constitute a public school concurrency review and, therefore, no concurrency reservation is required. Section 7.5 further states that "...this section shall not be construed to obligate the County to deny or approve (or to preclude the County from approving or denying) an application."

Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 187 students. This number includes a reduction 24.18% to account for charter and magnet schools (schools of choice). Of the 187 students, 85 are expected to attend elementary schools, 46 are expected to attend middle schools and 56 are expected to attend senior high schools. The students will be assigned to those schools identified in the "Concurrency Service Area (CSA) Schools" table below. At this time, the schools have sufficient capacity available to serve the application.

Section 9 of the ILA discusses implementation of school concurrency, indicating the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of CDMP amendment application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional

equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Frances S Tucker Elementary	78	85	78	No	Current CSA/5 Year Plan
Ponce De Leon Middle	-77	46	0	No	Current CSA/5 Year Plan
Coral Gables Senior	-605	56	0	No	Current CSA/5 Year Plan
Adjacent Concurrency Service Area Schools					
Silver Bluff Elementary	109	7	7	Yes	Adjacent CSA
West Miami Middle	397	46	46	Yes	Adjacent CSA
Miami Jackson Senior	317	56	56	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, March 2017

Miami-Dade County Department of Regulatory and Economic Resources, March 2017

Note: CSA means Concurrency Service Area

Aviation

Miami-Dade County Aviation Department (MDAD) does not object to the proposed CDMP amendment provided that all uses comply with federal, state and local aviation regulations, including Chapter 33, Zoning, of the Code of Miami-Dade County as it pertains to airport zoning.

Roadways

The application site is a ±7.54-acre property, the Metrorail Douglas Road Station, located on the Northwest corner of the intersection between SW 37 Avenue and US-1/Dixie Highway. Access to the site is via Peacock Avenue, a two-lane divided roadway on the north and SW 38 Avenue, a two-lane divided roadway on the west. SW 38 Avenue provides access on the north to SW 40 Street/Bird Road, a major east-west arterial which provides access to the Palmetto Expressway/SR-826, the Homestead Extension of Florida's Turnpike (HEFT) to the west and to US-1/South Dixie Highway to the east. The SR-826, the HEFT and US-1/South Dixie Highway are major corridors which provide access to other areas in the County.

The subject application site lies within the County's Urban Infill Area (UIA), the County's designated Transportation Concurrency Exception Area (TCEA), and meets the requirement of condition 3(a) of the Concurrency Management Program. Also, the application site's location fulfills condition 3(d) of the Concurrency Management Program requirements which state:

"The proposed development is located inside the UDB, and directly and significantly promotes public transportation by incorporating within the development a Metrorail, Metromover or TriRail Station, 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 or TriRail station, or a Metrobus terminal for multiple Metrobus routes...." (CDMP, page IX-16).

Both the Concurrency Management Program requirements 3(a) and 3(d) state that if either of these conditions are met, then the “proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan....” (CIE page IX-17).

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

Existing Conditions

Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site, which are currently monitored by the State (Year 2015) and the County (Year 2015), are operating at acceptable levels of service. See “Traffic Impact Analysis on Roadways Serving the Amendment Site” Table below.

Trip Generation

One potential development scenario under the existing and requested CDMP Land Use Plan designations was analyzed for traffic impacts. Under the current CDMP land use designation of “Business and Office,” “Transportation” and “Community Urban Center” the application site is assumed to be developed with 939 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 350 hotel rooms, and 350,000 sq. ft. office uses. Under the CDMP land use designations of “Business and Office” and “Transportation” and the requested “Metropolitan Urban Center” designation, the application site is assumed to be developed as proposed by the applicant with 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses. The proposed development is projected to generate approximately 1,526 PM peak hour trips, or approximately 359 more PM peak hour trips than under the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” Table below.

Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations			
Application No. 6	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	“Business and Office”, “Transportation” and “Community Urban Center” ^{1/} 939 MF 152,504 sq. ft. retail 350 hotel rooms 350,000 sq. ft. office /	“Business and Office”, “Transportation” and “Metropolitan Urban Center” ² 1,878 MF 152,504 sq. ft. retail 400 hotel rooms 425,000 sq. ft. office /	
	1,167	1,526	+359

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, February 2017.

Notes: ¹ Scenario 1 under the current CDMP land use designation assumes the application site developed with its maximum potential development of 939 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 350 hotel rooms, and 350,000 sq. ft. office uses.

² Scenario 2 under the requested CDMP land use designation assumes the application site developed with the maximum potential development of 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses.

Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation
Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1: "Business and Office", "Transportation" and "Metropolitan Urban Center - 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses.													
9680	SW 37 Ave.	US-1 to Ingraham Highway	2 UD	E	1,000	818	C	0	818	C	92	910	C
521	US-1	Granada Blvd. to SW 37 Ave.	6 DV	E+50%	8,085	4,760	C	0	4,760	C	537	5,297	D
5200	US-1	SW 37 Ave. to SW 27 Ave.	6 DV	E+50%	8,085	4,670	C	0	4,670	C	89	4,759	C
9624	Ponce de Leon Blvd.	Almeria Ave. to SW 40 St.	4 DV	E+20%	2,712	1,217	B	0	1,217	B	201	1,418	C
82	SW 40 St.	US-1 to Ponce de Leon Blvd.	4 DV	E+20%	4,296	2,327	C	0	2,327	C	274	2,601	C
9104	SW 40 St.	SW 27 Ave. to US-1	2 DV	E	1,350	941	C	0	941	C	89	1,030	C
8264	SW 37 Ave.	US-1 to Coral Way	4 DV	E+20%	4,296	1,313	C	0	1,313	C	244	1,557	C

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, February 2017.

Notes: DV= Divided Roadway; UD=Undivided Roadway.

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity); E+50% (150% capacity) for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA).

The application site is assumed to be developed with 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses.

Application Impact

One potential development scenario under the existing and requested CDMP Land Use Plan designations was analyzed for traffic impacts. Under the current CDMP land use designation of “Business and Office,” “Transportation” and “Community Urban Center” the application site is assumed to be developed with 939 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 350 hotel rooms, and 350,000 sq. ft. office uses. Under the requested CDMP land use designation of “Business and Office,” “Transportation” and “Metropolitan Urban Center” the application site is assumed to be developed with 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses. Under the requested CDMP land use designation of “Business and Office,” “Transportation” and “Metropolitan Urban Center” it is expected to generate approximately 1,526 PM peak hour trips, or approximately 359 more PM peak hour trips than under the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” Table above.

The traffic concurrency evaluation determined that all roadways adjacent to and in the vicinity of the application site analyzed have available capacity to handle the additional traffic impacts that would be generated by the application and are projected to operate at acceptable levels of service. See “Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation” table above.

Applicant's Traffic Impact Analysis

The County's *Instructions for Preparing Applications Requesting Amendments to the Miami-Dade County Comprehensive Development Master Plan October 2016-2017 Amendment Cycle* report (*Instructions Report*) requires that applicants of any Standard CDMP application to submit a traffic impact analysis (TIA) report in support of the application. The TIA report shall be prepared by a professional engineer registered in the State of Florida and conducted using a professional methodology accepted by the Department. The TIA must include the following: a study area (area of influence); existing roadway conditions; future roadway conditions; a short-term and a long-term traffic level of service analyses; background traffic; list of roadway capacity improvements contained in the adopted *2017 Transportation Improvement Program (TIP)* and in Priorities I through IV of the adopted *2040 Long Range Transportation Plan (LRTP)* Cost Feasible Plan; trip generation using the *ITE Trip Generation Handbook*; trip distribution using the *Miami-Dade 2040 Long Range Transportation Plan Directional Distribution Report*. The short-term and long-term traffic level of service analyses should be performed using the most current State and County traffic counts. The future long-term conditions analysis must be performed for the project's buildout year, CDMP long term planning horizon (Year 2030), or the County's LRTP planning horizon (Year 2040). The TIA must also include the need for new/expansion of facilities; a mitigation analysis; and maps/exhibits (pages 6 and 7 of the *Instructions Report*). Kimley-Horn and Associates, Inc., (KHA) submitted on October 30, 2016 the “Douglas Road Metrorail Station Proposed Metropolitan Urban Center (MUC)” traffic study report (October 2016) to the Department. A copy of the Traffic Impact Analysis is available online at the Department of Regulatory and Economic Resources website at:

<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp>.

The traffic impact study report addresses the impacts that the Douglas Road Metropolitan Urban Center project will have on the roadways adjacent to and in the vicinity of the application site. The proposed project is a mixed-use development with a Metropolitan Urban Center land use intended to serve the central areas of Miami-Dade County. The project is generally bounded by Peacock Avenue to the north, US-1/Dixie Highway to the south, SW 38th Avenue to the west, and Douglas Road to the east. The application site is within the County's Urban Infill Area (UIA) and the County's designated Transportation Concurrency Exception Area (TCEA). The Traffic

Study used the development program listed below to determine the impact on the existing and future roadway network within the impact area (study area).

<u>Land Use</u>	<u>Intensity</u>
Multifamily Residential	1,878 dwelling units
Retail	152,500 sq. ft. of Gross Leasable Area
Office	425,000 sq. ft. of Gross Floor Area
Hotel	400 rooms

The Traffic Study includes a Short Term (2020) analysis and a Long Term (2030) analysis as required for a Standard amendment application. The short term portion of the study was conducted based on the methodology established by Miami-Dade County currently used for roadway concurrency analysis, and the Future condition was analyzed with and without the project's impacts.

The 2020 Short Term analysis requires that the applicant review the programmed roadway improvements within the impact area. Based on the applicant's review, the City of Miami does not have any roadway improvement projects within the impact area, Miami-Dade MPO's Transportation Improvement Program (TIP) has two PD&E projects for SR 976/Bird Road and SR 5/US-1, Miami-Dade MPO's 2040 Long Range Transportation Plan has no projects within the study area, and Florida Department of Transportation's Five-Year Program has two road surfacing projects in US-1 and Bird Road. The outcome of the two PD&E projects are yet to be determined, hence staff is unsure if these projects would have an impact on roadway capacity. It should be noted that since this proposed development would be in the Metropolitan Urban Center at the Douglas Road Metrorail Station, a 10% multi-modal reduction factor was applied and since it is a mixed use development, an internal capture rate of 21.7% was utilized in the analysis. To analyze the short term and long term traffic conditions, FDOT traffic counts at the nearby count stations were analyzed to understand the 5-year and 10-year historical growth trends, which showed either negative or minimal growth trend. Hence, to be conservative, a growth rate of 0.5% was applied to the existing counts to arrive at the short term and long term traffic volumes. Tables 4 and 5 show the short term traffic impacts on the surrounding roadway network with and without the project trips. Tables 6 and 7 show the long term traffic impacts on the surrounding roadway network with and without the project trips. The analysis shows that the short term and long term traffic conditions on major roadways adjacent to and in the vicinity of the application site would operate at acceptable levels of service.

While staff generally agrees with the conclusion of the Applicant's short-term analysis, staff has several concerns and questions regarding the Traffic Impact Analysis that must be addressed by the applicant. Staff will continue to work with the Applicant to adequately address these questions and concerns. (See Appendix B: Applicant's Transportation Impact Analysis on Appendices Page 25 and Appendix C: Staff Comments on Applicant's Transportation Impact Analysis on Appendices Page 47.)

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Routes 37, 40, 42, 48, 136 and 249. There is a Metrobus bus-only access road from SW 37 Avenue/Douglas Road west to the bus stop located on the application site. In addition, Metrobus Route 500 is within walking distance of the application site. The service frequencies of these Metrobus routes are shown in the "Metrobus Route Service Summary" table below.

Metrobus Route Service Summary

Routes	Service Headways (in minutes)					Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 pm)	Saturday	Sunday		
87	30	30	30	30	30	0.1	L/F
40	15	30	30	60	60	0.1	L/F
42	30	30	60	40	60	0.1	L/F
48	60	60	n/a	n/a	n/a	0.1	L/F
136	50	n/a	n/a	n/a	n/a	0.1	L/F
249	20	20	30	24	24	0.1	L/F
500	n/a	n/a	n/a	60 ovn	60 ovn	0.2	L/F

Source: 2016 Transit Development Plan, Miami-Dade Transit (December 2015 Line Up), February 2017.

Notes: L means Metrobus local route service, F means Metrobus feeder service to Metrorail; ovn means overnight service only.

Recent Service Improvements

Five of the seven routes that serve the application site implemented service changes in 2016. The "Metrobus Recent Service Improvements" table below details these changes.

Metrobus Recent Service Improvements

Route(s)	Improvement Description
37	Weekday running time adjustments
40	Weekday running time adjustments
42	Eliminate Miami Springs segment
48	Northbound route use Coral Way to NW 2 Avenue and enter on the west side of Brickell Station
249	Eliminate deviation to City Hall

Source: 2016 Transit Development Plan, Miami-Dade Transit (December 2015 Line Up), February 2017.

Future Service Improvements

2017 service adjustments and improvements are currently under development.

Long-Term Vision: Major Transit Projects

Based on the *2016 Transit Development Plan (TDP)*, an Enhanced Bus Service (EBS) is proposed for the Douglas Road Corridor, which is currently unfunded. The limits for this proposed project are between the Douglas Road Metrorail Station and the Miami Intermodal Center (MIC). This project is ultimately meant to be phased from an EBS service to either a Light Rail or Metrorail service, with implementation dates to be determined. This project is listed in Priority II in the MPO's *2040 Long Range Transportation Plan (LRTP)*.

Recommendations

Approval of this application will increase the residential and employment densities allowed on County-owned lands that currently are utilized for surface parking that serve the Douglas Metrorail Station, which will increase transit ridership of the Metrorail system and overall demand for transit services. DTPW notes that the Douglas Road Metrorail Station is uniquely located at the intersection of two major roadways and the border between City of Miami and the City of Coral Gables. Because of this, DTPW is supportive of maximizing the development potential of this station in order to implement a well-designed Transit Oriented Development (TOD) that will reactivate the station area and promote ridership of the County's transit system.

In addition, it should be noted that the subject application provides a unique opportunity for DTPW to further expand its Transit Oriented/Joint Development Program and is therefore consistent with the following policies of the Mass Transit Subelement of the CDMP:

Policy MT-3A. Miami-Dade County shall strive to establish, through legislative or electoral approval or other means, a dedicated source of revenue that will support current and future transit operations. Sources to be considered may include: a sales tax; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.

Policy MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and other retail sales.

Policy MT-8C. In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.

With regards to the Transportation Impact Analysis submitted by the applicant, DTPW recommends referencing the adopted *2017 Transportation Improvement Program (TIP)* instead of the 2015 TIP which is currently cited in the report. The applicant should include this information as an addendum to the original Transportation Impact Analysis Report.

Application Impacts in the Traffic Analysis Zone

A preliminary analysis performed in the Traffic Analysis Zones (TAZ) 1096 and 1097, where the application site is located, indicates that if the application is approved, the expected incremental transit impacts generated by the requested land use amendment are minimal and can be absorbed by the existing transit service in the area.

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

The following CDMP goals, objectives, policies, concepts and guidelines will be enhanced if the proposed designation is approved:

Objective LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.

Policy LU-1A. High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.

Objective LU-7. Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and

designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.

- Policy LU-7A. Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.
- Policy LU-7B. It is the policy of Miami-Dade County that both the County and its municipalities shall accommodate new development and redevelopment around rapid transit stations that is well designed, conducive to both pedestrian and transit use, and architecturally attractive. In recognition that many transit riders begin and end their trips as pedestrians, pedestrian accommodations shall include, as appropriate, continuous sidewalks to the transit station, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian paths, parking lots predominantly to the rear and sides of buildings, primary building entrances as close to the street or transit stop as to the parking lot, shade trees, awnings, and other weather protection for pedestrians.
- Policy LU-7D. Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done by establishing blocks of walkable scale that form an interconnected network of streets, maximizing connectivity with existing streets and promoting a comfortable and attractive environment for pedestrians of all ages and abilities.
- Policy LU-7F. Residential development around rail rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities

and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

- Policy LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- Policy LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
- Policy TE-1F. Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the Mass Transit Subelement.
- Policy MT-3A. Miami-Dade County shall strive to establish, through legislative or electoral approval or other means, a dedicated source of revenue that will support current and future transit operations. Sources to be considered may include: a sales tax; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.
- Policy MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and other retail sales.
- Policy MT-8C. In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.

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APPENDICES

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APPENDIX A

Amendment Application

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**AMENDMENT REQUEST TO THE
LAND USE ELEMENT & LAND USE PLAN MAP
OCTOBER 2016 AMENDMENT CYCLE
MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

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2. APPLICANT'S REPRESENTATIVES

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By: 
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Date: October 31, 2016

By: 
Carli Koshal, Esq.

Date: October 31, 2016

3. DESCRIPTION OF REQUESTED CHANGES

Amendments to the Comprehensive Development Master Plan ("CDMP") and Land Use Plan Map ("LUPM") are requested.

A. A change to the Land Use Element text and the Land Use Plan Map is requested.

B. Description of Application Area

The Application Area includes the Douglas Road Metrorail Station and appurtenant County-owned land located in the northwest corner of the intersection between 37th Avenue and US-1 in Section 20, Township 54 South, Range 41 East (the "Douglas Road Station"). The Douglas Road Station is approximately 7.54 net acres / 9.68 gross acres in size. The Application Area is more accurately described on the attached location map and survey. The terms Application Area and Douglas Road Station are used interchangeably throughout this application.

C. Acreage

Application Area: approximately 7.54 net / 9.68 gross acres

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Acreage owned by Applicant: 0 acres.

D. Requested Changes

- 1) It is requested that the Douglas Road Metrorail Station Community Urban Center be redesignated on the CDMP LUPM from Community Urban Center to Metropolitan Urban Center.
- 2) It is requested that proposed text included in Exhibit B be inserted into the Urban Center section of the Land Use Element of the CDMP.

4. REASONS FOR AMENDMENTS

The Douglas Road Station is located within the City of Miami. The CDMP LUPM currently designates the Douglas Road Station and surrounding area as a Community Urban Center. Although the Douglas Road Station is located within the City of Miami, redevelopment jurisdiction is retained by Miami-Dade County through Chapter 33C and Section 33C-8 of the Miami-Dade County Code of Ordinances ("County Code"). At this time, Miami-Dade County, the owner of the Douglas Road Station, is seeking to redevelop this area. In the second half of 2014, Miami-Dade County issued a Request for Proposals ("RFP") for redevelopment of the Douglas Road Station. In evaluating the Douglas Road Station for redevelopment, the Miami-Dade County Department of Transportation and Public Works and the awardee of the RFP, the Applicant, have recognized that the Douglas Road Station should more appropriately be designated as a Metropolitan Urban Center, rather than its current designation as a Community Urban Center. The Douglas Road Station is directly connected to rapid rail transit and the greater density and intensity of the Metropolitan Urban Center would allow development further in line with Chapter 33C of the County Code and the first Objective of the CDMP Land Use Element stating that "the location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services...." .

The proposed text amendment outlines the Urban Center standards which will be applicable to the Douglas Road Station Metropolitan Urban Center. Densities and intensities of developments located within the Douglas Station Metropolitan Urban Center will not be lower than those provided in Policy LU-7F. Further, development within the Douglas Station Metropolitan Urban Center will have a minimum Floor Area Ratio (FAR) of 3.0, and a maximum FAR of 8.0 in the core, and an FAR of not less than 0.75 and a maximum FAR of 1.50 in the edge; and a maximum density of 250 dwellings per gross acre. The proposed text amendment confirms that the Douglas Road Metrorail Station and associated rapid transit zone will be the core of the urban center and developed accordingly. Additionally, the proposed text clarifies that properties outside the urban center core, which are located within the incorporated municipalities of Miami and Coral Gables, will be developed in accordance with those municipalities' adopted comprehensive plans and zoning. The City of Miami and the City of Coral Gables have not created regulations which specifically incorporate Urban Center development standards. Therefore, development within those incorporated areas, outside the Douglas Station Property, will be developed in accordance with their respective municipalities' regulations until such a time as those municipalities adopt comprehensive plans and zoning which match the Urban Center standards.

Amendments to LUPM. Policy LU-8E indicates that applications requesting amendments to the CDMP Land Use Plan map must be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods;
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

Plan Map Deficiency. The re-designation of the Application Area from Community Urban Center to Metropolitan Urban Center will permit increased density and intensity at a location that is centrally located and well-served by transit and urban infrastructure. The redevelopment of the Douglas Road Station will accommodate projected population growth close to the urban core and generate economic growth by creating a mixed-use, walkable and transit oriented town center.

Infrastructure. The Applicant does not anticipate that the approval of this application will result in a deficiency in the adopted LOS standards. The Applicant has submitted a traffic analysis which demonstrates compliance with traffic LOS standards. Further, the Applicant will work with other Departments and agencies to address any potential concerns.

Compatibility. The proposed shift from Community Urban Center to Metropolitan Urban Center will be entirely compatible with abutting and nearby land uses. This area is easily accessible by transit and roadways and the proposed development will introduce the component of walkability. The surrounding areas in the City of Miami are also designated for mixed-uses, residential and commercial, while the nearby areas in the City of Coral Gables are currently industrial. It should be noted that the surrounding area is in a state of transition. Bird Road (SW 40 Street) is becoming an increasingly prominent thoroughfare in this part of Miami-Dade County, and redevelopment patterns in this area reflect this shift. A number of approximately twelve (12) story, mixed-use multi-family residential projects are in the process of being developed in the Application Area's immediate vicinity. Additionally, these new developments will serve to transition the Douglas Road Station Urban Center "core" from the less dense and intense "edge" areas. Further, the proposed text amendment contains specific language which allows development outside of the Douglas Road Station core to be developed in accordance with the applicable municipality's adopted comprehensive plan and zoning, until such time as those municipalities amend their respective comprehensive plans and land development regulations to allow densities and intensities commensurate with the proposed Metropolitan Urban Center.

Historical and Environmental Resources. There are no historically or archeologically significant structures on the Property. Therefore, this application will have no impact on the County's historical or environmental resources.

Urban Center. This criterion is the heart of this application: the Applicant seeks to develop an entirely transit-oriented, mixed-use town center that promotes transit ridership and pedestrianism in compliance with Objective LU-7, as further described above.

Consistency with CDMP Objectives and Policies. This application addresses several policies and objectives within the Land Use Element and Transportation Element of the CDMP.

The Future Land Use Element of CDMP describes the long-term planning vision for "Urban Centers." Specifically, page I-45 of the CDMP indicates that "Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve." The CDMP envisions that Urban Centers will contain a variety of uses, including commercial and residential uses, which are cohesively designed, have direct accessibility to mass transit, and are integrated both vertically and horizontally. The locations of urban centers and their combination of uses should be "designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable 'town centers' for Miami-Dade's diverse communities." See Page I-46 of the Comprehensive Plan. In line with this concept, Miami-Dade County has designated many Metro-rail transit stations as Urban Centers on the Future Land Use Map, the Douglas Road Station included. However, unlike other stations, the Douglas Road Station is uniquely located at the intersection of two major roadways and the border between the City of Miami and the City of Coral Gables. These factors favor the Douglas Road Station with pedestrian and vehicular traffic not enjoyed by other Metrorail stations; thus redevelopment of the Douglas Road Station will encourage the use of transit in a manner that other stations cannot.

The CDMP's Statement of Legislative Intent identifies Urban Centers as an issue of County-wide importance. Urban Centers are specifically identified in the Statement of Legislative Intent as one of four fundamental growth management components "that are necessary to carry on a central metropolitan government in Miami-Dade County..." and providing further that the County's policies with respect to Urban Centers "shall serve as minimum standards for zoning, service, and regulation to be implemented through all municipal comprehensive plans and land development regulations." The Land Use Element of the CDMP builds on this concept..

Approval of this application is consistent with the following Objectives and Policies of the CDMP Land Use Element:

- **Objective LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development or well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.**

The instant application will concentrate and intensify development around a center of transit activity. The change from Community Urban Center to Metropolitan Urban Center will

encourage the creation of a mixed-use, multi-purpose transit hub in an infill location where public services, including transit, can comfortably accommodate the increase.

- **Policy LU-1A. High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.**

The Applicant seeks to develop a high intensity, well-designed urban center at a location with access to existing Metrorail transit, in addition to pedestrian, bicycle, bus, and vehicular access. US-1, Douglas Road, the Underline, and the Metrorail confer on the site the very definition of countywide multimodal accessibility.

- **LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.**

The proposed amendments will grant priority to well-planned urban infill development which will revitalize this section of Miami-Dade County with a project that prioritizes access to transit, bicycle, and the pedestrian experience. Due to this area's proximity to residential uses, the Underline, and transit, the Douglas Road Station Urban Center can accommodate additional demand in a way that other areas cannot.

- **LU-1G. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.**

US-1, Douglas Road, and the Metrorail create a node of activity that proper planning, as proposed by the Applicant, will be able to harness and encourage. Businesses created will be able to serve not only patrons from the immediately surrounding area, but also patrons from other parts of the County that arrive by vehicle, bicycle, and Metrorail.

- **Objective LU-7. Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services."**

The change in Urban Center designation will promote development of transit-oriented, mixed use development in a safe, pedestrian and bicycle friendly environment. Transit is integral to the proposed redevelopment of this area and will promote mobility for people of all ages and abilities through access to the Metrorail.

- **Policy LU-7A.** Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to promote mobility, produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human services in varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.

The Applicant intends to redevelop the Douglas Road Station as mixed-use hub that provides essential services to the surrounding community as well as draws patrons from other parts of the County via transit. The envisioned development will respect the character of the nearby community, by limiting intense development to the "core" of the Urban Center and providing a balance in the range of existing and proposed uses.

- **Policy LU-7F.** Residential development around rail rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

Douglas Road Station and the surrounding Urban Center area are in the relatively unique position of being able to accommodate a variety of uses, including residential uses, based on proximity to roadways and transit. The minimum standards in Policy LU-7F will certainly be satisfied.

These policies are critical elements of the Comprehensive Plan's integration of transportation infrastructure into land use planning. However, this application is also consistent with the Goal, Objectives, and Policies of Transportation Element of the CDMP:

- **Transportation Element Goal.** Develop and maintain an integrated multimodal transportation system in Miami-Dade County to move people of all age and abilities and goods in a manner consistent with overall countywide land use and environmental protection goals and integration of climate change considerations in the fiscal decision-making process.

The increase to the proposed Metropolitan Urban Center for Douglas Road Station will encourage revitalization of the aging Metrorail Station. Pedestrians and transit users of all ages and abilities will be given priority throughout the area to be redeveloped.

- **TE-1F. Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the Mass Transit Subelement.**

The Applicant seeks updating and implementation of the Urban Center designation most beneficial to the County's existing Douglas Station rapid transit facility. The proposed amendments will ensure development of a well-planned transit-oriented project centered around the Metrorail, bus access, and pedestrian access.

- **TE-3B. Miami-Dade County shall analyze planned land use patterns and intensities in planned rapid and premium transit station areas and shall identify transportation and land use plan changes needed to improve interrelationships. This analysis shall address, at a minimum, the existing Metrorail corridor, the planned initial segment of the East-West corridor, the planned North corridor, and the South Miami-Dade Busway corridor as well as rapid and premium transit corridors listed in the Mass Transit Subelement. This analysis shall identify locations where planned transit facilities are not supported by the planned land use or development intensity with consideration of mitigating benefits of planned transit rider feeders such as major park-and-ride or bus terminal facilities in the corridor. Where such locations are identified, alternative land uses or intensities will be analyzed, and potential land use or transportation plan amendments will be identified. The information produced by this analysis shall be provided to the MPO, the Board of County Commissioners and the directly affected municipalities having comprehensive planning and zoning jurisdiction in the immediate vicinity of these planned transit corridors for their consideration. It is the policy of Miami-Dade County that affected municipalities consider local plan amendments to reflect the findings of this analysis.**

The instant application requests a land use plan change needed to improve the interrelationship between the Metrorail, buses, vehicles, bicyclists, and pedestrians within this area. While affected municipalities may choose to follow the lead set by Miami-Dade County, they are not required to do so unless those municipalities determine the shift is compatible with the properties within their jurisdiction.

5. ADDITIONAL MATERIAL SUBMITTED

- 1) Legal Description and Location Map of Application Area
- 2) Sketch of Survey
- 3) Traffic Analysis

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

COMPLETE DISCLOSURE FORMS: See attached.

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.

1. APPLICANT (S) NAME AND ADDRESS:

APPLICANT (A): Adler 13th Floor Douglas Station, LP
 1400 NW 107th Avenue
 5th Floor
 Miami, FL 33172

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.

<u>APPLICANT</u>	<u>OWNER OF RECORD</u>	<u>FOLIO NUMBER*</u>	<u>ACRES IN SIZE (net) *</u>
		01-4120-068-0010	2.46
		01-4120-059-0010	0.37
		01-4120-059-0020	1.95
		01-4120-068-0020	2.76

<u>A</u>	Miami-Dade County	Total:	7.54 acres
----------	-------------------	--------	------------

* See Survey submitted with application

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

<u>APPLICANT</u>	<u>OWNER</u>	<u>LESSEE</u>	<u>CONTRACTOR FOR PURCHASE</u>	<u>OTHER (Attach Explanation)</u>
<u>A</u>		X		

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: _____

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF 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 individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEES NAME: N/A

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
---------------------------------------	-------------------------------

N/A

- d. If the applicant is a **PARTNERSHIP** or **LIMITED PARTNERSHIP**, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners and the percentage of interest held by each partner. [Note: where the partner (s) consist of another partnership(s), corporation (5) trust (5) 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].

PARTNERSHIP NAME: Adler 13th Floor Douglas Station, LP

NAME AND ADDRESS OF PARTNERS

PERCENTAGE OF
INTEREST

See attached for further disclosure

- e. If the applicant is party to a **CONTRACT FOR PURCHASE**, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, 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].

NAME AND ADDRESS

PERCENT AGE OF
INTEREST

N/A

Date of Contract: _____

If any contingency clause or contract terms involve additional parties, list all individuals or officers if a corporation, partnership, or trust.

5. DISCLOSURE OF OWNER'S INTEREST: Complete only if an entity other than the applicant is the owner of record as shown on 2.a., above.

- a. If the owner 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 owner 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(s), 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: Miami-Dade County, municipal corporation

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF STOCK</u>
--	----------------------------

N/A

- c. If the owner is a **TRUSTEE**, and list the trustee's name, the name and address of the beneficiaries of the trust and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), another trust(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].

TRUSTEE'S

NAME: N/A

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
---------------------------------------	-------------------------------

N/A

- d. If the owner is a **PARTNERSHIP** or **LIMITED PARTNERSHIP**, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners, and the percentage of interest held by each. [Note: where the partner(s) consist of another partnership(s), corporation(s) trust(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].

PARTNERSHIP NAME:

N/A

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF OWNERSHIP</u>
-------------------------------------	--------------------------------

N/A

- e. If the owner is party to a **CONTRACT FOR PURCHASE**, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, 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].

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF
INTEREST

N/A

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust.

N/A

For any changes of ownership or changes in contract for purchase subsequent to the date of the application, but prior to the date of the final public hearing, a supplemental disclosure of interest shall be filed.

[Signature Page Follows]

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

Applicant's Signatures and Printed Names

Title:

Adler 13th Floor Douglas Station, LP

Sworn to and subscribed before me

this 31 day of OCTOBER, 2016.

Notary Public, State of Florida at Large (SEAL)

My Commission Expires: MARCH 24, 2020



Elisa Seguin
Commission # FF975191
Expires: March 24, 2020
Bonded thru Aaron Notary

Disclosure shall not be required of any entity, the ~~entity~~ interest in which are regularly traded on an established securities market in the United States or other country; or pension funds or pension trusts of more than five thousand (5,000) ownership interests; any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests including all interests at each level of ownership, and no one pension or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust; or of any entity, the ownership interest of which are held in a partnership, corporation or trust consisting of more than 5,000 separate interests and where no one person or entity holds more than a total of 5% of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

Disclosure of Interest

Adler 13th Floor Douglas Station, LP

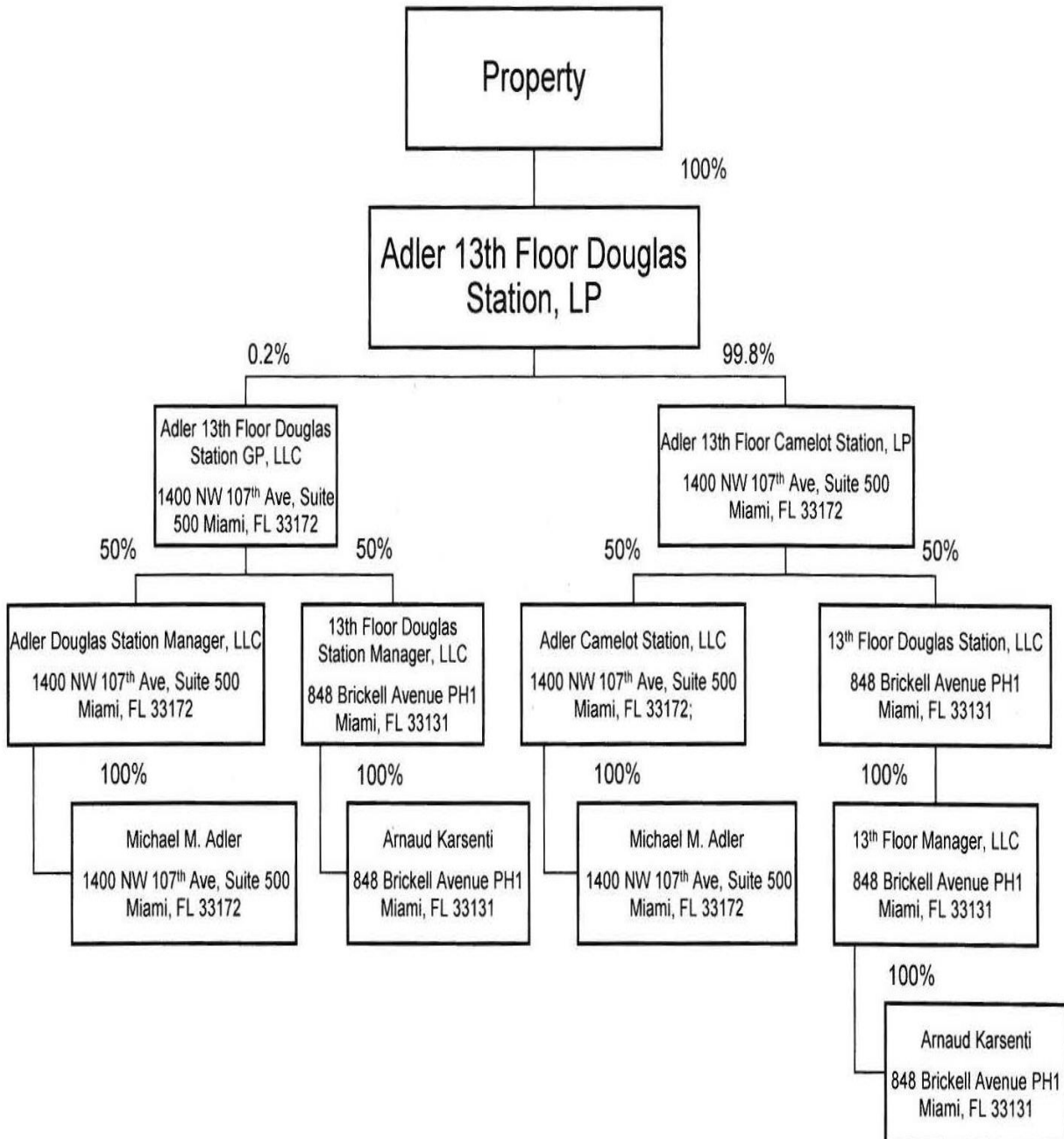


EXHIBIT A

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANT / REPRESENTATIVE

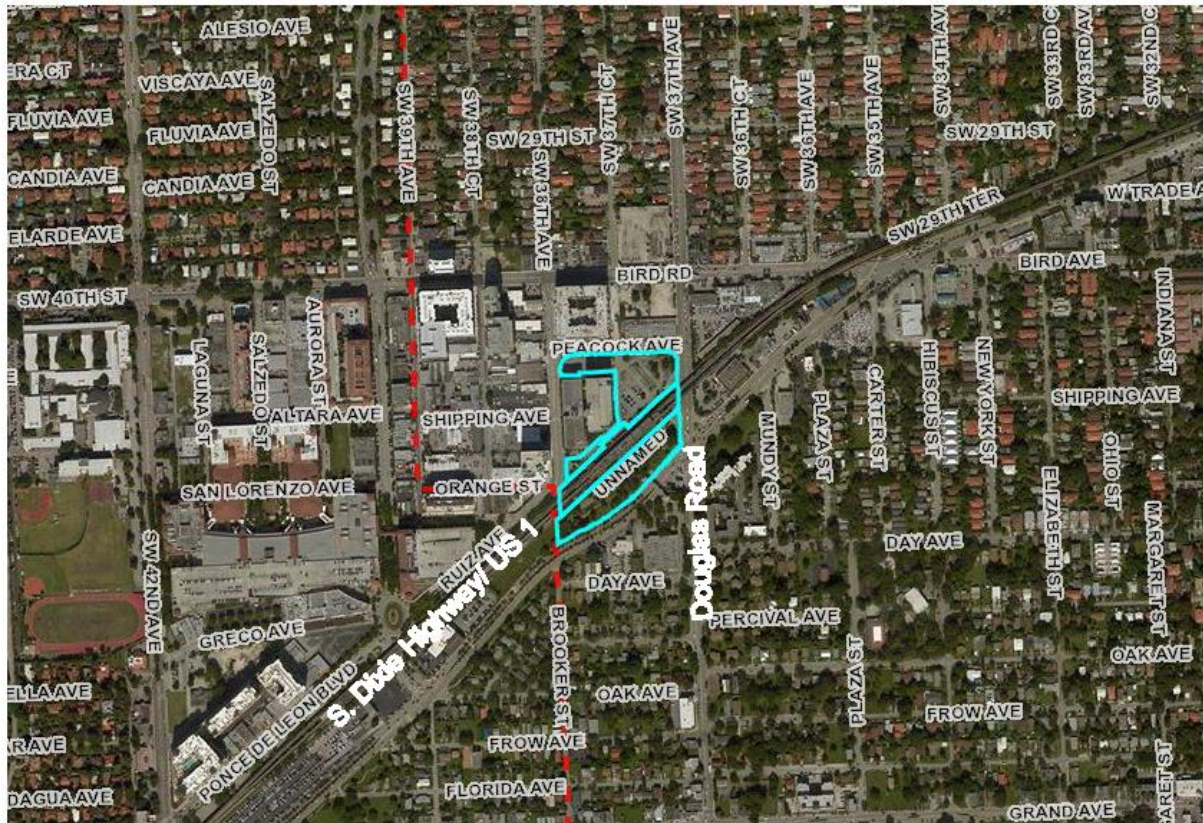
Adler 13th Floor Douglas Station, LP / Jeffrey Bercow, Esq.

DESCRIPTION OF SUBJECT AREA

PARCEL 1: TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

PARCEL 2: LOTS 1 AND 2, IN BLOCK 1, OF "DOUGLAS ROAD STATION," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 158, PAGE 32, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; LESS AND EXCEPT THE FOLLOWING:

TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA



Application Area: 7.54 Net Acres owned by Miami-Dade County
0 Net Acres owned by Applicant

LEGAL DESCRIPTION OF SUBJECT AREA

PARCEL 1: TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

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TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA

Net Area: 328,308 Square Feet / 7.54 Acres

Gross Area: 421,798 Square Feet / 9.68 Acres

EXHIBIT B

AMENDMENT REQUEST TO THE LAND USE ELEMENT & LAND USE PLAN MAP OCTOBER 2016 AMENDMENT CYCLE MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN

Adler 13th Floor Douglas Station, LP / Jeffrey Bercow, Esq.
Proposed Text Amendment

Amend the Urban Center provisions, page I-48 of the CDMP Land Use Element as follows:

LAND USE ELEMENT

* * *

Urban Centers

* * *

Density and Intensity. The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.

	Average Floor Area Ratios (FAR)	Max. Densities Dwellings per Gross Acre
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban Centers	greater than 3.0 in the core not less than 0.75 in the edge	250
Community Urban Centers	greater than 1.5 in the core not less than 0.5 in the edge	125

In addition, the densities and intensities of developments located within designated Community Urban Centers and around rail rapid transit stations should not be lower than those provided in Policy LU-7F. Height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital

Improvement Element, while ensuring achievement of the other land use and design requirements of this section and Policy LU-7F.

Douglas Road Metrorail Station. The policies for development of Urban Centers as set forth in this Land Use Element shall govern the Douglas Metrorail Station Metropolitan Urban Center (Douglas Station MUC) except as set forth herein. The CDMP Statement of Legislative Intent provides that the policies for development of Urban Centers are a fundamental CDMP growth management component, required for Miami-Dade County's central metropolitan government, and shall serve as minimum standards for zoning, service, and regulation for municipal governments to implement through their comprehensive plans and land development regulations. The Douglas Station MUC is located entirely within incorporated areas, and the County's Rapid Transit Zone land development regulations (Chapter 33C, County Code) govern the Douglas Road Metrorail Station property. Densities and intensities of developments located within the Douglas Station MUC should not be lower than those provided in Policy LU-7F. Further, development within the Douglas Station MUC core shall have a minimum Floor Area Ratio (FAR) of 3.0, and a maximum FAR of 8.0, and in the MUC edge an FAR of not less than 0.75 and a maximum FAR of 1.50; and a maximum density of 250 dwellings per gross acre. The Douglas Road Metrorail Station property shall constitute the core of the Douglas Station MUC and be developed accordingly. However, properties outside of the Douglas Station MUC core shall be developed in accordance with the following criteria: (1) The particular uses that are approved outside of the Douglas Station MUC core should, (a) respect the character of the nearby community, (b) strive to serve the needs of the community for housing and services, and, (c) promote a balance in the range of existing and planned land uses along the subject transit line; (2) Where services and facilities are currently or projected to be inadequate, the municipality may approve development at a lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this paragraph; and (3) Development outside of the Douglas Station MUC core shall be developed in accordance with the applicable municipality's adopted comprehensive plan and zoning, until such time as those municipalities amend their respective comprehensive plans and land development regulations to allow densities and intensities of developments within the Douglas Station MUC as set forth in this paragraph.

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APPENDIX B

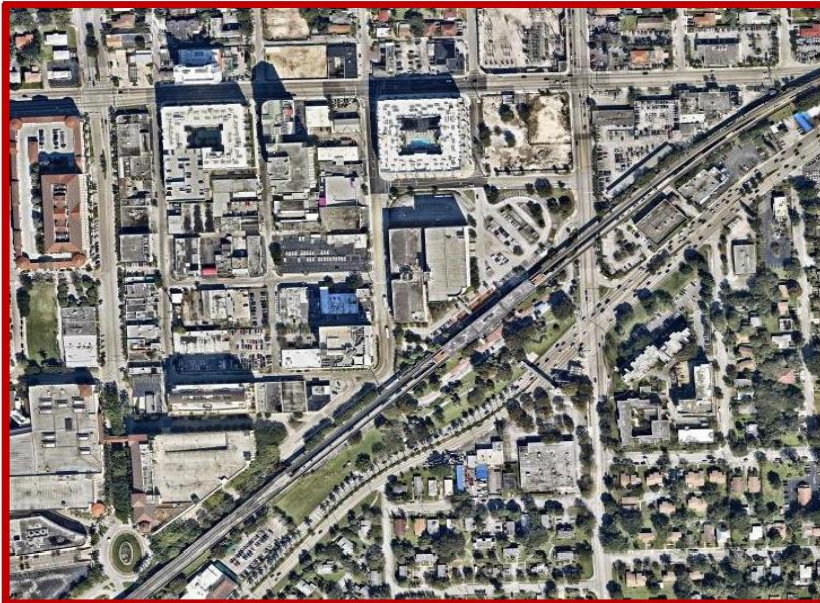
Applicant's Transportation Impact Analysis

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*Comprehensive Development Master Plan
Amendment Transportation Analysis for
Submittal to Miami-Dade County*

**Douglas Road Metrorail Station
Proposed Metropolitan Urban Center
(MUC)**



Kimley»Horn

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October 2016
043760000

***Comprehensive Development Master Plan
Amendment Transportation Analysis for
Submittal to Miami-Dade County***

**Douglas Road Metrorail Station
Proposed Metropolitan Urban Center (MUC)**

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

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October 2016
04376000

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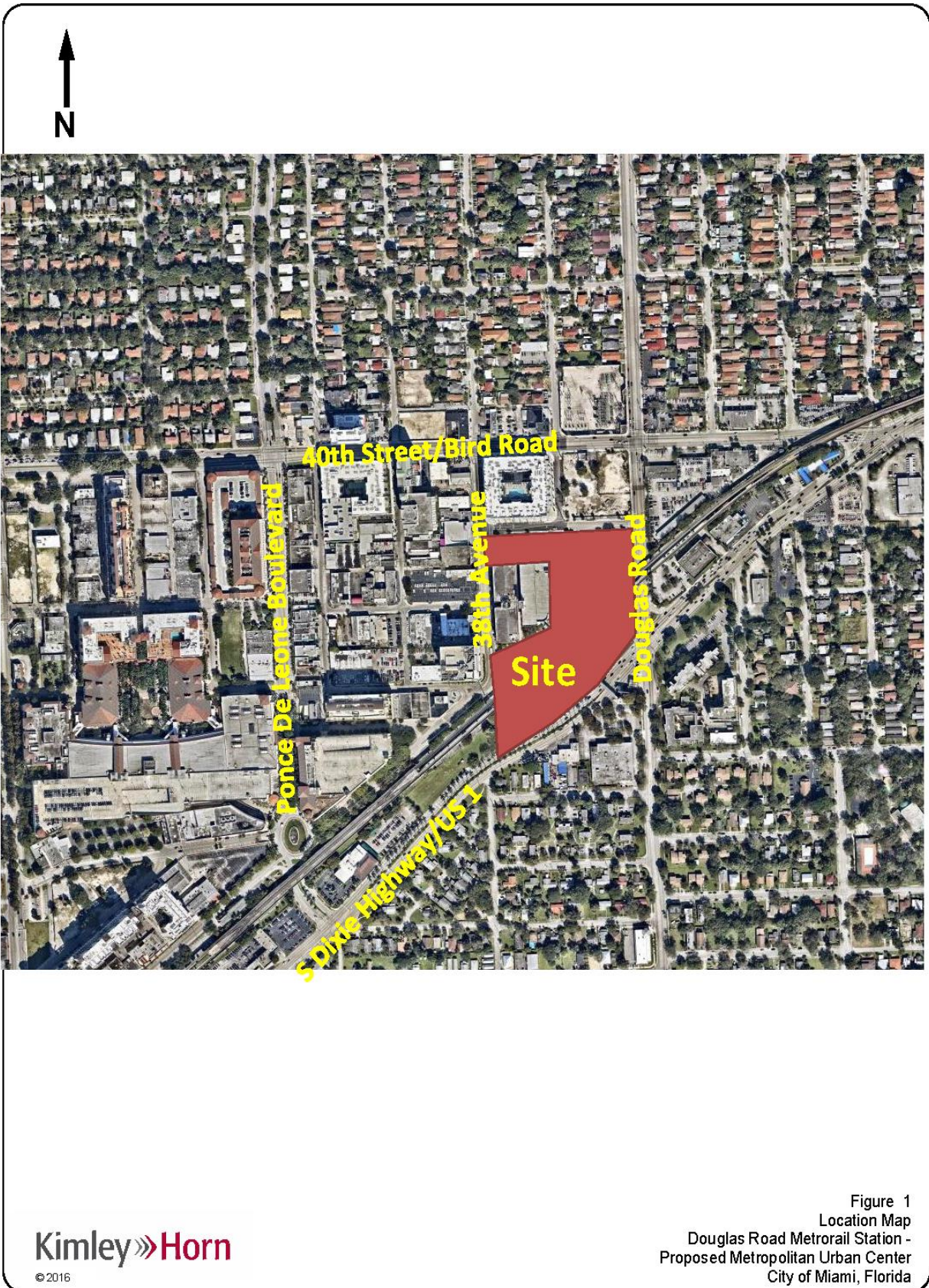
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Appendix A:	Concurrency Tables/Traffic Data
Appendix B:	Programmed Roadway Improvements
Appendix C:	Trip Generation
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INTRODUCTION

It is proposed to amend the existing Comprehensive Development Master Plan (CDMP) designation for the approximate 7.51-acre area generally bounded by Peacock Avenue to the north, US-1/Dixie Highway to the south, SW 38th Avenue to the west, and Douglas Road to the east referred to as the Douglas Metrorail Station. The amendment proposes to change the existing Community Urban Center designation (CUC) to Metropolitan Urban Center (MUC) which will result in an increase in residential density from 125 residential units per acre to 250 residential units per acre and an increase in overall floor area ratio (FAR) from 6 in the CUC designation and 8 in the MUC designation. A location map of the amendment is provided in **Figure 1**.

Kimley-Horn and Associates, Inc. has completed this transportation analysis in support of the proposed CDMP amendment application. The purpose of the analysis is to assess the impact of the proposed land use designation change on the surrounding roadway network and to determine if adequate capacity is available to support future traffic volumes. This report summarizes amendment trip generation, project trip distribution, and capacity analyses.



DATA COLLECTION

Roadway segment traffic data obtained from the concurrency tables for Florida Department of Transportation (FDOT) and Miami-Dade County for the following roadway segments:

- SW 37th Avenue between US-1/Dixie Highway and 8th Street
- SW 37th Avenue between US-1/Dixie Highway and Ingraham Highway
- SR 976/SW 40th Street/Bird Road east of SW 42nd Avenue
- SR 976/SW 40th Street/Bird Road west of SW 42nd Avenue
- US-1/Dixie Highway/SR 5 east of SW 57th Avenue

The roadway segment traffic data provided by Miami-Dade County is provided in **Appendix A**.

PROGRAMMED ROADWAY IMPROVEMENTS

Local transportation plans were reviewed to gather planned and programmed transportation improvement information in the amendment area. The purpose of the plan review is to identify programmed capacity improvements for consideration in this analysis. The following transportation plans were reviewed as part of the background research:

- City of Miami Capital Improvement Plan (CIP)
- Miami-Dade County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)
- Miami-Dade County Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP)
- Florida Department of Transportation (FDOT) Five-Year Work Program

Relevant information from these plans is summarized below.

City of Miami Capital Improvement Plan (CIP)

The 2015-2016 City of Miami Capital Improvement Plan (CIP) specifies programmed transportation improvements to be implemented within the City of Miami over the next five (5) years. Based on the review, no projects were identified within the study area.

Miami-Dade County MPO Transportation Improvement Program (TIP)

The Miami-Dade Transportation Improvement Program (TIP) includes programmed improvements to be implemented within Miami-Dade County over the next five (5) years. The 2015 TIP is for fiscal years 2015 to 2019. Improvements identified in the TIP are characterized as intermodal, highway, transit, aviation, seaport, and non-motorized. Based on the review of the 2015 Miami-Dade MPO TIP, two (2) projects were identified within the study area, including:

- SR 976/Bird Road is scheduled to undergo a PD&E/EMO Study from SR 821/HEFT to US-1/Dixie Highway
- SR 5/US-1/Dixie Highway is scheduled to undergo a PD&E/EMO Study from SW 152nd Street to SR 9/I-95

Miami-Dade County MPO 2040 Long Range Transportation Plan (LRTP)

The Miami-Dade 2040 LRTP, adopted by the Miami-Dade County MPO, was developed to guide long-term transportation investments in Miami-Dade County. The LRTP focuses on the County's transportation infrastructure needs including roadways, transit facilities, bicycle facilities, pedestrian facilities, and other modes of transportation. Based on the review of the Miami-Dade MPO LRTP, no projects were identified within the study area.

Florida Department of Transportation (FDOT) Five-Year Work Program

The 2016-2020 FDOT Five-Year Work Program includes State roadway improvements to be implemented over the next five (5) years. Based on the review of the 2016-2020 FDOT Work Program, two (2) projects were identified within the study area, including:

- SR 5/US-1/Dixie Highway between Riviera Drive to SW 27th Avenue is programmed for resurfacing.
- SR 976/SW 40th Street from east of SW 38th Court to US-1/S Dixie Highway programmed for resurfacing.

These projects are not expected to increase roadway capacity. Detailed programmed roadway improvement projects are provided in **Appendix B**.

AMENDMENT SITE TRAFFIC

Amendment site traffic is defined as the vehicle trips expected to be generated by the proposed amendment, and the distribution and assignment of this traffic over the roadway network.

Existing and Proposed Land Uses

The amendment site is generally located at 3060 SW 37th Court in Miami, Florida. The amendment site is currently used as a surface parking lot for the adjacent transit station and office building. The amendment site is currently included in the Community Urban Center (CUC) land use designation with an assumed allowable floor area ratio (FAR) of 6.0 and an allowable residential density of 125 units per acre. Based upon a planning analysis provided by others, the following development plan currently permitted under the CUC designation for this site was assumed to be the following: 939 high-rise residential dwelling units (7.51 acres at 125 units per acre), 152,504 s.f. of retail space, 350 hotel rooms, and 350,000 s.f. of office space.

Metropolitan Urban Center (MUC) is the proposed land use designation for the area in which the site is located which has a proposed maximum FAR of 8.0 and an allowable residential density of 250 units per acre. Based upon the planning analysis provided by others, the following development plan that will be permitted under the MUC designation for this site was assumed to be the following: 1,878 high-rise dwelling units (7.51 acres at 250 units per acre), 152,504 s.f. of retail space, 400 hotel rooms, and 425,000 s.f. of office space.

In summary, the proposed amendment will result in a net increase of 939 high-rise residential units, 50 hotel rooms, and 75,000 s.f. of office space based upon the planning analysis provided.

Trip Generation

Trip generation calculations for the proposed amendment were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation*, 9th Edition. Trip generation was determined using ITE Land Use Code (LUC) 222 (High-Rise Apartment), ITE LUC 310 (Hotel), ITE LUC 710 (General Office Building), and ITE LUC 820 (Shopping Center). **Appendix C** contains the trip generation calculations.

Internal Capture Volumes

Internal capture is expected between the complementary land uses within a project. Internal capture trips are trips made among the on-site uses. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3rd Edition. The P.M. peak hour internal capture rate for the approved development potential is expected to be 23.3 percent (23.3%). The P.M. peak hour internal capture rate for the proposed development potential is expected to be 21.7 percent (21.7%). The internal capture detailed calculations are contained in Appendix C.

Pass-By Capture Volumes

A portion of the driveway volumes at the project site will be the result of new trips on the roadway network. The remainder of the driveway volumes will be trips from the adjacent traffic passing by the site (pass-by capture trips). Pass-by trips are intermediate stops on the way from an origin to a primary trip

destination. The pass-by percentages were determined based on information provided in the ITE *Trip Generation Handbook*, 3rd Edition. The average pass-by capture used for the uses was 14.9 percent (14.9%) for the approved development potential and 11.5 percent (11.5%) for the proposed development potential. Detailed calculations and figures depicting pass-by project trips are contained in Appendix C.

Multimodal and Pedestrian Reduction Factors

In order to account for the urban environment in which the amendment is located, transit (multimodal) reduction factors were applied to the site. It is expected that a portion of visitors, residents, and employees of the amendment will utilize transit or walk. Miami-Dade County Transit (MDT) provides rail service and bus service for several routes near the project site. A 10.0 percent (10.0%) reduction factor was utilized for the multimodal reductions for the amendment.

Net New Project Trips

Table 1 summarizes the project's trip generation potential for the weekday P.M. peak hour. As shown in Table 1, this project is expected to result in a net increase of 270 new trips during the P.M. peak hour. Detailed trip generation information is included in Appendix C.

Table 1: Potential Maximum CDMP Amendment Trip Generation

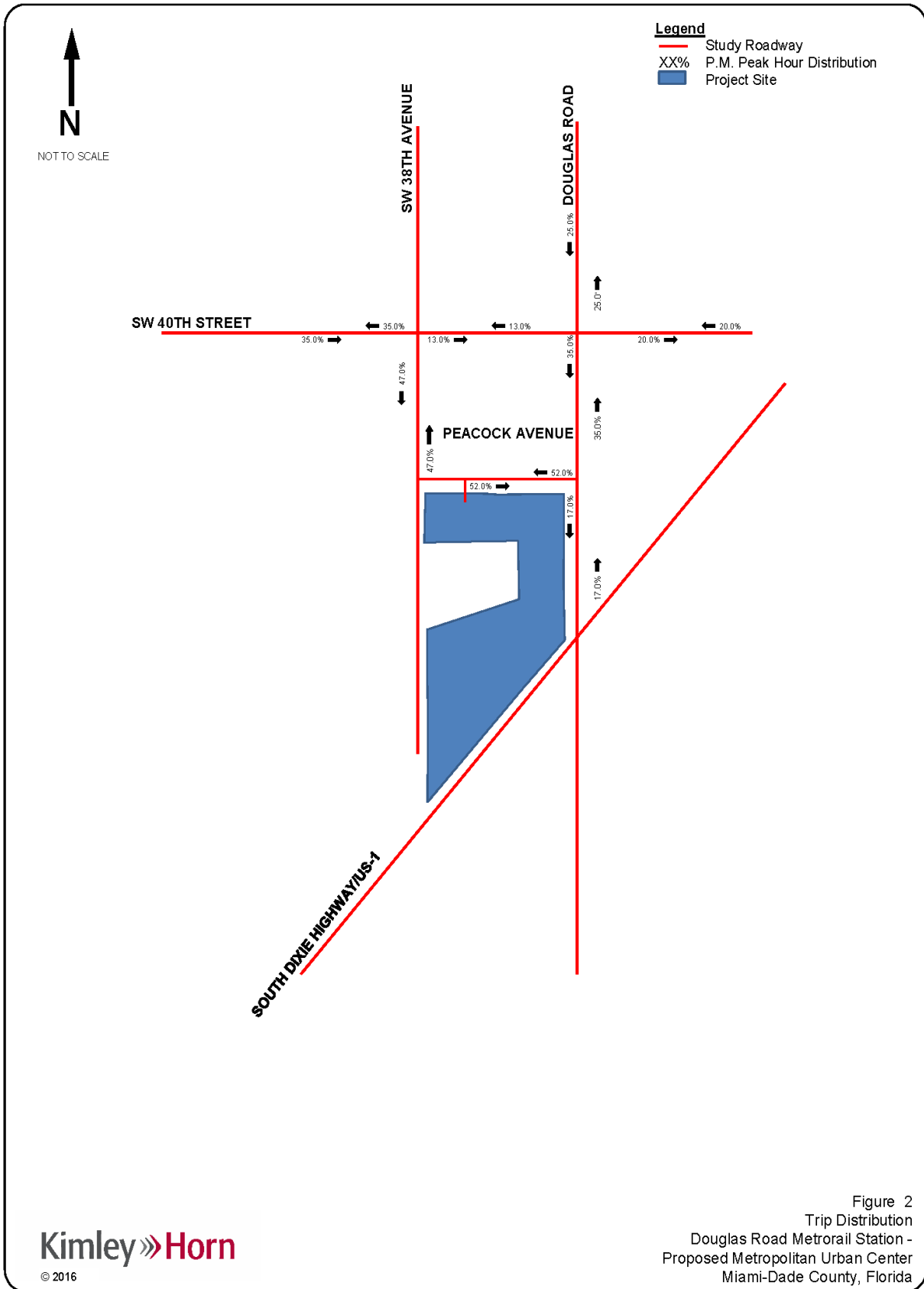
P.M. Peak Hour				
Land Use (ITE Code)	Scale	Net External Trips	Entering Trips	Exiting Trips
<i>Existing Maximum Development Potential</i>				
High-Rise Apartment (222)	939 du	170	95	75
Hotel (310)	350 rooms	180	85	95
General Office Building (710)	350 ksf	418	67	351
Shopping Center (820)	152.504 ksf	399	202	197
Existing Maximum Development Potential		1,167	449	718
10% Multi-Modal Reduction		117	45	72
Existing Vehicle-Trips		1,050	404	646
<i>Proposed Maximum Development Potential</i>				
High-Rise Apartment (222)	1,878 du	442	258	184
Hotel (310)	400 rooms	204	94	110
General Office Building (710)	425 ksf	496	76	420
Shopping Center (820)	152.504 ksf	384	201	183
Proposed Maximum Development Potential		1,526	629	897
10% Multi-Modal Reduction		153	63	90
Proposed Vehicle-Trips		1,373	566	807
<i>Net Change (Proposed – Existing)</i>				
Net New Vehicle Trips		323	162	161

Trip Distribution and Assignment

The likely distribution of amendment traffic was forecast for the trips generated by the proposed maximum development potential. The trip distribution was based on a cardinal trip distribution obtained from the MPO's *2040 Cost Feasible Plan* for the amendment site's traffic analysis zone (TAZ 1097). The cardinal trip distribution for TAZ 1097 interpolated for the year 2020 is provided in **Table 2**. The detailed cardinal distribution is contained in **Appendix D**. The amendment distribution is shown in **Figure 2**.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	17.5%
East-Northeast	10.1%
East-Southeast	3.5%
South-Southeast	2.5%
South-Southwest	13.6%
West-Southwest	21.9%
West-Northwest	13.2%
North-Northwest	17.9%
Total	100%



BACKGROUND AREA GROWTH

Short-term and long-term growth on the study area's roadways was determined based on a comparison of the 2010 and 2040 traffic volumes from the Southeast Florida Regional Planning Model (SERPM) and from the 5-year and 10-year historical growth trends calculated from FDOT count stations within the study area. The resulting growth rates from the SERPM, 5-year and 10-year historic growth calculations were 0.39 percent (0.39%), -0.58 percent (-0.58%), and 0.24 percent (0.24%), respectively. Based on these results, a conservative growth rate of 0.5 percent (0.5%) was selected. The growth rate was applied to the 2015 traffic data and compounded annually to develop the 2020 volumes. Long-term (Year 2030) volumes were estimated by linearly applying the growth rate to the 2015 traffic data. Detailed growth calculations are contained in **Appendix E**.

ROADWAY SEGMENT CAPACITY ANALYSIS

The impacts on roadway segments from the proposed CDMP amendment was examined for the P.M. peak hour during both short-term (2020) and long-term (2030) planning horizon years. The proposed amended density results in a net increase in trips during the P.M. peak hour. Additional trips resulting from the amendment were distributed over the transportation network per

Figure 2. Roadway segments considered to be significantly impacted by the proposed amendment are roadways where additional trips resulting from the amendment are equal to or greater than 5 percent (5%) of the adopted capacity of the segment.

Existing (Year 2015) Conditions

Table 3 provides a summary of the results of the P.M peak hour roadway segment capacity analysis under existing conditions. The results indicate that all roadway segments currently operate at adopted levels of service (LOS E or better).

Short-term (Year 2020) Conditions

Short-term (Year 2020) conditions were analyzed with and without the proposed amendment to the Comprehensive Development Master Plan (CDMP).

Table 4 and Table 5 contains the results of the short-term (2020) roadway segment capacity analysis. The results indicate that all roadway segments are expected to operate at the adopted level of service (LOS E or better) into the short-term (Year 2020).

Long-Term (Year 2030) Conditions

Long-term (Year 2030) conditions were analyzed with and without the proposed amendment to the Comprehensive Development Master Plan (CDMP).

Table 6 and

Roadway	Segment		Capacit y ⁽¹⁾	Adop ted LOS Stand ard ⁽²⁾	Existin g P.M. Peak Hour Peak Season Volum es ⁽³⁾	Gr ow th Rat e	2030 P.M. Peak Hour Volumes	
	From	To					Backgr ound	Exc eed s Cap acit y?
Douglas Road	North of SW 40th Street		192 0	E+20	495	0.5 0%	532	No
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	192 0	E+20	495	0.5 0%	532	No
	Peacock Avenue	S Dixie Highway/US-1	192 0	E+20	495	0.5 0%	532	No
	South of S Dixie Highway/US-1		140 0	E	807	0.5 0%	868	No
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	350 4	E+20	3,092	0.5 0%	3,324	No
	Douglas Road	SW 38th Avenue	350 4	E+20	3,092	0.5 0%	3,324	No
	South of S Dixie Highway/US-1		350 4	E+20	3,092	0.5 0%	3,324	No

S Dixie Highway/ US-1	SR 976/SW 40th Street/ Bird Road	Douglas Road	808 5	E+50	5,158	0.5 0%	5,545	No
	Douglas Road	Ponce De Leon Blvd	808 5	E+50	5,158	0.5 0%	5,545	No

(1) "Max LOS" from concurrency tables
provided by Miami-Dade County on

Notes: 10/05/2016

(2) "Adopted LOS" from concurrency tables
provided by Miami-Dade County on 10/05/2016

(3) "PHP" from concurrency tables provided by
Miami Dade County on 10/05/2016

Table 7 contains the results of the long-term (Year 2030) roadway segment capacity analysis. The results indicate that all roadway segments are expected to operate at the adopted level of service (LOS E or better) into the long-term (Year 2030).

Table 3 : Existing Conditions Roadway Segment Capacity Analysis

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Existing LOS ⁽⁵⁾
	From	To				
Douglas Road	North of SW 40th Street		1920	E+20	495	D
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	D
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	D
	South of S Dixie Highway/US-1		1400	E	807	C
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	E+6
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	E+6
	West of SW 38 th Avenue		3504	E+20	3,092	E+6
S Dixie Highway/US-1	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	C
	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	C

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016
 (4) "Existing LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016

Table 4 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity without Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2020 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	507	No
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	507	No
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	507	No
	South of S Dixie Highway/US-1		1400	E	807	0.50%	827	No
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,170	No
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,170	No
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,170	No
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,288	No
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,288	No

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

Table 5 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity with Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2020 P.M. Peak Hour Volumes		Trip Distribution	Project P.M. Peak Hour Vehicle Trips	Project Contribution Greater than 5%	2020 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?				With Project Trips	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	507	No	25%	81	4%	No	
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	507	No	35%	113	6%	Yes	620
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	507	No	17%	55	3%	No	
	South of S Dixie Highway/US-1		1400	E	807	0.50%	827	No	3%	10	1%	No	
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,170	No	20%	65	2%	No	
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,170	No	13%	42	1%	No	
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,170	No	35%	113	3%	No	
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,288	No	3%	10	0%	No	
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,288	No	14%	45	1%	No	

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

Table 6 : Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2030 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	532	No
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	532	No
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	532	No
	South of S Dixie Highway/US-1		1400	E	807	0.50%	868	No
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,324	No
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,324	No
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,324	No
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,545	No
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,545	No

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

Table 7 : Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2030 P.M. Peak Hour Volumes		Trip Distribution	Project P.M. Peak Hour Vehicle Trips	Project Contribution Greater than 5%	2030 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?				With Project Trips	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	532	No	25%	81	4%	No	
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	532	No	35%	113	6%	Yes	645
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	532	No	17%	55	3%	No	
	South of S Dixie Highway/US-1		1400	E	807	0.50%	868	No	3%	10	1%	No	
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,324	No	20%	65	2%	No	
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,324	No	13%	42	1%	No	
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,324	No	35%	113	3%	No	
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,545	No	3%	10	0%	No	
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,545	No	14%	45	1%	No	

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

CONCLUSION

This transportation analysis assessed the impacts of a proposed amendment of the existing Comprehensive Development Master Plan (CDMP) designation for the approximate 7.51-acre area generally bounded by Peacock Avenue to the north, US-1/Dixie Highway to the south, SW 38th Avenue to the west, and Douglas Road to the east. The amendment site is currently included in the Community Urban Center (CUC) land use designation with an assumed allowable floor area ratio (FAR) of 6.0 and an allowable residential density of 125 units per acre. Metropolitan Urban Center (MUC) is the proposed land use designation for the area in which the site is located which has a proposed maximum FAR of 8.0 and an allowable residential density of 250 units per acre. In summary, the proposed amendment will result in a net increase of 939 high-rise residential units, 50 hotel rooms, and 75,000 s.f. of office space based upon the planning analysis provided.

A roadway capacity analysis was prepared for existing traffic conditions, short-term (year 2020), and long-term (year 2030) horizons with and without the amendment as appropriate. The results indicate that all significant roadway segments are expected to operate at adopted levels of service. As a result, the proposed land use designation amendment is not expected to have an adverse impact on the roadway segments.

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APPENDIX C

Staff Comments on Applicant's Traffic Impact Analysis

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Staff Comments on Applicant's Traffic Impact Analysis

The County's *Instructions for Preparing Applications Requesting Amendments to the Miami-Dade County Comprehensive Development Master Plan October 2016-2017 Amendment Cycle* report (*Instructions Report*) requires that applicants of any Standard CDMP application to submit a traffic impact analysis (TIA) report in support of the application. The applicant submitted a TIA report which provided the CDMP required analysis related to impacts on the County's roadway network should the application be approved (see Appendix B: "Comprehensive Development Master Plan Amendment Transportation Analysis for Submittal to Miami-Dade County," dated October 2016, Prepared by Kimley-Horn & Associates, Inc.). Miami-Dade County's Department of Transportation and Public Works and the Department of Regulatory and Economic Resources reviewed the applicant's TIA and provide the following comments the applicant needs to address.

County Staff Comments

The Department of Transportation and Public Works, Traffic Engineering Division, reviewed the TA and provide the following comments:

1. Net New Project Trips (page 7): Please correct the number of trips stated in the paragraph to match those calculated in Table 1 (i.e. should be 323 not 270.)
2. Figure 2 (page 9): The entering trip percentages do not add up to 100%. Please show the percentages on all the links; they are missing on US-1 and south of US-1 on Douglas Road. Also, they are not adding up internally throughout the network.
3. Existing (Year 2015) Conditions (page 12): It appears the Bird Road is currently operating at a LOS F according to the concurrency tables. Please confirm.
4. The Table shown on Page 12 and titled "Table 6 and" appears to be a duplicate of Table 3 on page 14. If so, please remove it.
5. Table 3 (page 14): Please list the Count Station Numbers in the table. Also, the notation for Existing LOS (5) is missing, while the Notes only list (4). This appears to be a typo. Please confirm the Existing LOS for Bird Road (see comment #3 above.)
6. Please correct the 3rd segment description for Bird Road in Tables 4-7. It should read "West of SW 38th Avenue" as in Table 3.
7. Please confirm the values in the column titled 'Project Contribution Greater than 5%' in both Tables 5 and 7.
8. Please confirm the columns for the Trip Distribution percentages and Project PM Peak Hour Vehicle trips in Tables 4-7 based on any changes resulting from Comment #2.

DTPW also recommends a pedestrian signal at the signalized intersection of Douglas Road and Peacock Avenue.

County staff of the Department of Regulatory and Economic Resources, Planning Division, reviewed the TA and provides the following comments:

1. For the programmed improvements planned in Miami-Dade County for the next five years, the *2017 Transportation Improvement Program (TIP)* needs to be consulted, not the 2015 TIP.
2. The projects analyzed within the *2017 TIP* need to be for roadway capacity (*Instructions Report*, page 13) and not the PD&E studies listed.

3. Both of the two Traffic Analysis Zones (TAZs), which the application site is located, namely 1097 and 1096, should be utilized for analysis, instead of the single TAZ of 1097.
4. Reference is made to the study area (pages 4, 5, etc.) but the study area boundaries are not defined.
5. The short-term (concurrency) analysis was performed only for the PM peak hour. However, the concurrency analysis needs to be based on the average of the two highest consecutive hours (CDMP Traffic Circulation Policy TC-1B, *Instructions* Report page 14).
6. List the concurrency traffic count stations utilized in the analysis for Tables 5 and 6.
7. The narrative on page 7, incorrectly states that the net increase in PM peak hour trips would be 270 instead of 323 as shown in Table 1.
8. The traffic study failed to identify impacts on Ponce De Leon Boulevard for the existing, short term and long term temporal scenarios.
9. Internalization of the Project trips was assumed but not done using the ITE methodology.
10. Page 15. Short Term (Year 2020) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 4, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
11. Page 15. Short Term (Year 2020) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 5, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
12. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 6, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
13. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 7, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
14. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 6, the 2030 PM peak hour volume for Bird Road should be 3,333 trips not 3,324 trips as shown.
15. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 6, the 2030 PM peak hour volume for S. Dixie Highway/US-1 should be 5,560 trips not 5,545 trips as shown.
16. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 7, the 2030 PM peak hour volume for Bird Road should be 3,333 trips not 3,324 trips as shown.
17. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 7, the 2030 PM peak hour volume for S. Dixie Highway/US-1 should be 5,560 trips not 5,545 trips as shown.

Fiscal Impacts On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 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 following is a fiscal evaluation of Application No. 6 of the October 2016 Cycle Applications to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

The agencies use various methodologies for their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants, federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates.

Solid Waste Services

The adopted level of service standard (LOS) for the County Public Works and Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five (5) years. As of FY 2016-17, the Department of Solid Waste Management (DSWM) is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the application reviewed here, which is not anticipated to have a negative impact on disposal service.

Residential Collection and Disposal Service

Currently, the household waste collection fee is \$439 per residential unit, which also covers costs for waste disposal, bulky waste pick up, illegal dumping clean-up, trash and recycling center operations, curbside recycling, home chemical collection centers, and code enforcement.

Fiscal Impact – Waste Disposal Capacity and Service

The cost of providing disposal capacity for WCSA customers, municipalities and private haulers is paid for by System users. In FY 2015-16, the DSWM charges a contract disposal rate of \$66.27 per ton to DSWM Collections and those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$87.38 per ton in FY 2016-17.

These rates adjust annually with the Consumer Price Index, South Region. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is used to ensure availability of disposal capacity in the System. Landfill closure, remediation and long-term care are funded by a portion of the Utility Service Fee charged to all customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.3982 per 1,000 gallons for water and \$1.9789 per 1,000 gallons for sewer.

The applicant requests to redesignate a ±7.54 gross acre parcel from "Community Urban Center" to "Metropolitan Urban Center." The Application seeks to facilitate the development of 1,878 multifamily units, 152,504 square feet of retail; 425,000 square feet of office use; and 400 hotel rooms. If the site is developed with the proposed development, the water connection charge for the proposed 1,878 multi-family units is estimated at \$391,563; the water connection charge for the proposed 152,504 square feet of retail is estimated at \$21,198; the water connection charge for the proposed 400-room hotel is estimated at \$55,600; and the water connection charge for the proposed 425,000 square feet of office use is estimated at \$29,538.

The sewer connection charge for the proposed 1,878 multi-family units, if the site is developed with the proposed development, is estimated at \$1,577,520; the sewer connection charge for the proposed 152,504 square feet of retail is estimated at \$85,402; the sewer connection charge for the proposed 400-room hotel is estimated at \$224,000; and the sewer connection charge for the proposed 425,000 square feet of office use is estimated at \$119,000.

Drainage and Flood Protection

The Miami-Dade County Division of Environmental and Resources Management (DERM) is responsible for the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Public Schools

Pending

Fire Rescue

No comment

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APPENDIX D

Photos of Site and Surroundings

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Application Site - Douglas Road Metrorail Station



Multi-family structure under construction along Peacock Avenue
adjacent to the north of the application site



Retail operations
along US-1, across from the application site



Miami-Dade County Department of Water and Sewer
located on the application site

APPENDIX E

Miami-Dade County School Analysis

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Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

March 8, 2017

VIA ELECTRONIC MAIL

Mr. Jeffrey Bercow
Bercow Radell & Fernandez, PLLC
200 S. Biscayne Blvd, Suite 850
Miami, Florida 33131

jbercow@brzoninglaw.com

Miami-Dade County School Board
Dr. Lawrence S. Feldman, Chair
Dr. Marta Pérez, Vice Chair
Dr. Dorothy Bendross-Mindingall
Susie V. Castillo
Dr. Steve Gallon III
Perla Tabares Hantman
Dr. Martin Karp
Lubby Navarro
Mari Tere Rojas

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
JEFREY BERCOW
LOCATED AT 3060 SW 37 COURT
PH0117011700033 – FOLIO Nos.: 0141200680010, 0141200680020**

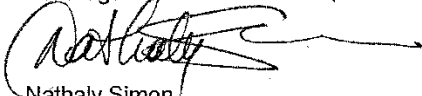
Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreements for Public School Facility Planning in Miami-Dade County, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, enclosed please find the School District's Preliminary Concurrency Analysis (Schools Planning Level Review).

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 1878 multifamily units, which generate 187 students: 85 elementary, 46 middle and 56 senior high students. At this time, all school levels have sufficient capacity available to serve the application. However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-7287.

Best regards,


Nathaly Simon
Supervisor

NS:ns

L-238

Enclosure

cc: Ms. Ana Rijo-Conde, AICP
Mr. Michael A. Levine
Mr. Ivan M. Rodríguez
City of Miami
School Concurrency Master File

Planning, Design & Sustainability

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305.005.7285 • 305.005.1760 (FAX) • arijo@miamidadepublicschools.net



Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH0117011700033 Local Government (LG): Miami
 Date Application Received: 1/17/2017 3:41:15 PM LG Application Number: MDC-CDMP-APP
 Type of Application: Public Hearing Sub Type: Land Use
 Applicant's Name: Jeffrey Bercow
 Address/Location: 200 S. Biscayne Blvd, Ste 850
 Master Folio Number: 0141200680010
 Additional Folio Number(s): 0141200680020,

PROPOSED # OF UNITS 1878
 SINGLE-FAMILY DETACHED UNITS: 0
 SINGLE-FAMILY ATTACHED UNITS: 0
 MULTIFAMILY UNITS: 1878

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5561	FRANCES S TUCKER ELEMENTARY	78	85	78	NO	Current CSA
5561	FRANCES S TUCKER ELEMENTARY	0	7	0	NO	Current CSA Five Year Plan
6741	PONCE DE LEON MIDDLE	-77	46	0	NO	Current CSA
6741	PONCE DE LEON MIDDLE	0	46	0	NO	Current CSA Five Year Plan
7071	CORAL GABLES SENIOR	-605	56	0	NO	Current CSA
7071	CORAL GABLES SENIOR	0	56	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
5041	SILVER BLUFF ELEMENTARY	109	7	7	YES	Adjacent CSA
6961	WEST MIAMI MIDDLE	397	46	46	YES	Adjacent CSA
7341	MIAMI JACKSON SENIOR	317	56	56	YES	Adjacent CSA
*An Impact reduction of 24.18% included for charter and magnet schools (Schools of Choice).						

MDCPS has conducted a preliminary public school concurrency review of this application; please see results above. A final determination of public school concurrency and capacity reservation will be made at the time of approval of plat, site plan or functional equivalent. **THIS ANALYSIS DOES NOT CONSTITUTE PUBLIC SCHOOL CONCURRENCY APPROVAL.**

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax /
 concurrency@dadeschools.net

INITIAL
RECOMMENDATIONS

OCTOBER 2016 APPLICATIONS TO AMEND THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

March 2017

Miami-Dade County
Department of Regulatory and Economic Resources
Stephen P. Clark Center
111 NW 1 Street, 12th Floor
Miami, Florida 33128-1972
(305) 375-2835

Carlos A. Gimenez
Mayor
MIAMI-DADE BOARD OF COUNTY COMMISSIONERS

Esteban Bovo, Jr.
Chairman

Audrey M. Edmonson
Vice-Chair

Barbara J. Jordan
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District 7

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District 8

Dennis C. Moss
District 9

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District 10

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District 11

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District 12

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District 13

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County Attorney

Harvey Ruvin
Clerk of Courts

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William Riley
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Raymond Marin
Vice-Chair

Carla Ascencio-Savola
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Perley Richardson, Jr.

Roberto Ruano
Richard Tapia
Georgina Santiago
Jesus Vasquez

Ivan Rodriguez, School Board Representative, *Non-Voting Member*
Larry Ventura, Homestead Air Reserve Base Representative, *Non-Voting Member*

Jack Osterholt, Deputy Mayor/Director
Executive Secretary

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.”

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Comprehensive Development Master Plan Amendments

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2 London West Holdings, LLC / Mario Garcia-Serra, Esq., & Lauren Kahn, Esq.	2-1
3 Kendall 79, LLC / Jeffrey Bercow, Esq., & Graham Penn, Esq.-----	3-1
4 Galloway Road Partners, LLC / Jorge L. Navarro, Esq.-----	4-1
5 Sunset Cove, LLC / Ben Fernandez, Esq., & Gregory Fontela, Esq.-----	5-1
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INTRODUCTION

This report contains the initial recommendations of the Department of Regulatory and Economic Resources (Department) addressing applications to amend the Comprehensive Development Master Plan (CDMP), which were filed for consideration during the October 2016 Plan Amendment Review Cycle. A total of five (5) applications were filed during the October 2016 filing period, one application was filed in the May 2016 Cycle and was transferred to the October 2016 Cycle pursuant to Section 2-116.1(2)(f)(1) of the Miami-Dade County Code, and two applications were included in the cycle by the Department bringing the number of applications in the October 2016 Cycle to eight (Application Nos. 1, 2, 3, 4, 5, 6, 7 and 8). Of the eight (8) applications, Application No. 3 was withdrawn by the Applicant by letter dated February 28, 2017, Application No. 5 was transferred to the January 2017 Cycle at the request of the applicant, and Application No. 7 was withdrawn by the Department. Of the applications remaining in the October 2016 Cycle, Application Nos. 1, 2 and 4) are small-scale Land Use Plan (LUP) map amendment requests and Application Nos. 6 and 8 are standard CDMP amendment requests. A summary of each application is presented in the Summary of Recommendations matrix on Page vii.

Application Review Process and Schedule of Activities

Following is a summary of the Plan review, amendment activities and schedule that will be followed by this cycle to comply with the CDMP procedural requirements contained in Section 2-116.1, Code of Miami-Dade County and State law. The Schedule of Activities on page v lists the principal activities that will occur under this process and indicates the timeframes for those activities in accordance with the State requirements and the County Code. For this amendment cycle, the application filing period occurred from October 3 through October 31, 2016.

The CDMP amendment process involves two phases. The first phase occurs between the time applications are filed and the time Miami-Dade Board of County Commissioners (Board) conducts its first public hearing. At its first hearing, the Board will take action addressing transmittal of the standard application(s) to the State Land Planning Agency (SLPA) and other State and regional agencies (reviewing agencies) for review and comment, and/or adopt eligible small-scale LUP map amendments on an expedited schedule. During the first phase, affected and neighboring property owners are notified of the nearby LUP map amendment request(s). The Department will issue its initial recommendations regarding each requested change by February 28, 2017, and submit the report to the Community Councils, the Planning Advisory Board (PAB) and the Board for their consideration during their public hearings.

Section 2-116.1 authorizes Community Councils to conduct public hearings and issue recommendations on the applications that directly affect their areas. The Community Councils public hearings for this CDMP amendment cycle were held in March 2017, prior to the PAB, acting as the County's Local Planning Agency, and the Board conduct their public hearings. The PAB held a public hearing on March 20, 2017, to receive comments and recommendations on the proposed amendments, and to formulate recommendations to the Board regarding the adoption of the eligible small-scale amendment Application Nos. 1, 2 and 4, and the transmittal of standard amendments Application Nos. 6, 7 and 8. The Board is currently scheduled to hold a public hearing on April 26, 2017, to consider adoption of the eligible small-scale amendments and the transmittal of the standard amendments and any small-scale amendments the Board would like to further consider after receiving comments from the reviewing agencies. "Transmittal" of a

proposed amendment to the reviewing agencies does not constitute adoption of the requested amendment.

The second phase of the amendment process begins after transmittal of the application(s) to the reviewing agencies. The CDMP amendment procedures in Section 2-116.1 of the County Code provide that the SLPA will be requested by the County to review and comment on all transmitted amendment proposals. The SLPA and/or the other reviewing agencies are expected to return comments addressing all transmitted amendment proposals by May/June 2017, approximately 45 days after the transmittal hearing pursuant to Chapter 163.3184(3), Florida Statutes. Within 45 days after receiving comments from the reviewing agencies, or other time period determined by the Director of the Department, the Board will conduct a public hearing and take final action on the transmitted applications. During the review period by the reviewing agencies, the Department will also review comments received at the transmittal hearings and any additional submitted material and may issue a "Final Recommendations" report reflecting any new information prior to the final public hearings. Final action by the Board will be to adopt, adopt with change or not adopt any of the transmitted applications.

Outside of this regular CDMP amendment process, requests to amend the CDMP can be made by the Board under a special amendment process, or by a party having an application undergoing the Development of Regional Impact (DRI) process requesting a concurrent amendment to the CDMP. Procedures for processing such special or DRI-related amendments are established in Section 2-116.1 of the Miami-Dade County Code.

Additional Information

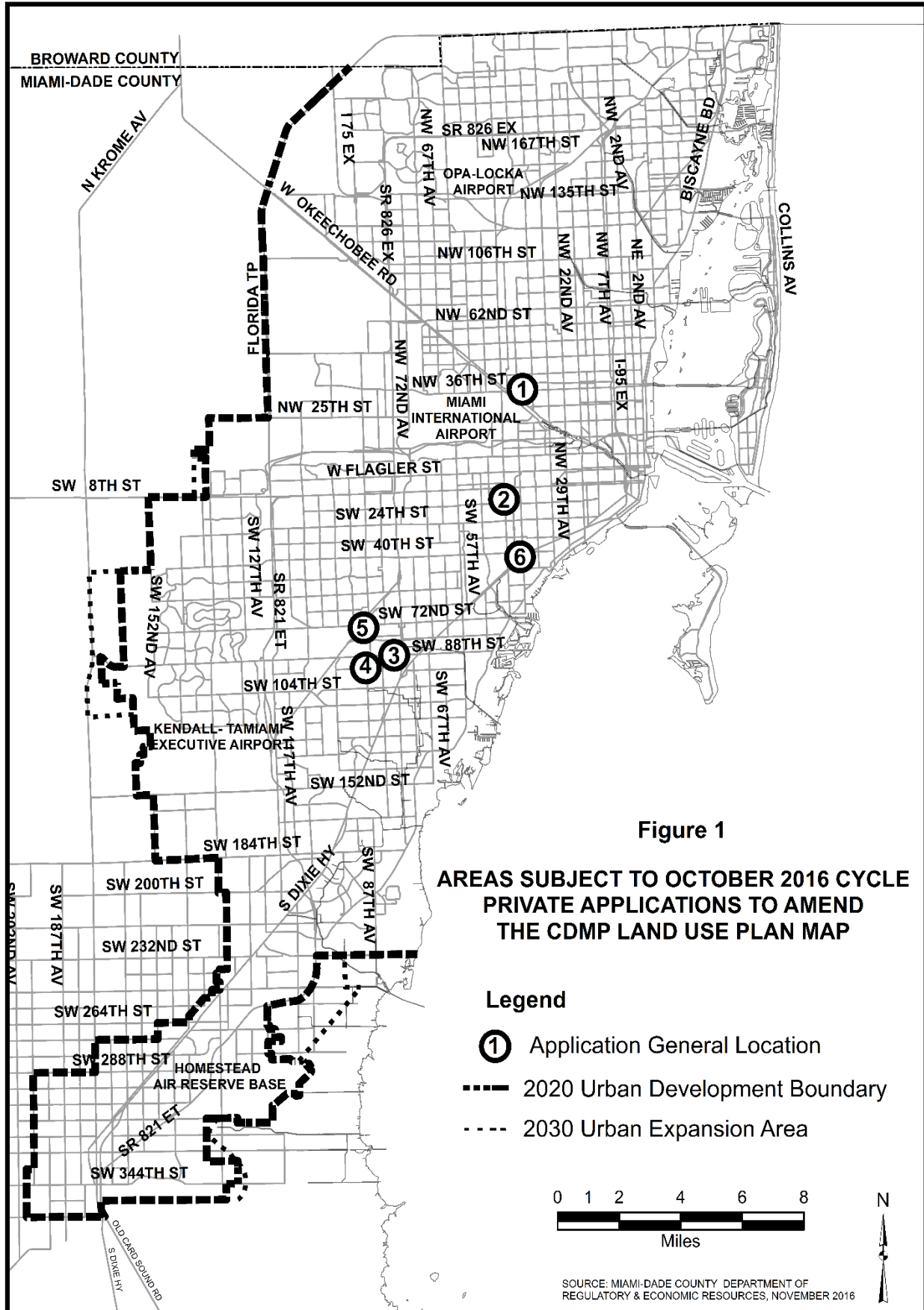
Anyone having questions regarding any aspect of the CDMP review and amendment process should visit or call the Metropolitan Planning Section of the Miami-Dade County Department of Regulatory and Economic Resources at 111 NW 1st Street, 12th Floor, Miami, Florida 33128-1972; telephone 305/375-2835.

Table 1
Schedule of Activities
October 2016-2017 CDMP Amendment Cycle

Pre-application Conference	Prior to Filing Application
Application Filing Period Documents required upon filing an application <ul style="list-style-type: none"> • <i>Any proposed modification(s) to a CDMP Declaration of Restrictions</i> • <i>Traffic Impact Study – required for Standard Applications</i> 	October 3 to October 31, 2016
Deadline to withdraw Application and obtain return of full Fee. Notify applicant of deficiencies.	November 7, 2016
Deadline for resubmittal of unclear or incomplete Applications	Seventh business day after Notice of deficiency
Applications Report published by Department	December 2, 2016
Deadline for submitting Technical Reports	December 2, 2016
Deadline for submitting Declarations of Restrictions to be considered in the Initial Recommendations Report	December 2, 2016
Initial Recommendations Report released by the Department	March 2017
Application No. 1 (Small-Scale): North Central (CC-8)	March 8, 2017
Application No. 2 (Small-Scale): Westchester (CC-10)	March 9, 2017
Application No. 3 (Small-Scale): Kendall (CC-12)	Withdrawn by the Applicant
Application No. 4 (Small-Scale): Kendall (CC-12)	March 2, 2017
Application No. 5 (Small-Scale): Kendall (CC-12)	Transferred to the January 2017 Cycle
Planning Advisory Board (PAB), acting as Local Planning Agency (LPA), Public Hearing to formulate Recommendations regarding Adoption of Small-Scale Amendments and Transmittal of Standard Amendment requests to State Land Planning Agency (SLPA)	March 20, 2017** County Commission Chamber 111 NW 1 Street Miami, Florida 33128
Board of County Commissioners (Board) Hearing and Action on Adoption of Small-Scale Amendments and Transmittal of Standard Amendment requests to SLPA	April 26, 2017 County Commission Chamber 111 NW 1 Street Miami, Florida 33128
Transmittal to SLPA and other Reviewing Agencies	May 2017** (Approximately 10 days after Board Transmittal Hearing)
Deadline for Filing Supplementary Reports by the Public	Thirty (30) days after Board's transmittal hearing
Receipt of Comment Letters from Reviewing Agencies	June 2017** (Approximately 30 days after Transmittal under the Expedited State Review process, or 60 days for State Coordinated Review process)
Final Recommendations Report may be released by the Department	June 2017**
Public Hearing and Final Action on Applications: Board	July 19, 2017 (No later than 45 days after receipt of Comment Letters from reviewing agencies)

Notes: ** Estimated Date

Dates are subject to change. All hearings will be noticed by newspaper advertisement.



Summary of Recommendations
October 2016 Cycle Applications to Amend the Comprehensive Development Master Plan for Miami-Dade County, Florida
March 2017

Application Number/Type	Location/Acreage/Requested Amendment	BCC District/Commissioner	Department's Initial Recommendation	Community Council Recommendation, Resolution # and Date	PAB/LPA Recommendation	BCC Action/Recommendation
1/ small-scale	Sweet River Harbor, LLC / Felix M. Lasarte, Esq. West side of NW 36 Avenue and ±100 feet north of NW 36 Street / (±1.8 acres) <u>Requested Amendment to the CDMP</u> Redesignate the application site on the LUP map: From: "Industrial and Office" To: "Business and Office"	2/ Monestime	Adopt with Change as a Small-Scale Amendment (March 2017)	Adopt with Change as Recommended by Staff (3-08-17)	Adopt with Change as Recommended by Staff (3-20-17)	Adopt with Change as a Small-Scale Amendment as Recommended by Staff <i>[change is to expand the application site to include ±2.9 acres abutting to the west of the site] (4-26-17)</i>
2/ small-scale	London West Holdings, LLC/Mario Garcia-Serra, Esq., & Lauren Khan, Esq. West side of Lejeune Road/SW 42 Avenue between SW 9 Street and SW 16 Street (±4.56 acres) <u>Requested Amendment to the CDMP</u> Redesignate the application site on the LUP map: From: "Low Density Residential (2.5 to 6 dwelling units per gross acre)" To: "Medium Density Residential (13 to 25 dwelling units per gross acre) with One Density Increase with Urban Design (DI-1)" on ±4.1 acres and "Business and Office" on ±0.46 acres.	6/ Sosa	Adopt as a Small-Scale Amendment (March 2017)	Convert to a Standard Amendment and Transfer to the January 2017 Cycle as requested by the Applicant (3-09-17)	Convert to a Standard Amendment and Transfer to the January 2017 Cycle as requested by the Applicant (3-20-17)	Convert to a Standard Amendment and Transfer the Application to the May 2017 Cycle (4-26-17)

Application Number/ Type	Location/Acreage/ Requested Amendment	BCC District/ Commissioner	Department's Initial Recommendation	Community Council Recommendation, Resolution # and Date	PAB/LPA Recommendation	BCC Action/ Recommendation
3/ Small-scale	<p>Kendall 79, LLC / Jeffrey Bercow, Esq., & Graham Penn, Esq.</p> <p>Northwest corner of the intersection of SW 88 Street (North Kendall Drive) and SW 79 Avenue / (±3.89 acres).</p> <p><u>Requested Amendment to the LUP Map</u> Redesignate the application site on the LUP map:</p> <p>1. From: "Low-Medium Density Residential (6 to 13 dwelling units per gross acre)" To: "Business and Office"</p> <p>2. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board.</p>	7/ Suarez	Adopt as a Small-Scale Amendment with Acceptance of the Proffered Declaration of Restrictions (February 2017)	Withdrawn by the Applicant by letter dated February 28, 2017		
4/ small-scale	<p>Galloway Road Partners, LLC / Jorge L. Navarro, Esq.</p> <p>Southwest corner of the intersection of SW 94 Street and SW 87 Avenue / (±4.41 gross/net acres)</p> <p><u>Requested Amendment to the LUP map</u> Redesignate the application site on the LUP map:</p> <p>1. From: "Estate Density Residential (1 to 2.5 dwelling units per gross acre)" To: "Office/Residential"</p> <p>2. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board.</p>	7/ Suarez	Adopt as a Small-Scale Amendment with Acceptance of the Proffered Declaration of Restrictions (February 2017)	Adopt as a Small-Scale Amendment with Acceptance of the Proffered Declaration of Restrictions (3-02-17)	Adopt as a Small-Scale Amendment with Acceptance of the Proffered Declaration of Restrictions (3-20-17)	Adopt as a Small-Scale Amendment [provided that the Applicant submits to the Department within 30 days of this action a legally sufficient and executed Declaration of Restrictions with the appropriate Opinion of Title and Joinder, otherwise, the Application shall be deemed withdrawn] (4-26-17)

Application Number/ Type	Location/Acreage/ Requested Amendment	BCC District/ Commissioner	Department's Initial Recommendation	Community Council Recommendation, Resolution # and Date	PAB/LPA Recommendation	BCC Action/ Recommendation
5/ small-scale	<p>Sunset Cove, LLC / Ben Fernandez, Esq., & Gregory Fontela, Esq.</p> <p>±530 feet west of SW 87 Avenue between SW 72 Street (Sunset Dr.) and SW 74 Street / (±5.63 acres).</p> <p><u>Requested Amendment to the LUP Map</u> Redesignate the application site on the LUP map: From: "Business and Office" To: "Medium Density Residential (13 to 25 dwelling units per gross acre)" and "Business and Office"</p>	7/ Suarez	Transferred to the January 2017 Cycle pursuant to Section 2-116.1(2)(f)(1) of the Miami-Dade County Code			
6/ standard	<p>Adler 13th Floor Douglas Station, LP / Jeffrey Bercow, Esq.</p> <p>Northwest corner of the intersection between SW 37 Avenue and US-1 / (±7.54 gross/net acres).</p> <p><u>Requested Amendment to the CDMP LUP map and Text:</u></p> <ol style="list-style-type: none"> 1. Redesignate the Douglas Road Metrorail Station from Community Urban Center to Metropolitan Urban Center; and 2. Add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station, following the last paragraph under 'Density and Intensity' on page I-48. 	7/ Suarez	Transmit And Adopt (March 2017)	Not Applicable	Transmit And Adopt (3-20-17)	Transmit And Adopt (4-26-17)
7/ standard	<p>Miami-Dade County / Jack Osterholt, Deputy Mayor/Director</p> <p><u>CDMP Text Amendment Request:</u> Amend the Comprehensive Development Master Plan (CDMP) Land Use Element Policy LU-8H(c) to clarify and expand criteria that must be met for applications requesting expansion of the Urban Development Boundary.</p>	Countywide	Transmit And Adopt (March 2017)	Not Applicable	Deny And Do Not Transmit (3-20-17)	Withdrawn by the Department

Application Number/ Type	Location/Acreage/ Requested Amendment	BCC District/ Commissioner	Department's Initial Recommendation	Community Council Recommendation, Resolution # and Date	PAB/LPA Recommendation	BCC Action/ Recommendation
8/ standard	Miami-Dade County / Jack Osterholt, Deputy Mayor/Director <u>CDMP Text Amendment Request:</u> Amend the Comprehensive Development Master Plan (CDMP) Land Use Element interpretive text related to affordable/workforce housing density bonuses to amend the minimum Area Median Income threshold as it relates to application of the 25% density bonus allowance for workforce housing.	Countywide	Transmit And Adopt (March 2017)	Not Applicable	Transmit And Adopt (3-20-17)	Transmit And Adopt (4-26-17)

Notes

BCC: Miami-Dade Board of County Commissioners

PAB: Planning Advisory Board

Application No. 8

Countywide

APPLICATION SUMMARY

Applicant/Representative: Jack Osterholt, Deputy Mayor/Director
Miami-Dade County Department of Regulatory and
Economic Resources
111 NW 1st Street, 29th Floor
Miami, Florida 33128-1972

Location: Countywide

Requested Text Changes: Amend the Comprehensive Development Master Plan
(CDMP) Land Use Element interpretive text related to
affordable/workforce housing density bonuses to
amend the minimum Area Median Income threshold as
it relates to application of the 25% density bonus
allowance for workforce housing.

Amendment Type: Standard Text Amendment

RECOMMENDATIONS

Staff Initial: **TRANSMIT AND ADOPT** (February 2017)

Community Councils: **NOT APPLICABLE**

Planning Advisory Board (PAB)
acting as the Local Planning Agency: **TRANSMIT AND ADOPT** (March 20, 2017)

Board of County Commissioners: **TRANSMIT AND ADOPT** (April 26, 2017)

Staff Final: **ADOPT AS TRANSMITTED** (July 2017)

Final Action of Board of County
Commissioners: **TO BE DETERMINED** (July 19, 2017)

Staff recommends: **TRANSMIT AND ADOPT** the application to amend the Comprehensive Development Master Plan (CDMP) Land Use Element text based on the following reasons:

Principal Reasons for Recommendation:

1. The Application proposes to revise the interpretive text of the “Density Bonus Programs for Affordable Housing” Section of the Land Use Element to amend the minimum Area Median Income threshold as it relates to application of the 25% density bonus allowance for workforce housing. The proposed change will reduce the minimum Area Median Income threshold from 65% to 60% to provide consistency with the amendments to the Workforce Housing Development Program (WHDP) as adopted by the Board of County Commissioners on December 20, 2016 (Ordinance No. 16-138).

REQUESTED TEXT AMENDMENT¹

1. Amend the Comprehensive Development Master Plan (CDMP) Land Use Element as follows:

In the interpretive section of the Land Use Element, under the subsection entitled “Gross Residential Density”, revise the “Density Bonus Programs for Affordable Housing” Section as follows:

Density Bonus Programs for Affordable/Workforce Housing: The following describes the various density bonus incentives for affordable housing and workforce housing that may be approved:

* * *

25% Density Bonus for Workforce Housing: Through the Voluntary Inclusionary Zoning program, a density bonus of up to 25% may be allowed for projects that set aside residential units for workforce housing. The Workforce Housing Development Program (Voluntary Inclusionary Zoning program) defines workforce as households with incomes between ~~[[65]]~~ >>60<< and 140% of the County's >>Area Median Income<<~~[[median income]]~~.

* * *

¹ Words stricken through and/or ~~[[double bracketed]]~~ shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

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

Approval of the proposed Application No. 9 would further the implementation of the following CDMP objectives and policies:

Policy LU-1K. Miami-Dade County will maintain and enhance the housing assistance and housing programs addressed in the Housing Element as a means to improve conditions of extremely low, very low, low and moderate income residents. This includes the provision of affordable workforce housing.

Policy LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.

Objective HO-3. Assist the private sector in providing affordable housing products in sufficient numbers for existing and future residents throughout the County by the year 2030 to extremely low, very low, low and moderate-income households, including workforce housing.

Policy HO-3A. Provide additional administrative and, where applicable, fiscal incentives for new developments to ensure the inclusion of a wide spectrum of housing options, particularly for extremely low, very low, low, and moderate-income households, including workforce housing.

Policy HO-3F. Develop a strategy and implement measures to promote and strengthen the inclusionary zoning program which involves private sector developments in the provision of workforce housing. Builders and developers who participate in this program will be entitled to exceed CDMP density ranges and certain other land use provisions according to provisions set forth in the Land Use Element.

Objective HO-6. Increase affordable housing opportunities for extremely low, very low, low, moderate-income households, including workforce housing options, within reasonable proximity to places of employment, mass transit and necessary public services in existing urbanized areas.

Policy HO-6A. Promote the location of housing for extremely low, very low, low, and moderate-income households, including workforce housing options, near employment centers or premium transportation services through the application of CDMP planning provisions and cooperation with County agencies which provide affordable housing.

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APPENDICES

	Appendices Page
Appendix A: Amendment Application	3

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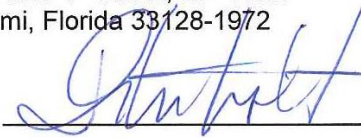
**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1st Street, 12th Floor
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1st Street, 29th Floor
Miami, Florida 33128-1972

By:  January 2017

3. DESCRIPTION OF REQUESTED CHANGES¹

In the interpretive section of the Land Use Element, under the subsection entitled “Gross Residential Density”, revise the “Density Bonus Programs for Affordable Housing” Section as follows:

Density Bonus Programs for Affordable/Workforce Housing: The following describes the various density bonus incentives for affordable housing and workforce housing that may be approved:

* * *

25% Density Bonus for Workforce Housing: Through the Voluntary Inclusionary Zoning program, a density bonus of up to 25% may be allowed for projects that set aside residential units for workforce housing. The Workforce Housing Development Program (Voluntary Inclusionary Zoning program) defines workforce as households with incomes between ~~[[65]]~~ >>60<< and 140% of the County's >>Area Median Income<<[[median-income]].

* * *

¹ Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

4. REASONS FOR CHANGE

The Application proposes to revise the interpretive text of the "Density Bonus Programs for Affordable Housing" Section of the Land Use Element to amend the minimum Area Median Income threshold as it relates to application of the 25% density bonus allowance for Workforce Housing. This change will provide consistency with the amendments to the Workforce Housing Development Program (WHDP) as adopted by the Board of County Commissioners on December 20, 2016 (Ordinance No. 16-138).

5. ADDITIONAL MATERIALS SUBMITTED

None

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FINAL RECOMMENDATIONS

MAY 2015 APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA



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FINAL
RECOMMENDATIONS

MAY 2015 APPLICATIONS TO AMEND THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

July 2017

Miami-Dade County
Department of Regulatory and Economic Resources
Stephen P. Clark Center
111 NW 1 Street, 12th Floor
Miami, Florida 33128-1972
(305) 375-2835

Carlos A. Gimenez
Mayor
MIAMI-DADE BOARD OF COUNTY COMMISSIONERS

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Ivan Rodriguez, School Board Representative, *Non-Voting Member*
Larry Ventura, Homestead Air Reserve Base Representative, *Non-Voting Member*

Jack Osterholt, Deputy Mayor/Director
Executive Secretary

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."

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INTRODUCTION

This report contains the final recommendation of the Department of Regulatory and Economic Resources (Department) addressing the pending application to amend the Comprehensive Development Master Plan (CDMP), filed for consideration during the May 2015 Plan Amendment Review Cycle. Nine (9) applications were filed in the May 2015 Cycle of Amendments to the CDMP, eight (8) of which were filed by private parties (Application Nos. 1 through 8) and one application (Application No. 9) was filed by Miami-Dade County's Department of Regulatory and Economic Resources (RER). Application Nos. 1, 2, 5 and 6 were adopted by Miami-Dade Board of County Commissioners (Board) as small-scale amendments at the Board's November 18, 2015 public hearing. The Board denied small-scale Application Nos. 3 and 4, denied transmittal of Standard Application No. 7 and continued the November 18, 2015 public hearing to December 7, 2015, at which time Board denied transmittal of Standard Application No. 8 but approved transmittal of Standard Application No. 9. A summary of Application No. 9 is presented in the Summary of Recommendations matrix on Page vii.

Application Review Process and Schedule of Activities

Following is a summary of the Plan review, amendment activities and schedule that will be followed by this cycle to comply with the CDMP procedural requirements contained in Section 2-116.1, Code of Miami-Dade County (Code) and State law. The Schedule of Activities on page v lists the principal activities that will occur under this process and indicates the timeframes for those activities in accordance with the State requirements and the County Code. For this amendment cycle, the application filing period occurred from May 1 through June 1, 2015.

The CDMP amendment process involves two phases. The first phase occurs between the time applications are filed and the time Miami-Dade Board of County Commissioners (Board) conducts its first public hearing. At its first hearing, the Board will take action addressing transmittal of the standard application(s) to the State Land Planning Agency (SLPA) and other State and regional agencies (reviewing agencies) for review and comment, and/or adopt eligible small-scale LUP map amendments on an expedited schedule. During the first phase, affected and neighboring property owners are notified of the nearby LUP map amendment request(s). The Department will issue its initial recommendations addressing each application no later than the date of the first notice advertising a public hearing for each application and submit the report to the Community Councils, the Planning Advisory Board (PAB) and the Board for their consideration during their public hearings.

Section 2-116.1 of the Code authorizes Community Councils to conduct public hearings and issue recommendations on the applications that directly affect their areas. The Community Councils public hearings for this CDMP amendment cycle were held in September 2015, before the PAB, acting as the County's Local Planning Agency, and the Board conducted their public hearings. The PAB held a public hearing on October 19, 2015, received comments and recommendations on the proposed amendments, and formulated recommendations to the Board regarding the adoption of the eligible small-scale amendment Application Nos. 1, 2, 3, 4, 5 and 6, and the transmittal of standard amendments Application Nos. 7, 8 and 9. The Board held its public hearing on November 18, 2015, which was continued to December 7, 2015. As outlined above, the Board adopted Application Nos. 1, 2, 5 and 6, denied Application Nos. 3, 4, 7 and 8, and approved transmittal of Standard Application No. 9. "Transmittal" of a proposed amendment to the reviewing agencies does not constitute adoption of the requested amendment.

The second phase of the amendment process begins after transmittal of the application(s) to the reviewing agencies. The CDMP amendment procedures in Section 2-116.1 of the County Code provide that the SLPA will be requested by the County to review and comment on all transmitted amendment proposals. The SLPA and/or the other reviewing agencies issued comments addressing the transmitted amendment proposals by January 2016, approximately 45 days after the transmittal hearing pursuant to Chapter 163.3184(3), Florida Statutes. Within 45 days after receiving comments from the reviewing agencies, or other time period determined by the Director of the Department, the Board will conduct a public hearing and take final action on the transmitted applications. During the review period by the reviewing agencies, the Department will also review comments received at the transmittal hearings and any additional submitted material and may issue a "Final Recommendations" report reflecting any new information prior to the final public hearings. Final action by the Board will be to adopt, adopt with change or not adopt any of the transmitted applications.

Outside of this regular CDMP amendment process, requests to amend the CDMP can be made by the Board under a special amendment process, or by a party having an application undergoing the Development of Regional Impact (DRI) process requesting a concurrent amendment to the CDMP. Procedures for processing such special or DRI-related amendments are established in Section 2-116.1 of the Miami-Dade County Code.

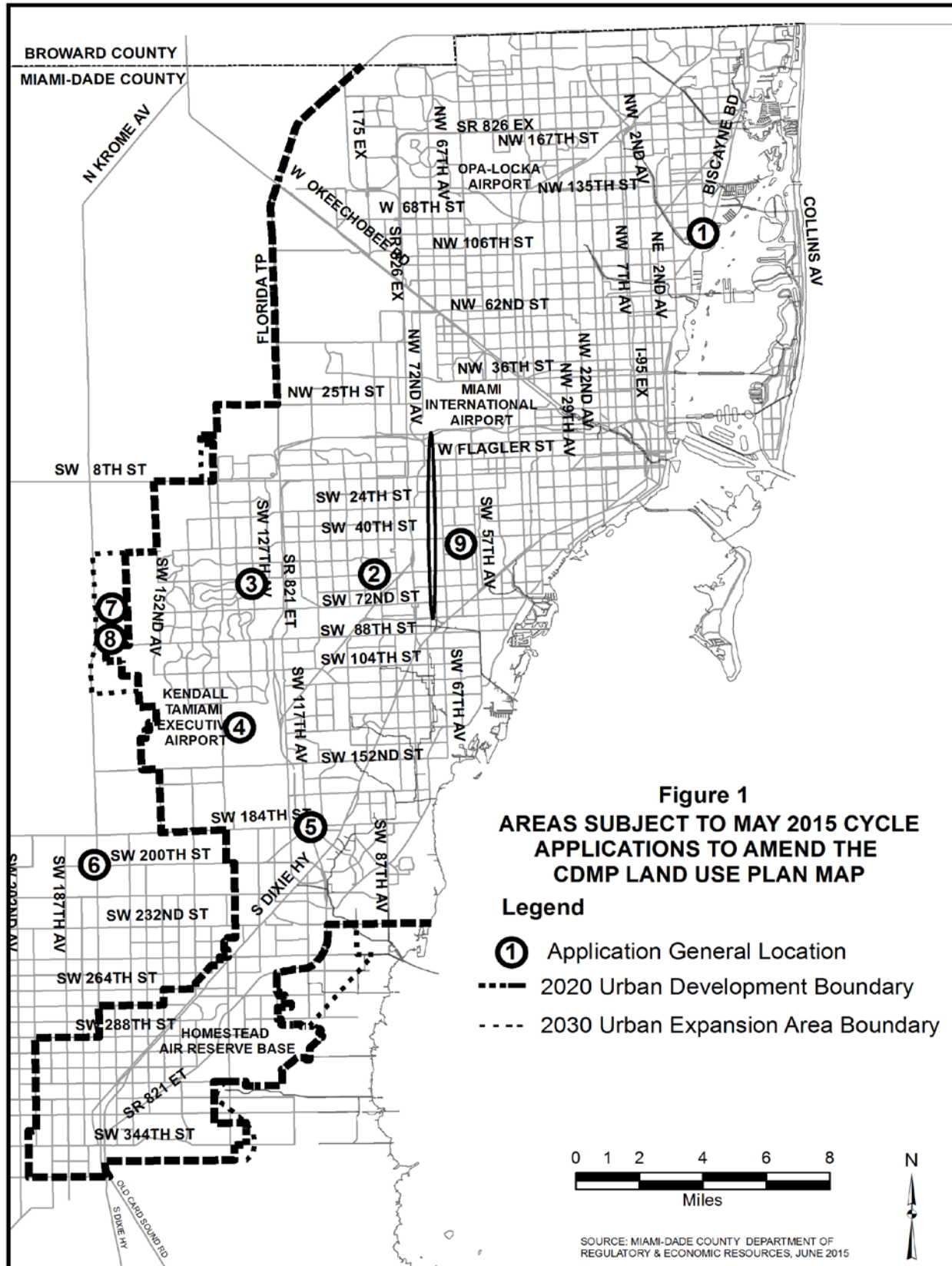
Additional Information

Anyone having questions regarding any aspect of the CDMP review and amendment process should visit or call the Metropolitan Planning Section of the Miami-Dade County Department of Regulatory and Economic Resources at 111 NW 1st Street, 12th Floor, Miami, Florida 33128-1972; telephone 305/375-2835.

Table 1
Schedule of Activities
May 2015-2016 CDMP Amendment Cycle

Pre-application Conference	Prior to May 1, 2015
Application Filing Period	May 1 to June 1, 2015
Deadline to withdraw Application and obtain Return of Full Fee. Notify applicant of deficiencies.	June 8, 2015
Deadline for resubmittal of unclear or incomplete Applications	Seventh business day after Notice of Deficiency
Applications Report published by Department	June 22, 2015
Deadline for submitting Technical Reports	July 1, 2015
Deadline for submitting Declarations of Restrictions to be considered in the Initial Recommendations Report	July 29, 2015
Initial Recommendations Report released by Department	August 25, 2015
Community Council(s) Public Hearing(s) Kendall Community Council (12) Redland Community Council (14) West Kendall Community Council (11) Westchester Community Council (10) Biscayne Shores Community Council (7) North Central Community Council (8)	September 21, 2015 September 22, 2015 September 24 and 29, 2015 September 28, 2015 September 30, 2015 September 30, 2015
Planning Advisory Board (PAB), acting as Local Planning Agency (LPA), Public Hearing to formulate Recommendations regarding Adoption of Small-Scale Amendments and Transmittal of Standard Amendment requests to State Land Planning Agency (SLPA)	October 19, 2015 County Commission Chamber 111 NW 1 Street Miami, Florida 33128
Board of County Commissioners (Board) Hearing and final Action on Small-Scale Amendments and Transmittal of Standard Amendment requests to SLPA	November 18, 2015 Continued on December 7, 2015 County Commission Chamber 111 NW 1 Street Miami, Florida 33128
Transmittal to SLPA and other Reviewing Agencies	December 2015 (Approximately 10 days after Board Transmittal Hearing)
Deadline for Filing Supplementary Reports by the Public	January 2016 Thirty (30) days after Board's transmittal hearing
Receipt of Comment Letters from Reviewing Agencies	January 2016 (Approximately 30 days after Transmittal)
Public Hearing and Final Action on Applications: Board of County Commissioners	July 19, 2017 (Hearing timeframe extended pursuant to Chapter 163.3184(3)(c)1, Florida Statutes)

Notes: All hearings noticed by newspaper advertisement.



Summary of Recommendations
Pending May 2015 Application to Amend the Comprehensive Development Master Plan for Miami-Dade County, Florida
July 2017

Application Number/Type	Location/Acreage/Requested Amendment	BCC District/Commissioner	Department's Initial Recommendation August 25, 2015	Community Council Recommendation, Resolution # and Date	PAB/LPA Recommendation November 2, 2015	BCC Action/Recommendation November 18, 2015	Department's Final Recommendation July 5, 2017	BCC Final Action July 19, 2017
9/ standard	<p>Miami-Dade County/Jack Osterholt, Deputy Mayor/Director. Department of Regulatory and Economic Resources.</p> <p>A corridor generally 100 feet wide and bounded on the south by SW 80 Street and on the north by 400 feet north of NW 7 Street.</p> <p><u>Requested Amendment to CDMP Text and LUP Map:</u></p> <ol style="list-style-type: none"> 1. Add text within the Land Use Element to create a new CDMP Land Use category titled 'Special District.' 2. Create a subcategory under the Special District text titled "Ludlam Trail Corridor District." 3. Apply the new "Special District" designation to the former FEC railroad corridor on the CDMP Land Use Plan Map: From: "Transportation (ROW, Rail, Metrorail, Etc.)" To: "Special District" 4. Add a new policy within the Intergovernmental Coordination Element to coordinate with the City of Miami for those portions of the corridor that are located within the municipal boundaries of the City. 5. Add a new policy within the Recreation and Open Space Element to encourage developers of residential uses within the Ludlam Trail Corridor District to dedicate park land, improvements, and maintenance or some combination that adequately meets the developer's obligation to provide local recreation open space. 	6/Sosa and 7/Suarez	Transmit and Adopt	<p>North Central CC8: Transmit and Adopt CC 08-01-15 (09-30-15)</p> <p>Westchester CC10: Transmit and Adopt With Conditions – limit height of buildings to six stories in Tamiami Trail Development Area; provide solution to issue of pedestrian crossings at major intersections; and ingress/egress from east except for emergency vehicles. CC 10-1-15 (09-28-15)</p> <p>Kendall CC12: Transmit and Adopt with Conditions: 1) that a buffer be erected between the trail and the single-family homes as recommended in the charrette from SW 48 to SW 80 Streets; 2) no parks be developed between SW 48 and SW 80 Street; 3) that there be connectivity of the trail across roadways, 4-lanes or wider; 4) no east bound egress/ingress except for emergency vehicles at SW 48 Street to Bird Road area; 5) tie development of the trail to building within the development areas; and 6) limit building height within the Bird Road Development Area to no more than 4 stories. CC 12-3-15 (09-21-15)</p>	<p>Transmit and Adopt</p> <p>with the conditions recommended by Community Councils 10 and 12</p> <p>Conditions Include:</p> <p>Limiting height of buildings to six stories in Tamiami Trail Development Area; Provide solution to issue of pedestrian crossings at major intersections; Ingress/egress from east except for emergency vehicles; A buffer be erected between the trail and the single-family homes as recommended in the charrette from SW 48 to SW 80 Streets; No parks be developed between SW 48 and SW 80 Street; Connectivity of the trail across roadways, 4-lanes or wider; No east bound egress/ingress except for emergency vehicles at SW 48 Street to Bird Road area; Tie development of the trail to building within the development areas; and limit building height within the Bird Road Development Area to no more than 4 stories.</p>	Transmit and Adopt	Adopt as Transmitted with Further Change	

Source: Miami-Dade County Department of Regulatory and Economic Resources (Department)

Notes: BCC: Board of County Commissioners; LPA: Local Planning Agency

CC (10): Westchester Community Council; CC (12) Kendall Community Council

Application No. 9

Commission Districts 6 and 7

Community Councils 8, 10 and 12

APPLICATION SUMMARY

Applicant/Representative:

Miami-Dade County
Department of Regulatory and Economic Resources
111 NW 1 Street, 12 Floor
Miami, Florida 33128-1972

Location:

North of NW 7 Street to approximately SW 80 Street,
generally along theoretical NW/SW 69 Avenue.

Total Acreage:

±68.2 Gross Acres (±66.7 Net Acres)

Land Use Plan Map Designation:

“Transportation (ROW, Rail, Metrorail, Etc.)”

Requested Land Use Plan Map
Designation and CDMP Text Change:

1. Add text within the Land Use Element to create a new CDMP Land Use category titled ‘Special District’; and
2. Create a subcategory under the Special District text titled “Ludlam Trail Corridor District”;
3. Apply the new “Special District” designation to the former FEC railroad corridor on the CDMP Land Use Plan Map:

From: “Transportation (ROW, Rail, Metrorail, Etc.)”
To: “Special District”
4. Add a new policy within the Intergovernmental Coordination Element to coordinate with the City of Miami for those portions of the corridor that are located within the municipal boundaries of the City; and
5. Add a new policy within the Recreation and Open Space Element to encourage developers of residential uses within the Ludlam Trail Corridor District to dedicate park land, improvements, and maintenance or some combination that adequately meets the developer’s obligation to provide local recreation open space.

Amendment Type:

Standard

Existing Zoning, Use and Site Condition:

Within unincorporated Miami-Dade County: GU, EU-M, EU-1, RU-1, RU-2, IU-1, and IU-2; Within City of Miami: D1 (Work Place), T3-R (Suburban Zone), T6-8-O (Urban Core) and CS (Civic Space) / Predominantly abandoned railroad right-of-way.

RECOMMENDATIONS

Staff:

ADOPT AS TRANSMITTED WITH FURTHER CHANGE
(July 2017) *[further changes include refinements to the text proffered by Florida East Coast Industries at the November 18, 2015 transmittal hearing.]*

Kendall Community Council (12):

TRANSMIT AND ADOPT with conditions: 1) that a buffer be erected between the trail and the single-family homes as recommended in the charrette from SW 48 to SW 80 Streets; 2) no parks between SW 48 and SW 80 Street; 3) that there be connectivity of the trail across roadways, 4-lanes or wider; 4) no east bound egress/ingress except for emergency vehicles at SW 48 Street to Bird Road area; 5) tie development of the trail to building within the development areas; and 6) limit building height within the Bird Road Development Area to no more than 4 stories (September 21, 2015).

Westchester Community Council (10):

TRANSMIT AND ADOPT with conditions: limit the height of buildings to six stories in the Tamiami Trail Development Area; provide solution to issue of pedestrian crossings at major intersections; and ingress/egress from east except for emergency vehicles (September 28, 2015).

North Central Community Council (8):

TRANSMIT AND ADOPT (September 30, 2015)

Planning Advisory Board (PAB) acting as Local Planning Agency:

TRANSMIT AND ADOPT with the conditions recommended by Community Councils 10 and 12 (November 2, 2015).

Board of County Commissioners:

TRANSMIT WITH CHANGES AND ADOPT *[changes include recommended language from Florida East Coast Industries and the Department of Regulatory and Economic Resources as presented in hearing Exhibit 9-A]* (November 18, 2015)

Final Action of Board of County Commissioners:

TO BE DETERMINED (July 19, 2017)

Staff recommends to “**ADOPT AS TRANSMITTED WITH FURTHER CHANGE**” the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Land Use Element, Adopted 2020 and 2030 Land Use Plan (LUP) map, the Capital Improvements Element and the Recreation and Open Space Element based on the Staff conclusions summarized below:

Principal Reasons for Recommendation:

1. On November 18, 2015, the Board of County Commissioners voted to Transmit and Adopt Application No. 9 with changes that included text proffered by the property owner, Florida East Coast Industries, at the hearing. At that time, staff from the Department of Regulatory and Economic Resources indicated that they would work with Florida East Coast Industries to refine the text prior to the adoption hearing. Following transmittal of the application to the State of Florida Department of Economic Opportunity, staff from the Department continued to work with the property owner to refine the text proffered at the November 18, 2015 hearing. The further changes represent the proposed refinements that resulted from these meetings.

The further changes are indicated by double underline or double strike-through text in the description of requested changes.

2. Principal Reasons presented in the Initial Recommendations Report, dated August 2015, are maintained.

Requested Text Amendment

The following is the proposed text change for the Land Use Element of the CDMP.

1. DESCRIPTION OF REQUESTED CHANGES¹

- A. Revise the interpretive text of the CDMP Land Use Element to create a new Land Use Plan map category entitled “Special District” and create a new subcategory under the Special District text titled “Ludlam Trail Corridor District” and add new Figure 3.1 to the Land Use Element map series following Figure 3 on page I-50 as follows:

Special Districts. Land designated as “Special District” on the CDMP Land Use Plan Map comprises areas with unique characteristics where special land use provisions are warranted. Special Districts may be approved on properties that are located inside the UDB, and contain a minimum of 10 acres. The specific land use provisions for each Special District are defined herein.

Ludlam Trail Corridor District

The Ludlam Trail Corridor District (“District”) applies to an approximately 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-

¹ Further changes following transmittal of the application to the State of Florida Department of Economic Opportunity are indicated as follows: Words double stricken through and/or [[double bracketed]] are deleted, words double underlined and/or >>double arrowed<< are added.

line that is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue ("Corridor") as depicted on Figure 3.1. Approximately 0.6 miles of the Corridor between SW 8 Street and the Tamiami Canal is located within the boundaries of the City of Miami ("Miami Segment").

The purpose of the Ludlam Trail Corridor District is to enhance regional mobility, provide opportunities for physical activity, and improve the economic vitality of the area by facilitating the conversion of this former railway corridor into a continuous publicly-accessible primarily pedestrian and bicycle trail while ensuring that development along the Corridor occurs at appropriate locations and in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County's greenway and trail network, link the surrounding communities, and provide vital neighborhood connections.

The land use provisions of the Ludlam Trail Corridor District shall be implemented through the adoption of ~~[[land development regulations]]~~>>Land Development Regulations ("LDRs").<< ~~[[addressing]]~~ >>LDRs shall be adopted for<< all portions of the District within unincorporated Miami-Dade County prior to the issuance of the first building permit for vertical construction within the Development Areas defined below ~~[[("LDRs")]]~~. The LDRs shall define the urban form of development within the Corridor including flexible design standards and appropriate transitions to adjacent uses, as well as the configuration and design parameters of the recreational trail. Access to the Development Areas shall be provided in a manner that minimize>>s<< negative impacts to adjacent residential neighborhoods. In addition, the Downtown Kendall Urban Center District regulations shall be amended to require the continuation of the trail to the M-Path/Underline. All portions of the Corridor shall have received final abandonment approval from the U.S. Surface Transportation Board prior to the issuance of the first building permit for vertical construction within the Development Areas.

Development and trail standards shall be coordinated with Miami-Dade Department of Regulatory and Economic Resources, ~~[[Miami-Dade County]]~~ Parks, Recreation and Open Spaces Department and ~~[[Miami-Dade Transit]]~~>>Department of Transportation and Public Works<< (or their successor ~~[[agencies]]~~>>departments<<) and shall emphasize convenient pedestrian and bicycle access to public transportation. The trail standards should incorporate Crime Prevention Through Environmental Design (CPTED) principles to enhance trail safety and security. Canal crossings shall conform to the Miami-Dade County Manatee Protection Plan.

Development Areas and Recreational Trail Segments are identified on Figure 3.1 and described below. The ~~[[formal]]~~>>precise<< boundaries ~~[[of]]~~ >>between<< the Development Areas and Recreational Trail Segments >>within the District<< shall be established in the LDRs >>in approximately the locations identified on Figure 3.1.<<~~[[adopted to implement this section. Following adoption of the LDRs, the Director of the Department of Regulatory and Economic Resources shall be responsible for interpreting and implementation of the precise boundaries of the Development Areas and Recreational Trail Segments.]]~~ Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of

development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. ~~[[The specific location, density/intensity, and configuration of development within the Miami Segment of the Corridor shall be governed by the City of Miami.]]~~

Recreational Trail Segments. The Recreational Trail Segments shall generally include the following portions of the Corridor:

- ±400 feet north of the centerline of NW 7 Street to NW 7 Street
- SW 12 Street to ±270 feet north of the centerline of Coral Way
- ±240 feet south of the centerline of Coral Way to ±248 feet north of the centerline of Bird Road
- ±2,600 feet south of the centerline of Bird Road to SW 80 Street

Those portions of the Corridor that are designated for Recreational Trail use shall be developed solely with recreational uses, including but not limited to a pedestrian and bicycle trail, parks and associated amenities. Associated amenities may include but not be limited to above-grade pedestrian crossings, parking, restroom facilities, signage, benches, information and vending kiosks, recreational equipment and bicycle rental stations, and shelters, where appropriate. Recreational Trail Segments and associated amenities shall be designed in a manner sensitive to adjacent uses. Buffering should be considered in the design of the Recreational Trail Segments where adjacent to single-family residential.

Access roads may also be provided within the Recreational Trail Segments in the following circumstances: 1) to provide access to public recreational space; or 2) where necessary for access to development areas and where such access does not directly and detrimentally impact residential neighborhoods. Where provided, such access roadway(s) shall be the minimum reasonably necessary to meet the need.

Development Areas. Development Areas in unincorporated Miami-Dade County shall be limited to Blue Lagoon, Tamiami Trail, Coral Way and Bird Road as defined herein.

Development Areas shall be developed in a manner that is compatible with adjacent uses. Open space shall be provided in the form of a minimum 15-foot wide continuous trail within each Development Area. Building features oriented toward the recreational trail shall have a human scale, and design variations at short intervals to create interest for users of the trail. The maximum development allowed >>within the Ludlam Trail Corridor District, without a publicly accessible trail component,<< is >>a total of<<: (i) 582 residential units and 256,132 square feet of industrial uses, or (ii) a combination of 281 residential units, 256,132 square feet of industrial uses, 103,572 square feet of office uses, and 39,377 square feet of retail uses. If a publicly-accessible trail is developed along the length of the Corridor, or a legally binding instrument is executed by the property owner(s) of the Corridor, demonstrating to the satisfaction of the County ~~[[Director of PER]]~~>>Mayor or Mayor's designee(s)<< when and how the publicly-accessible trail will be accomplished, then development shall be permitted up to the maximum allowable density and/or floor area ratio and building heights specified for each Development Area below. ~~[[Building height limitations assume a combination of~~

~~habitable and non-habitable stories. A non-habitable story is defined as a level of the building that dedicates seventy percent (70%) or more of the space on that level to common operational uses (such as trash rooms, maintenance closets), parking areas and trail amenities associated with the establishment and operation of a continuous trail. Habitable stories shall be those levels of structures that are not deemed non-habitable. There shall be no more than two (2) non-habitable stories per building in order to accommodate the design of a Recreational Trail overpass.]]~~

>>If a building or site is designed to accommodate a grade-separated Recreational Trail connection, then, in addition to the number of stories permitted in the paragraphs below in each Development Area, there may be permitted up to two (2) additional stories per such building, where each such additional story has dedicated at least seventy percent (70%) of its square footage to trail, associated trail amenities as defined above or to non-habitable areas such as common operational uses (such as trash rooms, maintenance closets) or parking areas.<<

Land use provisions for each Development Area are:

Blue Lagoon Development Area: The Blue Lagoon Development Area includes those portions of the Corridor located between NW 7 Street and the Tamiami Canal. Uses permitted in the Blue Lagoon Development Area shall include the full range of sales and service activities. Residential uses, and mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- Maximum Density: 125 dwelling units per gross acre
- Maximum Floor Area Ratio: 5.0
- Maximum Building Height: Twelve (12) [~~or fewer habitable~~]] stories

Tamiami Trail Development Area: The Tamiami Trail Development Area includes those portions of the corridor located between SW 8th Street and SW 12th Street. Uses permitted in the Tamiami Trail Development Area shall include the full range of sales and service activities. Light industrial uses are also permitted where compatible with existing residential uses. Residential uses and mixing of residential use with commercial, office and hotels are also permitted. The LDRs shall provide for a notification process to inform prospective purchasers of residential units located in close proximity to an active industrial use that such industrial use may generate significant noise, dust, odor, vibration, or truck traffic. Development shall be limited as follows:

- Maximum Density: 125 dwelling units per gross acre
- Maximum Floor Area Ratio: 5.0
- Maximum Building Height: Twelve (12) [~~or fewer habitable~~]] stories

Coral Way Development Area. The Coral Way Development Area includes those portions of the corridor located between 270 feet north of the centerline of Coral Wav and 240 feet south of the centerline of Coral Way. Uses permitted in the Coral Way Development Area shall include the full range of sales and service activities, residential uses, and the mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- Maximum Density: 60 dwelling units per gross acre
- Maximum Floor Area Ratio: 2.5
- Maximum Building Height: Six (6) ~~[[or fewer habitable]]~~ stories

Bird Road Development Area. The Bird Road Development Area includes those portions of the corridor located between ± 248 feet north of the centerline of Bird Road to $\pm 2,600$ feet south of the centerline of Bird Road. Uses permitted in the Bird Road Development Area shall include the full range of sales and service activities, residential uses, and the mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- Maximum Density: 90 dwelling units per gross acre
- Maximum Floor Area Ratio: 2.5
- Maximum Building Height: Six (6) ~~[[or fewer habitable]]~~ stories

FIGURE 3.1: LUDLAM TRAIL CORRIDOR DISTRICT MAP



B. Amend the Land Use Element, Future Land Use Plan map to add the new “Special District” land use category and redesignate the ±68 gross acre subject property from “Transportation (ROW, Rail, Metrorail, Etc.)” to Ludlam Trail Corridor District “Special District”.

C. Add a new policy to the CDMP Recreation and Open Space Element as follows:

ROS-2F. The County will work with developers of residential land uses within the Ludlam Trail Corridor District to encourage the dedication of park land, improvements, maintenance, or some combination thereof that adequately meets the developer’s obligation to provide local recreation open space.

D. Add a new policy to the CDMP Intergovernmental Coordination Element as follows:

ICE-1U. Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of >>development regulations that provide for the seamless continuation of a recreational trail along the length of<< the Ludlam Trail Corridor ~~[[District]]~~ for those portions of the corridor located within the boundary of the City of Miami.

ADDITIONAL ITEMS
RECEIVED SUBSEQUENT TO THE BCC TRANSMITTAL CDMP PUBLIC HEARINGS ON
PENDING MAY 2015 CYCLE AND OCTOBER 2016 CYCLE APPLICATIONS TO AMEND
THE COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP)

July 19, 2017

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• FDEO Acknowledgement of Time Extension letter dated July 8, 2016	A-53
• Property Owner's Support of Time Extension letter dated December 2, 2016	A-57
• County's Notice of Second Time Extension for Adoption of Pending May 2015 Cycle Application No. 9 to amend the CDMP, dated December 27, 2016	A-59
• FDEO Acknowledgement of Second Time Extension letter dated January 3, 2017	A-61
• Property Owner's Request for July 19, 2017 Final BCC Hearing and Third Time Extension letter dated June 20, 2017	A-65
• County's Notice of Third Time Extension for Adoption of Pending May 2015 Cycle Application No. 9 to amend the CDMP, dated July 5, 2017	A-67
• FDEO Acknowledgement of Third Time Extension letter dated July 7, 2017	A-69
Ludlam Trail Corridor Legal Description and Sketch	A-73
Executed Consent, Joinder and Waiver of Claims Submitted July 7, 2017 by the Ludlam Trail Corridor Property Owners (LR 13-18, LLC's and FECI LT1 LLC's)	A-87

**COMMENTS FROM STATE AND REGIONAL REVIEWING AGENCIES
(Pending October 2016 Cycle Applications to Amend the CDMP)**

- South Florida Water Management District correspondence dated May 25, 2017
- Florida Department of Transportation, District Six letter dated May 30, 2017
- Florida Department of Agriculture and Consumer Services letter dated June 6, 2017
- Florida Fish and Wildlife Conservation Commission correspondence dated June 12, 2017
- Florida Department of Environmental Protection correspondence dated June 16, 2017
- Florida Department of Economic Opportunity letter dated June 21, 2017.
- South Florida Regional Planning Council correspondence dated June 27, 2017

Diaz, Abby (RER)

From: Bell, Jerry (RER)
Sent: Thursday, May 25, 2017 5:24 PM
To: Rowe, Garrett A. (RER); Pass, Shirley (RER)
Subject: Fwd: Miami-Dade County, DEO #17-2ESR Comments on Proposed Comprehensive Plan Amendment Package

Sent from my iPhone

Begin forwarded message:

From: "Manning, Terese" <tmanning@sfwmd.gov>
Date: May 25, 2017 at 4:07:56 PM AST
To: "Jack Osterholt" (jacko@miamidade.gov)" <jacko@miamidade.gov>
Cc: "Jerry Bell" (Jerry.Bell@miamidade.gov)" <Jerry.Bell@miamidade.gov>, "Ray Eubanks" (DCPexternalagencycomments@deo.myflorida.com)" <DCPexternalagencycomments@deo.myflorida.com>, "Adam Antony Biblo" (adam.biblo@deo.myflorida.com)" <adam.biblo@deo.myflorida.com>, "Karen Hamilton" (khamilton@sfrpc.com)" <khamilton@sfrpc.com>, Isabel Moreno <imoreno@sfrpc.com>
Subject: Miami-Dade County, DEO #17-2ESR Comments on Proposed Comprehensive Plan Amendment Package

Dear Mr. Osterholt:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from Miami-Dade County (County). The amendment package includes two Future Land Use Element Text Amendments and one Future Land Use Map Amendment. There appear to be no regionally significant water resource issues; therefore, the District forwards no comments on the proposed amendment package.

The District offers its technical assistance to the County and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the County's future water supply needs and to protect the region's water resources. Please forward a copy of adopted amendments to the District. For assistance or additional information, please contact me.

Sincerely,

Terry Manning, Policy and Planning Analyst
South Florida Water Management District
Water Supply Implementation Unit
3301 Gun Club Road, MSC 4222
West Palm Beach, FL 33406
Phone: 561-682-6779
Fax: 561-681-6264
E-Mail: tmanning@sfwmd.gov



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, FL 33172-5800

RACHEL D. CONE
INTERIM SECRETARY

May 30, 2017

Mr. Jack Osterholt
Deputy Mayor/Director
Miami-Dade County - Department of Regulatory and Economic Resources
111 NW 1st Street, 12th Floor
Miami, FL 33128

**Subject: Comments for the Comprehensive Development Master Plan (CDMP)
Application #6 (Douglas Road Metrorail Station) and Application #8
(Affordable/Workforce Housing Density Bonuses)
Miami-Dade County #17-2ESR**

Dear Mr. Osterholt:

The Department has reviewed the proposed amendment to the Comprehensive Development Master Plan (CDMP) for Applications #6 (Douglas Road Metrorail Station) and Application #8 (Affordable/Workforce Housing Density Bonuses), with DEO reference #17-2ESR. In accordance with ss. 163.3161(3) and 163.3184(3)(b), Florida Statutes, the focus of our review was on major transportation issues, including adverse impacts to transportation facilities of state importance. These facilities include the Strategic Intermodal System (SIS) and significant regional resources and facilities identified in the Strategic Regional Policy Plan by the South Florida Regional Planning Council. These facilities are vital to the economic vitality, growth and quality of life of the county, region and state. Local governments with transportation concurrency are required under ss. 163.3180(5)(h)1.a., Florida Statutes, to consult with the Department when proposed amendments affect facilities on the SIS.

The District reviewed both applications in the amendment package per Chapter 163 Florida Statutes and found neither of the applications would significantly impact transportation resources and facilities of state importance.

Please contact me at 305-470-5445 if you have any questions concerning our response.

Mr. Jack Osterholt
May 30, 2017
Page 2

Sincerely,



Kenneth Jeffries
Transportation Planner

Cc: Harold Desdunes, PE, Florida Department of Transportation, District 6
Dat Huynh, PE, Florida Department of Transportation, District 6
Ray Eubanks, Department of Economic Opportunity
Isabel Moreno, South Florida Regional Council
Karen Hamilton, South Florida Regional Council

OFFICE OF THE COMMISSIONER
(850) 617-7700



OCT 2014
CYCLE
THE CAPITOL
400 SOUTH MONROE STREET
TALLAHASSEE, FLORIDA 32399-0800

RECEIVED

FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES
COMMISSIONER ADAM H. PUTNAM

PLANNING DIVISION

June 6, 2017

VIA EMAIL (Jerry.Bell@miamidade.gov)

Miami-Dade County Department of Regulatory
and economic Resources
Mr. Jack Osterholt
111 NW 1st Street, 29th Floor
Miami, Florida 33128-1930

Re: DACS Docket # -- 20170522-928
Miami-Dade County Comprehensive Development Master Plan
Submission dated May 12, 2017

Dear Mr. Osterholt:

The Florida Department of Agriculture and Consumer Services (the "Department") received the above-referenced proposed comprehensive plan amendment on May 22, 2017 and has reviewed it pursuant to the provisions of Chapter 163, Florida Statutes to address any potential adverse impacts to important state resources or facilities related to agricultural, aquacultural, or forestry resources in Florida if the proposed amendment(s) are adopted. Based on our review of your county's submission, the Department has no comment on the proposal.

If we may be of further assistance, please do not hesitate to contact me at 850-410-2280.

Sincerely,

Stormie Knight
Sr. Management Analyst I
Office of Policy and Budget

cc: Florida Department of Economic Opportunity
(SLPA #: Miami Dade County 17-2 ESR)

Subject: FW: Miami-Dade County 17-2ESR (App 6&8)

From: Hight, Jason [<mailto:Jason.Hight@MyFWC.com>]
Sent: Monday, June 12, 2017 11:49 AM
To: Bell, Jerry (RER) <Jerry.Bell@miamidade.gov>; DCPexternalagencycomments@deo.myflorida.com
Cc: Raininger, Christine <Christine.Raininger@MyFWC.com>; Wallace, Traci <traci.wallace@MyFWC.com>; Chabre, Jane <jane.chabre@MyFWC.com>
Subject: Miami-Dade County 17-2ESR (App 6&8)

Dear Mr. Bell:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the proposed comprehensive plan amendment in accordance with Chapter 163.3184(3), Florida Statutes. We have no comments, recommendations, or objections related to fish and wildlife or listed species and their habitat to offer on this amendment.

If you need any further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or by email at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, please contact Christine Raininger at (561) 882-5811 or by email at Christine.Raininger@MyFWC.com.

Sincerely,

Jason Hight
Biological Administrator II
Office of Conservation Planning Services
Division of Habitat and Species Conservation
620 S. Meridian Street, MS 5B5
Tallahassee, FL 32399-1600
(850) 228-2055

Miami-Dade County 17-2ESR_33219_053117

Subject: FW: Miami-Dade County 17-2ESR Proposed

From: Plan_Review [<mailto:Plan.Review@dep.state.fl.us>]

Sent: Friday, June 16, 2017 1:59 PM

To: Bell, Jerry (RER) <Jerry.Bell@miamidade.gov>; DCPexternalagencycomments
<DCPexternalagencycomments@deo.myflorida.com>

Cc: Plan_Review <Plan.Review@dep.state.fl.us>

Subject: Miami-Dade County 17-2ESR Proposed

To: Jerry Bell, Asst. Director

Re: Miami-Dade County 17-2ESR – Expedited Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Please submit all future amendments by email to plan.review@dep.state.fl.us. If your submittal is too large to send via email or if you need other assistance, contact Suzanne Ray at (850) 717-9037.



Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR
RECEIVED

2017 JUN 21 P 1:59

PER-PLANNING DIVISION

June 21, 2017

The Honorable Carlos A. Gimenez
Mayor, Miami-Dade County
Board of County Commissioners
Stephen P. Clark Center
111 N.W. 1st Street, Suite 2910
Miami, Florida 33128

Dear Mayor Gimenez:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendments for Miami-Dade County, Amendment No. 17-2ESR, which were received on May 22, 2017. We have reviewed the proposed amendments pursuant to Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comments related to important state resources and facilities within the Department's authorized scope of review that will be adversely impacted by the amendments if adopted.

Pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to Miami-Dade County. If other reviewing agencies provide comments, we recommend the County consider appropriate changes to the amendments based on those comments. If unresolved, such reviewing agency comments could form the basis for a challenge to the amendments after adoption.

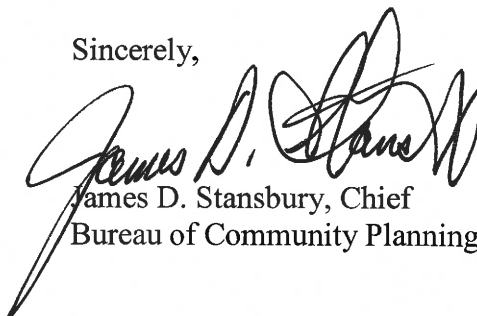
The County should act by choosing to adopt, adopt with changes, or not adopt the proposed amendments. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held within 180 days of your receipt of agency comments, the amendments shall be deemed withdrawn unless extended by agreement with notice to the Department and any affected party that provided comment on the amendments. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendments.

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.floridajobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

If you have any questions concerning this review, please contact Taurean J. Lewis, at (850) 717-8470, or by email at Taurean.Lewis@deo.myflorida.com.

Sincerely,

A handwritten signature in black ink, appearing to read "James D. Stansbury". The signature is fluid and cursive, with a large initial "J" and "S".

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/tj

Enclosure: Procedures for adoption of comprehensive plan amendments

cc: Jerry Bell, AICP, Assistant Director for Planning Designee, Miami-Dade County
Isabel Cosio Carballo, Executive Director, South Florida Regional Council

SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

DATE: JUNE 26, 2017

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: LOCAL GOVERNMENT COMPREHENSIVE PLAN PROPOSED AND ADOPTED AMENDMENT
CONSENT AGENDA

Pursuant to Section 163.3184, Florida Statutes, Council review of amendments to local government comprehensive plans is limited to 1) adverse effects on regional resources and facilities identified in the *Strategic Regional Policy Plan for South Florida (SRPP)* and 2) extra-jurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the Region.

A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the State Land Planning Agency within 30 calendar days of receipt of the amendment.

Council staff has not identified adverse effects to regional resources and facilities or extra-jurisdictional impacts that would result from the following map and text amendments.

Recommendation

Find the proposed and adopted plan amendments from the local governments listed in the tables below generally consistent with the *Strategic Regional Policy Plan for South Florida*.

Approve this report for transmittal to the local governments with a copy to the State Land Planning Agency.

PROPOSED AMENDMENTS

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
Broward County 17-5ESR (received 05-30-17)	√	N/A	06-26-17	05-23-17	8-0 (1 absent)
<p>1. The proposed amendment to the Broward County Comprehensive Plan seeks to revise land uses within the Broward County Land Use Plan for consistency between the City of Plantation and the County Plan.</p> <p>2. PC 17-8 is a map amendment that aims to change the land use designation of an approximately 35.1-acre site from Commercial to a Dashed-Line Area consisting of 21.6 acres of Commercial and 13.5 acres of Irregular (20) Residential. The new designation would result in 702 new dwelling units. The amendment area is generally bound by University Drive to the east, Broward Boulevard to the south, and NW 82th Avenue to the west.</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					
Miami Dade County 17-2ESR (received 05-22-17)	√	N/A	06-26-17	04-26-17	8-0
<p>1. This application contains two proposed amendments to the Miami-Dade County Comprehensive Plan. Application 6 is a combination of map and text revisions. The Land Use Plan map amendment seeks to re-designate an approximately 7.54-acre parcel adjacent to the Douglas Road Metro-Rail station from Community Urban Center to Metropolitan Urban Center. The amendment would promote transit oriented design by facilitating the development of 1,878 multifamily units, 152,504 square feet of retail, 425,000 square feet of office space and 400 hotel units next to a train station. The amendment site is generally located at the Northwest corner of Douglas Road/NW 37th Avenue and South Dixie Highway/US1.</p> <p>2. The related text amendment would add language to the Urban Center text of the Land Use Element, related to the Douglas Road Metrorail Station proposed development. Application 8 is a text amendment to the Land Use Element that would reduce the minimum Area Median Income threshold from 65% to 60% to provide consistency with the County's recently adopted Workforce Housing Development Program.</p> <p>3. These amendments do not create any adverse impact to state or regional resources/facilities.</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
Monroe County 17-1ACSC (received 05-22-17)	√	N/A	06-26-17	04-12-17	4-1
<p>1. The proposed amendment to the Monroe County Comprehensive Plan seeks the following changes: to revise the height limit policy to provide an exception to the height limit for wind turbines owned and operated by a public utility, address non-habitable architectural decorative features within the Ocean Reef Master Planned Community, and provide exceptions to the height limit to protect property from flooding and reduce flood insurance costs by establishing standards when a structure can elevate above FEMA base flood elevation and including a maximum height limit.</p> <p>2. The Ocean Reef Master Planned Community is a gated housing development inaccessible to the surrounding communities. Some of its character results from non-habitable architectural decorative features. It is located at the northern tip of Key Largo, bordered on three sides by water and the fourth side by federal and state protected land.</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities, although Monroe County is in an area of critical concern.</p>					
Monroe County 17-2ACSC (received 06-05-17)	√	N/A	06-26-17	05-17-17	5-0
<p>1. The proposed amendment to the Monroe County Comprehensive Plan seeks to revise the Future Land Use Map from “Residential High” to “Mixed Use/Commercial.” The site currently supports light industrial use (including a 9,963 auto parts/repair building with associated outdoor storage) which is not currently allowed under the existing designation. The change in designation would eliminate nonconformity between current site uses and the comprehensive plan.</p> <p>2. The amendment site is located at 5713 First Avenue, South Stock Island, Mile Marker 5.</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities, although Monroe County is in an area of critical concern.</p>					
Town of Cutler Bay 17-1ESR (received 05-25-17)	√	N/A	06-26-17	05-17-17	5-0
<p>1. The proposed amendment to the Town of Cutler Bay Comprehensive Plan clarifies requirements for mixed-use developments, within the mixed-use future land use district. The proposed revisions provide greater guidance for the inclusion (optional) of residential uses.</p> <p>2. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
City of Doral 17-1ESR (received 06-05-17)	√	N/A	06-26-17	05-24-17	5-0
<p>1. The proposed text amendment to the City of Doral Comprehensive Plan seeks to amend the adopted Comprehensive Plan Future Land Use Element (FLUE) Policy 2.1.2 for the “Downtown Mixed Use” (DMU) future land use category regarding the permitted mix of uses. The text amendment expands on the current development standards for the DMU land use category to allow for development programs to use a combination of at least two uses from “retail/business”, “office”, and “residential”, meaning all developments will need to allow for at least two of the uses when developing within that land use designation. The proposed amendment does not change the maximum density or intensity currently permitted, but only the uses.</p> <p>2. The amendment area applies to all designated DMU land uses at City of Doral.</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					
City of Florida City 17-1ESR (received 05-22-17)	√	N/A	06-26-17	04-25-17	5-0
<p>1. The proposed amendment to the City of Florida City Comprehensive Plan seeks to approve the City’s 10-year water supply facilities work plan into the City’s Comprehensive Development Master Plan.</p> <p>2. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					
City of Hialeah Gardens 17-1ESR (received 05-30-17)	√	N/A	06-26-17	02-07-17	3-1 (1 absent)
<p>1. The proposed amendment to the City of Hialeah Gardens Comprehensive Plan seeks to change the land use designation of a 1.46-acre triangular parcel from BU (General Business) to HDR (High Density Residential). This amendment will facilitate the development of senior housing.</p> <p>2. The amendment area is 1.46 acres and is between NW 103rd and Samari Lakes, and between City Hall and HDR Development, Santa Navila.</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
City of Key West 17-1ACSC (received 05-30-17)	√	N/A	06-26-17	04-04-17	6-0 (1 absent)
<p>1. The proposed text amendment to the City of Key West Comprehensive Plan seeks to eliminate the one year residency requirement for affordable housing applicant eligibility in Chapter 3, Policy 3-1.1.8, sub-part 3.</p> <p>2. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					
City of Key West 17-2ACSC (received 06-19-17)	√	N/A	06-26-17	06-06-17	6-0 (1 absent)
<p>1. The proposed amendment to the City of Key West Comprehensive Plan seeks to create a method to transfer Building Permit Allocations not utilized within the City to the Lower Keys area of Monroe County, for beneficial use purposes and/or affordable housing that will directly benefit the City of Key West as determined by the City Commission. The amendment would also operate as a one-time transfer of 104 previously un-allocated BPAS units to Monroe County for allocation and use at the workforce housing project known as “The Quarry”.</p> <p>2. The one-time transfer that is part of this amendment would be used at the project known as “The Quarry”, which is located on Rockland Key, about four miles east of Key West, and at approximately mile markers 8-9.5 on U.S. 1.b</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					
City of Layton 17-1ACSC (received 06-19-17)	√	N/A	06-26-17	05-04-17	*TBP
<p>1. The proposed amendment seeks to revise the City of Layton Comprehensive Plan by incorporating EAR based amendments and the water supply facilities work plan. The amendments also include the conservation designation of the Peter F. Riley Conservation area from a property donation in June 2012. The property is 50.2 acres and undevelopable in perpetuity. The plan also includes an amendment to address the peril of Flood state requirement to ensure development and redevelopment meet flood resistant building requirements.</p> <p>2. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
City of Miami Beach 17-1ESR (received 05-22-17)	√	N/A	06-26-17	05-12-17	7-0
<p>1. The proposed amendment to the City of Miami Beach Comprehensive Plan seeks to prohibit gambling and casino uses in all future land use categories in the City.</p> <p>2. This amendment does not create any adverse impact to state or regional resources/facilities.</p>					
City of Plantation 17-3ESR (received 05-30-17)	√	N/A	06-26-17	11-30-16	5-0
<p>1. The proposed amendment to the City of Plantation Comprehensive Plan seeks to change the Future Land Use Map from “Commercial” to “Commercial and Residential” all within a dashed like area with an overall density of 20 dwelling units per acre on both City of Plantation and Broward County’s Land Use Maps. This new designation would permit up to 701 new dwelling units on site and 350,670 sq. ft. of commercial space.</p> <p>2. The subject property of 35.067 acres is generally located north of W. Broward Blvd, west of N. University Drive, and east of NW 82nd Avenue in Plantation.</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities, however, staff recommends the applicant to work with the City and County to address any deficiencies with water distribution and sewer capacity as a result of the additional dwelling units and commercial space.</p>					
Village of Virginia Gardens 17-1ESR (received 05-25-17)	√	N/A	06-26-17	04-20-17	5-0
<p>1. The proposed text amendment to the Village of Virginia Gardens Comprehensive Plan seeks to create new future land use categories and add three new land use categories to accommodate existing industrial uses within the future annexation area. The new categories are “Industrial and Office”, “Restricted Industrial and Office”, and “Transportation” (Including Terminals).</p> <p>3. This amendment does not create any adverse impact to state or regional resources/facilities and the new categories are compatible with both Miami-Dade Land Use Element.</p>					

ADOPTED AMENDMENTS

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
Broward County 17-2ESR (received 06-19-17)	N/A	√	06-26-17	06-13-17	5-0
<p>1. The adopted amendment revises the Broward County Comprehensive Plan to amend the future land use designation of a Dashed-Line Area consisting of 513.9 acres of Irregular (2.16) Residential and 44.3 acres of Commercial to a Dashed-Line Area consisting of 509.2 acres of Irregular (2.243) Residential and 49.0 acres of Commerce. This will allow for an overall increase in residential density in the area from 2.16 to 2.243 (increase of 125 dwelling units total). The amendment area is approximately 558.2 acres and is generally located on the east side of Southwest 172nd Avenue, between Pembroke Road and Pines Boulevard.</p> <p>2. This amendment was previously reviewed by the Council and was determined to not create any adverse impact to state or regional resources/facilities.</p> <p>3. The local government adopted the amendment as proposed.</p>					
Monroe County 16-5ACSC (received 06-05-17)	N/A	√	06-26-17	05-17-17	5-0
<p>1. The adopted amendment to the Monroe County Comprehensive Plan seeks to provide a maximum net density of one dwelling unit per platted plot with the transfer of one Transferable Development Rights (TDR) for the development of one Tier 3 platted lot with a Residential Low (RL). The amendment would only affect Tier 3 platted lots with a Residential Low designation.</p> <p>2. This amendment was previously reviewed by the Council and was determined to not create any adverse impact to state or regional resources/facilities.</p> <p>3. The local government adopted the amendment as proposed.</p>					
City of Deerfield Beach 16-1ESR (received 05-25-17)	N/A	√	06-26-17	05-16-17	5-0
<p>1. The adopted amendment to the City of Deerfield Beach Comprehensive Plan seeks to change the land use designation on a 119.7 gross acre parcel to Local Activity Center (LAC) to allow for increased local retail and more housing choices within a walkable neighborhood that has close access to the beach and I-95. The affected amendment area is generally located north of SE 7th Street, south of the Hillsboro Canal, east of Dixie Highway, and west of NE and SE 6th Avenue. It is noted that the Florida Department of Transportation (FDOT) submitted technical assistance comments on this amendment, and made recommendations for increased coordination with the FDOT to address failing segments on the Strategic Intermodal System in the affected area.</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
<p>2. This amendment was previously reviewed by the Council and was determined to not create any adverse impact to state or regional resources/facilities.</p> <p>3. The local government adopted the amendment as proposed.</p>					
Town of Pembroke Park 16-1ER (received 06-13-17)	N/A	√	06-26-17	03-08-17	5-0
<p>1. The Town of Pembroke Park's adopted amendment application includes an updated Water Supply Facilities Work Plan and Evaluation and Appraisal Report (EAR) revisions. The EAR based amendments include corrections to the Future Land Use Map and required updates. The EAR related revisions include updates to: 1) Objectives and Policies supportive of grant funds for the creation of a passive park, 2) Concurrency requirements, 3) Five Year Capital Improvement Program and 4) Data and Information.</p> <p>2. This amendment was previously reviewed by the Council and was determined to not create any adverse impact to state or regional resources/facilities.</p> <p>3. The Town revised the amendment from proposed based on the ORC report from the Department of Economic Opportunity, and technical assistance comments from the Florida Department of Transportation. The following changes were made: planning horizons, ITE trip generation rates, FDOT LOS standards, identification of vacant areas, and changes in the names of organizations were corrected, and clarity was improved in the descriptions of the maps.</p> <p>4. The additional revisions do not create any adverse impacts.</p>					
City of Plantation 17-1ESR (received 06-13-17)	N/A	√	06-26-17	05-24-17	5-0
<p>1. The adopted map amendment revises the City of Plantation Comprehensive Plan to allow for 10.84 acres of property to change from "Commercial" to "Commercial and Residential all within a dashed like area with an overall density of 25 dwelling units per acre". The new designation will allow 271 apartments and a parking garage.</p> <p>2. This amendment was previously reviewed by the Council and was determined to not create any adverse impact to state or regional resources/facilities.</p> <p>3. City of Plantation adopted the amendment as proposed.</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
Village of Virginia Gardens 16-1ESR (received 05-25-17)	N/A	√	06-26-17	01-19-17	5-0
<p>1. The adopted amendment revises the Village of Virginia Gardens Comprehensive Plan to adopt a 10-year water supply facilities work plan and capital improvements, conservation, intergovernmental coordination, and infrastructure elements amendments to ensure coordination with the regional water supply plans and update data for the 10-year planning period to address state requirements.</p> <p>2. This amendment was previously reviewed by the Council and was determined to not create any adverse impact to state or regional resources/facilities.</p> <p>3. Village of Virginia Gardens made the following changes based on input from review agencies: section 3.7 (Conservation), 4.0 (Intergovernmental Coordination), 5.0 (Capital Improvements), 6.0 (Goals, Objectives, and Policies), and Table 3 (MDWASD- Water Supply CIE Projects, Village of Virginia Gardens).</p> <p>4. The additional revisions do not create any adverse impacts.</p>					

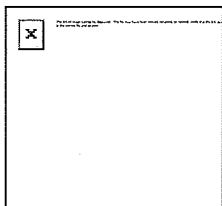
*TBP = To Be Provided

**COMMENTS FROM STATE AND REGIONAL REVIEWING AGENCIES
(Pending May 2015 Cycle Application No. 9 to Amend the CDMP)**

- South Florida Regional Planning Council correspondence dated January 4, 2016
- Florida Department of Transportation, District Six letter dated January 7, 2016
- South Florida Water Management District correspondence dated January 8, 2016
- Florida Fish and Wildlife Conservation Commission correspondence dated January 11, 2016
- Florida Department of Economic Opportunity letter dated January 13, 2016

Ezeala, Dickson I. (RER)

From: Kathe Lerch <klerch@sfrpc.com>
Sent: Monday, January 04, 2016 4:14 PM
To: Kathe Lerch; JSESODIA@broward.org; mfeliciano@broward.org; tryan@broward.org; dvonstetina@broward.org; bblakeboy@broward.org; cchambers@broward.org; jporter@cityofhomestead.com; JMCorradino@CORRADINO.com; Mayor; Osterholt, Jack (Office of the Mayor); Rowe, Garrett A. (RER); Woerner, Mark (RER); barringtonr@lauderdalelakes.org; danh@lauderdalelakes.org; mudine@cityofparkland.org; michele@floridaplanning.net; eric@floridaplanning.net; cgardneryoung@cityofparkland.org; ddietch@townofsurfsidefl.gov; ssinatra@cgasolutions.com; jdolan@cgasolutions.com
Cc: 'lawrence.venture@homestead.af.mil'; 'tmanning@sfwmd.gov'; 'Lois.bush@dot.state.fl.us'; 'tracy.suber@fldoe.org'; 'FWCConservationPlanningServices@myfwc.com'; 'gerry.oreilly@dot.state.fl.us'; 'Deena.Woodward@DOS.MyFlorida.com'; 'compplans@freshfromflorida.com'; Biblo, Adam A; 'DCPexternalagencycomments@deo.myflorida.com'
Subject: SFRC Meeting Jan 4, 2016 Agenda #III.D Adoptd/Propsd SLPA#: Broward County 15-3,6,7ESR; Miami-Dade County 15-3ESR; Homestead 15-1, 2ESR; Lauderdale Lakes 15-1ESR; Parkland 15-1ER, 15-3ESR, 15-n/a; Surfside 15-1ESR
Attachments: AgendaJan16_IIID.pdf; AgendaJan16_IIID (Addendum).pdf



At the January 4, 2016 Council Meeting, the South Florida Regional Council approved the attached reports, finding the proposed and adopted amendments to be generally consistent with the *Strategic Regional Policy Plan* for South Florida.

Should you have any questions, contact Isabel Cosio Carballo, Executive Director, at (954) 985-4416 or isabelc@sfrpc.com

Broward County SFRC Agenda #III.D, SLPA #15-3, 6, 7ESR;

Mayor CC

*Martin David Kiar Barbara Blake Boy/Cynthia Chambers/Deanne D. Von Stetina/
Jo Sesodia/ Maribel Feliciano;*

mkiar@broward.org; JSESODIA@broward.org; mfeliciano@broward.org;
dvonstetina@broward.org; bblakeboy@broward.org; cchambers@broward.org;

Miami-Dade County SFRC Agenda #III.D, SLPA #15-3ESR;

Mayor CC

Carlos A. Gimenez Garrett Rowe, Mark Woerner, B. Jack Osterholt
mayor@miamidade.gov; josterholt@miamidade.gov; rowega@miamidade.gov; mwoerner@miamidade.gov;

City of Homestead SFRC Agenda #III.D, SLPA #15-1, 2ESR

Mayor CC

Jeff Porter Joe Corradino

jporter@cityofhomestead.com; JMCorradino@CORRADINO.com;

City of Lauderdale Lakes SFRC Agenda #III.D, SLPA #15-1ESR;

Mayor CC

Barrington A. Russell, Sr. Dan A. Holmes, AICP

barringtonr@lauderdalelakes.org; danh@lauderdalelakes.org;

City of Parkland SFRC Agenda #III.D SLPA #15-1ER, 15-3ESR, 15-?;

Mayor CC

Michael Udine, Esquire Michele Mellgren/Eric Swanson/Caryn Gardner-Young

mudine@cityofparkland.org; michele@floridaplanning.net; eric@floridaplanning.net;

cgardneryoung@cityofparkland.org;

Town of Surfside SFRC Agenda #III.D SLPA #15-1ESR;

Mayor CC

Daniel Dietch Sara Sinatra; Jean Dolan

ddietch@townofsurfsidefl.gov; ssinatra@cgasolutions.com; jdolan@cgasolutions.com;

Kathe Lerch

Administrative Assistant

South Florida Regional Council

3440 Hollywood Blvd., Suite 140

Hollywood, FL 33021

954-985-4416



MEMORANDUM

AGENDA ITEM #III.D

DATE: JANUARY 4, 2016

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: LOCAL GOVERNMENT COMPREHENSIVE PLAN PROPOSED AND ADOPTED AMENDMENT
CONSENT AGENDA

Pursuant to Section 163.3184, Florida Statutes, Council review of Amendments to local government comprehensive plans is limited to 1) adverse effects on regional resources and facilities identified in the *Strategic Regional Policy Plan for South Florida (SRPP)* and 2) extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the Region.

A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the State Land Planning Agency within 30 calendar days of receipt of the amendment.

Council staff has not identified adverse effects to regional resources and facilities or extrajurisdictional impacts that would result from the following map and text amendments:

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
Broward County 15-3ESR & 15-7ESR (received 12-14-15)	N/A	✓	01/04/2016	12/08/2015	9-0
The adoption of two amendments to the Broward County Comprehensive plan was received. One amendment to the Broward County Land Use Plan text revises policies and criteria regarding Adaption Action Area and designates the Port Everglades Sand Bypass Project Area. The second amendment related to the Broward County Natural Resource Map series.					

South Florida Regional Council
3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
954.985.4416 Phone, 954.985-4417 FAX
www.sfrationalcouncil.org

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
Broward County 15-6ESR (received 12-14-15)	N/A	✓	01/04/2016	12/08/2015	9-0
This adopted amendment amends the Broward County Comprehensive Plan for Coastal Management, Conservation, Capital Improvements, Intergovernmental Coordination and Climate Changes Elements which allows local governments to develop an adaption action area designation for low-lying coastal zones that are experiencing coastal flooding due to extreme high tides and storm surge and are vulnerable to the impacts of rising sea level.					
Miami-Dade County 15-3ESR (received 12-11-15)	✓	N/A	01/04/2016	11/18/2015	*TBP
This proposed amendment would create the "Ludlam Trail Corridor" Special District and apply the District to the FEC railroad corridor. The proposed amendment also would require the County to coordinate with municipalities along the corridor and encourage residential developers to dedicate park land, improvements, and maintenance to meet recreation and open space obligations.					
City of Homestead 15-1ESR (received 12-02-15)	✓	N/A	01/04/2016	11/18/2015	*TBP
This amendment series consists of two land use changes (1) 19.8 acres from Heavy Commercial Use (HCU) to Medium Residential Use (MRU) and (2) 34.3 acres from Light Commercial Use (LCU) to MRU.					

*TBP: To Be Provided

Recommendation

Find the proposed and adopted plan amendments from the local governments listed in the table above generally consistent with the *Strategic Regional Policy Plan for South Florida*.

Approve this report for transmittal to the local governments with a copy to the State Land Planning Agency.



MEMORANDUM

AGENDA ITEM #III.D

DATE: JANUARY 4, 2016

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: LOCAL GOVERNMENT COMPREHENSIVE PLAN PROPOSED AND ADOPTED AMENDMENT
CONSENT AGENDA - ADDENDUM

Pursuant to Section 163.3184, Florida Statutes, Council review of amendments to local government comprehensive plans is limited to 1) adverse effects on regional resources and facilities identified in the *Strategic Regional Policy Plan for South Florida (SRPP)* and 2) extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the Region.

A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the State Land Planning Agency within 30 calendar days of receipt of the amendment.

Council staff has not identified adverse effects to regional resources and facilities or extrajurisdictional impacts that would result from the following map and text amendments on the following pages.


South Florida Regional Council
3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
954.985.4416 Phone, 954.985-4417 FAX
www.sfregionalcouncil.org

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
City of Homestead 15-2ESR (received 12-28-15)	v	N/A	01/04/2016	12/16/2015	5-0
<p>The proposed amendment series consists of four changes: (1) updates the City's Water Supply Facilities Work Plan that identifies and plans for the water supply sources and facilities needed to serve existing and new development within the local government's jurisdiction; (2) updates population and water usage data; (3) references the capital improvement projects of other entities and their funding sources; and (4) incorporates support for climate change and sea-level initiatives of the Southeast Florida Regional Climate Change Compact, South Florida Water Management District, and Miami-Dade County.</p> <p>The Council provides the following comments: (1) infrastructure Element Policy 5.1 should be modified at adoption to include the appropriate reference date.</p>					
City of Lauderdale Lakes 15-1ESR (received 12-29-15)	v	N/A	01/04/2016	12/10/2015	5-0
<p>The proposed amendment updated the City's Water Supply Facilities Work Plan that identifies and plans for the water supply sources and facilities needed to serve existing and new development with the local government's jurisdiction.</p> <p>The Council provides the following comments: (1) Infrastructure Element Policy 1.1.9 should be modified at adoption to include the appropriate reference date and (2) Conservation element Objective 1.3 should be modified to remove the scrivener's errors related to dates.</p>					
City of Parkland 15- 3ESR (received 12-30-15)	N/A	v	01/04/2016	12/16/2015	5-0
<p>This proposed amendment amends the City of Parkland's Comprehensive Plan for the site known as Sabra which was officially annexed into Parkland effective September 15, 2015. The amendment changes the Future Land Use designation of 61.82 net acres from Broward County Low (3) Residential (3 du/ac) to City of Parkland 3.0 (3 du/ac).</p>					

Local Government and Plan Amendment Number	Proposed	Adopted	Council Review Date	Local Government Transmittal or Adoption Public Hearing and Meeting	Governing Body Adoption Vote
City of Parkland 15- *TBP (received 12-30-15)	√	N/A	01/04/2016	12/16/2015	5-0
This amendment amends the Future Land Use Map of the City of Parkland's Comprehensive Plan for approximately 426.27 acres, by changing the Future Land Use designation from Irregular (1.4) Residential (Broward County) to Irregular (1.4) Residential (Parkland) for the site formerly known as Bishop's Pit, now known as Parkland Bay. The City annexed the subject property on 09/15/2015.					
City of Parkland 15-1ER (received 12-30-15)	N/A	√	01/04/2016	12/16/2015	5-0
The adopted EAR update reflects the City of Parkland's commitment to implement the Comprehensive Plan and its elements in a consistent manner and is intended to foster orderly and balanced future economic, social, physical, environmental and fiscal development of the City.					
The Council provides the following comments: The Legislature made changes to transportation concurrency in 2013 and 2014; it is no longer mandated by the Legislature. If a local government rescinds transportation concurrency, the Legislature encourages the adoption of an alternative mobility funding system. If transportation concurrency is retained it must comply with the requirements detailed in §163.3180(5)(a) - (h), Florida Statutes.					
Town of Surfside 15-1ESR (received 12-23-15)	N/A	√	01/04/2016	12/08/2015	5-0
This adopted amendment updated the Town's Water Supply Facilities Work Plan that identifies and plans for the water supply sources and facilities needed to serve existing and new development with the local government's jurisdiction.					

*TBP: To Be Provided

Recommendation

Find the proposed and adopted plan amendments from the local governments listed in the table above generally consistent with the *Strategic Regional Policy Plan for South Florida*.

Approve this report for transmittal to the local governments with a copy to the State Land Planning Agency.



Florida Department of Transportation

1000 NW 111 Avenue
Miami, FL 33172

RICK SCOTT
GOVERNOR

JIM BOXOLD
SECRETARY

2016 JAN 13 A 8:52
PLANNING
METROPOLITAN PLANNING SECT

January 7, 2016

Mark Woerner, AICP
Assistant Director for Planning
Miami-Dade County Regulatory and Resources Department
Stephen P. Clark Center
111 NW 1st Street, 12th Floor
Miami, FL 33128

**Subject: Comments for the Proposed Comprehensive Plan Amendment,
Miami-Dade County #15-3ESR**

Dear Mr. Woerner:

The Florida Department of Transportation, District Six, completed a review of the *Proposed Comprehensive Plan Amendment, Miami-Dade County #15-3ESR*. The District has reviewed the amendment package per *Chapter 163 Florida Statutes* and has found no adverse impacts to transportation resources and facilities of State importance.

Please contact me at 305-470-5445 if you have any questions concerning our response.

Sincerely,

Kenneth Jeffries
Transportation Planner

Cc: Harold Desdunes, P.E., Florida Department of Transportation, District 6
Carl Filer, Jr. P.E., Florida Department of Transportation, District 6
Lisa Colmenares, AICP, Florida Department of Transportation, District 6
Ray Eubanks, Department of Economic Opportunity

2

Ezeala, Dickson I. (RER)

From: Woerner, Mark (RER)
Sent: Monday, January 11, 2016 3:27 PM
To: Pass, Shirley (RER); Rowe, Garrett A. (RER)
Subject: FW: Miami-Dade County, DEO #15-3ESR Comments on Proposed Comprehensive Plan Amendment Package

This was forwarded to me.

Mark R. Woerner, AICP
Assistant Director for Planning
Planning Division
Miami-Dade County Department of Regulatory and Economic Resources
305-375-2835
"Delivering Excellence Every Day"

From: Osterholt, Jack (Office of the Mayor)
Sent: Monday, January 11, 2016 11:58 AM
To: Gomez, Lourdes (RER) <lgomez@miamidade.gov>; Woerner, Mark (RER) <MWOERNER@miamidade.gov>; Hefty, Lee (RER) <HeftyL@miamidade.gov>
Subject: FW: Miami-Dade County, DEO #15-3ESR Comments on Proposed Comprehensive Plan Amendment Package

FYI

From: "Manning, Terese" <tmanning@sfwmd.gov>
Date: Friday, January 8, 2016 at 3:30 PM
To: Jack Osterholt <josterholt@miamidade.gov>
Cc: Isabel Carballo <isabelc@sfrpc.com>, Isabel Moreno <imoreno@sfrpc.com>, "Ray Eubanks (DCPexternalagencycomments@deo.myflorida.com)" <DCPexternalagencycomments@deo.myflorida.com>, "james.stansbury@deo.myflorida.com" <james.stansbury@deo.myflorida.com>, Mark Woerner <MWOERNER@miamidade.gov>
Subject: Miami-Dade County, DEO #15-3ESR Comments on Proposed Comprehensive Plan Amendment Package

Dear Mr. Osterholt:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from Miami-Dade County (County). The package includes a Future Land Use Map amendment and text amendments to the Comprehensive Development Master Plan related to Application No. 9, Ludlam Trail Corridor District Amendments. There appear to be no regionally significant water resource issues; therefore, the District forwards no comments on the proposed amendment package.

The District offers its technical assistance to the County and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the County's future water supply needs and to protect the region's water resources. Please forward a copy of adopted amendments to the District. For assistance or additional information, please contact me.

Sincerely,

Terry Manning, Policy and Planning Analyst
South Florida Water Management District
Water Supply Implementation Unit
3301 Gun Club Road, MSC 4222
West Palm Beach, FL 33406
Phone: 561-682-6779
Fax: 561-681-6264
E-Mail: tmanning@sfwmd.gov

We value your opinion. Please take a few minutes to share your comments on the service you received from the District by clicking on this [link](#).

Pass, Shirley (RER)

From: Woerner, Mark (RER)
Sent: Tuesday, January 12, 2016 5:34 PM
To: Rowe, Garrett A. (RER); Pass, Shirley (RER)
Subject: FW: Miami-Dade 15-3ESR (Ludlam Trail Corridor)

2016 JAN 13 A 8:51

FYI

PLANNING & ZONING
METROPOLITAN PLANNING SECT

Mark R. Woerner, AICP

Assistant Director for Planning

Planning Division

Miami-Dade County Department of Regulatory and Economic Resources

305-375-2835

"Delivering Excellence Every Day"

From: Hight, Jason [mailto:Jason.Hight@MyFWC.com]
Sent: Monday, January 11, 2016 3:48 PM
To: Woerner, Mark (RER) <MWOERNER@miamidade.gov>; DCPexternalagencycomments@deo.myflorida.com
Cc: Wallace, Traci <traci.wallace@MyFWC.com>; Chabre, Jane <jane.chabre@MyFWC.com>; Krueger, Marissa <Marissa.Krueger@MyFWC.com>
Subject: Miami-Dade 15-3ESR (Ludlam Trail Corridor)

Mr. Woerner:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the proposed comprehensive plan in accordance with Chapter 163-3184(3), Florida Statutes. We have no comments, recommendations, or objections related to fish and wildlife or listed species and their habitat to offer on this amendment.

If you need any further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or by email at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions, please contact Marissa Krueger at (561) 882-5711 or by email at Marissa.Krueger@MyFWC.com.

Sincerely,

Jason Hight
Biological Administrator II
Office of Conservation Planning Services
Division of Habitat and Species Conservation
620 S. Meridian Street, MS 5B5
Tallahassee, FL 32399-1600
(850) 228-2055

Project ID 22334, Miami-Dade County 15-3 CPA-ESR

Rick Scott
GOVERNOR



Jack 279939

Cissy Proctor
EXECUTIVE DIRECTOR

2016 JAN 20 A 8:27

OFFICE OF THE MAYOR

January 13, 2016

The Honorable Carlos A. Gimenez
Mayor, Miami-Dade County
Stephen P. Clark Center,
111 N.W. 1st Street, Suite 2910
Miami, Florida 33128

Dear Mayor Gimenez:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendment for Miami-Dade County (Amendment No. 15-3ESR), which was received on December 15, 2015. We have reviewed the proposed amendment pursuant to Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comment related to important state resources and facilities within the Department's authorized scope of review that will be adversely impacted by the amendments if adopted.

The County is reminded that pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to the County. If other reviewing agencies provide comments, we recommend the County consider appropriate changes to the amendment based on those comments. If unresolved, such comments could form the basis for a challenge to the amendment after adoption.

The County should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held and the amendment adopted within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the state land planning agency and any affected party that provided comment on the amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment.

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
866.FLA.2345 | 850.245.7105 | 850.921.3223 Fax
www.floridajobs.org | www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TDD equipment via the Florida Relay Service at 711.

We appreciate the opportunity to work with Miami-Dade County on planning and sustainability issues. If you have any questions concerning this review, please contact Adam Antony Biblo, at (850) 717-8503, or by email at Adam.Biblo@deo.myFlorida.com.

Sincerely,



Julie A. Dennis, Interim Director
Division of Community Development

JAD/aab

Enclosure: Procedures for adoption of comprehensive plan amendments

cc: Mark R. Woerner, AICP, Assistant Director for Planning, Miami-Dade County
Isabel Cosio Carballo, Executive Director, South Florida Regional Council

**SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS
FOR EXPEDITED STATE REVIEW**

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

**CORRESPONDENCE REGARDING TIME EXTENSION FOR ADOPTION OF PENDING MAY
2015 CYCLE APPLICATION NO. 9 TO AMEND THE CDMP**

• Property Owner's Request for Time Extension letter dated February 9, 2016
• County's Notice of Time Extension for Adoption of Pending May 2015 Cycle Application No. 9 to amend the CDMP, dated June 30, 2016
• FDEO Acknowledgement of Time Extension letter dated July 8, 2016
• Property Owner's Support of Time Extension letter dated December 2, 2016
• County's Notice of Second Time Extension for Adoption of Pending May 2015 Cycle Application No. 9 to amend the CDMP, dated December 27, 2016
• FDEO Acknowledgement of Second Time Extension letter dated January 3, 2017
• Property Owner's Request for July 19, 2017 Final BCC Hearing and Third Time Extension letter dated June 20, 2017
• County's Notice of Third Time Extension for Adoption of Pending May 2015 Cycle Application No. 9 to amend the CDMP, dated July 5, 2017
• FDEO Acknowledgement of Third Time Extension letter dated July 7, 2017

Holland & Knight

701 Brickell Avenue, Suite 3300 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799
Holland & Knight LLP | www.hklaw.com

2016 FEB -9 P 2:52

PLANNING & ZONING
METROPOLITAN PLANNING SECT
Joseph G. Goldstein
305-789-7782
Joseph.Goldstein@hklaw.com

February 9, 2016

SENT VIA Email and Hand Delivery

Mr. Mark Woerner, AICP
Miami-Dade County
111 NW First Street, 11th Floor
Miami, Florida 33131

RE: Miami-Dade County May 2015 Cycle Application for Amendment to the CDMP
Application No. 9 - Ludlam Trail Corridor

Dear Mr. Woerner:

As you are aware, a Miami-Dade County May 2015 Cycle Application for Amendment to the CDMP Application No. 9 for the Ludlam Trail Corridor (the "Application") has been reviewed by all agencies and comments were issued to Miami-Dade County on or about January 13, 2016. Said comments on the Application were received by Miami-Dade County on January 20, 2016. Following the receipt of agency comments, there are County and State guidelines that apply to the timing of the final adoption hearing. In order to address the outstanding issues regarding the Application and on behalf of the owners of the Application subject property, we hereby acknowledge and consent to the waiver of the County Code requirements relating to those hearing timeframes and request the application of the hearing timeframe requirements established pursuant to Section 163.3184(3)(c)(1) of the Florida Statutes.

Section 2-116.1(4)(a) of the Miami-Dade County Code requires that the Board of County Commissioners shall hold its final adoption hearing "not later than forty-five (45) days after receipt of comments from the State Land Planning Agency and other review agencies, unless a greater time period is deemed necessary by the Director," which, in this case, would be no later than March 5, 2016. This timeframe for the final hearing is more accelerated than the requirements set forth by the Florida Statutes. Section 163.3184(3)(c)(1), F.S., allows a local government up to 180 days from receipt of agency comments as follows:

The local government shall hold its second public hearing, which shall be a hearing on whether to adopt one or more comprehensive plan amendments pursuant to subsection (11). If the local government fails, within 180 days after receipt of agency comments, to hold the second public hearing, the amendments shall be deemed withdrawn unless extended by agreement with notice to the state

land planning agency and any affected person that provided comments on the amendment. The 180-day limitation does not apply to amendments processed pursuant to s. 380.06.

The Florida Statutes require that the public hearing for the final adoption of the Application would be on or before July 18, 2016. We request that you apply this timeframe in order to accommodate the complexities of the Application and to ensure that it is reviewed, noticed to the public, and adopted in an appropriate manner.

Thank you for your cooperation with the Application and your patience. We look forward to continuing to work with you through this process.

Sincerely,

HOLLAND & KNIGHT LLP



Joseph G. Goldstein

Cc: Mr. Jack Osterholt
Mr. Garrett Rowe
Mr. Jose Gonzalez
Dennis Kerbel, Esq.
Mr. Alfred Lurigados
Abbie Schwaderer-Raurell, Esq.
Tracy R. Slavens, Esq.

#38870953_v1



OFFICE OF THE MAYOR MIAMI-DADE COUNTY, FLORIDA

CARLOS A. GIMENEZ
MAYOR

June 30, 2016

Florida Department of Economic Opportunity
Attn: Ray Eubanks, Plan Review Administrator
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Subject: Notice of Time Extension for Pending May 2015 Cycle Application No. 9 to Amend the Comprehensive Development Master Plan for Miami-Dade County (DEO No. 15-3ESR).

Dear Mr. Eubanks:

This letter serves as notice of a six month time extension for the adoption of May 2015 Cycle Application No. 9 to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP), pursuant to Section 163.3184(3) (c) 1, Florida Statutes (F.S.).

Section 163.3184(3)(c)1, F.S., provides that a local government shall hold its second public hearing on whether to adopt proposed comprehensive plan amendments within 180 days of receiving comments from the state and regional reviewing agencies; otherwise, the proposed amendments shall be deemed withdrawn unless the 180-day timeframe is extended by agreement. The statute also requires that notice of such agreement be provided to the State Land Planning Agency and any affected person(s) that provided comments on the proposed amendments. A copy of this notice of time extension is provided to each affected person that commented on the pending application, as identified in the list of recipients for this correspondence.

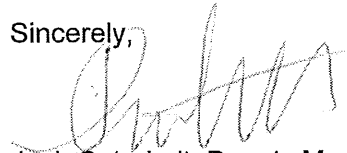
The Miami-Dade Board of County Commissioners (Board) conducted its first public hearing on November 18, 2015 and transmitted the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to the reviewing agencies. The County received comments from the reviewing agencies on the transmitted applications in January 2016, including the State Land Planning Agency's comments received on January 20, 2016. The Board was scheduled to conduct its second public hearing to take final action on the pending application on March 2, 2016. However, the owner of the May 2015 Cycle Application No. 9 subject property requested an extension of time to hold the second public hearing in order to address outstanding issues before the Board takes final action. The County agreed to the property owner's request for time extension and consequently the March 2, 2016 public hearing was cancelled. The County and the property owner are working to address the outstanding issues and a 6-month extension beyond the 180-day timeframe is deemed necessary to conclude this work and for the Board to take final action. The 180-day timeframe expires on July 18, 2016 and the 6-month extension will expire on **January 18, 2017.**

Ray Eubanks
Florida Department of Economic Opportunity
Page 2

For additional information or clarification regarding this transmittal, please contact Mark R. Woerner, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources, Stephen P. Clark Center, 111 NW 1st Street, 12th Floor, Miami, Florida 33128, or by phone at (305) 375-2835, fax (305) 375-1091 or e-mail mwoerner@miamidade.gov.

Thank you for your time and consideration.

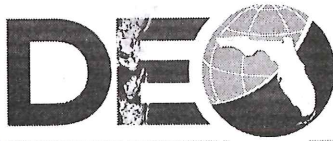
Sincerely,



Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

- c: Honorable Carlos A. Gimenez, Mayor
Honorable Chairman Jean Monestime
and Members, Miami-Dade Board of County Commissioners
Honorable Harvey Ruvin, Clerk of the Board
Abigail Price-Williams, County Attorney
Dennis Kerbel, Assistant County Attorney
Lourdes Gomez, Deputy Director, Department of Regulatory and Economic Resources
Mark Woerner, Assistant Director, Department of Regulatory and Economic Resources
Eugene Love, Agenda Coordinator
- c: Affected Persons pursuant to Section 163.3184(1)(a), F.S.
Honorable Francis Suarez, Commissioner, City of Miami
Honorable Bob Welsh, Commissioner, City of South Miami
Honorable Erik Fresen, 114th District, Florida House of Representatives
Jose Gonzalez, Senior Vice President, Florida East Coast Industries
Joseph G. Goldstein, Esq., Holland and Knight
Juan Mayol, Esq., Holland & Knight
Tony Garcia, Chairman, Friends of Ludlam Trail
Frankie Ruiz, Vice-Chairman, Friends of Ludlam Trail
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Eleanor Quigley, President, Waterway Neighborhood Association
Stuart Grant, Resident
Gary Held, Resident
Claudia Ferner, Resident
Laura Reynolds, Resident
Valerie Robin, Resident

Rick Scott
GOVERNOR



RECEIVED

FLORIDA DEPARTMENT of
ECONOMIC OPPORTUNITY

2016 JUL 22 P 3: 16

July 8, 2016

Cissy Proctor
EXECUTIVE DIRECTOR

RECEIVED

JUL 18 2016

PLANNING DIVISION

Mr. Jack Osterhold, Deputy Mayor/Director
Department of Regulatory and Economic Resources
Miami-Dade County Office of Mayor
111 N.W. First Street
Miami, Florida 33128-1930

TO
mark

MIAMI-DADE COUNTY
OFFICE OF THE MAYOR

Dear Mr. Osterhold:

This letter is in response to the letter dated June 30, 2016, notifying of an extension for the adoption of a proposed amendment DEO 15-BESR to the Miami-Dade County Comprehensive Plan pursuant to Section 163.3184(3), Florida Statutes.

The Department acknowledges receipt of County's extension notification. The new extended adoption date is January 18, 2017. The Department reminds the County that all citizens who commented on the amendment need to be notified of the extension.

If the proposed amendment is adopted, please submit the amendments to the Florida Department of Economic Opportunity, Bureau of Community Planning, Plan Processing Team within 10 working days of adoption pursuant to Section 163.3184(3), Florida Statutes.

If you have any questions concerning this matter, please do not hesitate to contact Tony Antony Biblo at (850) 717-8503, or myself, at (850) 717-8483.

Sincerely,

D. Ray Eubanks
Plan Processing Administrator

DRE/me

Florida Department of Economic Opportunity | Calhoun Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.floridajobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

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OFFICE OF THE MAYOR MIAMI-DADE COUNTY, FLORIDA

CARLOS A. GIMENEZ
MAYOR

June 30, 2016

Florida Department of Economic Opportunity
Attn: Ray Eubanks, Plan Review Administrator
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Subject: Notice of Time Extension for Pending May 2015 Cycle Application No. 9 to Amend the Comprehensive Development Master Plan for Miami-Dade County (DEO No. 15-3ESR).

Dear Mr. Eubanks:

This letter serves as notice of a six month time extension for the adoption of May 2015 Cycle Application No. 9 to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP), pursuant to Section 163.3184(3) (c) 1, Florida Statutes (F.S.).

Section 163.3184(3)(c)1, F.S., provides that a local government shall hold its second public hearing on whether to adopt proposed comprehensive plan amendments within 180 days of receiving comments from the state and regional reviewing agencies; otherwise, the proposed amendments shall be deemed withdrawn unless the 180-day timeframe is extended by agreement. The statute also requires that notice of such agreement be provided to the State Land Planning Agency and any affected person(s) that provided comments on the proposed amendments. A copy of this notice of time extension is provided to each affected person that commented on the pending application, as identified in the list of recipients for this correspondence.

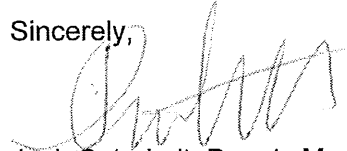
The Miami-Dade Board of County Commissioners (Board) conducted its first public hearing on November 18, 2015 and transmitted the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to the reviewing agencies. The County received comments from the reviewing agencies on the transmitted applications in January 2016, including the State Land Planning Agency's comments received on January 20, 2016. The Board was scheduled to conduct its second public hearing to take final action on the pending application on March 2, 2016. However, the owner of the May 2015 Cycle Application No. 9 subject property requested an extension of time to hold the second public hearing in order to address outstanding issues before the Board takes final action. The County agreed to the property owner's request for time extension and consequently the March 2, 2016 public hearing was cancelled. The County and the property owner are working to address the outstanding issues and a 6-month extension beyond the 180-day timeframe is deemed necessary to conclude this work and for the Board to take final action. The 180-day timeframe expires on July 18, 2016 and the 6-month extension will expire on **January 18, 2017.**

Ray Eubanks
Florida Department of Economic Opportunity
Page 2

For additional information or clarification regarding this transmittal, please contact Mark R. Woerner, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources, Stephen P. Clark Center, 111 NW 1st Street, 12th Floor, Miami, Florida 33128, or by phone at (305) 375-2835, fax (305) 375-1091 or e-mail mwoerner@miamidade.gov.

Thank you for your time and consideration.

Sincerely,



Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

- c: Honorable Carlos A. Gimenez, Mayor
Honorable Chairman Jean Monestime
and Members, Miami-Dade Board of County Commissioners
Honorable Harvey Ruvin, Clerk of the Board
Abigail Price-Williams, County Attorney
Dennis Kerbel, Assistant County Attorney
Lourdes Gomez, Deputy Director, Department of Regulatory and Economic Resources
Mark Woerner, Assistant Director, Department of Regulatory and Economic Resources
Eugene Love, Agenda Coordinator
- c: Affected Persons pursuant to Section 163.3184(1)(a), F.S.
 - Honorable Francis Suarez, Commissioner, City of Miami
 - Honorable Bob Welsh, Commissioner, City of South Miami
 - Honorable Erik Fresen, 114th District, Florida House of Representatives
 - Jose Gonzalez, Senior Vice President, Florida East Coast Industries
 - Joseph G. Goldstein, Esq., Holland and Knight
 - Juan Mayol, Esq., Holland & Knight
 - Tony Garcia, Chairman, Friends of Ludlam Trail
 - Frankie Ruiz, Vice-Chairman, Friends of Ludlam Trail
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 - Eleanor Quigley, President, Waterway Neighborhood Association
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 - Gary Held, Resident
 - Claudia Ferner, Resident
 - Laura Reynolds, Resident
 - Valerie Robin, Resident

Holland & Knight

701 Brickell Avenue, Suite 3300 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799
Holland & Knight LLP | www.hklaw.com

Joseph G. Goldstein
305 789 7782
joseph.goldstein@hklaw.com

RECEIVED

December 2, 2016

2016 DEC 12 P 3: 35

VIA PDF & HAND DELIVERY

PER-PLANNING DIVISION

Mr. Jack Osterholt, AICP
Director, Department of Regulatory and Economic Resources
111 N.W. 1st Street, 29th Floor
Miami, FL 33128

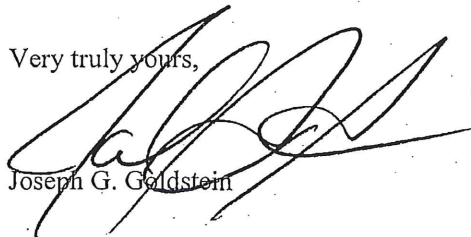
Re: May 2015 Cycle - Application Number 9 ("Application") / Ludlam Trail Amendment to
Comprehensive Development Master Plan ("CDMP") / DEO No. 15-3ESR

Dear Mr. Osterholt:

It is our understanding that the above-referenced pending Application from the May 2015 Amendment Cycle will expire/be deemed withdrawn on January 18, 2017, unless extended pursuant to section 163.3184(3)(c)1, Florida Statutes. Staff has indicated that Miami Dade County intends to process another six (6) month extension for final consideration of the Application. Please be advised that our client has advised that the affected Owners of the property that is the subject of the Application are in support of this extension request, with the hope and expectation that any remaining questions can be addressed and issues resolved during this six-month extension period.¹

We thank you for your attention to our client's interests and this Application. If you have any questions, please do not hesitate to contact me at (305) 789-7782 or email at joseph.goldstein@hklaw.com.

Very truly yours,



Joseph G. Goldstein

cc: Mr. Jose Gonzalez
Ms. Lourdes Gomez
Mr. Mark Woerner, AICP
Ms. Kimberly Brown, AICP
Mr. Jerry Bell, AICP
Abbie Schwaderer Raurel, Esq.
Mr. John Guitar
Ms. Maria Llevano Cruz
Tracy R. Slavens, Esq.

¹ The owners of the Property are LR 13-18, LLC, Florida East Coast Railway, and FDG Rail Holdings 32, LLC (the "Owners").



December 27, 2016

Florida Department of Economic Opportunity
Attn: Ray Eubanks, Plan Review Administrator
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Subject: Notice of Second Time Extension for Pending May 2015 Cycle Application No. 9 to Amend the Comprehensive Development Master Plan for Miami-Dade County (DEO No. 15-3ESR)

Dear Mr. Eubanks:

This letter serves as notice of a second six-month time extension for the adoption of May 2015 Cycle Application No. 9 to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP), pursuant to Section 163.3184(3)(c)1, Florida Statutes (F.S.).

Section 163.3184(3)(c)1, F.S., provides that a local government shall hold its second public hearing on whether to adopt proposed comprehensive plan amendments within 180 days of receiving comments from the state and regional reviewing agencies; otherwise, the proposed amendments shall be deemed withdrawn unless the 180-day timeframe is extended by agreement. The statute also requires that notice of such agreement be provided to the State Land Planning Agency and any affected person(s) that provided comments on the proposed amendments.

The Miami-Dade Board of County Commissioners (Board) conducted its first public hearing on November 18, 2015 and transmitted the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to the reviewing agencies. The County received comments from the reviewing agencies on the transmitted applications in January 2016, including the State Land Planning Agency's comments received on January 20, 2016. The Board was scheduled to conduct its second public hearing to take final action on the pending application on March 2, 2016. However, the owner of the May 2015 Cycle Application No. 9 subject property requested an extension of time to hold the second public hearing in order to address outstanding issues before the Board takes final action. The County agreed to the property owner's request for time extension and consequently the March 2, 2016 public hearing was cancelled.

The 180-day timeframe required by Section 163.3184(3)(c)1, F.S. expired on July 18, 2016. On June 30, 2016, the County notified the Department of Economic Opportunity that the 180-day timeframe for adoption of the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) would be extended by six months to January 18, 2017. The Department of Economic Opportunity acknowledged receipt of the County's extension notification by letter dated July 8, 2016. The County and the property owner continue to work to address outstanding issues related to the application and a second 6-month extension beyond the 180-day timeframe is deemed necessary to conclude this work and for the Board to take final action. The timeframe for adoption of May

2015 Cycle Application No. 9 (Amendment No. 15-3ESR) will be extended for an additional six months to expire on July 18, 2017. A copy of this notice of time extension is provided to each affected person that commented on the pending application, as identified in the list of recipients for this correspondence.

For additional information or clarification regarding this transmittal, please contact Mark R. Woerner, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources, Stephen P. Clark Center, 111 NW 1st Street, 12th Floor, Miami, Florida 33128, or by phone at (305) 375-2835, fax (305) 375-1091 or e-mail mwoerner@miamidade.gov.

Thank you for your time and consideration.

Sincerely,



Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

- c: Honorable Chairman Jean Monestime
and Members, Miami-Dade Board of County Commissioners
Dennis Kerbel, Assistant County Attorney
- c: Affected Persons pursuant to Section 163.3184(1)(a), F.S.
 - Honorable Francis Suarez, Commissioner, City of Miami
 - Honorable Bob Welsh, Commissioner, City of South Miami
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 - Laura Reynolds, Resident
 - Valerie Robin, Resident

Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR

RECEIVED

JAN 11 2017

**MIAMI-DADE COUNTY
OFFICE OF THE MAYOR**

Mr. Jack Osterhold, Deputy Mayor/Director
Department of Regulatory and Economic Resources
Miami-Dade County Office of Mayor
111 N.W. First Street
Miami, Florida 33128-1930

Dear Mr. Osterhold:

This letter is in response to the letter dated December 27, 2016, notifying of a second extension for the adoption of a proposed amendment DEO 15-3ESR to the Miami-Dade County Comprehensive Plan pursuant to Section 163.3184(3), Florida Statutes.

The Department acknowledges receipt of County's extension notification. The new extended adoption date is July 18, 2017. The Department reminds the County that all citizens who commented on the amendment need to be notified of the extension.

If the proposed amendment is adopted, please submit the amendments to the Florida Department of Economic Opportunity, Bureau of Community Planning, Plan Processing Team within 10 working days of adoption pursuant to Section 163.3184(3), Florida Statutes.

If you have any questions concerning this matter, please do not hesitate to contact Tony Antony Biblo at (850) 717-8503, or myself, at (850) 717-8483.

Sincerely,

D. Ray Eubanks
Plan Processing Administrator

DRE/me



Regulatory and Economic Resources
Executive Offices
Stephen P. Clark Center
111 NW 1st Street • 29th Floor
Miami, Florida 33128-1930
T 305-375-3076 F 305-375-2099

miamidade.gov/economy

December 27, 2016

Florida Department of Economic Opportunity
Attn: Ray Eubanks, Plan Review Administrator
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

RECEIVED
Bureau of Community Planning
JAN 3 2017
Div. of Community Development
Dept. of Economic Opportunity

Subject: Notice of Second Time Extension for Pending May 2015 Cycle Application No. 9 to Amend the Comprehensive Development Master Plan for Miami-Dade County (DEO No. 15-3ESR)

Dear Mr. Eubanks:

This letter serves as notice of a second six-month time extension for the adoption of May 2015 Cycle Application No. 9 to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP), pursuant to Section 163.3184(3)(c)1, Florida Statutes (F.S.).

Section 163.3184(3)(c)1, F.S., provides that a local government shall hold its second public hearing on whether to adopt proposed comprehensive plan amendments within 180 days of receiving comments from the state and regional reviewing agencies; otherwise, the proposed amendments shall be deemed withdrawn unless the 180-day timeframe is extended by agreement. The statute also requires that notice of such agreement be provided to the State Land Planning Agency and any affected person(s) that provided comments on the proposed amendments.

The Miami-Dade Board of County Commissioners (Board) conducted its first public hearing on November 18, 2015 and transmitted the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to the reviewing agencies. The County received comments from the reviewing agencies on the transmitted applications in January 2016, including the State Land Planning Agency's comments received on January 20, 2016. The Board was scheduled to conduct its second public hearing to take final action on the pending application on March 2, 2016. However, the owner of the May 2015 Cycle Application No. 9 subject property requested an extension of time to hold the second public hearing in order to address outstanding issues before the Board takes final action. The County agreed to the property owner's request for time extension and consequently the March 2, 2016 public hearing was cancelled.

The 180-day timeframe required by Section 163.3184(3)(c)1, F.S. expired on July 18, 2016. On June 30, 2016, the County notified the Department of Economic Opportunity that the 180-day timeframe for adoption of the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) would be extended by six months to January 18, 2017. The Department of Economic Opportunity acknowledged receipt of the County's extension notification by letter dated July 8, 2016. The County and the property owner continue to work to address outstanding issues related to the application and a second 6-month extension beyond the 180-day timeframe is deemed necessary to conclude this work and for the Board to take final action. The timeframe for adoption of May

2015 Cycle Application No. 9 (Amendment No. 15-3ESR) will be extended for an additional six months to expire on July 18, 2017. A copy of this notice of time extension is provided to each affected person that commented on the pending application, as identified in the list of recipients for this correspondence.

For additional information or clarification regarding this transmittal, please contact Mark R. Woerner, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources, Stephen P. Clark Center, 111 NW 1st Street, 12th Floor, Miami, Florida 33128, or by phone at (305) 375-2835, fax (305) 375-1091 or e-mail mwoerner@miamidade.gov.

Thank you for your time and consideration.

Sincerely,



Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

- c: Honorable Chairman Jean Monestime
and Members, Miami-Dade Board of County Commissioners
Dennis Kerbel, Assistant County Attorney
- c: Affected Persons pursuant to Section 163.3184(1)(a), F.S.
 - Honorable Francis Suarez, Commissioner, City of Miami
 - Honorable Bob Welsh, Commissioner, City of South Miami
 - Honorable Erik Fresen, 114th District, Florida House of Representatives
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 - Valerie Robin, Resident

Holland & Knight

701 Brickell Avenue, Suite 3300 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799
Holland & Knight LLP | www.hklaw.com

RECEIVED

2017 JUN 20 P 2:29

Joseph G. Goldstein
305-789-7782

zsgoldstein@hklaw.com
PLANNING DIVISION

June 20, 2017

SENT VIA Email and Hand Delivery

Mr. Jerry Bell, AICP
Miami-Dade County
111 NW First Street, 12th Floor
Miami, Florida 33131

RE: Miami-Dade County May 2015 Cycle Application for Amendment to the CDMP
Application No. 9 - Ludlam Trail Corridor

Dear Mr. Bell:

As you are aware, Miami-Dade County May 2015 Cycle Application for Amendment to the Comprehensive Development Master Plan ("CDMP") Application No. 9 for the Ludlam Trail Corridor (the "Application") was reviewed by all agencies and comments were issued to Miami-Dade County ("County") on or about January 13, 2016. Comments on the Application were received by Miami-Dade County on January 20, 2016. In accordance with County and State guidelines, on behalf of the owners of the property that is the subject of the Application, we provided a letter on February 9, 2016 that consented to a waiver and extension of the timeframe associated with adoption of the Application in order to address certain outstanding issues. See: Section 163.3184(3)(c)(1), Florida Statutes.

The County sought and obtained an extension of the timeframe, provided that the final adoption of the Application would need to be on or before July 18, 2016 ("Hearing Date"). That Hearing Date/deadline was extended until January 18, 2017, and was then further extended until its current date of July 18, 2017.

We have been advised that the outstanding issues that were a consideration to our client justifying delay of final consideration of the Application on February 9, 2016 have been or are being addressed to the owners' satisfaction, such that they are reasonably comfortable with the scheduling of the final hearing on the Application. Therefore, we are prepared for and urge the Department of Regulatory and Economic Resources to:

- a. Schedule the Application for final consideration of the Board of County Commissioners on July 19, 2017.¹

¹ Or the July 18 or 20 County Commission agendas.

- b. Extend the final hearing date until September 8, 2017 pursuant to Section 163.3184(3)(c)(1), F.S. and Section 2-116.1(4), Miami-Dade County Code.

Thank you for your attention to this request and the Application in general. We look forward to continuing to work with you through this process.

Sincerely,
HOLLAND & KNIGHT LLP



Joseph G. Goldstein

Cc: Mr. B. Jack Osterholt
Mr. Garrett Rowe
Ms. Kimberly Brown
Abbie Schwaderer-Raurell, Esq.
Dennis Kerbel, Esq.
Ms. Maria Llevano Cruz
Mr. Jose M. Gonzalez
Tracy R. Slavens, Esq.

#51928824_v1



July 5, 2017

Florida Department of Economic Opportunity
Attn: Ray Eubanks, Plan Review Administrator
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Subject: Notice of Third Time Extension for Pending May 2015 Cycle Application No. 9 to Amend the Comprehensive Development Master Plan for Miami-Dade County (DEO No. 15-3ESR).

Dear Mr. Eubanks:

This letter serves as notice of a third six-month time extension for the adoption of May 2015 Cycle Application No. 9 to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP), pursuant to Section 163.3184(3)(c)1, Florida Statutes (F.S.).

Section 163.3184(3)(c)1, F.S., provides that a local government shall hold its second public hearing on whether to adopt proposed comprehensive plan amendments within 180 days of receiving comments from the state and regional reviewing agencies; otherwise, the proposed amendments shall be deemed withdrawn unless the 180-day timeframe is extended by agreement. The statute also requires that notice of such agreement be provided to the State Land Planning Agency and any affected person(s) that provided comments on the proposed amendments.

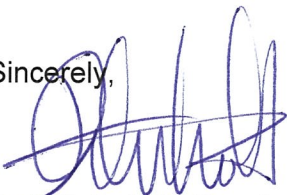
The Miami-Dade Board of County Commissioners (Board) conducted its first public hearing on November 18, 2015 and transmitted the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to the reviewing agencies. The County received comments from the reviewing agencies on the transmitted applications in January 2016, including the State Land Planning Agency's comments received on January 20, 2016. The Board was scheduled to conduct its second public hearing to take final action on the pending application on March 2, 2016. However, the owner of the May 2015 Cycle Application No. 9 subject property requested an extension of time to hold the second public hearing in order to address outstanding issues before the Board takes final action. The County agreed to the property owner's request for time extension and consequently the March 2, 2016 public hearing was cancelled.

The 180-day timeframe required by Section 163.3184(3)(c)1, F.S. expired on July 18, 2016. Two prior 6-month extensions have been granted that have extended the timeframe for adoption of the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to July 18, 2017. The County and the property owner continue to work to address outstanding issues related to the application and a third 6-month extension beyond the 180-day timeframe is deemed necessary to conclude this work and for the Board to take final action. The timeframe for adoption of May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) will be extended for an additional six months to expire on January 18, 2018. A copy of this notice of time extension is provided to each affected person that commented on the pending application, as identified in the list of recipients for this correspondence.

For additional information or clarification regarding this transmittal, please contact Jerry Bell, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources, Stephen P. Clark Center, 111 NW 1st Street, 12th Floor, Miami, Florida 33128, or by phone at (305) 375-2835, fax (305) 375-1091 or by email at Jerry.Bell@miamidade.gov.

Thank you for your time and consideration.

Sincerely,



Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

- c: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Miami-Dade Board of County Commissioners
Dennis Kerbel, Assistant County Attorney
- c: Affected Persons pursuant to Section 163.3184(1)(a), F.S.
 - Honorable Francis Suarez, Commissioner, City of Miami
 - Honorable Bob Welsh, Commissioner, City of South Miami
 - Honorable Erik Fresen, 114th District, Florida House of Representatives
 - Jose Gonzalez, Senior Vice President, Florida East Coast Industries
 - Joseph G. Goldstein, Esq., Holland and Knight
 - Juan Mayol, Esq., Holland & Knight
 - Toni Garcia, Chairman, Friends of Ludlam Trail
 - Frankie Ruiz, Vice-Chairman, Friends of Ludlam Trail
 - Lisa Vale, Representative of the Ludlam Trail Neighborhood Association
 - Eleanor Quigley, President, Waterway Neighborhood Association
 - Stuart Grant, Resident
 - Gary Held, Resident
 - Claudia Ferner, Resident
 - Laura Reynolds, Resident
 - Valerie Robin, Resident

Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR

RECEIVED

JUL 11 2017

MIAMI-DADE COUNTY
OFFICE OF THE MAYOR

Mr. Jack Osterhold, Deputy Mayor/Director
Department of Regulatory and Economic Resources
Miami-Dade County Office of Mayor
111 N.W. First Street
Miami, Florida 33128-1930

Dear Mr. Osterhold:

This letter is in response to the letter dated July 5, 2017, notifying of a third extension for the adoption of a proposed amendment DEO 15-3ESR to the Miami-Dade County Comprehensive Plan pursuant to Section 163.3184(3), Florida Statutes.

The Department acknowledges receipt of County's extension notification. The new extended adoption date is January 18, 2018. The Department reminds the County that all citizens who commented on the amendment need to be notified of the extension.

If the proposed amendment is adopted, please submit the amendments to the Florida Department of Economic Opportunity, Bureau of Community Planning, Plan Processing Team within 10 working days of adoption pursuant to Section 163.3184(3), Florida Statutes.

If you have any questions concerning this matter, please do not hesitate to contact Tony Antony Biblo at (850) 717-8503, or myself, at (850) 717-8483.

Sincerely,

D. Ray Eubanks
Plan Processing Administrator

DRE/me

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399

850.245.7105 | www.floridajobs.org

[www.twitter.com/FLDEO](https://twitter.com/FLDEO) | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.



July 5, 2017

RECEIVED

Div. of Community Planning and Growth

JUL - 6 2017

Div. of Community Development
Dept. Economic Opportunity

Florida Department of Economic Opportunity
Attn: Ray Eubanks, Plan Review Administrator
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Subject: Notice of Third Time Extension for Pending May 2015 Cycle Application No. 9 to Amend the Comprehensive Development Master Plan for Miami-Dade County (DEO No. 15-3ESR).

Dear Mr. Eubanks:

This letter serves as notice of a third six-month time extension for the adoption of May 2015 Cycle Application No. 9 to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP), pursuant to Section 163.3184(3)(c)1, Florida Statutes (F.S.).

Section 163.3184(3)(c)1, F.S., provides that a local government shall hold its second public hearing on whether to adopt proposed comprehensive plan amendments within 180 days of receiving comments from the state and regional reviewing agencies; otherwise, the proposed amendments shall be deemed withdrawn unless the 180-day timeframe is extended by agreement. The statute also requires that notice of such agreement be provided to the State Land Planning Agency and any affected person(s) that provided comments on the proposed amendments.

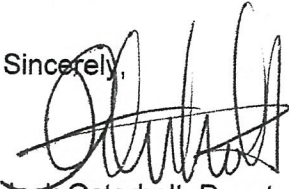
The Miami-Dade Board of County Commissioners (Board) conducted its first public hearing on November 18, 2015 and transmitted the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to the reviewing agencies. The County received comments from the reviewing agencies on the transmitted applications in January 2016, including the State Land Planning Agency's comments received on January 20, 2016. The Board was scheduled to conduct its second public hearing to take final action on the pending application on March 2, 2016. However, the owner of the May 2015 Cycle Application No. 9 subject property requested an extension of time to hold the second public hearing in order to address outstanding issues before the Board takes final action. The County agreed to the property owner's request for time extension and consequently the March 2, 2016 public hearing was cancelled.

The 180-day timeframe required by Section 163.3184(3)(c)1, F.S. expired on July 18, 2016. Two prior 6-month extensions have been granted that have extended the timeframe for adoption of the May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) to July 18, 2017. The County and the property owner continue to work to address outstanding issues related to the application and a third 6-month extension beyond the 180-day timeframe is deemed necessary to conclude this work and for the Board to take final action. The timeframe for adoption of May 2015 Cycle Application No. 9 (Amendment No. 15-3ESR) will be extended for an additional six months to expire on January 18, 2018. A copy of this notice of time extension is provided to each affected person that commented on the pending application, as identified in the list of recipients for this correspondence.

For additional information or clarification regarding this transmittal, please contact Jerry Bell, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources, Stephen P. Clark Center, 111 NW 1st Street, 12th Floor, Miami, Florida 33128, or by phone at (305) 375-2835, fax (305) 375-1091 or by email at Jerry.Bell@miamidade.gov.

Thank you for your time and consideration.

Sincerely,



Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

- c: Honorable Chairman Esteban L. Bovo, Jr.
and Members, Miami-Dade Board of County Commissioners
Dennis Kerbel, Assistant County Attorney
- c: Affected Persons pursuant to Section 163.3184(1)(a), F.S.
 - Honorable Francis Suarez, Commissioner, City of Miami
 - Honorable Bob Welsh, Commissioner, City of South Miami
 - Honorable Erik Fresen, 114th District, Florida House of Representatives
 - Jose Gonzalez, Senior Vice President, Florida East Coast Industries
 - Joseph G. Goldstein, Esq., Holland and Knight
 - Juan Mayol, Esq., Holland & Knight
 - Toni Garcia, Chairman, Friends of Ludlam Trail
 - Frankie Ruiz, Vice-Chairman, Friends of Ludlam Trail
 - Lisa Vale, Representative of the Ludlam Trail Neighborhood Association
 - Eleanor Quigley, President, Waterway Neighborhood Association
 - Stuart Grant, Resident
 - Gary Held, Resident
 - Claudia Ferner, Resident
 - Laura Reynolds, Resident
 - Valerie Robin, Resident

Delivering Excellence Every Day

LUDLAM TRAIL CORRIDOR LEGAL DESCRIPTION AND SKETCH

LEGAL DESCRIPTION AND SKETCH
NORTH CORRIDOR

FROM NORTH OF NW 7th STREET TO
NORTH OF SW 10th STREET

LEGAL DESCRIPTION FOR THE FLORIDA EAST COAST RAILWAY COMPANY (NORTH CORRIDOR, FROM SW 10th STREET TO NORTH OF NW 7th STREET)

A strip of land 100' wide more or less, for the Florida East Coast Railway Company, being more particularly described as follow:

Commence at the SW corner, of the SE 1/4, of the NW 1/4, of the NE 1/4 of Section 11-54-40, thence N 87-43-20 E for a distance of 551.90 feet, along the south line of SE 1/4, of the NW 1/4, of the NE 1/4 of Section 11-54-40 to a point in the westerly right of way of the Florida East Coast Railway Company, the following 3 courses are along the westerly right of way of the Florida East Coast Railway Company, thence N 01-28-35 W for a distance of 6.93 feet to a point, thence S 87-27-27 W for a distance of 3.35 feet to a point, thence N 01-23-01 W a distance of 579.99 feet to the POINT OF BEGINNING of the following described parcel of Land, the following 7 courses are along the variable westerly right of way of the Florida East Coast Railway Company, thence N 00-26-18 W for a distance of 735.88 feet to a point, thence N 01-21-13 W for a distance of 1368.47 feet to a point, thence N 01-42-11 W for a distance of 1346.72 feet to a point, thence N 01-37-05 W for a distance of 2499.63 feet to a point, thence N 87-32-22 E for a distance of 5.33 feet to a point, thence N 00-07-17 E for a distance of 307.51 feet to a point, thence N 18-37-20 E for a distance of 290.27 feet to a point, the following 9 courses are along the variable easterly right of way of the Florida East Coast Railway Company, thence S 01-31-47 E for a distance of 578.20 feet to a point, thence S 87-32-22 W for a distance of 14.38 feet to a point, thence S 01-41-48 E for a distance of 1820.96 feet to a point, thence S 01-03-18 E for a distance of 678.52 feet to a point, thence S 01-46-17 E for a distance of 1345.45 feet to a point, thence S 01-40-38 E for a distance of 1369.95 feet to a point, thence S 87-35-57 W for a distance of 7.90 feet, thence S 00-40-00 E for a distance of 737.40 feet to a point, thence S 88-31-25 W for a distance of 100.0 feet to the POINT OF BEGINNING.

This strip of Lands containing 14.63 acres more or less.

SEC. 52-53-40

NW 7TH ST

NW 7TH ST

NW 71ST AVE

NW 72ND AVE

SEC. 2-54-40

W FLAGLER ST

FLAGAMI BLVD

SW 71ST AVE

SW 4TH ST

SW 5TH ST

SW 7TH ST

NW 69TH AVE

SW 1ST ST

SW 2ND ST

SW 3RD ST

SW 69TH AVE

SW 6TH ST

SW 8TH ST

SEC. 11-54-40

SW 72ND AVE

SW 9TH ST

SW 70TH AVE

A-77

SW 10TH ST

NW 68TH AVE

NW 67TH AVE

SW 68TH AVE

SW 67TH AVE

LEGAL DESCRIPTION AND SKETCH
SOUTH CORRIDOR

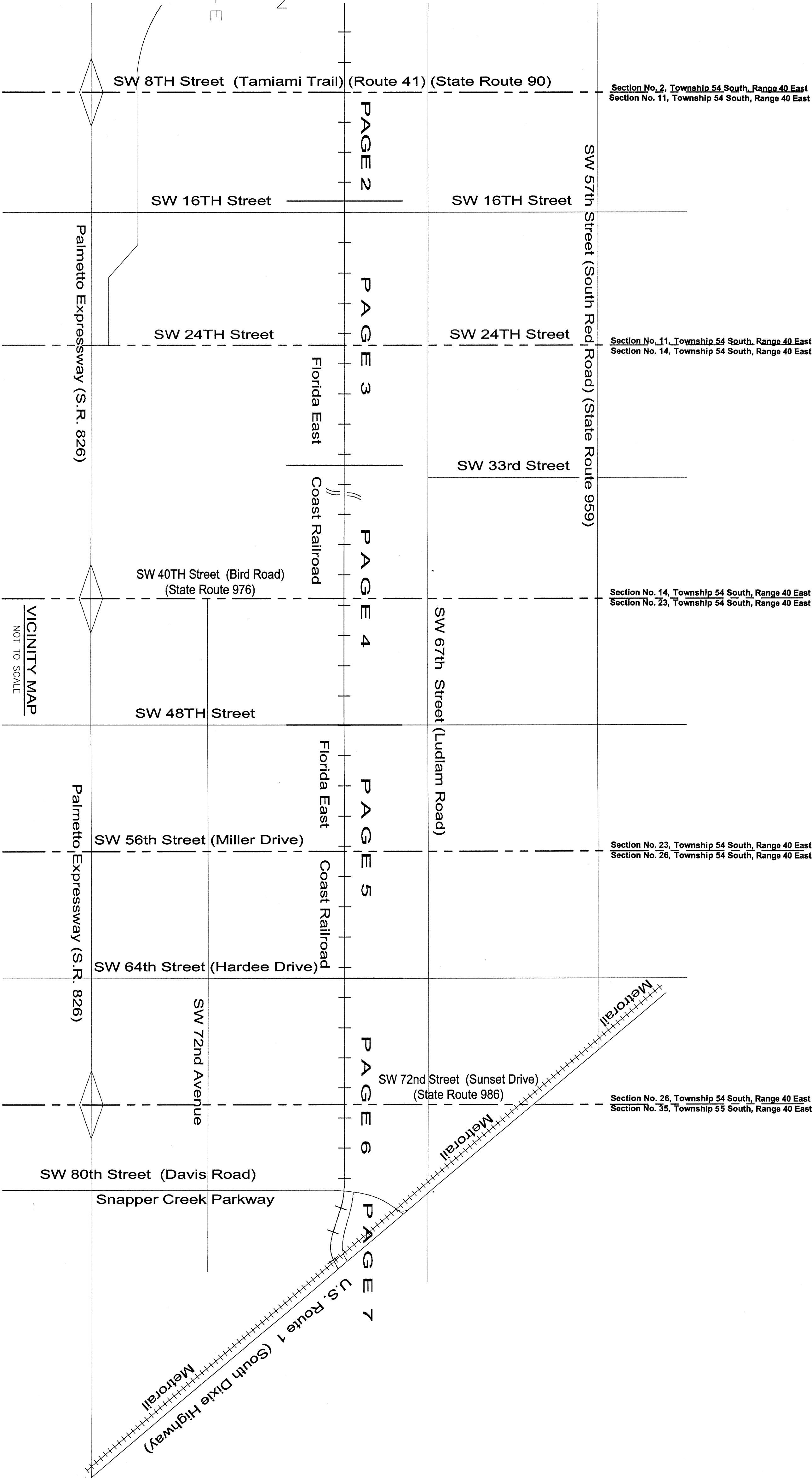
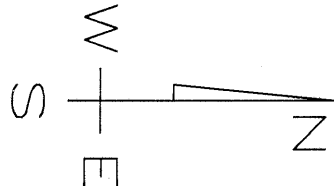
FROM NORTH OF SW 10th STREET
TO SW 80th STREET

EDWARD R. DUDLEY, P.E. 8557 - BOLE PROPIETOR
CLEVELAND, OHIO - 44120
PHONE: (818) 431-2800 FAX: (818) 431-9640

Survey Prepared By:

**SURVEY PREPARED FOR FLORIDA EAST
COAST RAILWAY COMPANY**
Sections 11, 14, 23, 26 and 35
Township 54 South, Range 40 East
MIAMI-DADE COUNTY, FLORIDA

The Outland Companies
Noble, Oklahoma 73068
405-972-1505
www.dcs-services.com



CERTIFICATION:

THIS IS TO CERTIFY THAT I HAVE RECENTLY SURVEYED THE PROPERTY DESCRIBED IN THE FOREGOING TITLE CAPTION AND THAT THE SURVEY WAS MADE IN ACCORDANCE WITH THE FLORIDA SURVEYING ACT AND THE FLORIDA SURVEYING BOARD'S MINIMUM TECHNICAL STANDARDS UNDER RULE 61G17-6, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA STATE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS.

December 19, 2007

PROFESSIONAL SURVEYOR & MAPPER
No. 6227, STATE OF FLORIDA

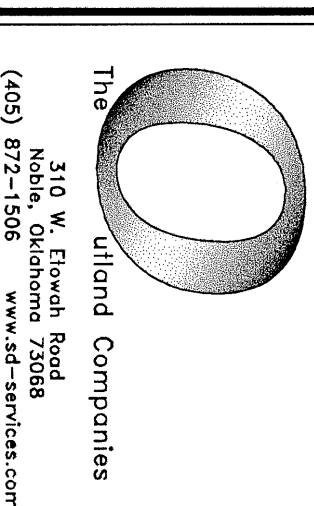
GENERAL NOTES:

1. TYPE OF SURVEY: BOUNDARY
2. PROPERTY: FLORIDA EAST COAST RAILWAY COMPANY
3. UNLESS OTHERWISE NOTED, FIELD MEASUREMENTS ARE IN ACCORDANCE WITH THE FLORIDA SURVEYING ACT AND THE FLORIDA SURVEYING BOARD'S MINIMUM TECHNICAL STANDARDS UNDER RULE 61G17-6, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA STATE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS.
4. THIS SURVEY IS NOT A DULY RECORDED SURVEY.
5. LOCATIONS OF IMPROVEMENTS AND UTILITIES ARE NOT SHOWN.
6. BEARINGS SHOWN HEREON (IF ANY), ARE REFERENCED TO THE BEARING SYSTEM USED ON THE SUBDIVISION PLATS FOR THE PROPERTY SHOWN HEREON.
7. RAILROAD TRACKS NOT ON GROUND UNLESS NOTED.
8. PAVEMENT IS ASPHALT UNLESS NOTED.

REFERENCE SURVEYS:

- 1.) FLORIDA DEPARTMENT OF TRANSPORTATION MAP SECTION 87030- MISC 3
- 2.) FLORIDA DEPARTMENT OF TRANSPORTATION MAP SECTION 87021-2501
- 3.) SOUTH FLORIDA WATER MANAGEMENT DISTRICT RIGHT-OF-WAY MAP OF SNAPPER CREEK CANAL.

This Work Conducted By:



The Outland Companies
310 W. Lincoln Road
Noble, Oklahoma 73068
(405) 972-1505 www.dcs-services.com

This Work Surveyed By:

Drawn By:	BLK	Date:	11-08-2007
Surveyed By:	ES & RS & BLK	Date:	11-12-2007
Approved By:		Date:	12-17-2007
Field Date:	10-6 thru 25	Date:	10-25-2007
Scale:	1"=100'	Date:	10-25-2007

Prepared For:

Florida East Coast Railway Company
310 W. Lincoln Road
Noble, Oklahoma 73068
(405) 972-1505
www.dcs-services.com

Project Address:

Project Location: Miami, FL

Project Name: Florida East Coast Railroad

Job Number: W-01-10-07

Survey Prepared By:

GENERAL NOTES:

2. THE PROPERTY SHOWN HEREON WAS NOT ABSTRACTED FROM OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS OF RECORD BY PINNELL SURVEY, INC.
3. UNLESS OTHERWISE NOTED, FIELD MEASUREMENTS ARE IN FEET AND INCHES.
4. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL PAVED STATE OF A FLORIDA LICENSED SURVEYOR/ OR MAPPER.
5. UNDERSTAND IMPROVEMENTS AND UTILITIES ARE NOT LOCATED.
6. BEARINGS SHOWN HEREON (IF ANY) ARE REFERENCED TO THE NORTH BY THE STATE PLAT MAPS AS REFERENCED IN THE ABOVE LEGAL DESCRIPTION.
7. FENCE OWNERSHIP IS NOT DETERMINED.
8. RAILROAD TRACKS NOT ON GROUND UNLESS NOTED.
9. PAVED AREAS ARE AS SHOWN UNLESS NOTED.

POSSIBLE ENCROACHMENTS:

- 66 ASPHALT AND CHAIN LINK FENCE ENCROACH 11%
- 67 THE HONDA DEALERSHIP USES THIS AREA TO STORE AUTOMOBILES.
- 68 CHAIN LINK FENCE ENCROACHES 26%
- 69 CHAIN LINK FENCE EXTENDS ACROSS AS SHOWN
- 70 CHAIN LINK FENCE ENCROACHES 31%
- 71 CHAIN LINK FENCE AND ASPHALT PAVEMENT ENCROACH 33%

**SURVEY PREPARED FOR FLORIDA EAST
COAST RAILWAY COMPANY**

Sections 11 and 14

Township 54 South, Range 40 East

















Folio No. 30-4011-000-0050
Folio No. 30-4011-000-0070
Folio No. 30-4011-018-0080
Folio No. 30-4011-019-1100

MIAMI-DADE COUNTY, FLORIDA

BASIS OF BEARINGS:

THE NORTHERLY LINE OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 35, TOWNSHIP 54 SOUTH AND RANGE 40 EAST AND BEING THE CENTERLINE OF S.W. 80TH STREET AS NORTH 86°56'43" EAST RECORDED IN DADELAND NORTH METROPOLITAN STATION AS RECORDED IN PLAT BOOK 147, PAGE 55 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA.

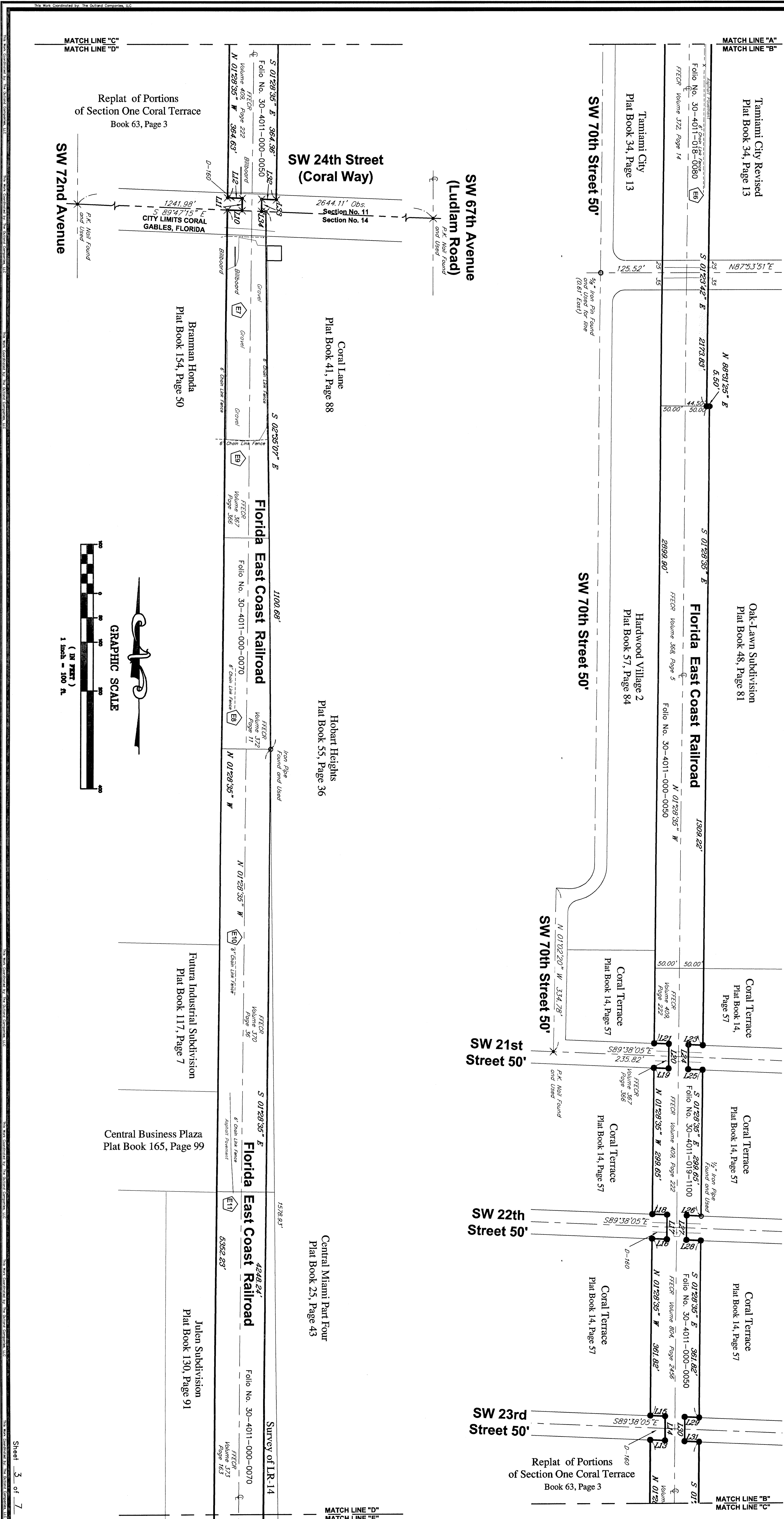
LEGEND

- | | | | |
|---|----------------------------------|---|-------------------|
|  | Permanent Control Monument Found |  | Railroad Tracks |
|  | Found Pin or Pipe Found & Used |  | Wood Fence |
|  | 5/8" Iron Pin Set |  | Chain Link Fence |
|  | P.K. Nail Set / Found |  | Centerline |
|  | Parcel Line |  | Z |
|  | Original Sublot Line |  | E |
|  | Original Lot / Section Line |  | Right-of-Way Line |
|  | Centerline |  | Easement Line |

LINE TABLE	
L10	589 47.15 E
L11	55.01"
L12	58.01"
L13	589 47.15 W
L14	50.02"
L15	589 48.05 W
L16	589 48.05 E
L17	50.03"
L18	589 48.05 W
L19	50.02"
L20	589 48.05 E
L21	58.02"
L22	50.02"
L23	50.03"
L24	589 48.05 E
L25	50.02"
L26	589 48.05 W
L27	50.03"
L28	589 48.05 E
L29	50.03"
L30	589 48.05 W
L31	50.02"
L32	589 47.15 W
L33	50.01"
L34	589 47.15 E

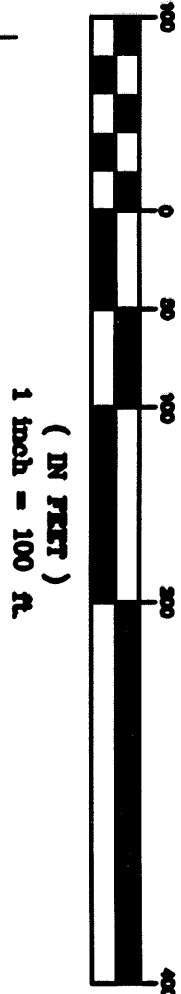
LEGEND & ABBREVIATIONS:

- [illegible]



Survey Prepared By:
EDWARD B. DUBLEY, P.L.S. 5527 - SURVEY INSPECTOR
2614 NORTH MIAMI AVE. SUITE 200
MIAMI, FL 33137
PHONE: (305) 451-2000 FAX: (305) 451-9640

GRAPHIC SCALE



- POSSIBLE ENCROACHMENTS:
- E12 CHAIN LINK FENCE ENCROACHES 21 ST.
 - E13 CHAIN LINK FENCE ENCROACHES 27 1/2
 - E14 BILBOARD ENCROACHES 18 1/2
 - E15 BILBOARD ENCROACHES 27 1/2
 - E16 SHED ENCROACHES 22 1/2
 - E17 CHAIN LINK FENCE ENCROACHES 98 1/2
 - E18 CHAIN LINK FENCE ENCROACHES 27 1/2
 - E19 BUILDING ENCROACHES 21 1/2

SURVEY PREPARED FOR FLORIDA EAST
COAST RAILWAY COMPANY

Sections 14 and 23
Township 54 South, Range 40 East

Folio No. 30-4011-000-0070
Folio No. 30-4023-000-0500

MIAMI-DADE COUNTY, FLORIDA

BASIS OF BEARINGS:

THE NORTHERLY LINE OF THE SOUTHEAST 1/4 OF SECTION 35, TOWNSHIP 54 SOUTH AND RANGE 40 EAST AND BEING THE CENTERLINE OF S.W. 80TH STREET 1/4S NORTH 89°36'21"E 1/4S AS RECORDED IN PLAT BOOK 147, PAGE 55 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA.

GENERAL NOTES:

1. TYPE OF SURVEY: BOUNDARY
2. THE PROPERTY SHOWN HEREON WAS NOT ABSTRACTED FOR OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER INTERESTS.
3. UNLESS OTHERWISE NOTED, FIELD MEASUREMENTS ARE IN AGREEMENT WITH RECORD MEASUREMENTS.
4. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND SEAL OF A LICENSED SURVEYOR.
5. UNDERGROUND IMPROVEMENTS AND UTILITIES ARE NOT LOCATED. SURVEY HEREON, IF ANY, ARE REFERENCED TO THE BEARING SYSTEM USED ON THE SUBDIVISION PLAT AS REFERENCED IN THE ABOVE LEGAL DESCRIPTION.
7. FENCE OWNERSHIP IS NOT DETERMINED.
8. PAVEMENT IS ASPHALT UNLESS NOTED.

LEGEND

- Permanent Control Monument Found or Permanent Reference Pin or Pipe Found & Used 5/8" Iron Pin Set P.K. Nail Set / Found
- Railroad Tracks Wood Fence Chain Link Fence Centerline
- Parcel Line Original Sublot Line Original Lot / Section Line Centimeter Property Line Right-of-Way Line Easement Line

LEGEND & ABBREVIATIONS:

- Ac. Acres
- Adj. Adjacent
- Asph. Asphalt Paving
- Bldg. Building
- Calc. Calculated
- Ch.L. Chain Link Fence
- Ch.B. Catch Basin
- Ch.A. Central Angle
- Ch. Chord
- Ch. Chert
- Conn. Concrete Connection
- Drill. Drill Hole
- D. Distance
- D.V. Dead Volume
- Doc. Document
- E. East
- Elec. Electric
- Enc. Encroachment
- Ex. Existing
- F. Feet
- F. Feet Overlaid
- F.F. Finished Floor
- G.F. Garage Floor
- G. Garage
- Gut. Gutter
- H.N. House Number
- L.F. Linear Feet
- L.S. Landscape
- M. Measured
- M. Measured
- M. Measured
- N. North
- N/A. Not Available
- N. Number
- N.T. Not to Scale
- O.L. Original Lot
- O.R. Original Record
- Obs. Observed
- Overl. Overlaid Lines
- P. Point of Curvature
- P.L. Professional Land Surveyor
- P.L. Property Line
- Plat. Filed of Recorded Plat
- Por. Porch
- Prop. Proposed
- R.W. Right-of-Way
- Rec. Record
- Res. Residence
- S. South
- S. Seconds
- S.L. Sublot
- Sq.Ft. Square Feet
- S.R. State Route
- S. Storm
- S. Storm
- T. Telephone
- T. Top of Bank
- T.C. Top of Curb
- T.W. Typical
- W. West

SW 67th Avenue
(Ludlam Road)

North SW 32nd Street

SW 32nd Terrace

Coral Gables Canal

Wooden Bridge #1446

Byrwood
Plat Book 27, Page 26

Norcross Avenue 50'

SW 44th Street 50'

Ludlam Point First Addition
Plat Book 129, Page 84

Bird South
Plat Book 98, Page 11

SW 69th Avenue

SW 69th Avenue 50'

SW 40th Street 100' (Bird Road)

Bird Road Industrial Sites
Plat Book 67, Page 64

Causey Industrial Tract
Plat Book 109, Page 48

Robert's Industrial Sites
Plat Book 93, Page 46

SW 46th Street 50'

Robert's Industrial Sites
Plat Book 93, Page 46

South Miami Warehouses
Plat Book 118, Page 44

Western Warehouses
Plat Book 122, Page 12

SW 48th Lane 22'
Section Four LakeRidge
Plat Book 109, Page 43

LINE	LENGTH	BEARING
L7	30.00'	N87°50'27"E
L8	32.00'	N01°28'55"W
L9	30.00'	S89°50'27"W
L35	30.00'	S89°50'27"W
L36	32.00'	S01°58'55"E
L37	30.00'	N87°50'27"E

MATCH LINE "G"
MATCH LINE "H"

MATCH LINE "E"
MATCH LINE "F"

MATCH LINE "H"
MATCH LINE "I"

MATCH LINE "F"
MATCH LINE "G"

First Addition to Bird South
Plat Book 100, Page 47

N87°35'43"E
1456.56'

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Survey Prepared By:

EDWARD B. DUDLEY, REG. 6527, BOLE MANEATOR
FLORIDA LAND SURVEYOR
12000 N. W. 11TH AVE., SUITE 200
FORT LAUDERDALE, FL 33304
PHONE: (352) 453-0500 FAX: (352) 491-9440

LEGAL DESCRIPTION

OF
FLORIDA EAST COAST RAILWAY COMPANY
(NORTH OF SW 80TH STREET)(DAVIS DRIVE)

COMMENCE at a Permanent Control Point "Disk" Found at the intersections of the centerlines of S.W. 72nd Avenue (60 feet wide) and S.W. 80th Street (Davis Drive) (Width Varies) and being the Northwest Corner of the Southeast 1 / 4 of Section No. 35, Township 54 South, Range 40 East, Miami-Dade County, Florida.

Thence North 86°56'43" East along the centerline of S.W. 80th Street, 894.34 feet to point;

Thence South 01°28'35" East, 35.01 feet to the PLACE OF BEGINNING of the herein described parcel of land;

The following courses are along the variable westerly right-of-way of the Florida East Coast Railway Company:

Thence North 01°28'35" West, 2683.12 feet;

Thence North 86°30'07" East, 30.02 feet (L1);

Thence North 01°28'35" West, 20.01 feet (L2);

Thence South 86°30'07" West, 30.02 feet (L3)

Thence North 01°28'35" West, 5317.03 feet;

Thence North 87°18'01" East, 30.01 feet (L4);

Thence North 01°28'35" West, 30.01 feet (L5);

Thence South 87°18' 01" West, 30.01 feet (L6);

Thence North 01°28'35" West, 5454.44 feet;

Thence North 87°50'27" East, 30.00 feet (L7);

Thence North 01°28'35" West, 32.00 feet (L8);

Thence South 87°50' 27" West, 30.00 feet (L9);

Thence North 01°28'35" West, 5352.23 feet;

Thence South 88°47'15" East, 30.01 feet (L10);

Thence North 01°28'35" West, 25.01 feet (L11);

Thence North 89°47' 15" West, 30.01 feet (L12);

Thence North 01°28'35" West, 364.63 feet;

Thence South 89°38'05" East, 30.02 feet (L13);

Thence North 01°28'35" West, 50.03 feet (L14);

Thence North 89°38' 05" West, 30.02 feet (L15);

Thence North 01°28'35" West, 361.82 feet;

Thence South 89°38'05" East, 30.02 feet (L16);

Thence North 01°28'35" West, 50.03 feet (L17);

Thence North 89°38' 05" West, 30.02 feet (L18);

Thence North 01°28'35" West, 299.65 feet;

Thence South 89°38'05" East, 30.02 feet (L19);

Thence North 01°28'35" West, 50.03 feet (L20);

Thence North 89°38' 05" West, 30.02 feet (L21);

Thence North 01°28'35" West, 2899.90 feet;

Thence South 87°27'27" West, 3.35 feet;

Thence North 01°23'01" West, 579.99 feet;

Thence North 88°31'25" East, 100.00 feet

SURVEY PREPARED FOR FLORIDA EAST
COAST RAILWAY COMPANY
Sections 11, 14, 23, 26 and 35
Township 54 South, Range 40 East
MIAMI-DADE COUNTY, FLORIDA

The following courses are along the variable easterly right-of-way of the Florida East Coast Railway Company:

Thence South 01°23'42" East, 2173.83 feet;

Thence North 88°31'25" East, 5.50 feet;

Thence South 01°28'35" East, 1309.22 feet;

Thence North 89°38'05" West, 30.02 feet (L23);

Thence South 01°28'35" East, 50.03 feet (L24);

Thence South 89°38' 05" East, 30.02 feet (L25);

Thence South 01°28'35" East, 299.65 feet;

Thence North 89°38'05" West, 30.02 feet (L26);

Thence South 01°28'35" East, 50.03 feet (L27);

Thence South 89°38' 05" East, 30.02 feet (L28);

Thence South 01°28'35" East, 361.82 feet;

Thence North 89°38'05" West, 30.02 feet (L29);

Thence South 01°28'35" East, 50.03 feet (L30);

Thence South 89°38' 05" East, 30.02 feet (L31);

Thence South 01°28'35" East, 364.36 feet;

Thence North 89°47'15" West, 30.01 feet (L32);

Thence South 01°28'35" East, 25.01 feet (L33);

Thence South 89°47' 15" East, 8.70 feet (L34);

Thence South 02°35'07" East, 1100.68 feet;

Thence South 01°28'35" East, 4248.24 feet;

Thence South 87°50'27" West, 30.00 feet (L35);

Thence South 01°28'35" East, 32.00 feet (L36);

Thence North 87°50'27" East, 30.00 feet (L37);

Thence South 01°28'35" East, 5453.50 feet;

Thence South 87°18'01" West, 30.01 feet (L38);

Thence South 01°28'35" East, 30.01 feet (L39);

Thence North 87°18' 01" East, 30.01 feet (L40);

Thence South 01°28'35" East, 5315.63 feet;

Thence South 86°30'07" West, 30.02 feet (L41);

Thence South 01°28'35" East, 20.01 feet (L42);

Thence North 86°30'07" East, 25.52 feet (L43);

Thence South 02°02'21" East, 1354.07 feet;

Thence South 88°31'25" West, 8.80 feet;

Thence South 01°28'35" East, 1118.71 feet to a point of curvature;

Thence along the curved easterly right-of-way of the Florida East Coast Railway Company, deflecting to the left, an arc of 212.28, said curve having a radius of 905.64 feet and a chord that bears South 08 ° 11'29" East, 211.79 feet (C1) to a point on the extended right-of-way of S.W. 80th Street.

Thence South 86°56'43" West, 124.81 feet to the PLACE OF BEGINNING and containing 53.4303 acres of land as surveyed and described by Edward B. Dudley, Registered Surveyor No. 6527, of the Riverstone Company in December of 2007 and subject to all legal highways, restrictions, reservations and easements of record.

Coordinated By:

The Outland Companies
110 W. Tenth Road
Noble, Oklahoma 72068
405-872-1508
www.ssd-services.com

This Work Coordinated By:

The
Outland Companies
110 W Tenth Road
Noble, Oklahoma 72068
(405) 872-1506 www.ssd-services.com

This Work Surveyed By:

Drawn By: BKK	Date: 11-06-2007
Surveyor ES & PS & BKK	Revision: COMMENTS Date: 11-12-2007
Approved By: EBD	Revision: COMMENTS Date: 12-17-2007
Field Date 12-16 thru 25	Revision: COMMENTS Date: 10-25-2010
Scale: 1"=100'	Revision: REMOVE LINE

Prepared For:
Sections 11, 14, 23, 26 and 35
Township 54 South,
Range 40 East
MIAMI-DADE COUNTY,
FLORIDA

Bureau Number: SR 19-16

Project Address:

Project Location: Miami, FL

Project Name: Florida East
Coast Railroad

Job Number: W01-10-07

**EXECUTED CONSENT, JOINDER AND WAIVER OF CLAIMS SUBMITTED
JULY 7, 2017 BY THE LUDLAM TRAIL CORRIDOR PROPERTY OWNERS
(LR 13-18, LLC'S AND FECI LT1 LLC'S)**

RECEIVED

LR 13-18, LLC's and FECI LT1 LLC's Consent to, Joinder In, and
Waiver of Claims Relating to

Miami-Dade County's Application for Amendment to

Comprehensive Development Master Plan

2017 JUL -7 P 2:39

PLANNING DIVISION

WHEREAS, LR 13-18, LLC, a Delaware limited liability company, and FECI LT1 LLC, a Delaware limited liability company ("Owners") are aware that Miami-Dade County ("County") has filed an Application for an Amendment to the County's Comprehensive Development Master Plan ("CDMP"), attached hereto as Exhibit "A" ("Amendment"), which, if adopted, would change the comprehensive land use plan map designation ("Land Use Changes") for certain Property described therein ("Property"); and

WHEREAS, The Owners are the sole owners of the Property which is the subject of the Amendment; and

WHEREAS, the Owners are aware that if the Amendment is adopted, the Property would be governed by new land use designations, which may alter existing rights on different sections of the Property; and

WHEREAS, the Owners have participated in the process of adopting the Amendment, including but not limited to: first filing their own application for an amendment to the CDMP, which they voluntarily withdrew to instead participate in the preparation of this Amendment; attending public hearings; reviewing the Application; requesting changes to the Amendment, which have been incorporated; and being represented by counsel throughout this process; and


WHEREAS, the Owners concur with the Land Use Changes set forth in the Amendment.

Now therefore, Kolleen Cobb as the Vice President of LR 13-18, LLC and Kolleen Cobb, as the Vice President of FECI LT1 LLC and on behalf of same, being duly sworn, and with full authorization to bind the Owners, attest that:

1. The Owners adopt the foregoing recitals and attest that they are true and correct.
2. The Owners consent to and join in the Application for the Amendment, and support and have no objection to the adoption of the Amendment.
3. The Owners disclaim and waive any and all claims arising from any impact or changes to the Property arising from the adoption or implementation of the Amendment and the Land Use Changes, including but not limited to any claims that the adoption or implementation of the Amendment and the Land Use Changes have reduced any development rights in the Property, or any portion thereof, but solely excluding future disputes over administrative interpretations of the Amendment and Land Use Changes.

(Signature Page Follows)

WITNESSES:




Signature
Brianna Hernandez
Printed Name



Signature
Jessica Perez
Printed Name

FECI LT1 LLC,
a Delaware limited liability company

By: 

Name: Kolleen Cobb
Title: Vice President

STATE OF FLORIDA)
) SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me by Kolleen Cobb, as Vice President of FECI LT1 LLC, a Delaware limited liability company, and for the purposes stated herein on behalf of the corporation. He is personally known to me or has produced _____ as identification.

Witness my signature and official seal this 7th day of July, 2017, in the County and State aforesaid.



My Commission Expires:



Notary Public
Jessica Perez

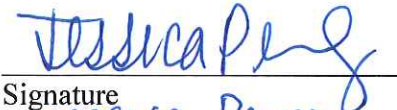
Print Name

IN WITNESS WHEREOF, we have executed this Declaration of Restrictions as of this

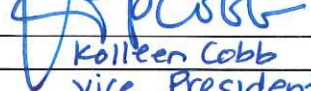
7th day of July, 2017.

WITNESSES:


Signature
Belanna Hernandez
Printed Name


Signature
Jessica Perez
Printed Name

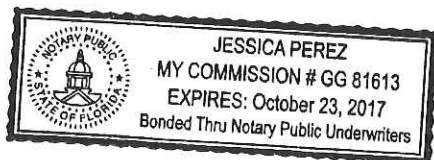
LR 13-18, LLC,
a Delaware limited liability company

By: 
Name: Kolleen Cobb
Title: vice President

STATE OF FLORIDA)
) SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me by Kolleen Cobb, as Vice President of LR 13-18, LLC, a Delaware limited liability company, and for the purposes stated herein on behalf of the corporation. She is personally known to me or has produced _____ as identification.

Witness my signature and official seal this 7th day of July, 2017, in the County and State aforesaid.



My Commission Expires:

Notary Public
Jessica Perez
Print Name

APPLICATION NUMBER 9
APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. DESCRIPTION OF REQUESTED CHANGES¹

- A. Revise the interpretive text of the CDMP Land Use Element to create a new Land Use Plan map category entitled "Special District" and create a new subcategory under the Special District text titled "Ludlam Trail Corridor District" and add new Figure 3.1 to the Land Use Element map series following Figure 3 on page I-50 as follows:

>>Special Districts. Land designated as "Special District" on the CDMP Land Use Plan Map comprises areas with unique characteristics where special land use provisions are warranted. Special Districts may be approved on properties that are located inside the UDB, and contain a minimum of 10 acres. The specific land use provisions for each Special District are defined herein.

Ludlam Trail Corridor District

The Ludlam Trail Corridor District ("District") applies to an approximately 5.8-mile segment of the former Florida East Coast Railway South Little River Branch spur-line that is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue ("Corridor") as depicted on Figure 3.1. Approximately 0.6 miles of the Corridor between SW 8 Street and the Tamiami Canal is located within the boundaries of the City of Miami ("Miami Segment").

The purpose of the Ludlam Trail Corridor District is to enhance regional mobility, provide opportunities for physical activity, and improve the economic vitality of the area by facilitating the conversion of this former railway corridor into a continuous publicly-accessible primarily pedestrian and bicycle trail while ensuring that development along the Corridor occurs at appropriate locations and in a manner that is sensitive to and compatible with adjacent uses. Several regional and local studies have identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County's greenway and trail network, link the surrounding communities, and provide vital neighborhood connections.

¹ Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged. Words shown with double underline or double strikethrough constitute further changes following transmittal of the application to the State of Florida Department of Economic Opportunity.

The land use provisions of the Ludlam Trail Corridor District shall be implemented through the adoption of ~~[[land development regulations]]~~>>Land Development Regulations ("LDRs").<< ~~[[addressing]]~~ >>LDRs shall be adopted for<< all portions of the District within unincorporated Miami-Dade County prior to the issuance of the first building permit for vertical construction within the Development Areas defined below ~~[[("LDRs")]]~~. The LDRs shall define the urban form of development within the Corridor including flexible design standards and appropriate transitions to adjacent uses, as well as the configuration and design parameters of the recreational trail. Access to the Development Areas shall be provided in a manner that minimize>>s<< negative impacts to adjacent residential neighborhoods. In addition, the Downtown Kendall Urban Center District regulations shall be amended to require the continuation of the trail to the M-Path/Underline. All portions of the Corridor shall have received final abandonment approval from the U.S. Surface Transportation Board prior to the issuance of the first building permit for vertical construction within the Development Areas.

Development and trail standards shall be coordinated with Miami-Dade Department of Regulatory and Economic Resources, ~~[[Miami-Dade County]]~~ Parks, Recreation and Open Spaces Department and ~~[[Miami-Dade Transit]]~~>>Department of Transportation and Public Works<< (or their successor ~~[[agencies]]~~>>departments<<) and shall emphasize convenient pedestrian and bicycle access to public transportation. The trail standards should incorporate Crime Prevention Through Environmental Design (CPTED) principles to enhance trail safety and security. Canal crossings shall conform to the Miami-Dade County Manatee Protection Plan.

Development Areas and Recreational Trail Segments are identified on Figure 3.1 and described below. The ~~[[formal]]~~>>precise<< boundaries ~~[[ef]]~~ >>between<< the Development Areas and Recreational Trail Segments >>within the District<< shall be established in the LDRs >>in approximately the locations identified on Figure 3.1.<<~~[[adopted to implement this section. Following adoption of the LDRs, the Director of the Department of Regulatory and Economic Resources shall be responsible for interpreting and implementation of the precise boundaries of the Development Areas and Recreational Trail Segments.]]~~ Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of development regulations that provide for the seamless continuation of a recreational trail along the length of the Corridor. ~~[[The specific location, density/intensity, and configuration of development within the Miami Segment of the Corridor shall be governed by the City of Miami.]]~~

Recreational Trail Segments. The Recreational Trail Segments shall generally include the following portions of the Corridor:

- ±400 feet north of the centerline of NW 7 Street to NW 7 Street
- SW 12 Street to ±270 feet north of the centerline of Coral Way
- ±240 feet south of the centerline of Coral Way to ±248 feet north of the centerline of Bird Road

- ±2,600 feet south of the centerline of Bird Road to SW 80 Street

Those portions of the Corridor that are designated for Recreational Trail use shall be developed solely with recreational uses, including but not limited to a pedestrian and bicycle trail, parks and associated amenities. Associated amenities may include but not be limited to above-grade pedestrian crossings, parking, restroom facilities, signage, benches, information and vending kiosks, recreational equipment and bicycle rental stations, and shelters, where appropriate. Recreational Trail Segments and associated amenities shall be designed in a manner sensitive to adjacent uses. Buffering should be considered in the design of the Recreational Trail Segments where adjacent to single-family residential.

Access roads may also be provided within the Recreational Trail Segments in the following circumstances: 1) to provide access to public recreational space; or 2) where necessary for access to development areas and where such access does not directly and detrimentally impact residential neighborhoods. Where provided, such access roadway(s) shall be the minimum reasonably necessary to meet the need.

Development Areas. Development Areas in unincorporated Miami-Dade County shall be limited to Blue Lagoon, Tamiami Trail, Coral Way and Bird Road as defined herein.

Development Areas shall be developed in a manner that is compatible with adjacent uses. Open space shall be provided in the form of a minimum 15-foot wide continuous trail within each Development Area. Building features oriented toward the recreational trail shall have a human scale, and design variations at short intervals to create interest for users of the trail. The maximum development allowed >>within the Ludlam Trail Corridor District, without a publicly accessible trail component,<< is >>a total of<<: (i) 582 residential units and 256,132 square feet of industrial uses, or (ii) a combination of 281 residential units, 256,132 square feet of industrial uses, 103,572 square feet of office uses, and 39,377 square feet of retail uses. If a publicly-accessible trail is developed along the length of the Corridor, or a legally binding instrument is executed by the property owner(s) of the Corridor, demonstrating to the satisfaction of the County ~~[[Director of PER]]~~>>Mayor or Mayor's designee(s)<< when and how the publicly-accessible trail will be accomplished, then development shall be permitted up to the maximum allowable density and/or floor area ratio and building heights specified for each Development Area below. ~~[[Building height limitations assume a combination of habitable and non-habitable stories. A non-habitable story is defined as a level of the building that dedicates seventy percent (70%) or more of the space on that level to common operational uses (such as trash rooms, maintenance closets), parking areas and trail amenities associated with the establishment and operation of a continuous trail. Habitable stories shall be those levels of structures that are not deemed non-habitable. There shall be no more than two (2) non-habitable stories per building in order to accommodate the design of a Recreational Trail overpass.]]~~

>>If a building or site is designed to accommodate a grade-separated Recreational Trail connection, then, in addition to the number of stories permitted in the paragraphs below in each Development Area, there may be permitted up to two (2) additional stories per such building, where each such additional story has dedicated at least seventy percent (70%) of its square footage to trail, associated trail amenities as defined above, or to non-habitable areas such as common operational uses (such as trash rooms, maintenance closets) or parking areas.<<

Land use provisions for each Development Area are:

Blue Lagoon Development Area: The Blue Lagoon Development Area includes those portions of the Corridor located between NW 7 Street and the Tamiami Canal. Uses permitted in the Blue Lagoon Development Area shall include the full range of sales and service activities. Residential uses, and mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- Maximum Density: 125 dwelling units per gross acre
- Maximum Floor Area Ratio: 5.0
- Maximum Building Height: Twelve (12) ~~[[or fewer habitable]]~~ stories

Tamiami Trail Development Area: The Tamiami Trail Development Area includes those portions of the corridor located between SW 8th Street and SW 12th Street. Uses permitted in the Tamiami Trail Development Area shall include the full range of sales and service activities. Light industrial uses are also permitted where compatible with existing residential uses. Residential uses and mixing of residential use with commercial, office and hotels are also permitted. The LDRs shall provide for a notification process to inform prospective purchasers of residential units located in close proximity to an active industrial use that such industrial use may generate significant noise, dust, odor, vibration, or truck traffic. Development shall be limited as follows:

- Maximum Density: 125 dwelling units per gross acre
- Maximum Floor Area Ratio: 5.0
- Maximum Building Height: Twelve (12) ~~[[or fewer habitable]]~~ stories

Coral Way Development Area. The Coral Way Development Area includes those portions of the corridor located between 270 feet north of the centerline of Coral Way and 240 feet south of the centerline of Coral Way. Uses permitted in the Coral Way Development Area shall include the full range of sales and service activities, residential uses, and the mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- Maximum Density: 60 dwelling units per gross acre
- Maximum Floor Area Ratio: 2.5
- Maximum Building Height: Six (6) ~~[[or fewer habitable]]~~ stories

Bird Road Development Area. The Bird Road Development Area includes those portions of the corridor located between ± 248 feet north of the centerline of Bird Road to $\pm 2,600$ feet south of the centerline of Bird Road. Uses permitted in the Bird Road Development Area shall include the full range of sales and service activities, residential uses, and the mixing of residential use with commercial, office and hotels are also permitted. Development shall be limited as follows:

- Maximum Density: 90 dwelling units per gross acre
- Maximum Floor Area Ratio: 2.5
- Maximum Building Height: Six (6) ~~[[or fewer habitable]]~~ stories

FIGURE 3.1: LUDLAM TRAIL CORRIDOR DISTRICT MAP



B. Amend the Land Use Element, Future Land Use Plan map to add the new "Special District" land use category and redesignate the ±68 gross acre subject property from "Transportation (ROW, Rail, Metrorail, Etc.)" to Ludlam Trail Corridor District "Special District".

C. Add a new policy to the CDMP Recreation and Open Space Element as follows:

>>ROS-2F. The County will work with developers of residential land uses within the Ludlam Trail Corridor District to encourage the dedication of park land, improvements, maintenance, or some combination thereof that adequately meets the developer's obligation to provide local recreation open space.<<

D. Add a new policy to the CDMP Intergovernmental Coordination Element as follows:

>>ICE-1U.Miami-Dade County shall work cooperatively with the City of Miami to ensure consistent application of >>development regulations that provide for the seamless continuation of a recreational trail along the length of<< the Ludlam Trail Corridor ~~[[District]]~~ for those portions of the corridor located within the boundary of the City of Miami.<<