INITIAL RECOMMENDATIONS

APRIL 2005
APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA

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INITIAL RECOMMENDATIONS

APRIL 2005 APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

August 25, 2005

Miami-Dade County Department of Planning and Zoning
1110 Stephen P. Clark Center
111 NW 1 Street
Miami, Florida 33128-1972
(305) 375-2835

INTRODUCTION

This report presents the Department of Planning and Zoning's initial recommendations addressing applications to amend the Comprehensive Development Master Plan (CDMP) which are filed for consideration during the April 2005 Plan amendment review cycle. A total of 27 applications were filed during this amendment cycle, of which 25 were filed by private parties, and 2 (Application Nos. 26 and 27) were filed by the Department of Planning and Zoning (DP&Z). The report also contains necessary background information and analyses on which the recommendations are based.

Chapter 1 of the report contains the recommendations for each application and the descriptions of the seven study areas, Study Areas A through G, in which Applications No. 1 through 24, which seek to amend the Land Use Plan map, are located. Each Study Area describes relevant environmental conditions, land use patterns, and urban services within that study area on which the recommendations are based. The locations of study areas and the applications to amend the Land Use Plan map are presented on Figure 1. Chapter 2 of the report provides information addressing the general planning considerations. Chapter 3 contains the listing of CDMP policies and provisions utilized in the required review of each application's consistency with CDMP policies. Chapter 4 contains an evaluation of fiscal impacts of the applications from the agencies responsible for supplying and maintaining infrastructure services addressed in the CDMP.

Application Review Process and Schedule of Activities

Following is a summary of the Plan review and amendment activities and schedule that will be followed this cycle to comply with the CDMP procedural requirements contained in Section 2-116.1, Code of Miami-Dade County, and with State law. Table 1 on page iv lists the principal activities which will occur under this process and presents the timeframes for those activities in accordance with the State requirements and the County Code.

For this amendment cycle the application filing period extended from April 1 through April 30, 2005. Miami-Dade County's adopted procedures allow the filing of requests to amend all provisions of the Comprehensive Development Master Plan (CDMP) during this time period, including changes to the Urban Development Boundary (UDB).

The CDMP amendment process involves two phases. The first phase occurs between the time applications are filed and the time the Board of County Commissioners conducts its first hearing and takes action to transmit applications to the Florida Department of Community Affairs (DCA) and associated State agencies for possible review and comment, or to adopt eligible small-scale Land Use Plan map amendments on an expedited schedule. During this first phase, affected and neighboring property owners are notified of nearby Land Use Plan map amendment requests. Section 2-116.1 authorizes Community Councils to conduct public hearings and issue recommendations on applications that directly affect their areas, before the Planning Advisory Board acting as the County's "Local Planning Agency" and the Board of County Commissioners conduct their first required public hearings.

The Department of Planning and Zoning will submit its initial recommendations to the Planning Advisory Board (PAB) regarding each requested change, no later than August 25, 2005. Each Community Council in which a proposed amendment to the Land Use Plan map is located is scheduled to hold a public hearing to discuss the Land Use Plan map application(s) and may formulate recommendation(s) regarding the request(s) in September 2005. The PAB is scheduled to hold two public hearings, on October 17 and 24, 2005. The purposes of these PAB hearings will be to receive comments and recommendations on the proposed amendments, and to formulate its recommendations to the Board of County Commissioners regarding adoption of any requested small-scale amendments and regarding transmittal to the Florida Department of Community Affairs (DCA) of all other requested amendments and any small-scale requests that the PAB recommends be considered further through the regular procedure. The Board of County Commissioners is currently scheduled to hold a public hearing on November 21, 2005 to consider taking final action on requested "small-scale" amendments, and to consider transmittal of the other requested amendments to DCA as well as any of the requested "small-scale" amendments that the Commission elects to consider further through the regular procedure. DCA does not review adopted small-scale Land Use Plan map amendments for policy conformance or issue a Notice Of Intent addressing compliance. Unless there is a citizen challenge, adopted small-scale amendments will become effective 31 days after adoption.

"Transmittal" of a proposed amendment to the State for initial review does not constitute adoption of requested amendments. A second phase of the review addressing the standard applications not adopted as small-scale amendments begins after transmittal of the applications to the DCA and associated State agencies. The CDMP amendment procedures in Section 2-116.1 of the County Code provide that the DCA will be requested by the County to review and comment on all transmitted amendment proposals. This is done to provide certainty about the timing of the State's reply, as the State procedure could otherwise make it very difficult to schedule necessary final reports and hearings. The time frame indicated in Table 1 reflects this County procedure. Accordingly, the DCA is expected to return comments addressing all transmitted amendment proposals in February or March 2006. The PAB will then conduct its final public hearing(s) during late March 2006, and the Board of County Commissioners could conduct a public hearing and take final action in April 2006. During the DCA review period, the DP&Z will also review comments received at the transmittal hearings and any additional submitted material and may issue a Revised Recommendations report reflecting any new information prior to the final public hearings. Final action by the Board of County Commissioners will be to adopt, adopt with change, or not adopt each of the transmitted applications.

Outside this regular CDMP amendment process, requests to amend the CDMP can be requested only by the County Commission under special amendment processes, or by a party having an application undergoing the Development of Regional Impact (DRI) process and 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.

Small-Scale Amendments

A procedure is provided for the expedited processing of "Small-Scale" amendments as defined in Section 163.3187(1)(c), F.S. This procedure authorizes the Board of County Commissioners to take final action on small-scale requests to amend the Land Use Plan Map at its November 21, 2005 public hearing. An amendment application is eligible for expedited processing as "small-scale" amendment under the following conditions:

1. The proposed amendment involves a land use of 10 acres or less and:
2. The cumulative effect of all adopted small-scale amendments shall not exceed a total of 120 acres annually in designated urban areas such as redevelopment and downtown revitalization areas, urban infill areas, transportation concurrency exception areas, and regional and urban activity centers, however a 60 acre annual limitation applies to areas outside these specifically designated urban areas.
3. If the proposed amendment involves a residential land use, the use has a density limitation of 10 units per acre or less, unless the amendment is in a specifically designated urban area listed above;
4. The proposed amendment does not involve the same property more than once a year;
5. The proposed amendment does not involve the same owner's property within 200 feet of property granted a change within the prior 12 months;
6. The proposed amendment does not involve a text change to the plan, but only the future land use map; and
7. The proposed amendment is not in an area of critical state concern.

At the November 2005 public hearing, the County Commission could elect to adopt or not adopt small-scale amendments; if it does not adopt a small-scale amendment, the Commission may elect to transmit it to DCA for review along with the other non-small-scale amendment requests and take final action in April 2006, after State-agency review. Of course, failure to adopt as a small-scale amendment or to transmit effectively denies approval of the application.

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 Planning and Zoning at 111 NW 1st Street, Suite 1220; Miami, Florida 33128-1972; telephone 305/375-2835.

Table 1
Schedule of Activities
April 2005 CDMP Amendment Cycle

Application Filing Period	April 1 through April 30, 2005
Applications Report Published by Department of Planning and Zoning	June 5, 2005
Initial Recommendations Report Released by Department of Planning and Zoning	August 25, 2005
Community Council(s) Public Hearing(s) To Formulate Recommendations on Applications Impacting Specific Council's Area:*	Specific date(s) to be set in September 2005
Westchester Community Council (10) Application Nos. 8 and 9	7:00 p.m. Wednesday, September 7, 2005 West Dade Regional Library 9445 Coral Way
West Kendall Community Council (11) Application Nos. 10,11,15, and 17	6:30 p.m. Wednesday, September 7, 2005 Arvida Middle School 10900 SW 127 Avenue
Country Club of Miami Community Council (5) Application Nos. 5, 6, and 7	7:00 p.m. Thursday, September 8, 2005 Lawton Chiles Middle School 8190 NW 197 Street
West Kendall Community Council (11) Application Nos. 12, 13, and 14	6:30 p.m. Wednesday, September 14, 2005 Arvida Middle School 10900 SW 127 Avenue
Redland Community Council (14) Application Nos. 16 and 17	6:30 p.m. Thursday, September 15, 2005 South Dade Government Center 10710 SW 211 Street
North Central Council (8) Application Nos. 2 and 4	6:00 p.m. Wednesday, September 21, 2005 Martin Luther King, Jr. Office Building 2525 NW 62 Street
South Bay Community Council (15) Application Nos. 18, 19, 20, 21, and 22	7:00 p.m. Thursday, September 22, 2005 South Dade Government Center 10710 SW 211 Street
Biscayne Shores Community Council (7) Application No. 3	6:30 p.m. Thursday, September 22, 2005 Phyllis Ruth Miller Elementary School 840 NE 87 Street
Northeast Community Council (2) Application No. 1	7:00 p.m. Monday, September 26, 2005 Dr. Michael M. Krop Senior High School 1410 NE 215 Street
Biscayne National Park Buffer Development Review Committee Hearing To Formulate Recommendations on Applications Impacting Biscayne Bay Application Nos. 23 and 24	6:30 p.m. Monday, September 26, 2005 South Dade Government Center 10710 SW 211 Street
Planning Advisory Board (PAB) acting as Local Planning Agency (LPA) Hearings to Formulate Recommendations Regarding Adoption of Small-Scale Amendments and Transmittal of Standard Amendment Requests to Florida Department of Community Affairs (DCA)	October 17 and 24, 2005 County Commission Chamber 111 NW 1st Street
Board of County Commissioners Hearing and Action on Adoption of Small-Scale Amendments and Transmittal of Standard Amendment Requests to DCA	November 21, 2005* County Commission Chamber 111 NW 1 Street
Transmittal to DCA for Comment	December, 2005
Deadline for Filing Supplementary Reports by the Public	Forty-five (45) days after Commission transmittal hearing
Receipt of DCA Comments	February 2006** (Approximately 75 days after transmittal)

Public Hearing(s) and Final Recommendations: Planning Advisory Board (Local Planning Agency)	Specific date(s) to be set during February or March 2006** (within 30 days after DCA comments received)
Public Hearing(s) and Final Action on Applications: Board of County Commissioners	Specific date(s) to be set in March or April 2006** (No later than 60 days after receipt of DCA comments)

* Date is currently scheduled but subject to change. All hearings will be noticed by newspaper advertisement.

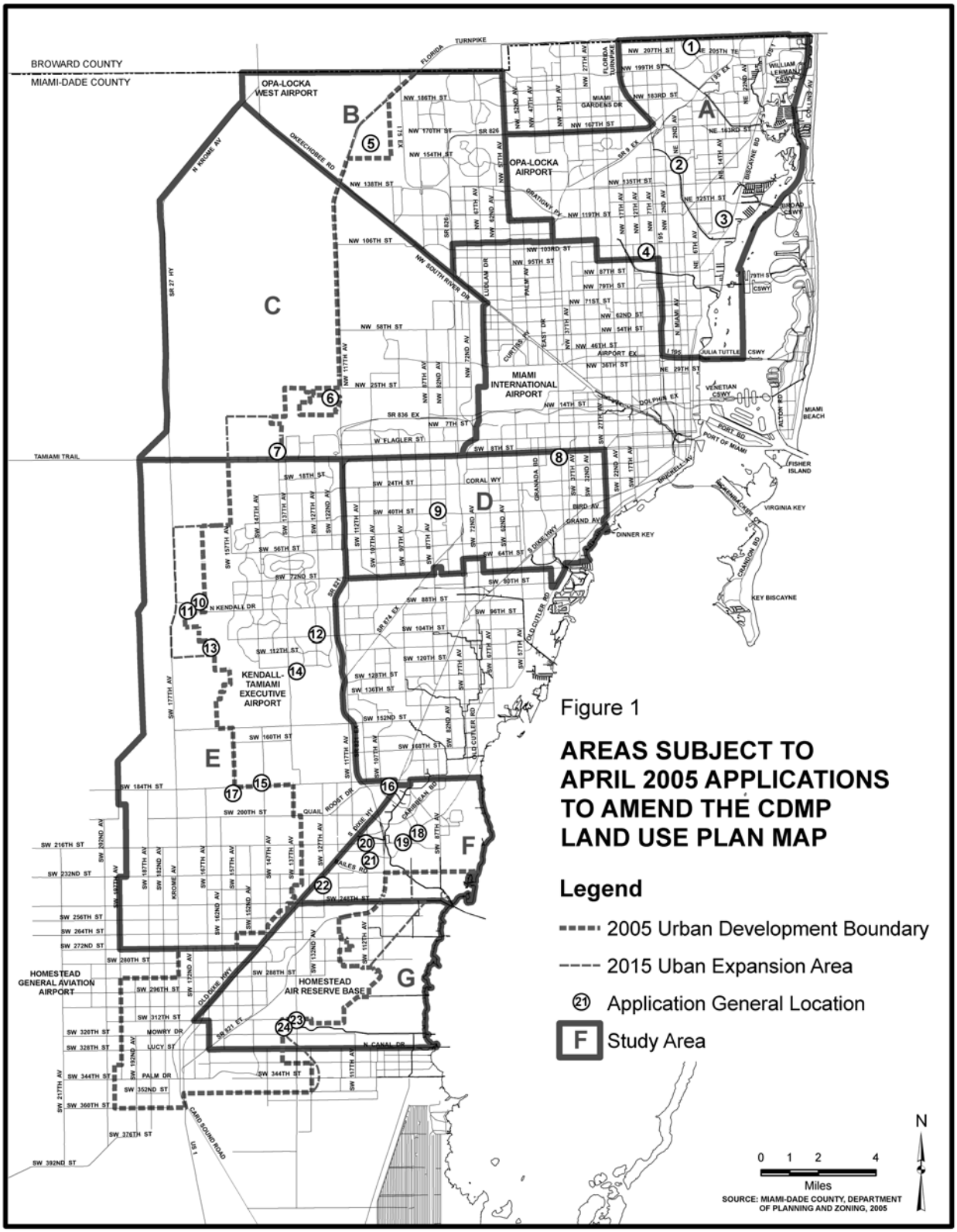

BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
KENDALL-TAMIAMI EXECUTIVE AIRPORT
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
A
B
C
D
E
F
G
Figure 1
AREAS SUBJECT TO APRIL 2005 APPLICATIONS TO AMEND THE CDMP LAND USE PLAN MAP
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
Application General Location
Study Area
0 1 2 4
Miles
N
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

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Chapter 1

RECOMMENDATIONS AND STUDY AREA ANALYSES

The Comprehensive Development Master Plan (CDMP) is Miami-Dade County's policy guide for countywide growth management. The Plan contains components such as goals, objectives and policies which are countywide in scope, and components including the Land Use Plan map and schedules of capital improvements which express policy for localized areas. First and foremost, the CDMP is a metropolitan-scale plan for long-range countywide development. While most applications filed for review during this amendment cycle are localized in scope, achievement of long-term CDMP objectives is affected by cumulative small-scale amendment decisions.

The active applications filed during the April 2005 Plan amendment cycle can be categorized into the following four types of requests:

1. Land Use Plan map amendments seeking to redesignate certain parcels on the Plan's year 2005 and 2015 Land Use Plan (LUP) map (See Figure 1);
2. An amendment to the Land Use Element that seeks to amend Policy 8G regarding the Urban Development Boundary (UDB);
3. An amendment to the Land Use Element to provide for further refinement of the urban center boundaries;
4. An amendment to the Capital Improvements Element to update the Schedule of Improvements.

Types of Recommendations

This chapter contains the Department of Planning and Zoning's initial recommendations addressing the applications filed for review during the April 2005-2006 CDMP amendment cycle. The following two types of recommendations are issued:

1. DISPOSITION. Recommendations issued addressing final disposition of the applications may be for approval, approval with changes, or denial. In the case of small-scale amendment applications the recommendation issued in this report may be the only recommendation issued by the Department, as the Board of County Commissioners is authorized to take final action to adopt, or adopt with change, the small-scale amendment requests at its November 21, 2005 public hearing. For all other applications, which are not adopted at the November hearing but are transmitted to the DCA for review, the Department could reconsider its initial recommendation in the future and issue a revised recommendation based on new information received.

2. TRANSMITTAL TO DCA. Transmittal to DCA is a required action to continue the eligibility of any amendment application that is not adopted as a small-scale amendment request. Failure to transmit a non-small-scale amendment to the Florida Department of Community Affairs (DCA) effectively denies an application from further consideration during the cycle. Accordingly, the Department will recommend transmittal to the DCA of all non-small-scale applications recommended for approval or approval with change. The Department could also recommend transmittal (rather than immediate denial) of a small-scale amendment, or

transmittal of a regular non-small-scale application for which it initially recommends denial, if the application may warrant additional community consideration or information.

When proposed amendments are transmitted to DCA, the County will request DCA to conduct a review of the transmitted amendment proposals, after which, the DCA may issue an "Objections Recommendations and Comments" (ORC) report. The Board of County Commissioners must schedule a specially advertised public hearing and take final action on applications not later than 60 days after receiving DCA's reply addressing an application. The Miami-Dade County Code provides that Commission action must also be proceeded by an opportunity for a second PAB public hearing, except when DCA does not review a proposed amendment.

Following the presentation of the recommendations, the principal reasons for the Department's recommendations are outlined. The principal factors considered when evaluating each application are described in Chapter 2 of this report. These factors include the availability of land to accommodate projected land use needs, land use patterns and trends of development in the area, compatibility of proposed land uses with the neighboring area, availability of and impact on urban services, impact on environmental, and historical and archeological resources. Information addressing these factors is presented in Chapter 2 of this report, and specific to affected geographic areas in Chapter 1. An analysis of the consistency of the proposed amendments with the underlying objectives and policies of the CDMP is contained in Chapter 3. These factors are all considered by the Department of Planning and Zoning in formulating its recommendations. However, only the factors deemed most significant to the Department's recommendations are cited in the principal reasons for the recommendations presented in this chapter following each recommendation.

To assist in evaluating applications to amend the Land Use Plan map, seven study areas encompassing the applications and their vicinity were evaluated (See Figure 1). The applications to amend the Land Use Plan map are numbered Application Nos. 1 through 24. The Study Areas are labeled A through G.

Summary of Land Use Plan Map Application Characteristics

For convenience of the reader, the Table presented on the following page summarizes essential facts about the study areas and application areas. Facts about Applications Nos. 1 through 24 are listed in columns under the application number. The factors addressed are listed in the left margin.

The first factors addressed on this table are land use issues. First, the residential and commercial land supply and demand characteristics of the study area are presented. Only one entry is made in each line where the information pertains to the entire Study Area. For commercial land, the supply/demand situations for individual minor statistical areas (MSAs) are presented in application-specific columns where a study area is comprised of more than one MSA. The text in Chapter 2 fully explains what the numbers mean and how they were derived. Land uses adjacent to the application site are the final entry under the Land Use heading. The remaining rows in the table summarize environmental and urban service characteristics, which are fully described in the Study Area analyses following the application recommendations in Chapter 1.

Table No. 2
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	**A**	**A**	**A**	**A**
APPLICATION NUMBER	**1**	**2**	**3**	**4**
REQUESTED REDESIGNATION	Industrial to Low-Med. Dens. Res. (5-13 DU/Ac.)	Low Dens. Res. (2.5-6 DU/Ac.) To Low-Med Dens. Res (5-13 DU/Ac.)	Low & Low Med. Dens Res (2.5- 6 & 6-13 DU/ac.) and Bus/Office to Med Dens Res (13-25 DU/Ac.) and Bus/ Off. on 5 parcels	Low-Med Dens Res (5-13 DU/Ac.) to Med & Med-High Density Residential (13-25 & 25-60 DU/Ac.) on 2 parcels
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	+339 du	+19	+543	+361
Study Area Depletion Yr.	2019	2019	2019	2019
COMMERCIAL LAND				
Study Area Depletion Yr.	2025+	2025+	2025+	2025+
(MSA) Depletion Year	2025+	2025+	2025+	2025+
MSA 2015 Ac./1000 pop.	5.6	6.4	4.9	7.0
INDUSTRIAL LAND				
Study Area Depletion Yr.	NA	NA	NA	NA
(MSA) Depletion Year	NA	NA	NA	NA
EXISTING USES	Bell South Utility	SF	SF, retail, vacant, church	SF
ADJACENT USES	SF, MF, vacant, Golf, Industrial	SF, MF, church, canal	SF, utility, retail, nursery, marina	SF, MF, hospital, office, church
ENVIRONMENT				
Flood Zone	X	AE	AE	X
Wetlands Basin	C-9/East	C-8	Intra-coastal / C-8	C-7
Wellfield Protection Area	No	No	No	No
Hurricane Evacuation	No	No	No	No
ROADWAYS				
Trip Generation (C/P)	267/164	19/25	316/713	169/334
Adjacent Road(s)	NE 215 St.	Memorial Hwy.	Biscayne Blvd.	NW 99 St., NW 7 Ave.
Level of Service (LOS) Standard	E	E	E+50%	E+50%
Existing LOS/Concurrency LOS	E/F	NA	E/E+5%	NA, E+5%/E+11%
TRANSIT				
Closest Route No.	91	2	3, Biscayne Max	33
Headway (min.)Peak/Offpeak	30/60	60/60	15/15, 15/NA	30/30
Distance (feet)	1320	Adjacent	Adjacent	Adjacent
WATER				
At Site or Distance (ft.)	At Site (16)	At Site	At Site	350’
Change in Demand (gpd)	+10,889	+1550	+145,156	+72,400
SEWER				
At Site or Distance (ft.)	430	1230(12F)	At Site(8F)	600(8G)
FIRE				
Response (minutes)	7 Minutes	6 minutes	4 minutes	4 minutes
Fire Flow Adequate	Yes	Yes	Yes	Yes
SCHOOLS				
Elem. FISH	106%	106%	106%	106%
Mid. FISH	150%	150%	150%	150%
Sen. FISH	122%	122%	122%	122%
Impact ± Students	+197	+8	+41	+25
LOCAL PARKS				
Park Benefit District	1	1	1	1
Surplus (Acres) Existing/Impact	544.8/-2.4	544.8/-3	544.8/-4.6	544.8/-4.5

Table No. 2 (Cont.)
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	**B**	**C**	**C**	**D**
APPLICATION NO.	**5**	**6**	**7**	**8b**
REQUESTED REDESIGNATION	Open Land to Industrial and Office, and UDB	Open Land to Restricted Ind. and Office, and UDB	Open Land to Business and Office, and UDB	Low-Med. Dens. Res. to Med. Dens. Res (13-25 DU/Ac)
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	NA	NA	NA	+40
Study Area Depletion Yr.	2010	2025+	2025+	2014
COMMERCIAL LAND				
Study Area Depletion Yr.	NA	2025+	2025+	2012
(MSA) Depletion Year	NA	2025+	2025+	2013
MSA 2015 Ac./1000 pop.	NA	11.6	11.6	4.9
INDUSTRIAL LAND				
Study Area Depletion Yr.	2025+	2022	2022	NA
(MSA) Depletion Year	2025+	2022	2022	NA
EXISTING USES	Vacant, Landfill, Utility, Water	Vacant, Ag.	Vacant	Mobile Home Park
ADJACENT USES	Vacant, Ag., Water	Vacant, Industrial, Ag.	Vacant, Commercial, Water	Vacant, SF, Retail, FP& L Sub Station
ENVIRONMENT				
Flood Zone	AE	AH	AH	X
Wetlands Basin	Yes	Yes	Yes	No
Wellfield Protection Area	No	Yes	Yes	No
Hurricane Evacuation	No	No	No	No
ROADWAYS				
Trip Generation (C/P)	160/12,633	NA/40	6/885	7/34
Adjacent Road(s)	NW 154 Street, NW 170 Street	NW 25 St.	SW 8 St.	SW 8 St., NW 42 Ave.
Level of Service (LOS) Standard	D	D	D	E+20%
Existing LOS/Concurrency LOS	C/F, NA	D/F	C/C	D/D, E+6%/E+9%
TRANSIT				
Closest Route No.	54, Hialeah Gardens	147	147, West Dade	8/5
Headway (min.)Peak/Offpeak	15/30, 30/60	30/60	30/60, 30/30	10/30, 13/30
Distance (feet)	7920	5280	2640	0
WATER				
At Site or Distance (ft.)	5280 (16)	900 (12)	900 (30)	At Site (16)
Change in Demand (gpd)	+1,577,582	+5,445	+45,645	-59,067
SEWER				
At Site or Distance (ft.)	5280 (12G)	810 (8F)	900 (24F)	At Site (12G)
FIRE				
Response (minutes)	14	6.75	8.2	5.65 Minutes
Fire Flow Adequate	NO	NA	YES	Report Not Avail.
SCHOOLS				
Elem. Existing FISH	139%	122%	122%	102%
Mid. Existing FISH	131%	106%	106%	113%
Sen. Existing FISH	136%	NA	NA	148%
Impact ± Students	-66	NA	NA	+9
LOCAL PARKS				
Park Benefit District	1	1	1	2
Surplus (Acres) Existing/Impact	544.79/NA	544.79/NA	544.79/NA	584.83/-0.14

Table No. 2 (Cont.)
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	**D**	**E**	**E**	**E**
APPLICATION NO.	**9**	**10**	**11**	**12**
REQUESTED REDESIGNATION	Low-Med. Dens. Res. to Bus. & Office	Agriculture to Low Density Residential (2.5-6.0 du/ac)	Agriculture to Bus and Office(A) and to Off/Residential(B)	Estate Residential To Office/Residential
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	0	+1159	+500	+4
Study Area Depletion Yr.	2014	2009	2009	2009
COMMERCIAL LAND				
Study Area Depletion Yr.	2012	2018	2018	2018
(MSA) Depletion Year	2011	2014	2014	2025+
MSA 2015 Ac./1000 pop.	5.5	2.8	2.8	4.5
INDUSTRIAL LAND				
Study Area Depletion Yr.	N/A	N/A	N/A	N/A
(MSA) Depletion Year	NA			
EXISTING USES	Vacant	AG - Row Crops	AG - Row Crops	Retail Nursery
ADJACENT USES	SF, Duplex Res. Retail, Shop. Cent.	Agriculture, vacant, Business	Agriculture, Vacant	Single Family and utilities
ENVIRONMENT				
Flood Zone	X	AH	AH	AH
Wetlands Basin	No	Yes	Yes	No
Wellfield Protection Area	No	West	West	Alex. Orr, Snapper Creek, Southwest
Hurricane Evacuation	No	No	No	No
ROADWAYS				
Trip Generation (C/P)	13/75	45/972	10/1417	13/130
Adjacent Road(s)	SW 40 St.	SW 88 St.	SW 88 St.	SW 104 St., SW 127 Ave.
Level of Service (LOS) Standard	C/C	A/E+76%	A/E+85%	C/C, F(1.04)/F(1.08)
Existing LOS/Concurrency LOS	C/C	A/F	A/F	C/C, F/F
TRANSIT				
Closest Route No.	40, Bird Rd. MAX	Kendall KAT, Killian KAT	Kendall KAT, Killian KAT	104, Killian KAT
Headway (min.)Peak/Offpeak	15/20, 20/40	12/NA, 6/NA	12/NA, 6/NA	30/30, 6/NA
Distance (feet)	Adjacent	Adjacent	Adjacent	Adjacent
WATER				
At Site or Distance (ft.)	At Site	At Site	1800’	At Site
Change in Demand (gpd)	-2,145	+392,350	+97,550	+5,212
SEWER				
At Site or Distance (ft.)	At Site (8G)	At site, SW 167th Ave	1,800	2,500
FIRE				
Response (minutes)	3.75 Minutes	6.1 minutes	6.8 minutes	5.25 minutes
Fire Flow Adequate	Yes	Yes	Yes	NA
SCHOOLS				
Elem. Existing FISH	102%	105%	105%	105%
Mid. Existing FISH	113%	69%	146%	171%
Sen. Existing FISH	148%	66%	153%	140%
Impact ± Students	+3	+616	+158	-1
LOCAL PARKS				
Park Benefit District	2	2	2	2
Surplus (Acres) Existing/Impact	584.83/-0.14	584.83/-10.57	584.83/-3.73	584.83/NA

Table No. 2 (Cont.)
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	**E**	**E**	**E**	**E**
APPLICATION NO.	**13**	**14**	**15**	**16**
REQUESTED REDESIGNATION	Agriculture to Low Density Res (2.4-6.0 du/a) and incl. within UDB	Industrial and Office to Business and Office	Low density Res. (2.5-6.0 du/a) to Business and Office	Ind./Office to Bus/Office(A) and to Med Density Res.(13-25 du/a) w/DI-1
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	+473	+113	+150	+168
Study Area Depletion Yr.	2009	2009	2009	2009
COMMERCIAL LAND				
Study Area Depletion Yr.	2018	2018	2018	2018
(MSA) Depletion Year	2025+	2025+	2025+	2007
MSA 2015 Ac./1000 pop.	4.5	4.5	4.5	4.4
INDUSTRIAL LAND				
Study Area Depletion Yr.	NA	NA	NA	NA
(MSA) Depletion Year	NA	NA	NA	NA
EXISTING USES	Agriculture	Agriculture	Agriculture	Vacant
ADJACENT USES	Agriculture and Single family res.	Agriculture, vacant, MF Res, School	Agriculture, single family, recreational	Business, vacant, utilities, industrial
ENVIRONMENT				
Flood Zone	AH	AH	X	X
Wetlands Basin	No	No	No	No
Wellfield Protection Area	West	No	No	No
Hurricane Evacuation	No	No	No	Yes
ROADWAYS				
Trip Generation (C/P)	21/447	120/476	135/886	100/270
Adjacent Road(s)	SW 104 St.	SW 124 St., SW 120 St.	SW 147 Ave., SW 184 St.	SW 184 St., SW 186 St.
Level of Service (LOS) Standard	E+20%	D	D	D, E
Existing LOS/Concurrency LOS	E/E+25%	NA/D/E	B/F, B/B	C/F, D/D
TRANSIT				
Closest Route No.	Killian KAT	West Dade Conn	West Dade Conn	35, Busway Flyer, Local, and MAX
Headway (min.)Peak/Offpk	6/NA	30/30	30/30	30/30, 20/NA, 15/30, 15/30
Distance (feet)	0	0	1,300	0
WATER				
At Site or Distance (ft.)	At Site	At Site	At Site	At Site
Change in Demand (gpd)	+165,550	+8651	+11,050	+26,860
SEWER				
At Site or Distance (ft.)	1,800	1,800	300	0
FIRE				
Response (minutes)	4.8 minutes	4.95 minutes	7.95 minutes	5.5 minutes
Fire Flow Adequate	NA	NA	NA	Yes
SCHOOLS				
Elem. Existing FISH	137%	NA	141%	92%
Mid. Existing FISH	146%	NA	168%	153%
Sen. Existing FISH	153%	NA	131%	155%
Impact ± Students	+308	0	+48	+158
LOCAL PARKS				
Park Benefit District	2	2	3	3
Surplus (Acres) Existing/Impact	584.83/-4.42	584.83/NA	206.18/-0.93	206.18/-1.5

Table No. 2 (Cont.)
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	**E**	**F**	**F**	**F**
APPLICATION NO.	**17**	**18**	**19**	**20**
REQUESTED REDESIGNATION	Business/Office and Low Dens. Res. (2.5-6.0 du/a) To Business/Office	Low Dens. Res. (2.5-6 DU/Ac) to Bus. & Office	Low Dens. Res. (2.5-6 DU/Ac) to Bus. & Office	Med. Dens. Res. (13-25 DU/Ac) to Bus. & Office
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	+395	0	0	0
Study Area Depletion Yr.	2009	2025+	2025+	2025+
COMMERCIAL LAND				
Study Area Depletion Yr.	2018	2024	2024	2024
(MSA) Depletion Year	2007	2024	2024	2024
MSA 2015 Ac./1000 pop.	4.4	7.1	7.1	7.1
INDUSTRIAL LAND				
Study Area Depletion Yr.	NA	NA	NA	NA
(MSA) Depletion Year	NA	NA	NA	NA
EXISTING USES	Agr, SF res.	Vacant	Vacant	Vacant
ADJACENT USES	Agriculture, single family res.	Church, Hospital, SF	SF, Parks, Office, Vacant	Church, SF, MF, Vacant, Gas station, Gould SDC
ENVIRONMENT				
Flood Zone	X	AE-7	X	X
Wetlands Basin	No	No	No	No
Wellfield Protection Area	No	No	No	No
Hurricane Evacuation	No	Yes	Yes	Yes
ROADWAYS				
Trip Generation (C/P)	69/1126	212/1298	11/74	26/169
Adjacent Road(s)	SW 184 St., SW 157 Ave.	Old Cutler Rd.	Old Cutler Rd., SW 216 St.	SW 216 St., SW 112 Ave.
Level of Service (LOS) Standard	C, B	D	D	D, E+20%
Existing LOS/Concurrency LOS	B/B, C/D	B/F	B/F, A/F	A/F, B/E+35%
TRANSIT				
Closest Route No.	200	52, 70	52, 70	35, Busway MAX
Headway (min.)Peak/Offpk	30/30	30/30, 30/60	30/30, 30/60	30/30, 15/30
Distance (feet)	2,640	0	1,320	0
WATER				
At Site or Distance (ft.)	At Site	At Site (12)	At Site (12)	At Site (12)
Change in Demand (gpd)	+257,950	+17,850	+800	+21,400
SEWER				
At Site or Distance (ft.)	NA	900 (Manhole)	600 (Manhole)	At Site (8G)
FIRE				
Response (minutes)	9.65	4.16	6.53	5.14
Fire Flow Adequate	No	Yes	NA	Yes
SCHOOLS				
Elem. Existing FISH	141/161%	113%	113%	113%
Mid. Existing FISH	168%	119%	119%	119%
Sen. Existing FISH	131%	116%	116%	116%
Impact ± Students	+494	+205	+8	+17
LOCAL PARKS				
Park Benefit District	3	3	3	3
Surplus (Acres) Existing/Impact	206.18/-6.69	206.18/-0.21	206.18/-0.12	206.18/-1.07

Table No. 2 (Cont.)
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	**F**	**F**	**G**	**G**
APPLICATION NO.	**21**	**22**	**23**	**24**
REQUESTED REDESIGNATION	Low Dens. Res. (2.5-6 DU/Ac) to Bus. & Office	Low Dens Res. (2.5-6 DU/Ac) to Med. Dens. Res. (13-25 DU/Ac) & Low-Med. Dens. Res. (5-13 DU/Ac)	Ag. To Business and Office, and UDB	Ag. To Business and Office, and UDB
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	0	+350	+434	+88
Study Area Depletion Yr.	2025+	2025+	2021	2021
COMMERCIAL LAND				
Study Area Depletion Yr.	2024	2024	2025+	2025+
(MSA) Depletion Year	2024	2024	2025+	2025+
MSA 2015 Ac./1000 pop.	7.1	7.1	9.1	9.1
INDUSTRIAL LAND				
Study Area Depletion Yr.	NA	NA	NA	NA
(MSA) Depletion Year	NA	NA	NA	NA
EXISTING USES	Vacant	Agriculture	Tree Nursery	Row Crops
ADJACENT USES	Church, SF, MF, Vacant, Ag., Retail	SF, MF, Ag, Vacant, Research, Light Man, Comm. Mixed Use	SF, MF, Ag.	School, Ag., Vacant
ENVIRONMENT				
Flood Zone	X	X	AE	AE
Wetlands Basin	No	No	No	No
Wellfield Protection Area	No	No	No	No
Hurricane Evacuation	Yes	Yes	Yes	Yes
ROADWAYS				
Trip Generation (C/P)	5/23	168/523	18/2,201	3/641
Adjacent Road(s)	SW 224 St., SW 112 Ave.	SW 127 Ave., SW 240 St.	SW 312 Street, SW 137 Avenue	SW 312 Street
Level of Service (LOS) Standard	E+20%	D	D	D
Existing LOS/Concurrency LOS	NA, B/E+35%	NA, NA	C/F, C/F	C/C
TRANSIT				
Closest Route No.	70	35, Busway MAX	35	35
Headway (min.)Peak/Offpk	30/60	30/30, 15/30	30/30	30/30
Distance (feet)	At Site	At Site	9240	7920
WATER				
At Site or Distance (ft.)	At Site (12)	At Site (12)	At Site (6)	5280 (12)
Change in Demand (gpd)	+550	+77,550	+147,000	+29,400
SEWER				
At Site or Distance (ft.)	NA	600 feet (Manhole/24F)	At Site (8F)	At Site (10F)
FIRE				
Response (minutes)	5.11	6.45	8.29	8.29
Fire Flow Adequate	NA	NA	Yes	Yes
SCHOOLS				
Elem. Existing FISH	113%	113%	130%	130%
Mid. Existing FISH	119%	119%	124%	124%
Sen. Existing FISH	116%	116%	128%	128%
Impact ± Students	+4	+236	+282	+56
LOCAL PARKS				
Park Benefit District	3	3	3	3
Surplus (Acres) Existing/Impact	206.18/-0.05	206.18/-7.38	206.18/-3.86	206.18/-0.76

Table 3
Summary of Initial Recommendations
April 2005 Applications to Amend the CDMP

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
1	46 ACRES, LLC / Mr. Juan J. Mayol, Esq. Southside of NE 215 Street approximately 900 feet east of San Simeon Way (26.13 Gross Acres). From: Industrial and Office To: Low-Medium Density Residential (5 to 13 DU/Ac.) Standard Amendment	•ADOPT •TRANSMIT
2	AKOUKA LLC/Stanley B. Price, Esq. and William W. Riley, Esq. East side of Memorial Highway at theoretical NE 145 Street (2.98 Gross Acres). From: Low Density Residential (2.5-6 DU/Ac.) To: Low-Medium Density Residential (5 TO 13 DU/Ac.) Small-Scale Amendment	• ADOPT (Small Scale)
3	DYNAMIC BISCAYNE SHORES ASSOCIATES, INC. / Jeffrey Bercow, Esq. and Michael Larkin, Esq. West side of Biscayne Boulevard to NE 13 Avenue between NE 112 and NE 115 Streets (21.54 Gross Acres). Parcel A (1.12 acres) From: Low Density Residential (2.5 to 6 DU/Ac.) To: Medium Density Residential (13 to 25 DU/Ac) Parcel B (2.78 acres) From: Low-Medium Density Residential (5 to 13 DU/Ac.) To: Medium Density Residential (13 to 25 DU/Ac) Parcel C (1.89 acres) From: Low-Medium Density Residential (5 to 13 DU/Ac.) To: Medium Density Residential (13 to 25 DU/Ac) Parcel D (2.97 acres) From: Low-Medium Density Residential (5 to 13 DU/Ac.) & Business and Office To: Medium Density Residential (13 to 25 DU/Ac) Parcel E (12.78 acres) From: Low-Medium Density Residential (5 to 13 DU/Ac.) & Business and Office To: Business And Office Standard Amendment	•ADOPT •TRANSMIT

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
4	Liberty Investment, Inc. / Michael W. Larkin, Esq. and Graham Penn, Esq. NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street (27.6 Gross Acres). Parcels A, C, D, & E: From: Low-Medium Density Residential (5 to 13 DU/Ac.) To: Medium Density Residential (13 to 25 DU/Ac.) and Parcel B: From: Low-Medium Density Residential (5 to 13 DU/Ac.) To: Medium-High Density Residential (25 to 60 DU/Ac.) Standard Amendment	•DENY •TRANSMIT
5	City of Hialeah / Augusto E. Maxwell, Esq. Between NW 97 Avenue and the Turnpike (HEFT) and between NW 154 Street and NW 170 Street (793.8 Gross Acres). 1) Move the 2005 Urban Development Boundary to encompass the application area 2) Change to "Open Land Subareas" map and related text in the Land Use Element to exclude the subject area. 3) From: Open Land To: Industrial and Office Standard Amendment	• ADOPT WITH CHANGE by adding 347 acres to this application site (the area bounded by NW 170 Street, NW 97 Avenue and the Turnpike) and by adding roadway lane changes to LUP map and to Figures 1 and 3 in the Traffic Circulation Subelement • TRANSMIT
6	Doral West Commerce Park, LLC / Felix M. Lasarte, Esq. West of the Turnpike (HEFT) and east of NW 122 Avenue at approximately NW 22 Street (2.5 Gross Acres) From: Open Land To: Restricted Industrial and Office and Include within the Urban Development Boundary Standard Amendment	• DENY • TRANSMIT
7	Lowe's Home Centers, Inc. / Juan J. Mayol, Jr., Esq. and Richard A. Perez, Esq. Northwest corner of Theoretical SW 138 Avenue and north of the Tamiami Canal (SW 8 Street) (21.6 Gross Acres) From: Open Land To: Business And Office and Include within the Urban Development Boundary Standard Amendment	•DENY •TRANSMIT
8	PMBC Homes at Gables edge LLC, Gilbert Pastoriza, Esq. South of SW 9 Street and west of SW 42 Avenue (1.2 Net Acres). Parcel A From: Low Density Residential (2.5-6 DU/Ac.) To: Business and Office Parcel B From: Low Density Residential (2.5-6 DU/Ac.) To: Medium Density Residential (13 TO 25 DU/Ac.) Small-Scale Amendment	•ADOPT PARCEL B •(Small Scale)

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
9	Eduardo Reyes; Juan J. Mayol, Jr., Esq. From SW 38 Street to Bird Road (SW 40 Street) between SW 84 Avenue and theoretical SW 85 Avenue (1.41 Net Acres). From: Business and Office and Low Density Res.(2.5-6 DU/Ac) To: Business and Office Small-Scale Amendment	• ADOPT WITH CHANGE by deleting the northern 100 feet (Small Scale)
10	Newest Kendall, LLC / Simon Ferro, Esq. NW corner of SW 88 St. and SW 167 Ave. (193.24 Gross Acres) From: Agriculture To: Low Density Residential (2.5 to 6.0 DU/Ac.) and Include within the Urban Development Boundary Standard Amendment	• DENY • TRANSMIT
11	David Brown, Steven Brown, & Victor Brown / Chad Williard, Esq. South side of Kendall Drive (SW 88 St.) west of SW 167 Avenue (42.6 Gross Acres) <u>Part A (29.44 acres)</u> From: Agriculture To: Business and Office (29.44 Ac.) Part B (9.06 acres) From: Agriculture Office/Residential:(9.06 Ac.) and Include within the Urban Development Boundary Standard Amendment	• DENY • TRANSMIT
12	Vanguardian Village, LLP; Felix M. Lasarte, Esq. NE corner of SW 127 Avenue and SW 104 Street (4.0 Acres) From: Estate Density Residential (1 to 2.5 DU/Ac.) To: Office/Residential Small-Scale Amendment	• DENY • TRANSMIT
13	Shoma IX, Inc. a Florida corporation / Stanley B. Price, Esq. and Brian S. Adler, Esq. Southeast corner of SW 104 Street and SW 167 Avenue (+/- 81.61 Gross Acres). From: Agriculture To: Low Density Residential (2.5 to 6.0 DU/Ac.) and Include within the Urban Development Boundary Standard Amendment	• DENY • TRANSMIT
14	London Square, LLC; Jeffrey Bercow, Esq. and Graham Penn, Esq. Approximately 660 feet east of SW 137 Avenue and north of SW 124 Street (9.93 Acres). From: Industrial and Office To: Business and Office Small-Scale Amendment	• DENY • TRANSMIT
15	Pasadena Capital, Inc. / Stanley B. Price, Esq., Brian S. Adler, Esq. and Alexandra L. Deas, Esq. Northwest corner of SW 147 Avenue and SW 184 Street, lying southeast of the CSX Railroad ROW (24.0177 Gross Acres).	• ADOPT WITH CHANGE by deleting the northern 14.02 acres • TRANSMIT

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
	From: Low Density Residential (2.5 to 6.0 DU/Ac.) To: Business and Office Standard Amendment	
16	EBP Parcel 1, LLC, EBP Parcel 3, LLC, Ryder Investments, LLC, and West Perrine CDC, Inc.; Gilbert Pastoriza, Esq. East and west of Homestead Avenue between SW 184 and SW 186 Streets (6.59 Net Acres). From: Industrial and Office To: Part A– Parcels 1 and 2 Business and Office Part B – Parcel C Medium Density Residential (13 to 25 DU/Ac.) w/ DI-1 (Density Incr. of one category with good urban design) Small-Scale Amendment	• ADOPT • (Small Scale)
17	Eureka Palms Partnership, LLLP / Jeffrey Bercow, Esq. and Melissa Tapanes Llahues, Esq. The NW, SE and SW corners of SW 184 Street and SW 157 Avenue (305.45 Gross Acres). 1) Move the 2005 Urban Development Boundary to encompass the application area. 2) <u>Part A (295.45 Ac.)</u> From: Agriculture To: Estate Density Residential (1 to 2.5 DU/Ac.) <u>Part B (10 Ac.)</u> From: Agriculture To: Business And Office 3) Revise existing Land Use Policy 8H (i)(c) by removing an area south of SW 184 Street from the list of areas not to be considered for UDB expansion. Standard Amendment	• DENY • TRANSMIT
18	GCF Investments, Inc., Juan J. Mayol, Esq., and Stephen M. James, Esq. East side of Old Cutler Road between SW 208 and SW 212 Streets (35.61 Net Acres). From: Low Density Residential (2.5-6 DU/Ac.) To: Business and Office	•DENY •TRANSMIT
19	Pinto Realty Company, Chad Williard, Esq. NE corner of SW 216 St. and SW 99 Ave. (1.8 Gross Acres). From: Low Density Residential (2.5 to 6.0 DU/Ac.) To: Business and Office Small-Scale Amendment	•DENY
20	J. L. Brown Development Corporation, James L. Brown, Sr. Northwest corner of SW 112 Avenue and SW 216 Street (3.08 Gross Acres). From: Medium Density Residential (13 to 25 DU/Ac.) To: Business and Office Small-Scale Amendment	•DENY
21	Kaza 112 Property Corporation, Andy Zitman Southeast corner of SW 112 Avenue and SW 224 Street (0.62 Net Acres).	•DENY

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
	From: Low Density Residential (2.5 to 6.0 DU/Ac.) To: Business and Office Small-Scale Amendment	
22	Princeton Land Investments, LLC, Jeffrey Bercow, Esq., and Graham Penn, Esq. Northwest and southeast corners of SW 127 Avenue and SW 240 Street (58.0 Gross Acres). From: Low Density Residential (2.5 to 6.0 DU/Ac.) To: (Parcel A) Medium Density Residential (13 to 25 DU/Ac.), 38.32 Acres (Parcel B) Low-Medium Density Residential (2.5 to 6.0 DU/Ac.), 20.19 Acres	•ADOPT •TRANSMIT
23	GCF Investments, Inc. / Miguel Diaz De la Portilla, Esq. Southwest corner of SW 312 Street and SW 137 Avenue (+/- 72.417 Gross acres) From: Agriculture To: Business and Office and Include within the Urban Development Boundary Standard Amendment	• DENY •TRANSMIT
24	Pedro Talamas, Juan J. Valdes, & Nadia A. Valdes / Stanley B. Price, Esq. Southeast corner of SW 142 Avenue and SW 312 Street (+/- 14.71 Gross Acres) From: Agriculture To: Business And Office and Include within the Urban Development Boundary Standard Amendment	• ADOPT • TRANSMIT
25	Builders Association of South Florida & Latin Builders Association/ Richard Horton and Gus Gil LAND USE ELEMENT To revise Policy 8G Standard Amendment	• DENY • TRANSMIT
26	Miami-Dade County Department of Planning and Zoning / Diane O'Quinn Williams, Director LAND USE ELEMENT To provide for further refinement of the urban center boundaries Standard Amendment	•ADOPT WITH CHANGE •TRANSMIT
27	Miami-Dade County Department of Planning and Zoning / Diane O'Quinn Williams, Director CAPITAL IMPROVEMENTS ELEMENT Tables of Proposed Projects. Modify the following currently adopted tables as indicated in the application and related information: Table 2, Aviation; Table 3, Coastal Management; Table 4, Conservation; Table 5, Drainage; Table 6, Park and Recreation; Table 7, Seaport; Table 8, Sewer Facilities; Table 9, Solid Waste Management; Table 10, Traffic Circulation; Table 11, Mass Transit; and Table 12, Water Facilities. Standard Amendment	•ADOPT •TRANSMIT

Study Area A

Recommendations and Principal Reasons

Study Area A is located in northern Miami-Dade County and is bounded by NW 119 Street, the Little River Canal, NW 95 Street, and I-195 (Julia Tuttle Causeway) on the south; primarily I-95 and small portions of NW 27 Avenue, NW 42 Avenue, NW 57 Avenue, and Florida's Turnpike on the west, NW/NE 167 Street and Broward County on the north and the Intracoastal Waterway on the east. One small-scale application, Application No. 2, and three standard applications, Applications Nos. 1, 3, and 4, were filed in this study area to amend the adopted 2005 and 2015 Land Use Plan map.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
1	46 ACRES, LLC / Mr. Juan J. Mayol, Esq. Southside of NE 215 Street approximately 900 feet east of San Simeon Way (26.13 Gross Acres). FROM:INDUSTRIAL AND OFFICE TO: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) Standard Amendment	•ADOPT •TRANSMIT
2	AKOUKA LLC / Stanley B. Price, Esq. and William W. Riley, Esq. East side of Memorial Highway at theoretical NE 145 Street (2.98 Gross Acres). FROM: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/Ac.) Small-Scale Amendment	ADOPT (Small Scale)

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
3	DYNAMIC BISCAYNE SHORES ASSOCIATES, INC. / Jeffrey Bercow, Esq. and Michael Larkin, Esq. West side of Biscayne Boulevard to NE 13 Avenue between NE 112 and NE 115 Streets (21.54 Gross Acres). <u>Parcel A (1.12 acres)</u> FROM:LOW DENSITY RESIDENTIAL (2.5 TO 6 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC) <u>Parcel B (2.78 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC) <u>Parcel C (1.89 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC) <u>Parcel D (2.97 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) & BUSINESS AND OFFICE TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC) <u>Parcel E (12.78 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) & BUSINESS AND OFFICE TO: BUSINESS AND OFFICE Standard Amendment	ADOPT •TRANSMIT

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
4	Liberty Investment, Inc. / Michael W. Larkin, Esq. and Graham Penn, Esq. NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street (27.6 Gross Acres). <u>Parcels A, C, D, & E:</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC.) AND <u>Parcel B:</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM-HIGH DENSITY RESIDENTIAL (25 TO 60 DU/AC.) Standard Amendment	• DENY •TRANSMIT

Application No. 1

Location: Southside of NE 215 Street approximately 900 feet east of San Simeon Way (26.13 gross acres)

Requested Amendment to the Land Use Plan Map:
From: Industrial and Office
To: Low-Medium Density Residential Communities (5 to 13 DU/Ac.)

Recommendation: ADOPT and TRANSMIT

Principal Reasons for Recommendation:

1. The proposed residential use of this site would be compatible and would not conflict with the adjacent land uses. The 26.13-acre application site is part of a 72.13-acre tract for a proposed residential community of townhouses and three-story multi-family buildings that is located on the County line. The remainder of the tract was redesignated on the adopted Land Use Plan (LUP) map in 1991 to Low-Medium Density Residential Communities (5 to 13 DU/Ac.), which is the same density the applicant is requesting for the application site. The site is located at the northern end of the California Club Golf Course residential community, which has been developed at low-medium density with townhouses, duplexes and apartments. The subject property on the west abuts a County-owned natural preserve area, County Line Scrub, north of the site in Broward County is the Lake Forest neighborhood, which includes single-family housing and the Pembroke Village Apartments.

For a public hearing of the Board of County Commissioners on August 25, 2005, Bellsouth Telecommunications, Inc. is requesting to change the zoning district on the adjacent 43.5 acres of the property from IU-C (Industrial District-Conditional) to PAD (Planned Area Development). According to the Department's records, the developer intends to develop 532 dwelling units on the 43.5-acre parcel consisting of two-story townhouses and three-story multi-family buildings in a condominium development. The overall gross density of the proposal is 12.3 dwelling units per gross acre. The proposed development includes a network of private drives that will connect to a boulevard that will extend from NE 215 Street to NE 10 Avenue Road (San Simeon Way). The project will also include two lakes, a park site of 4.8 acres and a total green space area of approximately 18 acres. In addition, the analysis of the zoning application by Miami-Dade County Public Schools states that the applicant will convey a 5-6 acre parcel to the School District as a contribution in lieu of the payment of educational facilities impact fees. If the CDMP amendment is approved the applicant intends to file an application to rezone the 26.13-acre application site from IU-C to PAD to develop the site for residential uses.

The zoning application also includes a proposed deletion of a Declaration of Restrictions in Official Records Book 9002 at Pages 1084 through 1104 that currently requires the entire 72-acre parcel to be developed in accordance with a site plan for industrial development. Without a public hearing before the Board of County Commissioners, industrial development on the site is limited to office, warehousing, telephone equipment repair, general telephone repair, material distribution, storage and cable dock. This 1974 covenant was enacted for 30 years with an automatic extension for successive periods of ten years and can only be released or revised only with written consent of the majority of the property owners that are situated within the Sky Lake Development (Now California Club) and a majority of those within 500 feet of the boundary of that development. The required signatures from adjacent property owners have been obtained for the 46-acre portion currently proposed for rezoning but have not been acquired for the application site. At the time of zoning, these signatures will need to be obtained for the 26.13-acre application site.

2. The subject property is currently designated as "Industrial and Office "on the LUP map. However, this isolated industrial area is poorly located for these types of use. Industrial facilities should be located in areas around transportation facilities and other areas of high accessibility. The property is not near any interchange with a limited access highway, a railroad line, an airport or seaport. The subject property is not adjacent to any existing office or industrial cluster or near any research facility that would generate industrial development. Except for the existing telecommunications building on the application site, operated by BellSouth, and the AT&T building at 160 NE 215 Street, the entire area has been developed for residential uses.

3. Development of housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the UDB is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted

in 2009. The County has been placing greater emphasis on accommodating growth inside the existing Urban Development Boundary (UDB) to reduce the need for expansion.

4. The Department's support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. With the recent rapid increase in housing costs, there is a need to provide housing to the County's work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income ($46,350 is the 2005 estimate by the U.S. Department of Housing and Urban Development). This translates into a dollar range of $30,128 to $64,890. The corresponding housing purchase prices are $82,852 to $178,448. For rental units, these incomes would allow for a monthly rent of $753 to $1,1622.

5. Except for schools, adequate public services exist for the application site. Based on October 2004 information, the elementary, middle and high schools serving this site currently exceeded the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Unless this issue is addressed, overcrowding could increase at these schools with the proposed development. The applicant has committed as part of the rezoning request on the adjacent 43.5 acres to provide land for a park/school site. Concerning transit, a minor extension of Metrobus Routes 91 or 99 would be recommended to properly serve the area.

6. The application site has limited impact on environmental or historic resources. The subject property lies within the potential smoke dispersion corridor of an Environmentally Endangered Lands property, County Line Scrub. Consequently, the periodic smoke events and embers from prescribed burns or wildfires may affect the subject property. When the site is developed, roads, lakes or green common areas should be located to provide a buffer to the property line of the adjoining nature preserve. Locating private back yards adjacent to the preserve can result in future land management problems, such as dumping of landscape debris into the preserve.

7. The proposed residential use will generate less traffic on NE 215 Street than is generated by industrial use of the property. With the application, the Level-of-Service (LOS) on NE 215 Street at NW 2 Avenue will improve from "F" to "E." The LOS 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. The analysis did not include the traffic generated by the potential rezoning on August 25th of the adjacent 43.5-acre parcel.

Application No. 2

Location: East side of Memorial Highway at theoretical NE 145 Street (2.98 gross acres).

Requested Small-Scale Amendment to the Land Use Plan Map:
From: "Low Density Residential Communities" (2.5 to 6 DU/ Gross Acre)
To: "Low-Medium Density Residential" (5 to 13 DU/ Gross Acre)"

Recommendation: ADOPT (as a Small-Scale Amendment)

Principal Reasons for Recommendation:

1. The 2.98-acre application site is situated on the east side of Memorial Highway at theoretical NE 145 Street between two canals, Biscayne and Spur, and a primarily older single-family residential area to the north. The types of housing typically found in areas designated low-medium density include single-family homes, townhouses and low-rise apartments. The applicant's representative has indicated that the property will be developed with townhouses. The Department supports this application because the use is compatible with the adjacent institutional uses. The Haitian Evangelical Baptist Church is located to the south of the application site and a group home is operated by New Revelation Church on the parcel to the immediate north.

2. Development of additional housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the Urban Development Boundary (UDB) is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted in 2009. The County has been placing greater emphasis on infill development and accommodating growth inside the existing UDB to reduce the need for expansion.

3. The application site is located in the designated Urban Infill Area for the County and is accessible to nearby employment centers. The site is less than 1.5 miles in driving distance from Interstate 95 and is near the Golden Glades intersection where several major travel routes converge, which can potentially provide enhanced mobility for residents without overly burdening the local roadway network.

4. The application site has limited impact on environmental or historic resources. However, a house constructed circa 1951 is located on the wooded property. The historic significance of the house is undetermined, but it is recommended that assessment and recording by a professional consultant of the house's historic significance be conducted at time of zoning. The site also contains specimen-sized (trunk diameter greater than 18 inches) trees that must be preserved according to Section 24-49 of the County Code.

5. Except for schools, adequate public services exist for the application site. Based on October 2004 information, the elementary, middle and high schools serving this site currently exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Two projects currently under construction, K-8 conversion at Linda Lentin

Elementary School and State School QQ-1, will help address the need at elementary and middle schools. State School BBB-1 (North Miami Senior Replacement) has been proposed to provide some relief.

Application No. 3

Location: West side of Biscayne Boulevard to NE 13 Avenue between NE 112 and NE 115 Streets (21.54 gross acres)

Requested Amendment to the Land Use Plan Map:

Parcel A (1.12 acres)
From: Low Density Residential (2.5 to 6 DU/ac.)
To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel B (2.78 acres)
From: Low-Medium Density Residential (5 to 13 DU/ac.)
To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel C (1.89 acres)
From: Low-Medium Density Residential (5 to 13 DU/ac.)
To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel D (2.97 acres)
From: Low-Medium Density Residential (5 to 13 DU/ac.) & Business and Office
To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel E (12.78 acres)
From: Low-Medium Density Residential (5 to 13 DU/ac.) & Business and Office
To: Business and Office

Recommendation: ADOPT and TRANSMIT

Principal Reasons for Recommendation:

1. The project as described by representatives of the developer for the application site would be a vertical mixed-use development including approximately 750 dwelling units, 250,000 square feet of retail and office space, and a public school on five parcels. The residential portion would include independent living units for the elderly. The maximum height of any building would be 15 stories.

   This application site is located in an established residential neighborhood with scattered commercial development along the frontage of Biscayne Boulevard. The application site includes Biscayne Breeze Mobile Home Park with 61 dwellings, vacant properties, Eglise El Shaddai Church on NE 13 Avenue, the northern portion of the corporate headquarters

of SFBC International (a clinical pharmaceutical testing company), a restaurant, an adult entertainment business and a plant nursery.

The application site is surrounded by a variety of uses. To the south is the remainder of the headquarters of SFBC International. An electrical substation operated by Florida Power & Light and duplexes are situated to the southwest. Duplexes and single-family homes are located to the west and northwest. Biscayne Shores Park is located immediately to the north. To the northeast a restaurant and an auto parts business are situated. To the east of Biscayne Boulevard, the area is characterized by several high–rise residential towers in gated communities such as Jockey Club, Cricket Club and Quayside.

Thus, a project of this magnitude must be sensitively integrated into the fabric of the existing neighborhood. To address this concern, the applicant has initiated a design charrette in which the neighbors participate in the planning of a portion of the project. The charrette plan that was presented to the public in August 2005 covered the area bounded by NE 116 Street, NE 114 Avenue, theoretical NW 112 Street and Biscayne Boulevard. Thus, the charrette plan included the Biscayne Shores Park and most of the eastern portion of the application site (Parcels C and E).

A compatible transition is needed between the application site and the portions of the project, primarily Parcels A and B, that are adjacent to or across the street from single-family dwellings or duplexes along NE 114 Terrace, NE 13 Avenue and NE 14 Avenue. In addition, the development needs to be compatible with Biscayne Shores Park, the only neighborhood park serving this unincorporated residential enclave between Miami Shores and North Miami. One of the concerns when this application site was previously reviewed in 2002 for the proposed development of a self-storage facility was the placement of a commercial facility adjacent to the park. At the time of zoning, measures should be considered to protect adjacent uses. For areas adjacent to single-family homes and duplexes such measures as buffering, building setbacks and height restrictions could be utilized.

2. Design plans for future development should tie in to historical & environmental themes of the area. The Office of Historic Preservation has determined that the application site is of historic significance. The south component of Arch Creek historically terminated at the southeast end of the Biscayne Canal Slough in this area. These slough features are known to have prehistoric sites along their edges and therefore have the potential of yielding prehistoric artifacts. The Office of Historic Preservation has identified properties in Parcel E (11190, 11220, 11240, 11320, and 11450 Biscayne Boulevard and Biscayne Breeze Trailer Park) and Parcel B (11303 & 11340 N.E. 13th Avenue) that include low-lying, former creek / slough areas and elevated (coastal ridge) portions. “Little Arch Creek" (south branch of Arch Creek) cut through the area until it was replaced with culverts in the 1960s. A German immigrant, Charles Ihle, homesteaded in the 1880s an 80-acre parcel in this vicinity. The subject properties are assumed to encompass portions of his acreage. The "El Palmago Estate," which was rich in botanical specimens and diversity, was located on Ihle's homestead in 1920s. The Application site is located in an area with a rich historical context including tourist cottages, historic Burr House, Arch

Creek Park, Military Trail, and the FEC railroad. At time of zoning**, a**rchaeological monitoring may be required if these features are impacted by further development. The Department of Environmental Resources Management (DERM) identified Parcel B and the southern portion of Parcel E (Real Property Tax Folio No. 30-2232-008-0020) as requiring Class I and/or Class IV permits for wetlands or coastal wetlands prior to construction activity. DERM has also identified specimen-sized trees and invasive species as concerns that need to be addressed during development.

3. Development of additional housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the UDB is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted in 2019. The County has been placing greater emphasis on accommodating growth inside the existing Urban Development Boundary (UDB) to reduce the need for expansion.

4. Generally public services exist to support this application. However, the nearest sanitary sewer force main (owned and operated by North Miami Water and Sewer Utility) on Biscayne Boulevard is in Incomplete Moratorium status and no new flows are allowed by the Department of Environmental Resources Management to this force main until a plan of corrective action is submitted and executed. The sewage plant serving this application site, the North District Treatment Plant, does have sufficient capacity. With this development, the elementary, middle and high schools serving this site will exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. This site is well served by transit. However, a new stop for the Biscayne MAX would be created by this application and pull-out bus bays will be necessary at this location. Thus prior to zoning action, these issues will need to be addressed.

5. The eastern portion of the application site (Parcels C, D and E) is located in a proposed Community Redevelopment Area (CRA), Biscayne Corridor. CRA's are utilized to redevelop slum or blighted areas with tax increment financing. With this type of financing, any increase in tax revenue caused by new development and higher land value is paid into a fund that is used to finance public improvements in the CRA. The proposed activity will provide tax revenue to finance redevelopment activities. A design charrette and a redevelopment plan for this proposed CRA is scheduled for this fall. The applicant should coordinate its design charrette activities with those of the proposed CRA to ensure compatible design elements.

6. The application site would provide housing within walking distance for employees of onsite commercial and office activities and the adjacent headquarters of SFBC International.

7. The Department's support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. With the recent rapid increase in housing costs, there is a need to provide housing to the County's work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income ($46,350 is the 2005 estimate by the U.S. Department of

Housing and Urban Development). This translates into a dollar range of $30,128 to $64,890. The corresponding housing purchase prices are $82,852 to $178,448. For rental units, these incomes would allow for a monthly rent of $753 to $1,1622.

Application No. 4

Location: NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street (27.6 gross acres)

Requested Amendment to the Land Use Plan Map:

Parcels A, C, D, & E:
From: Low-Medium Density Residential (5 to 13 DU/Ac.)
To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel B:
From: Low-Medium Density Residential (5 to 13 DU/Ac.)
To: Medium-High Density Residential (25 to 60 DU/Ac.)

Recommendation: DENY and TRANSMIT

Principal Reasons for Recommendation:

1. The applicant proposes to redevelop a 27.6-acre area that extends from NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street. The subject property is part of a 28.52 –acre parent tract and currently consists of the Colonial Acres Mobile Home Park and two single-family residences along NW 96 Street. The proposal is to redevelop the area into a largely multi-family area with strips of townhouse development along its northern and eastern perimeters. The proposal primarily consists of redesignating the area from "Low-Medium Density Residential" (5 to 13 DU/Ac.) to "Medium Density Residential" (13 to 25 DU/Ac.) with a one-acre strip of Medium-High Density Residential (25 to 60 DU/Ac.) along NW 95 Terrace.

   The applicant has taken some steps with a draft covenant to address some of the concerns with the proposed development. The proposed covenant includes the following conditions that are tied to either the first or second zoning requests for the development being approved:

   a. The one-acre Parcel C will be reserved for a future civic or institutional use.

   b. Town homes will be constructed within Parcels D and E within the Property at a maximum depth of 115 feet. If the developer chooses not to construct town houses within Parcels D or E, the site plan filed in connection with the either of the first zoning requests will depict a landscape buffer within Parcels D and E at a maximum depth of 115 feet.

c. The developer shall submit to the Director of Planning and Zoning a plan to mitigate the impacts on Miami-Dade County Public School educational facilities for review and approval. Such mitigation plan may include, without limitation, the provision of charter school facilities, the allocation of land for the future construction of educational facilities, or a voluntary monetary contribution to the Miami-Dade County Public School Board over and above any required educational facilities impact fees.

Other conditions in the draft covenant include the following:

a. The property owner shall work with Miami-Dade Transit in good faith to explore the possibility of locating future transit facilities within Parcel C within the Property, including bus shelters, pull-out bays, and other facilities, by allowing transit-related encroachments into Parcel C within the subject property if deemed necessary by Miami-Dade Transit. This obligation shall be extinguished upon the approval of the final plat.

b. The owner agrees that a minimum of 10% of the residential units on the subject shall be designated for workforce housing and shall meet the criteria of workforce housing in Miami-Dade County. Workforce housing shall be deemed to be the sale or rental of property for persons within the income range of 65% to 140% of the median family income for Miami-Dade County as published annually by the U.S. Department of Housing and Urban Development.

However, the proposal is for a multi-family development of up to 25 units per gross acre on the northern 26.6 acres and up to 60 units on the southern acre that is significantly denser than the surrounding the neighborhood, which is characterized by duplexes and single family dwellings to the north, east and southeast of the subject parcel, which range from 4 to 8 dwelling units per gross acre; one and two-story multi-family buildings to the south and southwest with a density under 25 units per gross acre; a church, Faith Deliverance Cathedral, to the northeast; and a lake to the west. The County, specifically the Office of Community and Economic Development, owns the vacant property between the lake and the right-of-way for the future NW 12 Avenue and the application site. The proposed development is also denser than the existing trailer park with approximately 296 mobile homes, which is a density of less than 11 dwelling units per acre. The subject property is not located in the NW 95 Avenue Corridor, where higher densities should be encouraged, but to the north.

This proposal is not consistent with the North Central Charrette Report, which was accepted by the Board of County Commissioners on April 24, 2004. This report identifies the trailer park area and some adjacent properties as the Civic District. The trailer park would be replaced by a network of streets and blocks that house a new library, a town hall that can be used as a community center, as well as apartments, townhouses and single-family homes. All the civic uses are sited along the lake, while the waterfront becomes a public park. The residential component of this District is organized around a green. Existing streets are connected into and through the District, making it an

integral part of the community. The development as proposed by the applicant does provide for a one-acre parcel for a civic or an institutional use but does not include the more extensive civic area near the lake as shown in the report, the green, streets connecting to those in adjacent residential subdivisions or single-family development. The covenant does not address the issue of street patterns.

2. The application site is potentially historic. The Office of Historic Preservation reviewed mid 1940's and early 1960's aerials for any potential archaeological targets. The types of vegetation identified on the aerial photographs indicate that the area is a potential archaeological site. The area in question is characterized by an elevated ridge and crescent shaped oak hammock. An archaeological assessment of the hammock is recommended prior to any development activities on this site.

3. The eastern portion of the application site contains two single-family homes at 925 and 999 N.W. 96th Street (one masonry and one wood frame with asbestos shingles) that date back to the late 1940s. These structures are not listed in original County Historic Sites Survey (1978-81). However, the surrounding area is elevated and includes oak specimens and some older resources. The Office of Historic Preservation recommends assessment and recordation by professional consultant prior to any development activities on this site.

   The Department of Environmental Resources Management has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources

4. Generally the application is adequately served by public services. However, the increase in transit trips generated by the proposed development would warrant minor changes to the transit system beyond those already planned for the area. Metrobus Route 33 would need to have the headways increased to accommodate capacity and properly serve the area. The improved service requirements are not currently programmed or planned in MDT's 2006 Transportation Development Plan.

5. While the Department does not believe that the CDMP should be amended to provide for residential development at the proposed density, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Study Area A Description

Study Area A encompasses an area of approximately 68.45 square miles of area in northeast Miami-Dade County. This study area is generally bounded to the south by Interstate I-195, NW 95 Street, NW 103 Street and NW 119 Street; to the west by a portion of Interstate I-95, NW 27 Avenue, NW 42 Avenue, NW 57 Avenue and a portion of the Florida Turnpike; to the north by NW 167 Street and Broward County; and, to the east by the Intracoastal Waterway. This study area encompasses the cities of Aventura, Biscayne Park, El Portal, Miami Shores, North Miami, North Miami Beach, and Opa Locka and portions of the cities of Miami Gardens and Miami. Approximately 30% of the area lies in unincorporated Miami-Dade County. One private small-scale application (Application No. 2) and three private standard amendments (Application Nos. 1, 3 and 4) were filed in this study area to amend the Land Use Plan map. (See Figure A-1.)

This study area is comprised of minor statistical areas 2.1, 2.2, 2.4 and 4.1, which includes sufficient area with which to reasonably evaluate the trend of development in the area of the County containing Application Nos. 1 through 4.

Environmental Conditions and Considerations

Study Area A consists of a variety of soil types, with most of the study area classified as urban soil due to the nature of development. Application No. 1 site lies in an area classified as both Urban Land, a moderately drained soil, and Dade Variant Fine Sand, a well-drained soil. The sites of Application Nos. 2, 3 and 4 lie in areas classified as Urban Land.

Elevations in Study Area A range from sea level up to 10 feet above mean sea level (msl) on the coastal ridge. Immediately adjacent to the Snake Creek Canal (C-9) and north of C-9 between NE 2 and NW 27 Avenues the ground is only three or four feet above msl. The application sites range in elevation from 5.0 msl to 6.5 msl

A summary of the environmental conditions for the four applications located in Study Area A is presented in Table A-1.

Flood Protection

Groundwater elevations in the Study Area are generally well below ground surface. Even the highest average yearly groundwater elevations do not usually approach the ground surface; however, portions of the Study Area are located in former transverse glades and lie within the 100-year federal flood zone. Application Nos. 2 and 3 lie within Zone AE (within the 100-year federal flood zone), while Application Nos. 1 and 4 lie within Zone X (within the 100 year flood zone but inundated with less than one foot of water).

Drainage in Study Area A is generally good although the soil drainage conditions for Application Nos. 1, 2 and 3 are poor. Site development of Application Nos. 1, 2 and 4 shall be required to provide full on-site retention of the 5-year storm through a combination of exfiltration and/or

Figure A-1

LOCATION: Study Area A (MSA's 2.1, 2.2, 2.4 & 4.1)

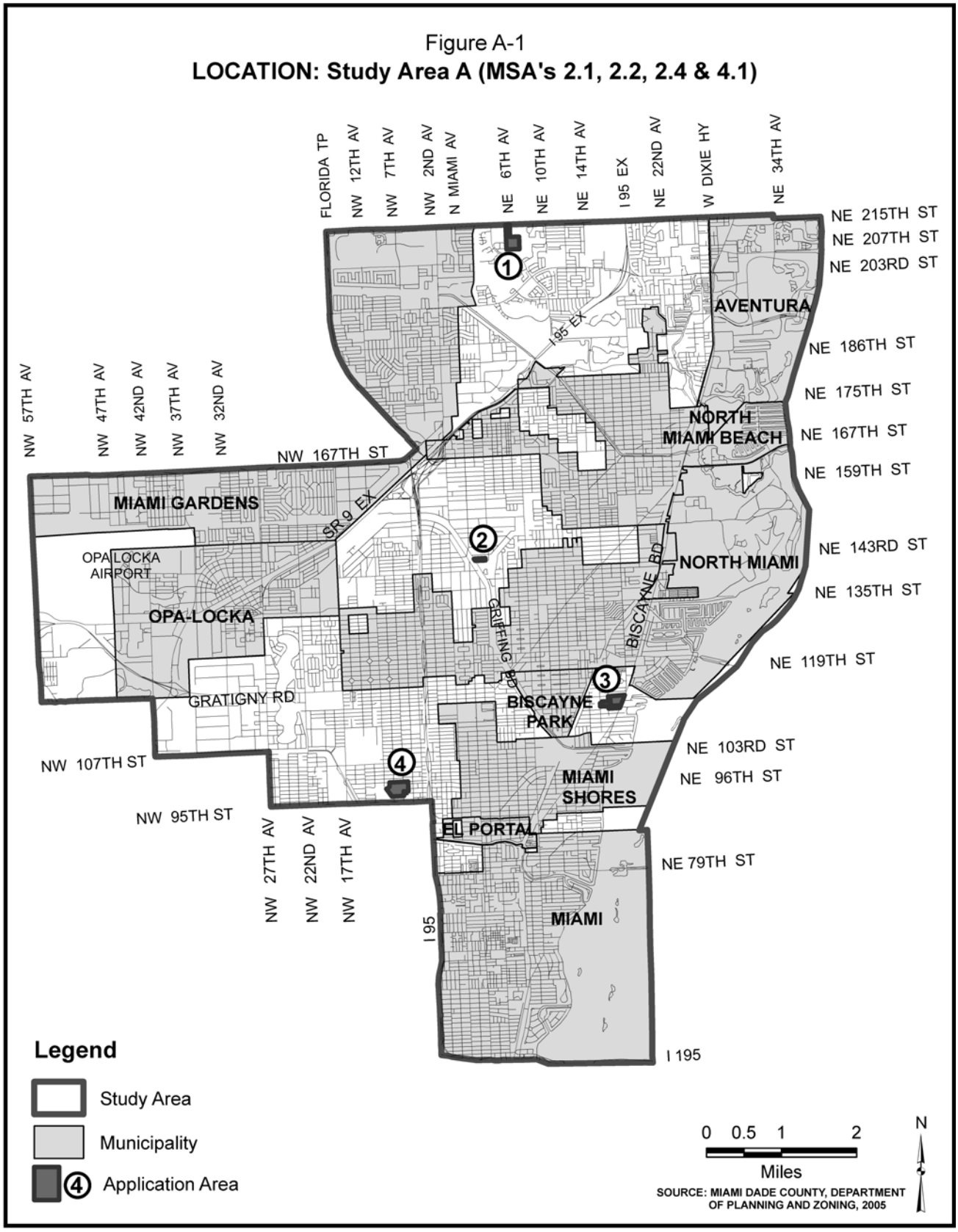


Table A-1
Environmental Conditions
Study Area A

	Application Number			
	1	2	3	4
Flood Protection				
County Flood Criteria (NGVD)	6.5 feet	5.0 feet	5.0 feet	5.5 feet
Stormwater Management	5-year storm	5-year storm	5-year storm	5-year storm
Drainage Basin	C-9/ East Basin	C-8 Basin	Intra-coastal Basin/ C-8	C-7 Basin
Federal Flood Zone	Zone X	Zone AE	Zone AE	Zone X
Hurricane Evacuation Zone	NONE	NONE	NONE	NONE
Biological Conditions				
Wetlands Permits Required	NO	NO	YES	NO
Native Wetland Communities	NO	NO	YES	NO
Natural Forest Communities	ADJACENT	NO	NO	NO
Endangered Species Habitat	NO	NO	NO	NO
Other Considerations				
Within Wellfield Protection Area	NO	NO	NO	NO
Archaeological/Historical Resources	NO	YES	YES	POSSIBLY
Within area of known Contamination	NO	NO	NO	NO

Source: Miami-Dade County Departments of Environmental Resources Management, Historic Preservation Division; Department of Planning and Zoning

infiltration systems. Development of Application No. 3 shall require full on-site retention for the 5-year storm through exfiltration systems preferably drainage wells due to poor permeability in the upper strata of the underlying rock in the area, as shown in recent projects constructed in the vicinity. The site of the project is within the salt intruded area, which is suitable for the use of a drainage well, which can dispose of treated runoff at a strata containing 10,000 ppm total dissolved solids. Storm water runoff for each of the four Application project sites must be fully contained on-site without adverse impact to adjacent properties.

Wetlands

The properties subject to Applications 1, 2, and 4 do not contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, Miami-Dade County will not require a Class IV Permit for work on these application sites. However, an on-site inspection of the Application 3 area revealed that the following three of the parcels (folios 3022320000020, 3022320150070, and 3022320080020) contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, Class I and/or Class IV wetland permit(s) will be required before any work can be done in wetlands on these parcels. The Wetlands Resources and the Coastal Resources Sections of DERM may be contacted for further information concerning the wetland permitting requirements or if a formal wetlands jurisdictional determination is needed. The applicant is advised that dredging and filling work proposed in Class I application areas must be consistent with Chapter 24-48.3(2) of the Code. The applicant is advised that dredging and filling for residential development does not comply with any of these criteria and may not be

administratively approved by DERM. Additionally, the Army Corps of Engineers, the Florida Department of Environmental Protection and the South Florida Water Management District may require permits for the proposed project. It is the applicant's responsibility to contact these agencies.

Forest Resources

The Application No. 1 site contains prohibited trees as referenced in Chapter 24-49.9 of the Code, which additionally requires that all prohibited trees must be removed from the site prior to development. The applicant is therefore advised to contact DERM staff for permitting procedures and requirements prior to development of site and landscaping plans.

Additionally, the Application No. 1 site abuts a natural preserve area known as County Line Scrub, which is owned by Miami-Dade County. The preserve was acquired in 1995 by the Environmentally Endangered Lands (EEL) Program for the purpose of long-term conservation and is a designated Natural Forest Community. This scrub preserve is undergoing active land management and restoration. Natural upland ecosystems in Florida are fire-dependent. This means that under natural conditions, fire is needed to maintain an open landscape and the diversity of native plant and animal species that these preserves were acquired to protect. In addition, frequent burning reduces the possibility of wildfires. Sustained high temperatures, smoke, and complete canopy burnout characterize scrub fires. Firebreaks and grassy buffers are used to control planned burns and wildfires.

The application property lies within the potential smoke dispersion corridor of this scrub habitat. Consequently, the subject property may be affected by the periodic smoke events and embers from the prescribed burns or unexpected wildfires. If the site is developed, the applicant should consider design elements that locate roads, lakes, or green common areas to act as a buffer to the property line of the adjoining natural preserve area. Locating private back yards adjacent to the preserve frequently results in future land management problems, such as dumping of landscape debris into the preserve.

The subject properties for Application Nos. 2, 3 and 4 contain specimen-sized (trunk diameter > 18 inches) trees. Section 24-49 of the Code requires the preservation of tree resources. Consequently, DERM will require the preservation of all the specimen-sized (trunk diameter > 18 inches) trees, as defined in the Code, on the site. A Miami-Dade County tree removal permit is required prior to the removal or relocation of any trees. A tree survey showing all the tree resources on site will be required prior to reviewing the tree removal permit application.

Some of the Application No. 3 parcels support invasive exotic species. Pursuant to Section 24-49.9 of the Code, species listed under Policy 8I of the Conservation Element of the Comprehensive Master Development Plan may not be sold, propagated, or planted. All exotic, invasive vegetation present at this site shall be removed prior to site construction and may not be relocated, sold, or transported off site. Additionally, species listed on the Prohibited and Controlled Species List may not be planted at this location

Wellfield Protection

None of the applications lie within a wellfield protection area.

Historical and Archeological

The Application No. 1 site does not contain either historic or archeological elements.

The Application No. 2 site has no archeological elements but includes a circa 1951 house within a wooded lot, the historic significance of which is undetermined. Therefore, the Office of Historic Preservation recommends that a professional consultant perform an assessment and recordation of the property located at 14521 Memorial Highway.

The south component of Arch Creek terminates within the Application No. 3 site at the southeast end of the Biscayne Canal Slough. These slough features are known to have prehistoric sites along their edges and therefore have the potential of yielding prehistoric artifacts. The Office of Historic Preservation cautions that an archaeological monitor may be required if these features are impacted by further development. Specifically properties at 11190, 11220, 11240, 11320, and 11450 Biscayne Boulevard, Biscayne Breeze Trailer Park, and 11303 and 11340 N.E. 13th Avenue, include low-lying, former creek/slough areas and elevated (coastal ridge) portions within Biscayne Shores.

The Office of Historic Preservation notes that the vicinity of the Application No. 3 site was homesteaded in the 1880s by German immigrant Charles Ihle. Ihle lived on 80 acres, with the following noted lots assumed to encompass portions of his acreage: "El Palmago Estate", located on Ihle's homestead in 1920s (rich in botanical specimens and diversity); and, "Little Arch Creek" (south branch of Arch Creek), which cut through the area until culverted in 1960s. Due to additional historic attributes in the area such as: tourist cottages; Historic Burr House; Arch Creek Park; Military Trail; and FEC railroad, the historic significance of the area has been designated “Significant”. Therefore, the Office of Historic Preservation recommends that design plans for future development at this site should tie in to historical & environmental themes of the area.

The Application No. 4 site is characterized by an elevated ridge and crescent shaped oak hammock. Mid 1940’s and early 1960’s aerial photographs were reviewed for any potential archaeological targets. Specific vegetative signatures were used in the identification of the area as a potential archaeological site**.** The Office of Historic Preservation recommends an archaeological assessment of the hammock be conducted.

Additionally two single family homes (one masonry; one wood frame/asbestos shingles) located at 925 & 999 N.W. 96th Street, date back to the late 1940s. These structures are not listed in original County Historic Sites Survey (1978-81). The surrounding area is elevated and includes oak specimens and some older resources. The historic significance of these structures has been designated “undetermined” and the Office of Historic Preservation recommends that an Assessment and recordation by a professional consultant be performed.

Land Use Patterns Within Study Area A

Study area A is located in northeastern Miami-Dade County. The overall character of the study area is primarily residential with some of the County's principal commercial areas also located here. Residential uses include a range of housing types from single-family detached units to multi-family dwelling units at medium-high density. Commercial activities are oriented along major thoroughfares such as Biscayne Boulevard, NE 163rd Street, and W. Dixie Hwy. Major industrial areas are located along I-95. The area also includes the north campus of Florida International University, Johnson and Wales University, Aventura Mall, Opa Locka Airport, Oleta River State Park and the Spanish Monastery. A summary of the existing land uses for the four Application Sites in this Study Area is presented in Table A-2.

Table A-2
Existing Land Uses Within and Adjacent to Application Sites
Study Area A

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
1	Bell South Facility (IU-C)	SF housing, apartments	Vacant (IU-C), duplexes; apts.	Multi-family housing; Golf course	Natural Preserve, apts., townhomes, Industrial
2	Single family residential	3 family residential and Single family	Duplexes and Single family	Single family, Haitian Evangelical Baptist Church	Memorial Highway, Biscayne Canal, Single family
3	Vacant, church, trailer park, north portion of SFBC Institute, Jamaican Inn and Restaurant	SF housing, Park, auto parts store, restaurant	Biscayne Blvd., Commercial, marina, nursery and multi family housing	SFBC Institute, FPL substation	Single Family housing
4	Mobil Home Community	NW 99 Street, duplexes and SF housing	Duplexes and SF housing	Apartments and NW 95 Street, Hospital and medical offices	Church, NW 12 Avenue, Apartments, Lake Fran Cora

Note: Zoning on vacant and agriculture parcels is noted in parentheses ( ).

Future Land Use Patterns. The future land use pattern adopted in the CDMP Land Use Plan (LUP) map for Study Area A shows that the primary designation for land between west of Biscayne Boulevard (US-1) and north of NW 74th Street is "Low Density Residential" (2.5 to 6 dwelling units per gross acre). Areas with higher density residential designations are generally located east of Biscayne Boulevard, adjacent to amenity features such as golf courses or lakes, or are located in strips along major roadways. Additionally, densities increase south of NW 74th Street approaching the "Downtown Miami" area. This future land use pattern allows and encourages infill in existing residential areas, a continuation of commercial infilling along major arterial frontages where commercial development is already established as the trend, and protection of sound residential neighborhoods from intrusion by incompatible uses.

Application No. 1

The parent tract of 72.13 acres is situated on the south side of County Line Road (NE 215 Street), between NE 8th Avenue and NE 5th Avenue. The application site consists of 26.13 acres and lies on the western portion of the parent tract (folio No. 30-1231-001-0010). The application requests that this site be redesignated from "Industrial and Office" to "Low-Medium Density Residential" (5 to 13 dwelling units per gross acre). The remainder of the parent tract is currently designated "Low-Medium Density Residential"

Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures A-2, A-3 and A-4, above. The application site is currently developed with as a Bell South facility. To the north, is the Miami-Dade/Broward County Line, beyond which are single family homes (Lake Forest) with the Pembroke Village apartments to the northwest. To the east is the remainder of the parent tract, which is undeveloped. Beyond the parent property are the Sierra Ridge duplexes and a portion of the California Club Golf Course. To the south is a portion of the parent tract and San Simeon Way, beyond which is the California Club Golf Course. To the southwest of the site are the Fairview Apartments and North Point Townhomes. The County Line Scrub Environmentally Endangered Lands (EEL) site and the AT&T facility lie to the west of the site.

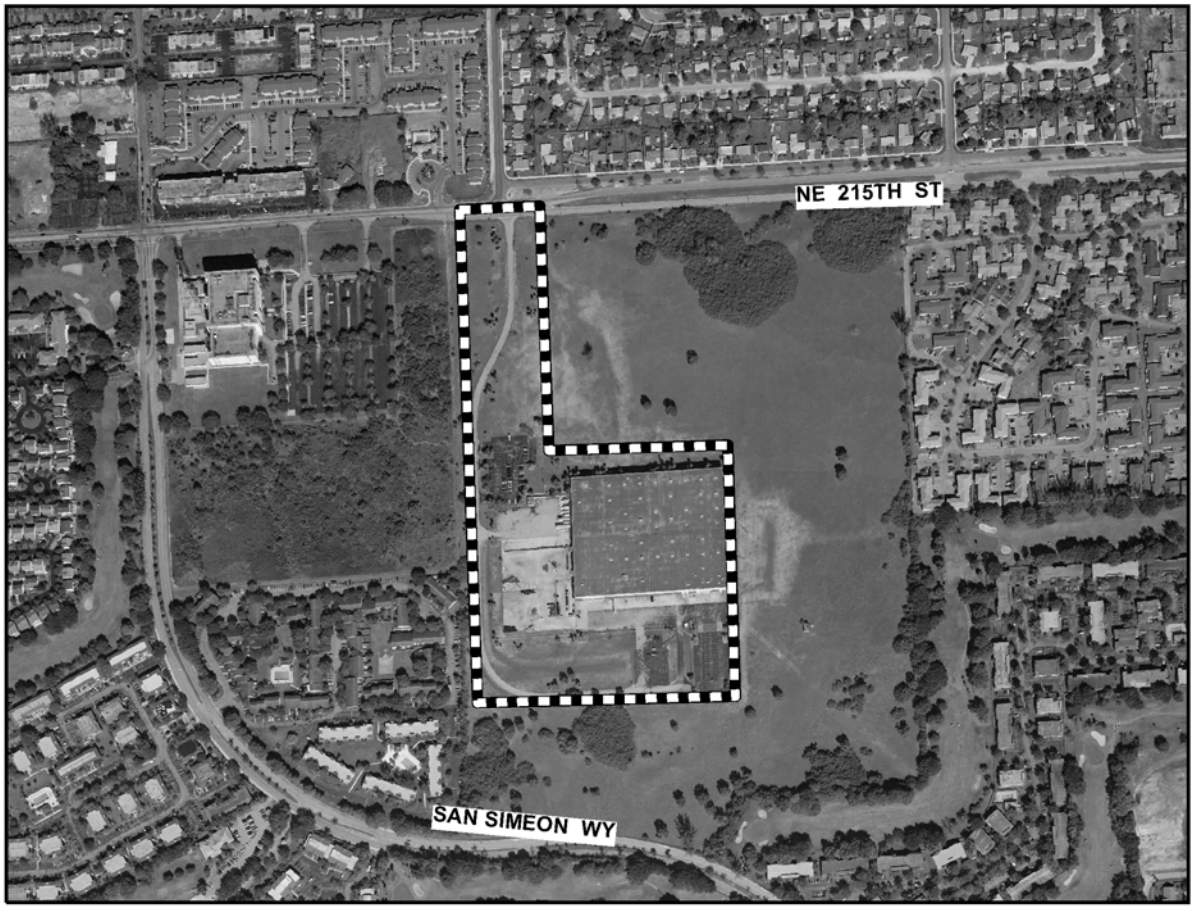
The site is currently zoned IU-C (Industrial Use - Controlled), an appropriate zoning for the current Bell South telephone facility. The parent tract to the east and south is also zoned IU-C; however, there is a pending request by the owner, Bellsouth Telecommunications, Inc., to change the zoning district on the adjacent 43.5 acres of the property from IU-C (Industrial District-Conditional) to PAD (Planned Area Development). According to the Department's records, the developer intends to develop 532 dwelling units on the 43.5-acre parcel consisting of two-story townhouses and three-story multi-family buildings in a condominium development. If the CDMP amendment is approved the applicant intends to file an application to rezone the 26.13-acre application site from IU-C to PAD to develop the site for residential uses.

Properties to the south and west of the application site are designated a variety of zonings that allow for apartment, townhouse, and golf course uses. These zonings include RU-3M (Minimum Apartment, 12.9 units/net acre), RU-4A (Apartments, 50 units), RU-4L (Limited Apartment 23 units/net acre), RU-4M (Modified Apartment, 35.9 units/net acre) and GU (Interim use), which allows for golf course use. The AT&T facility and the EEL property located west of the application site, are currently zoned AU (Agriculture).

Future Development Patterns: The adopted Land Use Plan map designates the application site and the site of the AT&T facility as "Industrial and Office". The surrounding parent tract and the neighborhoods to the north, south and east are designated as "Low-Medium Density Residential" (5 to 13 dwelling units per acre) except in the golf course area, which is designated as "Park and Recreation". The EEL site to the west of the application site is designated as "Environmental Protection" due to its environmentally sensitive nature. That portion of the CDMP Land Use Map that depicts the area surrounding this application site is included as Figure A-5.

Figure A-2

AERIAL PHOTO: APPLICATION NO. 1



2005 AERIAL

APPLICATION AREA

0 0.1 0.2

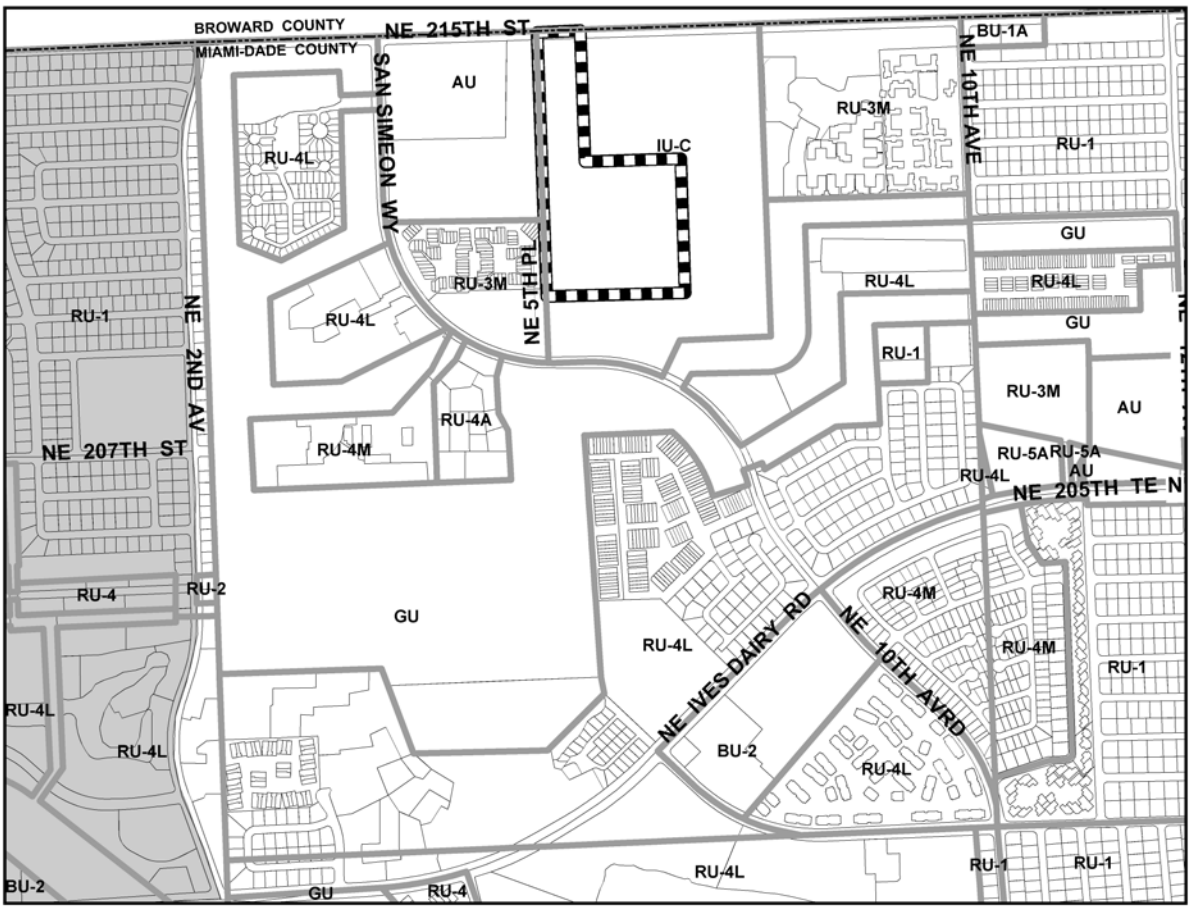
Miles

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SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-3

APPLICATION NO. 1
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

CITY OF MIAMI GARDENS

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-4A	APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
IU-C	INDUSTRIAL-CONDITIONAL

0 0.125 0.25 0.5

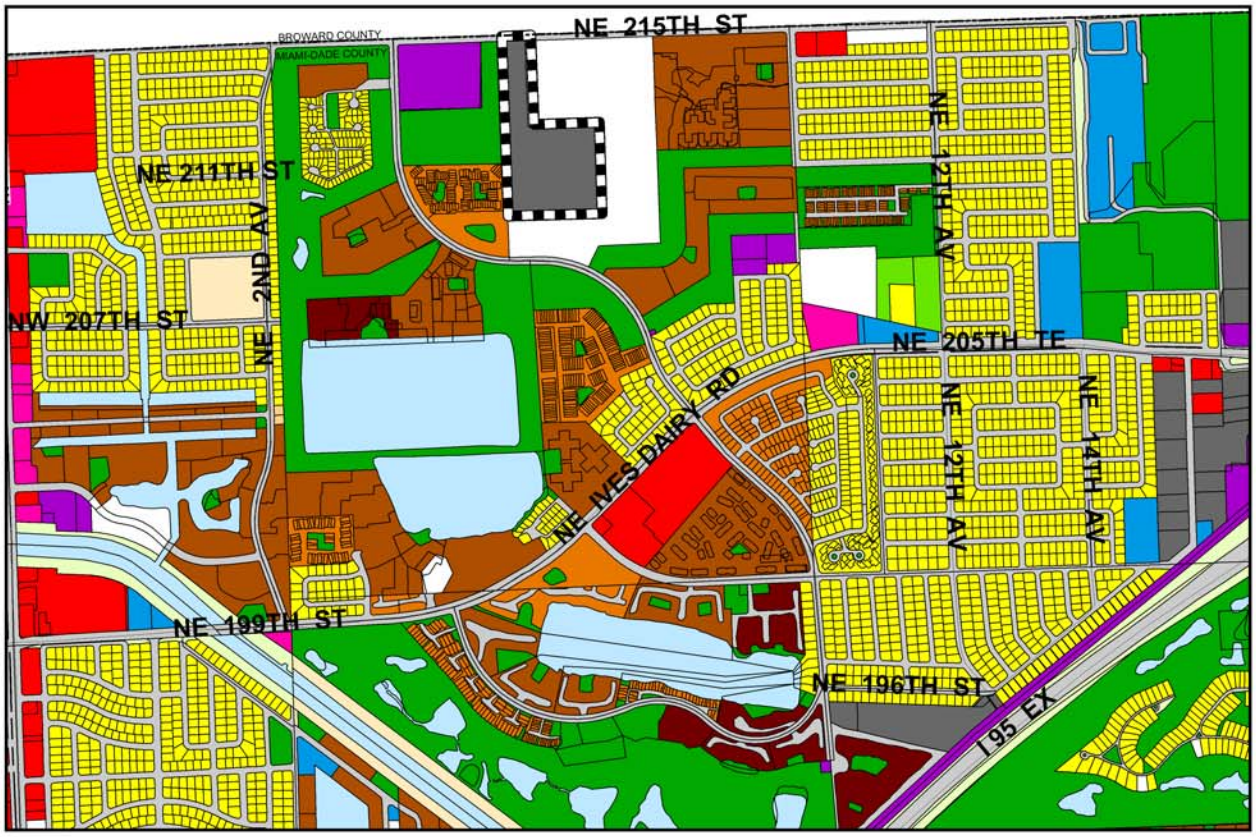
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-4

APPLICATION NO. 1
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

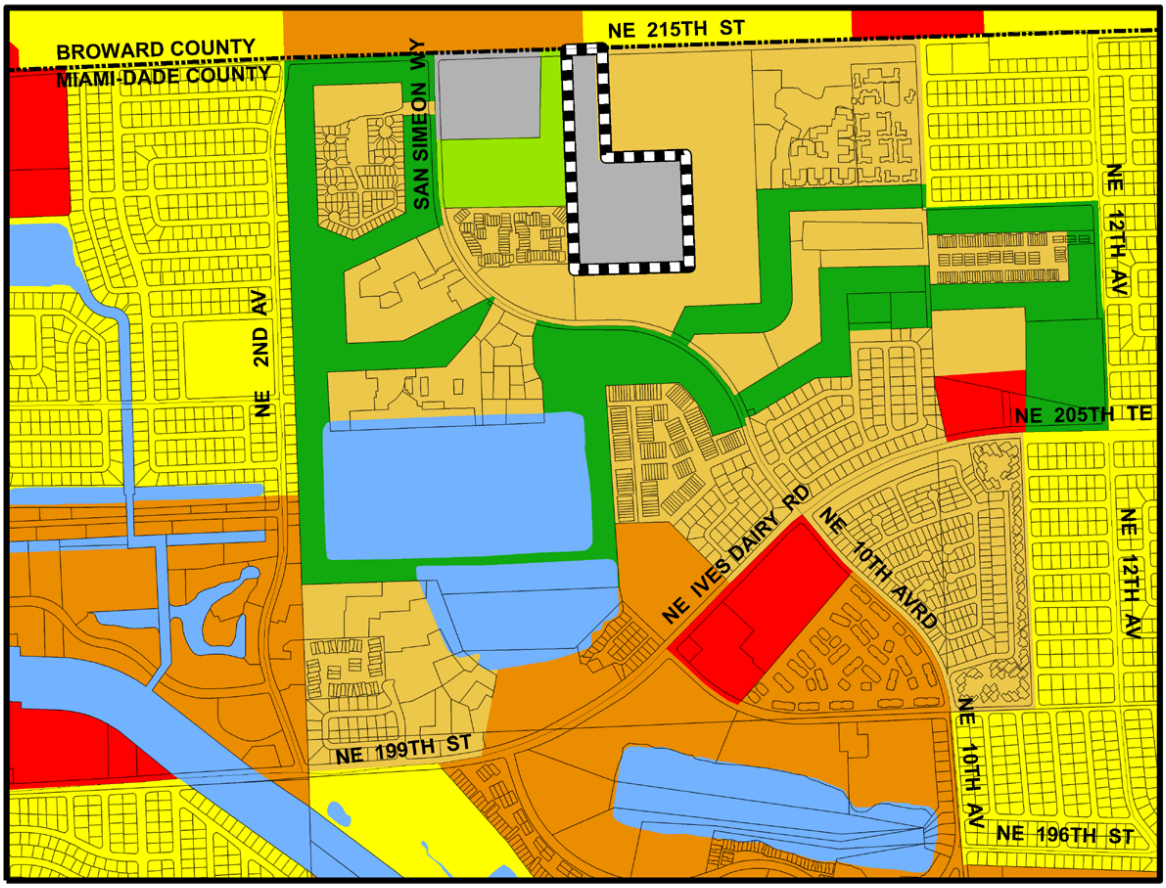
0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-5

APPLICATION NO. 1
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC

MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC

INDUSTRIAL AND OFFICE

BUSINESS AND OFFICE

PARKS AND RECREATION

ENVIRONMENTALLY PROTECTED PARKS

WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 2

The application site is an irregularly shaped 2.98-acre parcel that is situated on the east side of Memorial Highway at theoretical NE 145 Street. The application requests that this site be redesignated from "Low Density Residential" (2.5 to 6 dwelling units per gross acre) to "Low-Medium Density Residential" (5 to 13 dwelling units per gross acre).

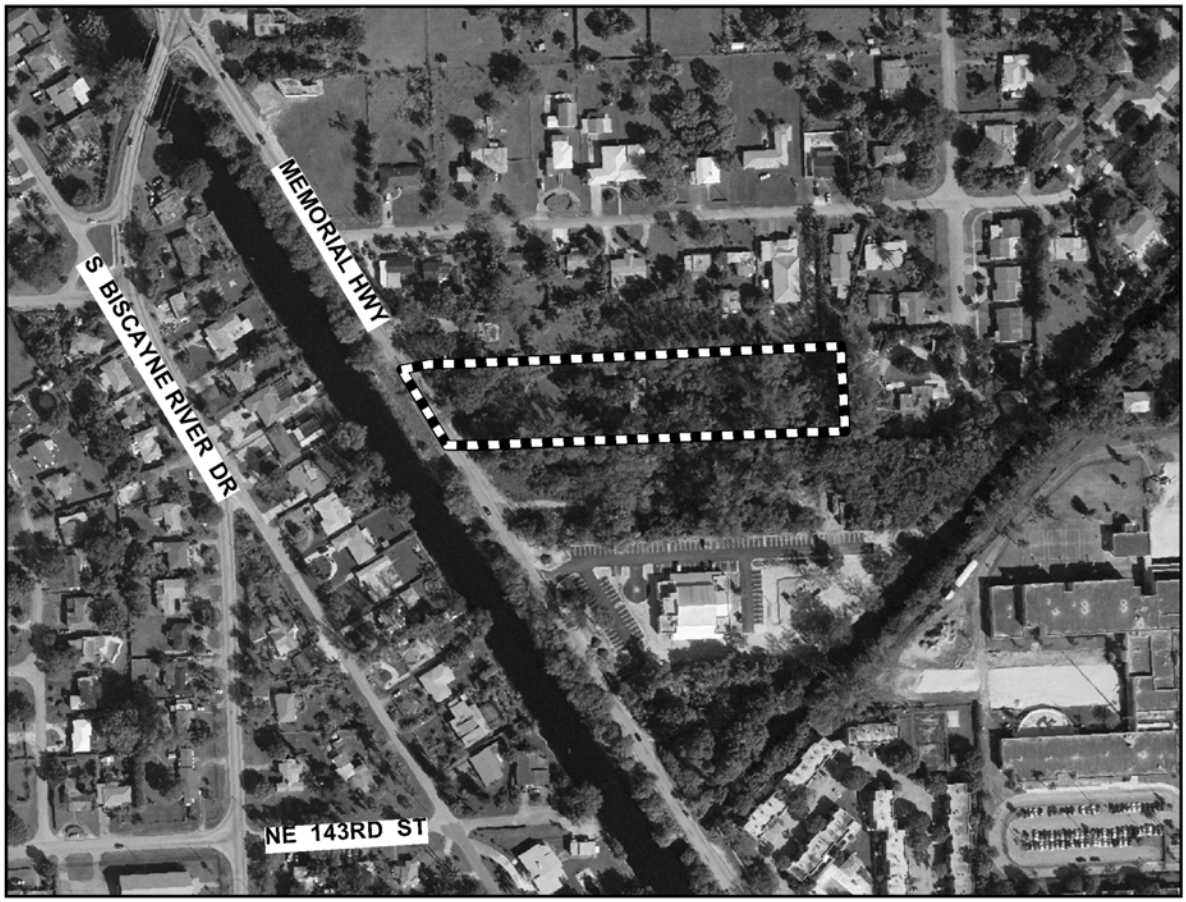
Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures A-6, A-7 and A-8. The application site contains a single-family residential unit. Directly north is a dilapidated three unit residential structure, beyond which are single-family homes. To the east are single-family homes; some duplexes were observed to the east of NE 2 Court. To the south is a dilapidated single family home beyond which is the Haitian Evangelical Baptist Church. West of the site is Memorial Highway and the Biscayne Canal, beyond which are single-family homes.

The site is currently zoned RU-1 (Single Family Residential) as are the properties to the north, east and south. Some BU-1 (Business-Neighborhood) and BU-1A (Business-Limited) zonings are noted along Memorial Highway further north of the application site. To the west, across the Biscayne Canal, the properties are also zoned RU-1.

Future Development Patterns: The adopted Land Use Plan map designates the application site and the neighborhoods to the north, south, east and west as "Low Density Residential" (2.5 to 6 dwelling units per acre). No higher density is noted in this area until south of Canal Spur No. 4, approximately 0.2 mile to the south. That portion of the CDMP Land Use Map which depicts the area surrounding this application site is included as Figure A-9.

Figure A-6

AERIAL PHOTO: APPLICATION NO. 2



APPLICATION AREA

0 0.05 0.1 Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT
OF PLANNING AND ZONING, 2005

Figure A-7

APPLICATION NO. 2
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

CITY OF NORTH MIAMI

MIAMI-DADE ZONING DISTRICTS

EU-M	ESTATES MOD.1 FAMILY 25,000 SQ.FT. NET
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT.NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
BU-1	BUSINESS - NEIGHBORHOOD
BU-1A	LIMITED BUSINESS

NORTH MIAMI ZONING DISTRICTS

R-3	SINGLE-FAMILY DISTRICT
R-4	MULTI-FAMILY DISTRICT
R-5	MULTI-FAMILY DISTRICT
C-1	COMMERCIAL (LOCAL NEIGHBORHOOD)

0 0.125 0.25 0.5

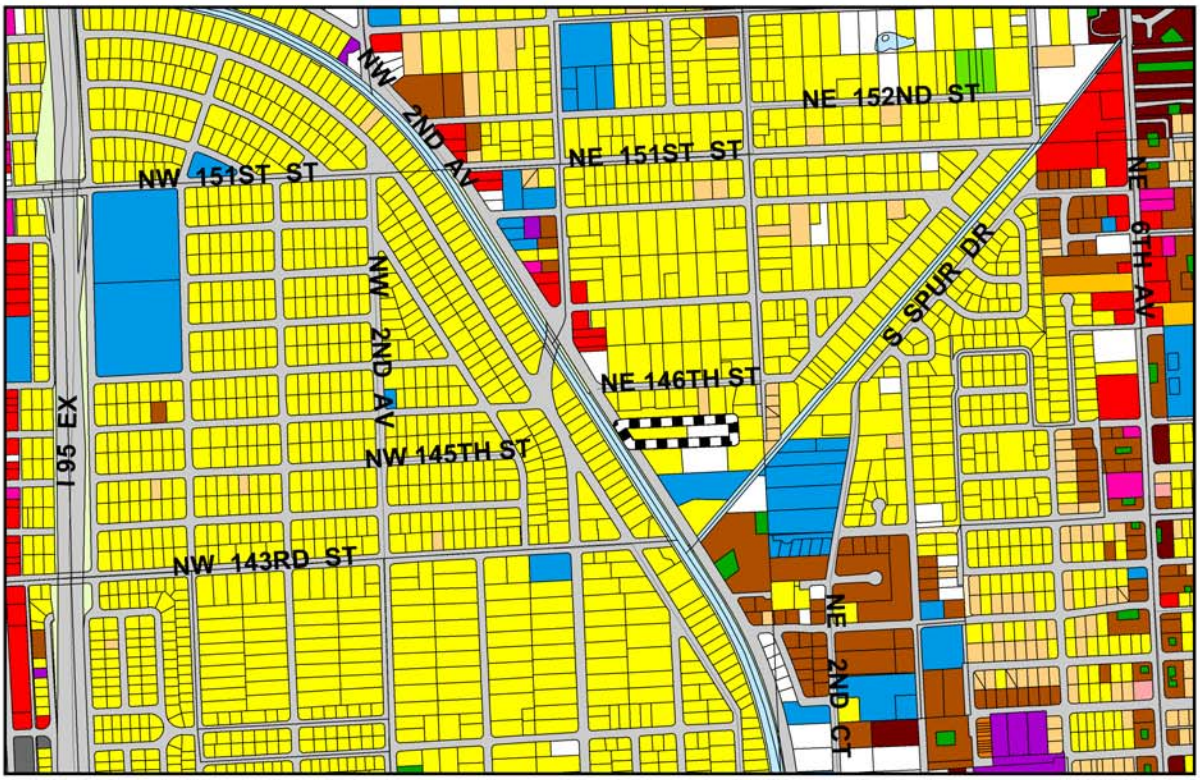
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-8

APPLICATION NO. 2
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

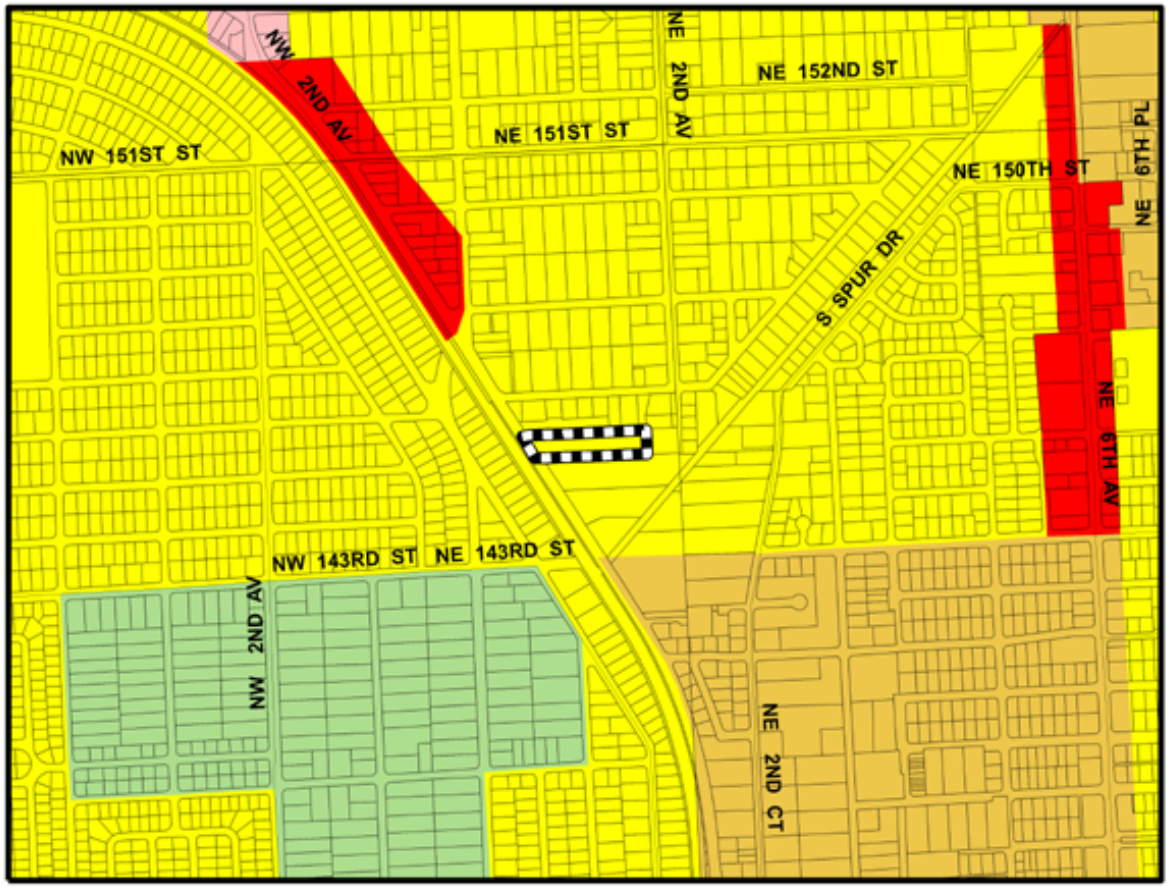
0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-9

APPLICATION NO. 2
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC

OFFICE/RESIDENTIAL

BUSINESS AND OFFICE

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.1 0.2 0.4

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 3

The Application No. 3 site contains 5 parcels for a total of 21.54 gross acres. Parcels C, D and E are located west of Biscayne Boulevard to NE 14 Avenue between NE 112 and NE 115 Streets. Parcels A and B lie between NE 13 and NE 14 Avenues, south of NE 114 Terrace and include Lots 7, 8, and a portion of Lot 9 as shown on the application survey. The application requests that these parcels be redesignated from "Low Density Residential" (2.5 to 6 dwelling units per gross acre), "Low-Medium Density Residential" (5 to 13 dwelling units per gross acre) and "Business and Office" to "Medium Density Residential" (13 to 25 dwelling units per gross acre) on parcels A, B, C and D, and "Business and Office" on parcel E. A more precise breakdown of this request is presented in the Recommendations and Principal Reason Section for this Study Area.

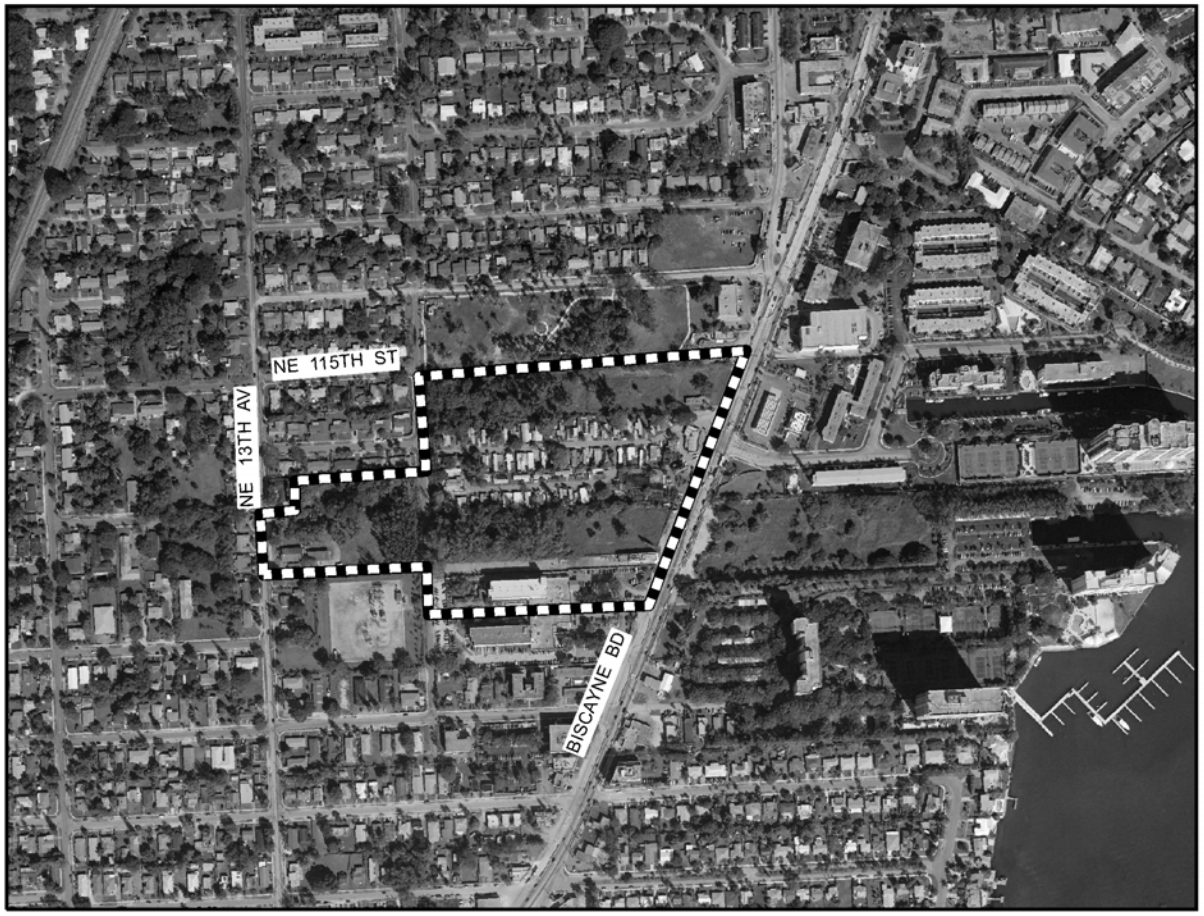
Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures A-10, A-11 and A-12. Currently, parcel A is undeveloped. Parcel B contains the Eglise El Shaddai church. Parcel C and E contain vacant land and a trailer park. Parcel D contains the SFBC Institute, a medical trials building and a Jamaican Inn and Restaurant. To the north of Parcel A is single family homes, while the Biscayne Shores and Gardens Park, a Discount Auto Parts, and a restaurant are located north of Parcel E. To the east of Parcels E and D, east of Biscayne Boulevard are a mini storage facility, a gas station, vacant land, the Jockey Club Hotel and Marina and the Paradise Plants Nursery. To the south of Parcel D is the southern half of the SFBC Institute and an FPL sub-station located to the south of Parcel B. To the west of the parcels, west of NE 13 Avenue are single-family homes.

As shown on Figure A-11, Parcel A is currently zoned RU-2 (two-family residential) and Parcel B is zoned RU-3M (minimum apartment house). Parcel D is zoned RU-4A (apartments, 50 units/net acre; hotels & motels, 75 units/net acre) and has BU-2 (special business) along Biscayne Boulevard. Parcel C is zoned RU-2 on the northern two-thirds and RU-3M on the southern one-third. Parcel E has RU-3B (Bungalow Court) and RU-2 zoning to the north and RU-3M zoning to the south. This parcel also has BU-2 zoning along Biscayne Boulevard. Generally, the properties in this area are zoned BU-2 along Biscayne Boulevard, RU-3M to the south and southwest of the application site, RU-2 to the northwest of the application site and a combination of RU-2 and RU-3 zonings to the north of the application site. The Biscayne Park and Gardens Park to the north of Parcel E is zoned GU (general use) which allows for Park and Recreational use.

Future Development Patterns: The adopted Land Use Plan map designates Parcels B, C, D and E of the application site and the neighborhoods to the north, south and southwest as "Low-Medium Density Residential" (5 to 13 dwelling units per acre). The "Business and Office designation is noted along the Biscayne Boulevard corridor to NE 104 Street; a designation which encompasses the easternmost portions of Parcels D and E of the application site. Parcel A and the areas to the north and west of the parcel are designated "Low Density Residential (2.5 to 6 units per acre). That portion of the CDMP Land Use Map, which depicts the area surrounding this application site, is included as Figure A-13.

Figure A-10

AERIAL PHOTO: APPLICATION NO. 3



2005 AERIAL

APPLICATION AREA

0 0.1 0.2

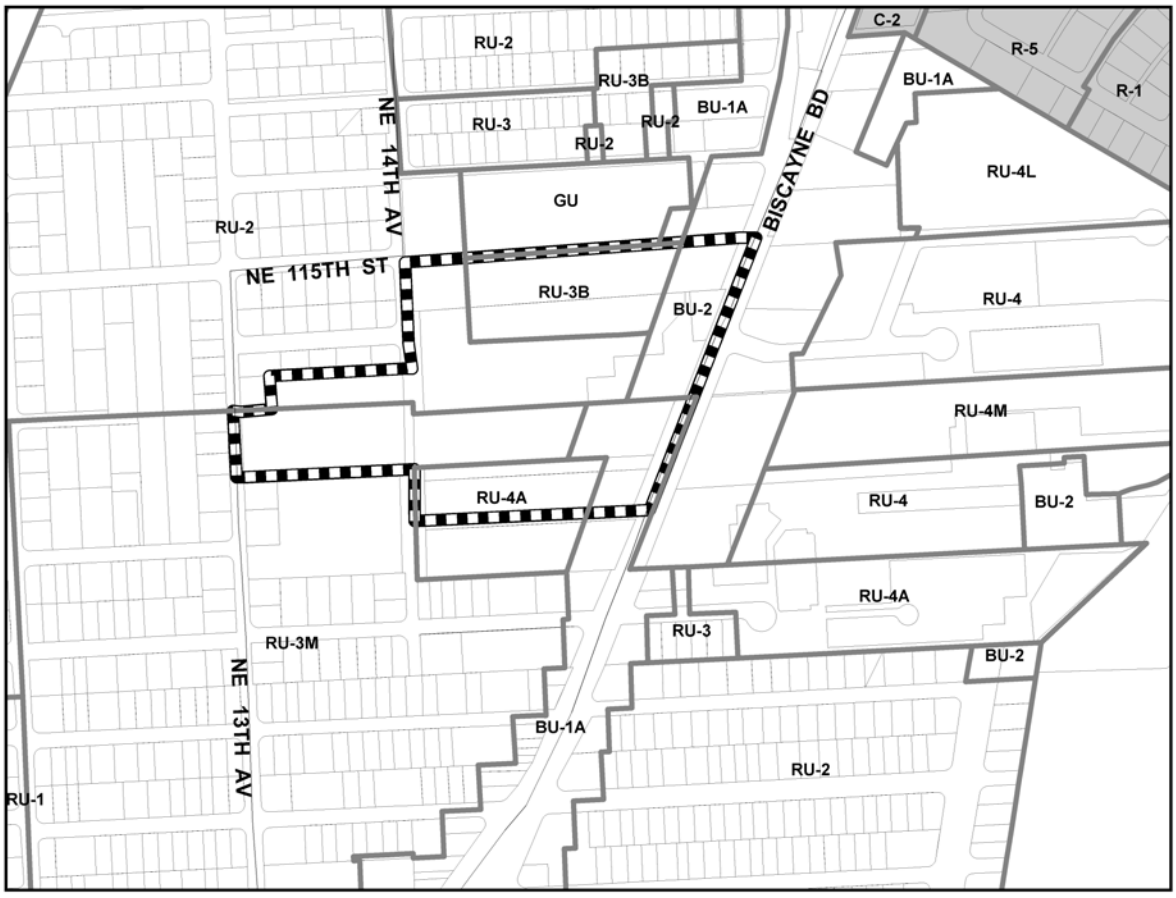
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-11

APPLICATION NO. 3
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

CITY OF NORTH MIAMI

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT.NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-3B	BUNGALOW COURT 10,000 SQ FT NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4A	APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS

NORTH MIAMI ZONING DISTRICTS

R-1	RESIDENTIAL ESTATE DISTRICT
R-5	MULTI-FAMILY DISTRICT
C-2	COMMERCIAL (HIGHWAY)

0 0.05 0.1 0.2

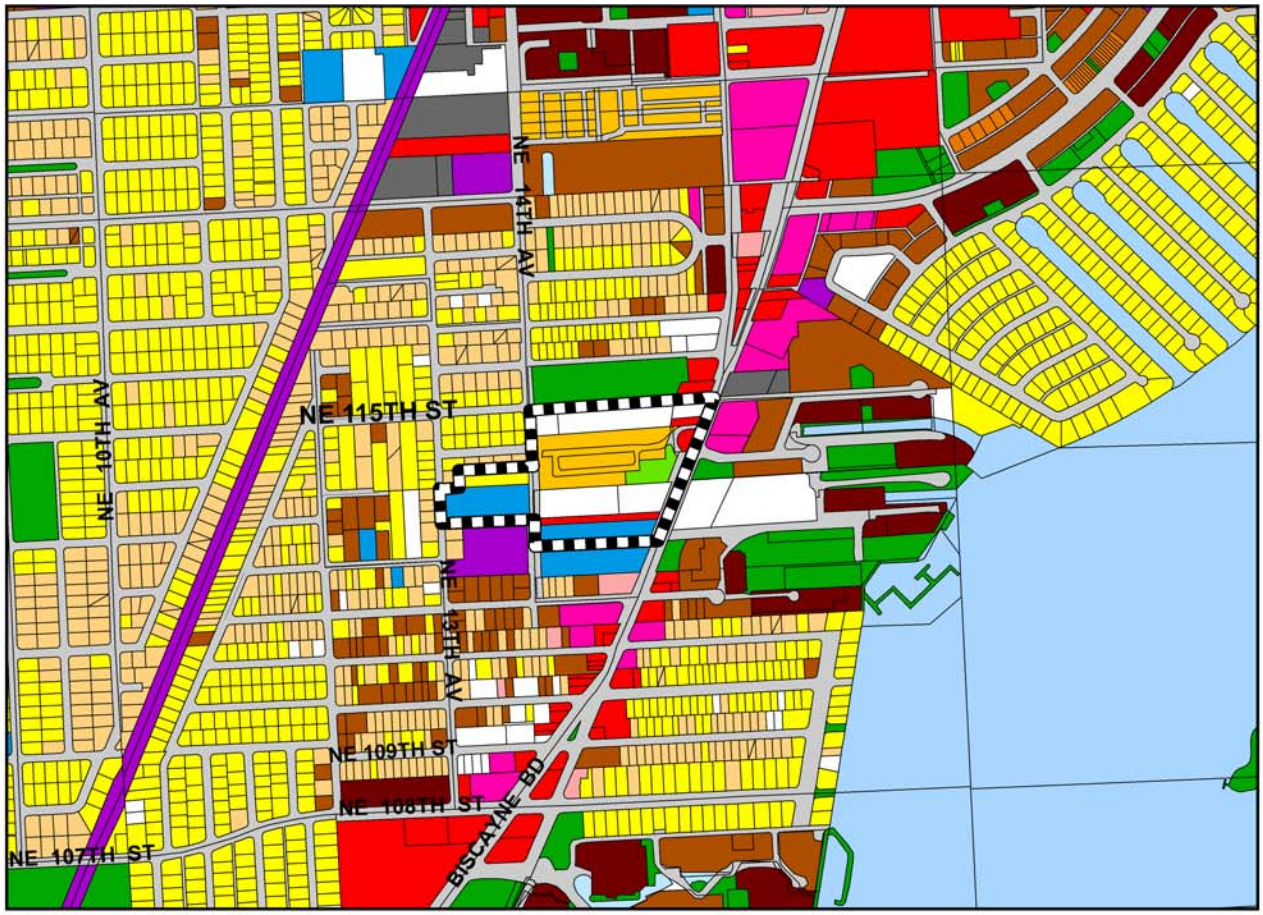
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-12

APPLICATION NO. 3
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

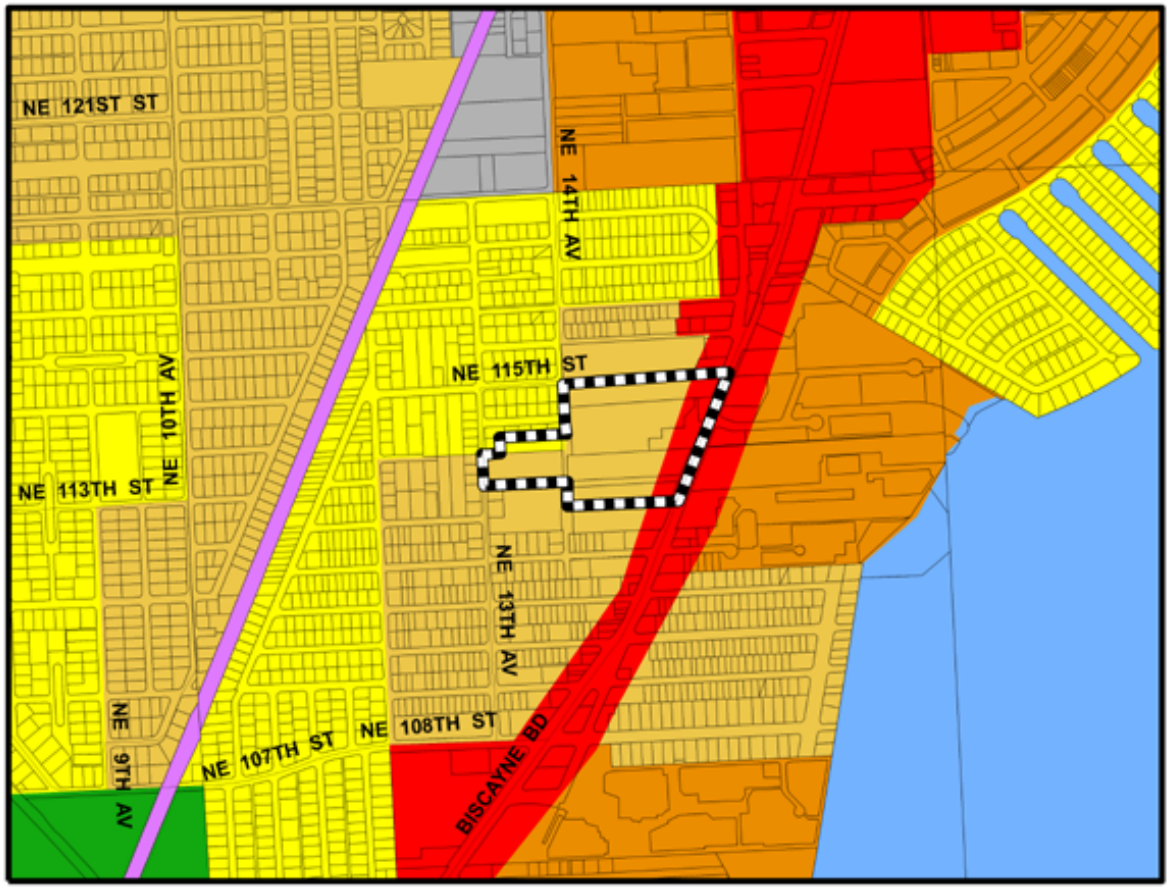
0 0.1 0.2 0.4
Miles

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-13

APPLICATION NO. 3
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC
INDUSTRIAL AND OFFICE
PARKS AND RECREATION
BUSINESS AND OFFICE
WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 4

The Application No. 4 site contains 5 parcels for a total of 27.6 gross acres. The application site is located from NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street. The application requests that entire application site be redesignated from "Low-Medium Density Residential" (5 to 13 dwelling units per gross acre) to "Medium Density Residential" (13 to 25 dwelling units per gross acre) on Parcels A, C, D and E. Additionally, the application requests that Parcel B, an elongated one-acre parcel across the southern portion of the application, be redesignated to "Medium-High Density Residential" (25 to 60 dwelling units per gross acre).

Existing Land Use Patterns: Current zoning and the existing land use patterns designated by the Land Use Plan map are presented in Figures A-14, A-15 and A-16. The application site is currently developed with the Colonial Acres Mobil Home Community. To the north, beyond NW 99 Street and east of the application site are a mixture of duplexes and single-family residences. To the south of the application site are apartments and NW 95 Street, beyond which are the north Shores Medical Center and offices. To the west of the site are the Faith Deliverance Cathedral, NW 12 Avenue multi family apartments, vacant land and Lake Fran Cora.

The application site is currently zoned RU-2 (two-family residential) along the north and RU-3B (Bungalow Court) along the east with the remainder of the application site zoned GU (general use). None of the zonings are consistent with the parcel boundaries. Generally, the surrounding properties to the north of the application site are zoned RU-2 and the properties to the east are zoned RU-3B. Properties to the south are zoned RU-4L (Limited Apartment House), RU-4A (Apartments, 50 units/net acre) and BU-1 (Business Neighborhood).

Future Development Patterns: The adopted Land Use Plan map designates the application site and the neighborhoods to the north, east and west as "Low-Medium Density Residential" (5 to 13 dwelling units per acre). The properties to the south of the application site are designated "Office/Residential" a designation which would currently allow "Medium Density Residential" in this area. The application site and surrounding properties lie within the North Central Area Plan boundaries. That portion of the CDMP Land Use Map, which depicts the area surrounding this application site, is included as Figure A-5.

On April 27, 2004 the Board of County Commissioners passed Resolution R-497-04 accepting the North Central Charrette Area Plan Report and it's recommendations. This report identifies the application site as the future location for the area's Civic District and recommends a mixture of uses including apartments, townhomes and single-family residential units; the higher density units would be located along NW 95 Street.

Figure A-14

AERIAL PHOTO: APPLICATION NO. 4



2005 AERIAL

APPLICATION AREA

0 0.1 0.2

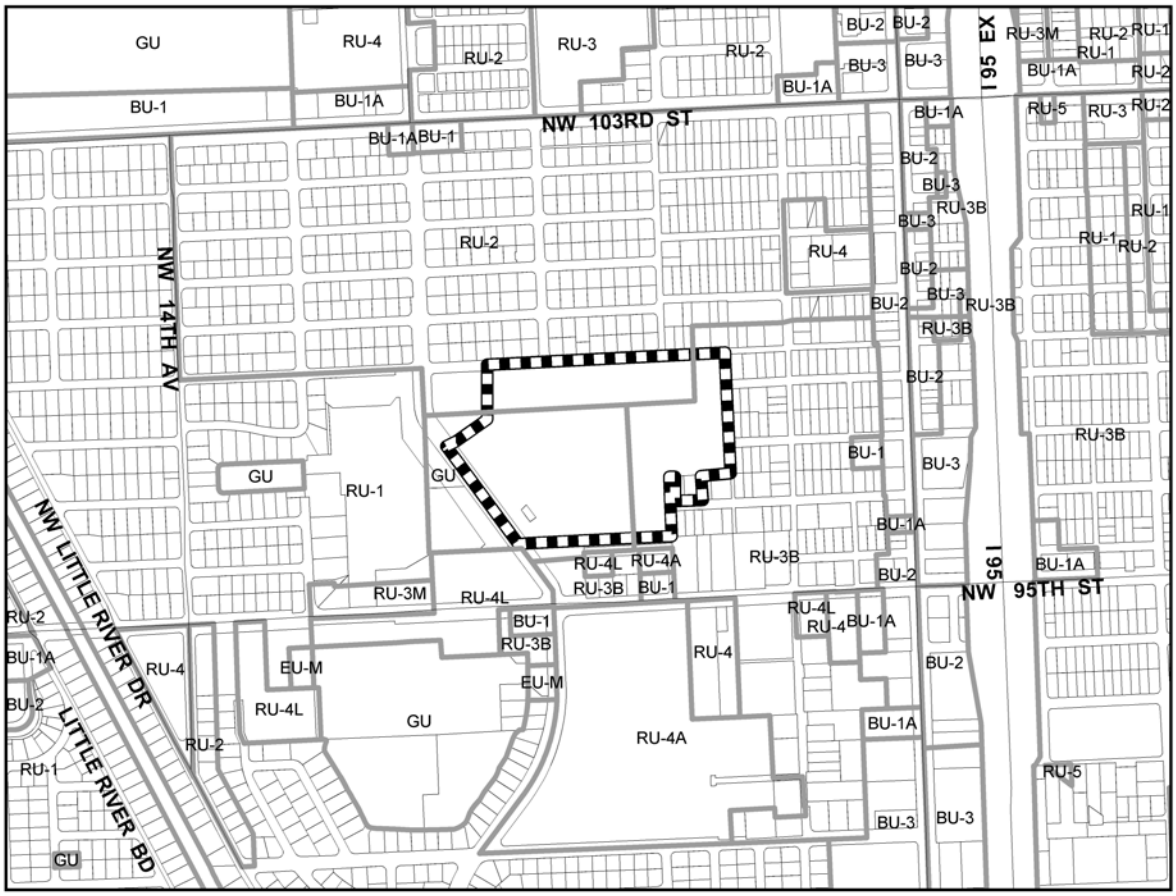
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

N

Figure A-15

APPLICATION NO. 4
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT.NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-3B	BUNGALOW COURT 10,000 SQ FT NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4A	APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-5	SEMI-PROFESSIONAL OFFICES & APARTMENTS
BU-1	BUSINESS - NEIGHBORHOOD
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES

MIAMI-DADE ZONING DISTRICTS (cont'd)

BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES

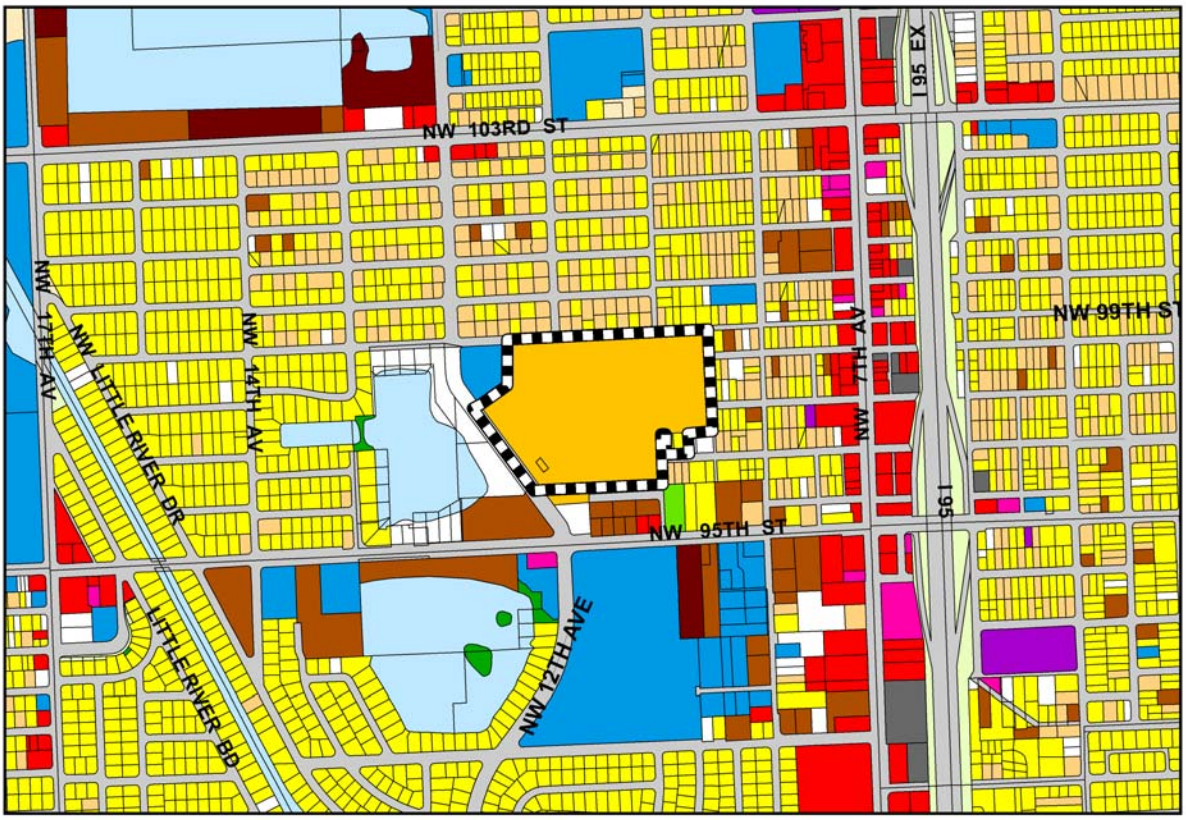
0 0.05 0.1 0.2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-16

APPLICATION NO. 4
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

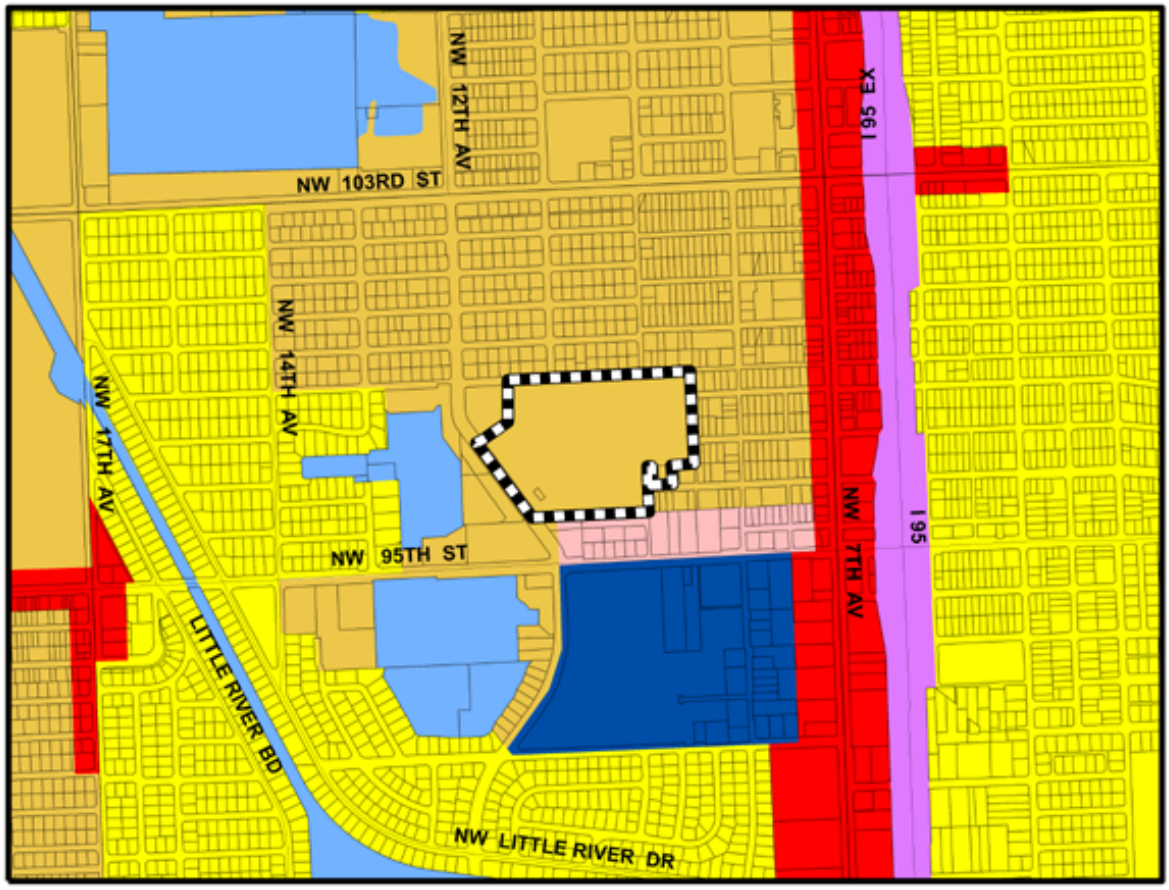
0 0.1 0.2 0.4
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-17

APPLICATION NO. 4
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
OFFICE/RESIDENTIAL
INSTITUTIONAL AND PUBLIC FACILITY
BUSINESS AND OFFICE
WATER
TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Supply and Demand for Residential Land

Vacant residential land in Study Area A (Minor Statistical Areas 2.1, 2.2, 2.4, and 4.1) in 2005 is estimated to have a capacity for about 13,400 dwelling units with about 81 percent of this intended for multi-family use. The annual average demand is projected to decrease from 900 units per year in the 2004-2010 period to 275 units per year in the 2020-2025 period. An analysis of the residential capacity shows depletion occurring in the year 2019 (See Table A-3). About 54 percent of the projected demand is for single-family units and current capacity is projected to be exhausted by 2009. The supply of multi-family land extends beyond 2025.

Table A-3
Residential Land Supply/Demand Analysis
2004 to 2025: Study Area A

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 2004	2,488	10,875	13,363
DEMAND 2004-2010	583	492	1,075
CAPACITY IN 2010	0	8,415	7,988
DEMAND 2010-2015	480	406	886
CAPACITY IN 2015	0	6,385	3,558
DEMAND 2015-2020	407	329	736
CAPACITY IN 2020	0	4,740	0
DEMAND IN 2020-2025	182	93	275
CAPACITY IN 2025	0	4,275	0
DEPLETION YEAR	2009	>2025	2019

Residential capacity is expressed in terms of housing units.
Housing demand is an annual average figure based on proposed population projections.
Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

There are four proposed amendments in this area. All of them propose increased or new residential units at low-medium, medium, and medium-high densities.

1. Application No. 1 would allow 339 units at 13 dwelling units per acre, which represents approximately 0.58 of a year's supply of single family capacity.
2. Application No. 2 would allow 34 townhouse units, at 13 dwelling units per acre; an increase of 19 units over what is currently allowed. This represents approximately 0.03 of a year's supply of single family housing capacity.
3. Application No. 3 would allow 969 multi-family dwelling units, using densities of 25 and 60 dwelling units per acre; an increase of 543 units over what is currently allowed. This represents approximately 1.1 years supply of multi-family capacity.
4. Application No. 4 would allow 715 units at 25 and 60 dwelling units per acre; an increase of 361 units over what is currently allowed. This represents approximately 0.74 years supply of multi-family capacity.

In sum, approval of the four proposed amendments could add 1,262 units of capacity, approximately 28% of which will be single-family housing units with the remainder being higher density apartment units. This would add less than a year's supply of single-family residential and 1.8 years of multifamily residential land to the capacity of the area.

Supply and Demand for Commercial Land

Study Area A contained 271.5 acres of vacant land zoned or designated for business uses in 2004. Additionally, there were 2,237.7 acres in commercial uses. The annual average absorption rate through 2025 is estimated to be 6.54 acres per year. As indicated in Table A-4, all MSAs comprising this study area have sufficient commercial land to sustain the projected rate of commercial land development to 2025 and beyond.

Table A-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area A

Study Area A MSA	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2015	2025
2.1	103.9	1,070.4	3.94	2025+	6.4	6.2
2.2	62.2	236.0	0.71	2025+	5.6	5.4
2.4	58.0	542.9	1.32	2025+	7.0	6.7
4.1	47.4	388.4	0.57	2025+	4.9	4.7
Total	**271.5**	**2,237.7**	**6.54**	**2025+**	**6.1**	**5.9**

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, July 2005.

Roadways

Existing Conditions

Figure A-18 illustrates the existing arterial roadway network serving Study Area A. East-west expressways and arterials include NW 215 Street (SR 852), NE 203 Street/Ives Dairy Road, NW 199 Street (Honey Hill Drive), NE 192 Street (Lehman Cswy.), NW/NE 183 Street/Miami Gardens Drive (SR 860), NE/NW 163/167 Street/the Palmetto Expressway (SR 826), NW/NE 151 Street, NW/NE 135/136 (Opa Locka Blvd) (SR 916), NW/NE 123/125 (Broad Causeway) (SR 922), NW/NE 119/Gratigny (SR 924), NW/NE 103 (SR 932), and NW/NE 95 Streets. North-South expressways and arterials include the Florida Turnpike, NW 22, NW 17, NW 12/13, and NW 7 (SR 7) Avenues, Interstate 95 (I-95), North Miami Avenue, NE 2, NE 6 (SR 915), NE 10, and NE 19 Avenues, West Dixie Highway, and US 1/Biscayne Boulevard. Access to other portions of the County is provided via the Palmetto Expressway to the west, the Florida Turnpike to the north and I-95 to the north and south. Access to I-95 is provided by interchanges at NW 95, NW 103, NW 119, NW 125, NW 135, NW 151 and NW 167 Streets, Miami Gardens Drive, and Ives Dairy Road. There is also adequate access to the Florida Turnpike and the Palmetto Expressway via the Golden Glades Interchange at NW 167 Street.

Figure A-19 and Table A-5 show that current traffic conditions on major roadways within this Study Area have congestion during the peak period. Additionally, Table A-5 shows that in this Study Area five roadway segments are currently operating at Level of Service (LOS) F, four roadway segments at LOS E, and 18 roadway segments at LOS D, with the balance of the roadway network operating at LOS C or better. The data in Table A-5 is based upon traffic counts conducted from 2000 through 2004 and therefore other segments may have lower LOS conditions than what is currently reported.

Traffic Concurrency Evaluation

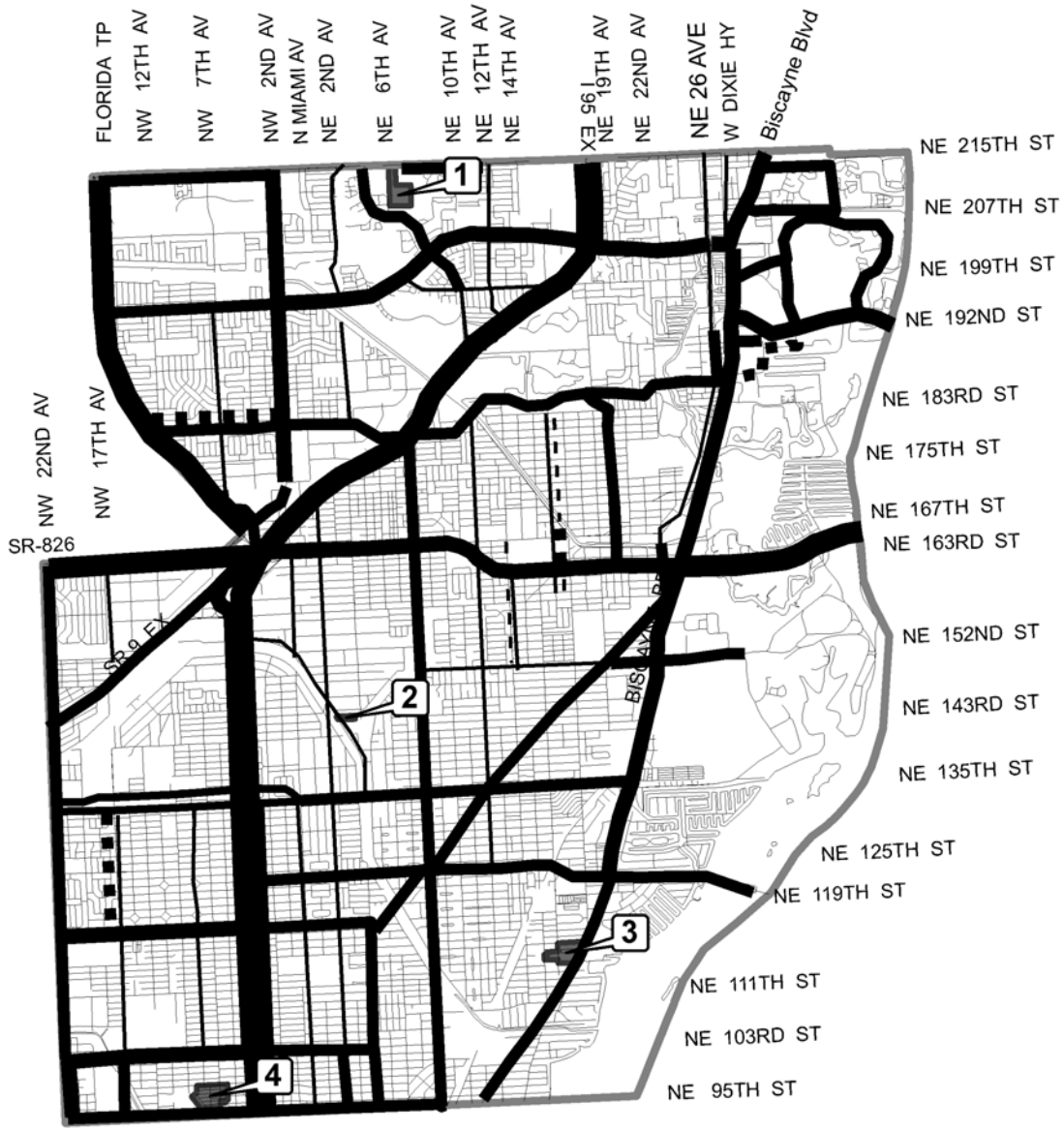
Most of the Study Area is located within the County's adopted Urban Infill Area (UIA)[1], a Transportation Concurrency Exception Area; however, a portion of the Study Area, the area west of I-95 and north of SR 826 is located within the 2005 Urban Development Boundary (UDB).

A recent evaluation of peak period traffic concurrency conditions in this Study Area as of July 12, 2005, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements, predicts that four segments located on Miami Gardens Drive, NE 135 Street and North Miami Avenue exceed their adopted LOS standard (LOS E) (see Figure A-20 and Table A-6). Furthermore, this evaluation reveals that the following roadway segments may run out of service capacity: NW 215 Street (County Line Road) between NW 2 Avenue and NW 27 Avenue with only 36 trips remaining; and I-95 from NW 135 Street to SR 826 with 132 trips left. Other expressways and arterials that are monitored show acceptable peak period LOS conditions (see Table A-7).

[1] UIA is defined as that part of the County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia.

Figure A-18

ROADWAYS: Application Nos. 1, 2, 3 & 4



EXISTING ROADWAYS

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 lanes
- 10 Lane

PROGRAMMED CAPACITY IMPROVEMENTS (2006-2010)

- 3 Lanes Programmed
- 4 or 5 Lanes Programmed
- 6 Lanes Programmed

Truncated Study Area Boundary

1 Application Area

0 0.5 1 2

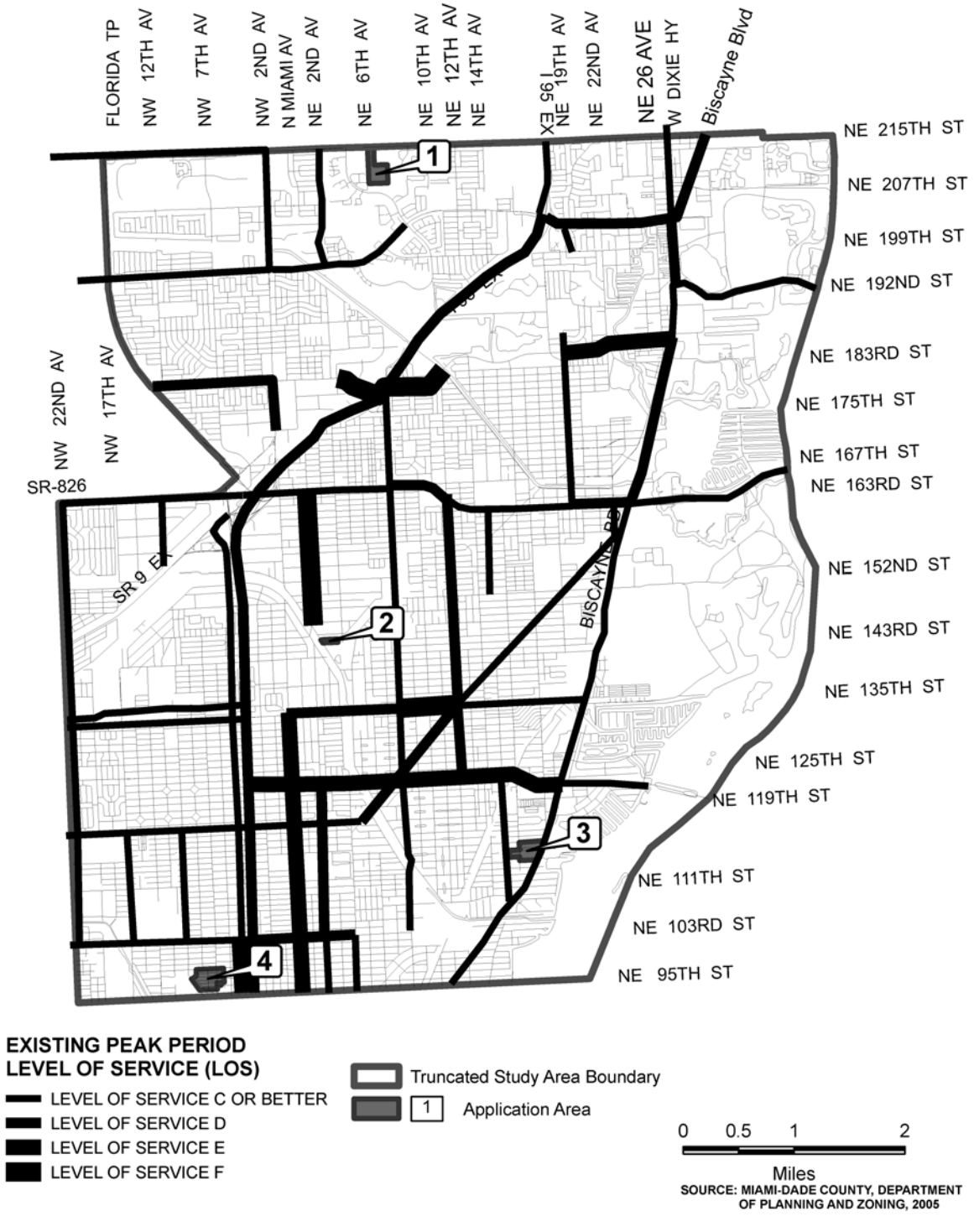
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-19

EXISTING ROADWAYS LEVEL OF SERVICE: Application Nos. 1, 2, 3, & 4



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Roadways Table A-5
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Truncated Study Area A

Roadway	Location/Link	Lanes	LOS Std.*	LOS
I-95 (North/South Exp.)	NW 103 Street to NW 79 Street	10 LA	D	D (01)
	NW 103 Street to NW 119 Street	10 LA	D	D (01)
	NW 119 Street to NW 135 Street	10 LA	D	D (01)
	NW 135 Street to SR 826	8 LA	D	D (01)
	SR 826 to NE 183 Street	8 LA	E	D (01)
	NE 183 Street to NE 203 Street	8 LA	D	D (01)
	NE 205 Terrace to Broward County Line	10 LA	D	C (01)
U.S. 1	NE 87 Street to NE 125 Street	4 DV	E+50%	C (00)
(Biscayne Blvd. / S. Dixie Hwy.)	NE 125 Street to NE 163 Street	6 DV	E+50%	C (00)
	NE 163 Street to NE 186 Street	6 DV	E+50%	D (01)
	NE 186 Street to NE 192 Street	6 DV	E+50%	C (00)
	NE 192 Street to County Line Road	6 DV	E+50%	D (00)
West Dixie Highway	NE 119 Street to NE 10 Avenue	4 DV	E+20%	D (00)
	NE 10 Avenue to NE 163 Street	4 DV	E	C (00)
	NE 215 Street to NE 203 Street	2 UD	E+20%	C (04)
North Miami Avenue	NW 79 Street to NW 103 Street	4 UD	E+20%	C (04)
	NW 103 Street to NW 125 Street	2 UD	E+20%	D (04)
	Biscayne River Drive to NE 167 Street	2 UD	E	F (04)
NW 2 Avenue	NW 87 Street to NW 135 Street	2 UD	E+50%	E (04)
	NW 174 Street to NW 183 Street	6 DV	E+20%	D (00)
	NW 199 Street to NW 215 Street	6 DV	D	C (04)
NW 7 Avenue (US 441 / SR 7)	NW 79 to NW 103 Street	4 DV	E+50%	E+15% (01)
	NW 103 Street to NW 119 Street	6 DV	E+50%	B (01)
	NW 119 Street to NW 135 Street	6 DV	E+50%	B (01)
	NW 135 Street to I-95	6 DV	E+50%	A (00)
NW 12/13 Avenue	NW 103 Street to NW 119 Street	2 UD	E+20%	B (04)
	SR 826 to NW 155 Street	4 DV	E	B (04)
NW 17 Avenue	NW 103 Street to NW 119 Street	4 DV	E+20%	C (04)
NW 22 Avenue	NW 103 Street to NW 143 Street	4 DV	E+50%	B (04)
	NW 143 Street to SR 826	4 DV	E+50%	B (04)
NE 2 Avenue	NE 86 Street to NE 103 Street	4 DV	E+20%	B (04)
	NE 199 Street to NE 215 Street	2 UD	D	C (04)
NE 6 Avenue	NE 103 Street to NE 135 Street	4 DV	E+20%	C (01)
	NE 135 Street to NE 167 Street	4 DV	E+20%	C (01)
	NE 167 Street to NE 181 Street	4 UD	E+20%	C (00)
NE 10 Avenue	NE 125 Street to SR 826	2 UD	E+20%	D (04)
NE 19 Avenue	NE 163 Street to NE 185 Street	4 DV	E+50%	B (04)

Table A-5 (Cont.)
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Truncated Study Area A

Roadway	Location/Link	Lanes	LOS Std.*	LOS
NW 103 Street	NW 17 Avenue to NW 27 Avenue	6 DV	E	C (00)
	NW 17 Avenue to I-95	6 DV	E	C (01)
	I-95 to NE 2 Avenue	6 DV	E	D (01)
NW 119 Street (Gratigny Drive)	NW 7 Avenue to NW 17 Avenue	6 DV	E	C (01)
	NW 27 Avenue to NW 17 Avenue	6 DV	E	C (01)
	I-95 to West Dixie Highway	4 DV	E	C (00)
NE 123/125 Street (Broad Cswy.)	North Bayshore Drive to U.S. 1	4 DV	E	B (01)
	NE 6 Avenue to U.S. 1	4 DV	E+20%	E (01)
	NW 7 Avenue to NE 6 Avenue	4 DV	E+20%	E (00)
NE/NW 135 Street (1-way EB)	I-95 to NW 17 Avenue	3 UD	E	C (04)
	NW 27 Avenue to NW 17 Avenue	3 UD	E	C (01)
	NE 6 Avenue to NE 10 Avenue	4 DV	E	F (01)
	NW 2 Avenue to NE 6 Avenue	4 DV	E	D (00)
	U.S. 1 to NE 10 Avenue	4 DV	E	C (00)
NE/NW 136 Street (Opa Locka Blvd.)(1-way WB)	I-95 to NW 17 Avenue	3 UD	E	C (01)
	NW 27 Avenue to NW 17 Avenue	3 UD	E	C (01)
SR 826 (Palmetto Expressway)	NW 12 Avenue to U.S. 441/SR 7	8 LA	D	C (01)
	NW 12 Avenue to NW 17 Avenue	8 LA	D	B (01)
	NW 17 Avenue to NW 27 Avenue	8 LA	D	C (01)
NE/NW163/167 St. (SR 826)	NW 2 Avenue to NE 6 Avenue	6 DV	E+50%	C (04)
	NE 6 Avenue to NE 10 Avenue	6 DV	E+50%	D (01)
	NE 10 Avenue to NE 19 Avenue	6 DV	E+20%	C (01)
	NE 19 Avenue to U.S. 1	6 DV	E+20%	D (01)
	U.S. 1 to NE 35 Avenue	8 DV	E+20%	C (00)
	NE 35 Avenue to Collins Avenue (A1A)	8 DV	E+20%	B (01)
NE/NW 183/186 Street (Miami Gardens Drive / SR 860)	NE 2 Avenue to NE 6 Avenue	4 DV	E	E (01)
	NE 6 Avenue to NE 10 Avenue	4 DV	E	F (01)
	NE 18 Avenue to U.S. 1	4 DV	E	F (04)
	NW 2 Avenue to NW 12 Avenue	4 DV	E+20%	D (01)
NE 192 Street (Lehman Cswy. / SR 856)	U.S. 1 to Collins Avenue (A1A)	6 DV	E+20%	A (00)
NW 199 Street (Honey Hill Drive)	Florida Turnpike to NW 2 Avenue	4 DV	E+20%	C (04)
NE 203 Street (Ives Dairy Rd)	I-95 to U.S. 1	6 DV	E+50%	D (04)
	NW 2 Avenue to San Simeon Way	6 DV	D	C (04)
NW 215 Street (SR 852)	NW 2 Avenue to NW 27 Avenue	4 UD	E	C (03)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department, June 2005; and Florida Department of Transportation, July 2004.

Note: ( ) year traffic count was revised/updated shown in parentheses
LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.
* Means Adopted Level of Service Standard
E+20 = 120% of LOS E (capacity), 20 Minutes Transit Headway in Urban Infill Area
E+50 = 150% of LOS E (capacity), Extraordinary Transit in Urban Infill Area

Figure A-20

ROADWAY CONCURRENCY LEVEL OF SERVICE: Application Nos. 1, 2, 3 & 4

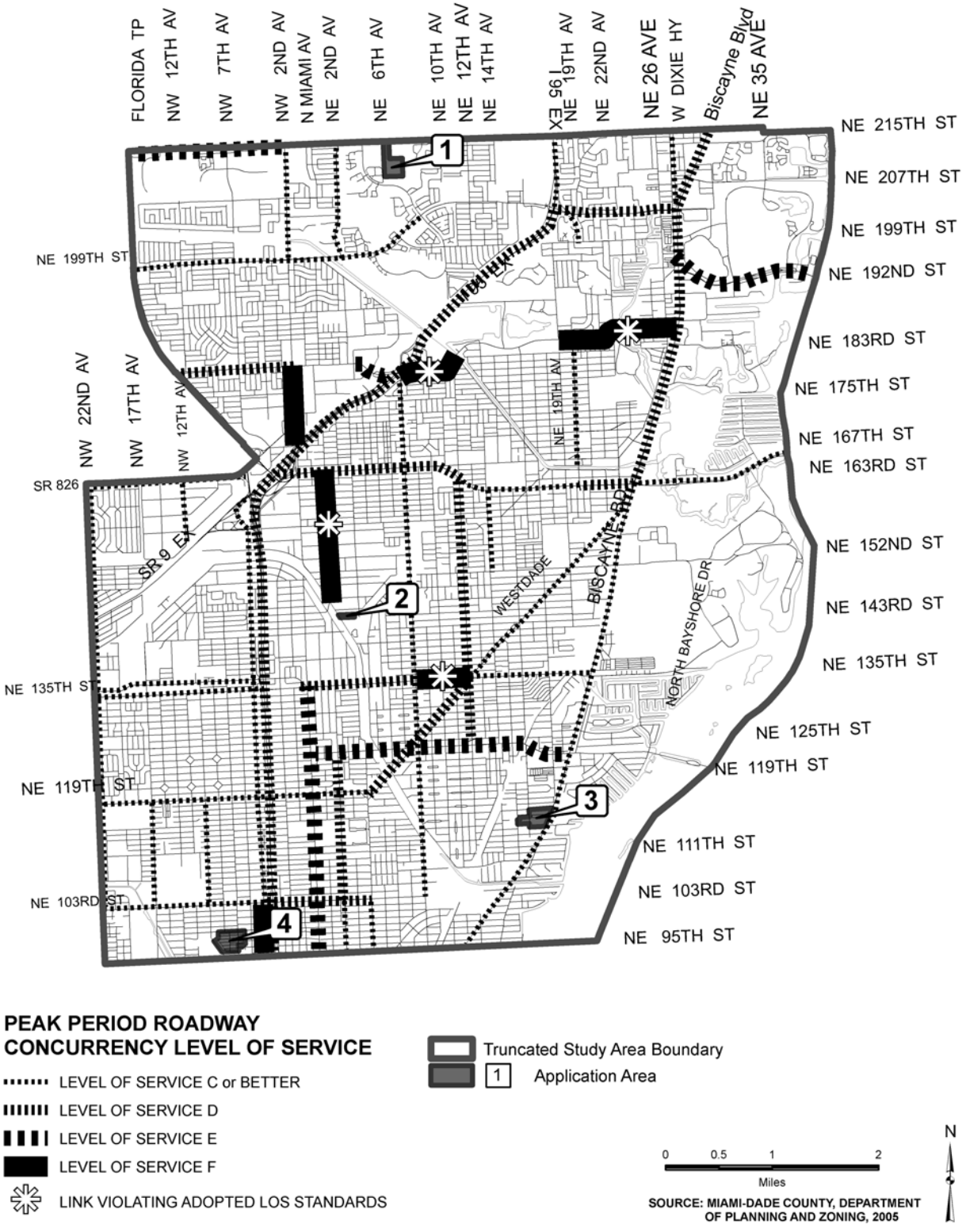


Table A-6
Roadway Segments That Run Out of Service Capacity
Study Area A

Roadway Segment	Trips Left
NE 135 Street between NE 6 Avenue and NE 10 Avenue	-280
NE 186 Street (Miami Gardens Drive) between U.S. 1 and NE 18 Avenue	-1229
NW 183 Street (Miami Gardens Drive) between NE 6 Avenue and NE 10 Avenue	-1309
North Miami Avenue between Biscayne River Drive and NE 167 Street	-46

Source: Miami-Dade County Public Works Department, July 2005.
Florida Department of Transportation, July 2004.

Table A-7
Roadway Segments That May Soon Run Out Of Capacity
Study Area A

Roadway Segment	Trips Left
I-95 between NW 135 Street and SR 826 (Palmetto Expressway)	132
NW 215 Street (County Line Road) between NW 2 Avenue and NW 27 Avenue	36

Source: Miami-Dade County Public Works Department, July 2005.
Florida Department of Transportation, July 2004.

Future Conditions

Table A-8 lists shows the roadway capacity improvements programmed within this Study Area for fiscal years 2006-2010.

Table A-8
Programmed Roadway Capacity Improvements
Fiscal Years 2006-2010

Roadway	From	To	Type of Improvement	Fiscal Year
I-95	NW 135 Street (NB)	NW 151 Street (NB)	Add Auxiliary Lanes	2005-06
	NW 125 Street (SB)	NW 135 Street (SB)	Add Auxiliary Lanes	2006-07
NW 17 Avenue	NW 119 Street	Opa Locka Boulevard	Widen to 5 Lanes	2005-06
NE 15 Avenue	NE 170 Street	Miami Gardens Drive	Widen to 3 Lanes	2005-06
	NE 163 Street	NE 170 Street	Widen to 4 Lanes	2005-06
	NE 159 Street	NE 163 Street	Widen to 3 Lanes	2005-06
NE 12 Avenue	NE 151 Street	NE 167 Street	Widen to 3 Lanes	2005-06
Miami Gardens Drive	NW 14 Avenue	NW 2 Avenue	Widen to 6 Lanes	2005-06
	US-1	NE 192 Street/Lehman Causeway	New 4-Lane Road	2006-07

Source: Transportation Improvement Program 2006, Miami-Dade County Metropolitan Planning Organization, June 2005.

Figure A-21 shows the year 2015 planned roadway network. According to the 2030 Miami-Dade Long Range Transportation, Cost Feasible Plan, six additional roadway capacity projects are planned for fiscal years 2006-2015 in this Study Area. These projects are listed in Table A-9.

Table A-9
Planned Roadway Capacity Improvements
Fiscal Years 2005-2015

Roadway	From	To	Type of Improvement	Priority
I-95	NW 135 Street (NB)	NW 151 Street (NB)	Corridor Improvement - Through Lane	I
	NW 125 Street (SB)	NW 135 Street (SB)	Corridor Improvement - Through Lane	I
Miami Gardens Drive (SR 860)	NW 27 Avenue	SR 91 / Turnpike (SR 821)	Widen to 6 Lanes	I
I-95	SR 112	Golden Glades Interchange	Add Reversible Managed lanes	II
	Golden Glades Interchange	Ives Dairy Road	Add Reversible Managed lanes	II
Miami Gardens Drive (SR 860)	NE 6 Avenue	U.S. 1	Widen to 6 Lanes	II

Source: Miami-Dade Long Range Transportation Plan to the Year 2030, Miami-Dade County Metropolitan Planning Organization, December 2004.
Priority I – Project improvements scheduled to be funded by the year 2009
Priority II – Project improvements planned to be funded between 2010 and 1015

Figure A-22 shows the projected year 2015 roadway level of service (LOS) in the Study Area. Roadway segments shown in this figure and listed in Table A-10, below, are projected to deteriorate to LOS F within the Study area.

Figure A-21

PLANNED YEAR 2015 ROADWAY LANES:
APPLICATION NOS. 1, 2, 3, & 4

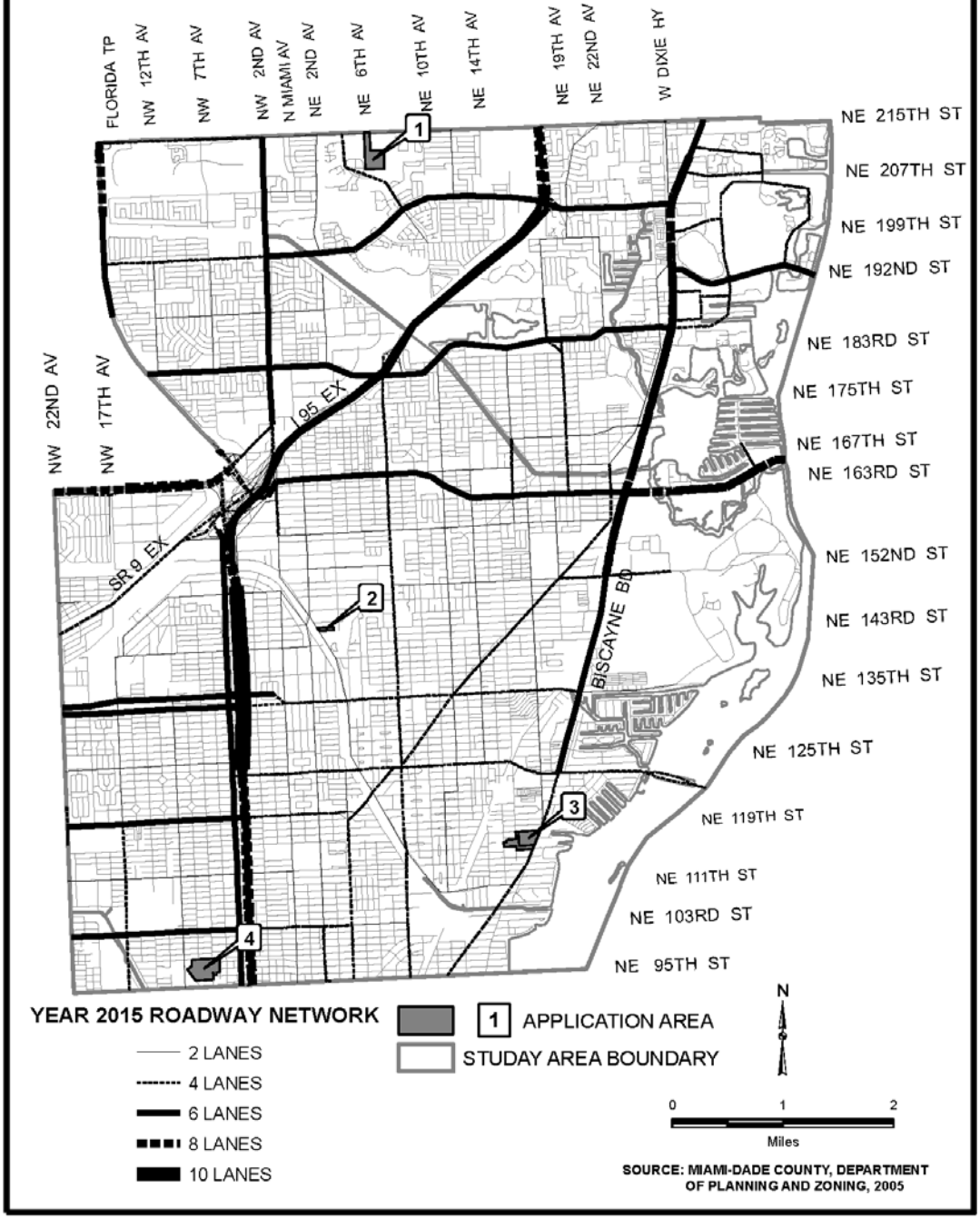
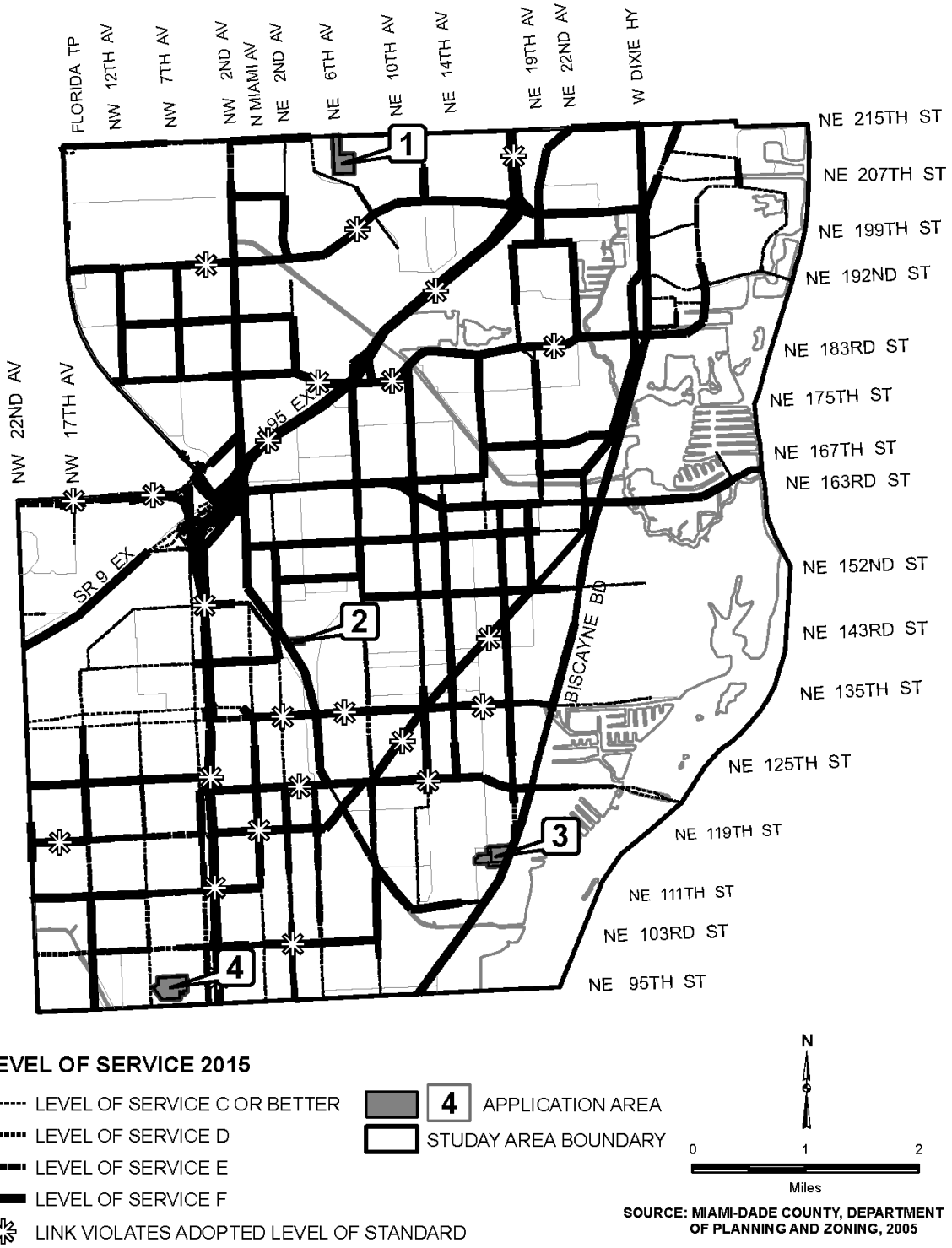


Figure A-22

PROJECTED YEAR 2015 LEVEL OF SERVICE:
APPLICATION NOS. 1, 2, 3, & 4



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Table A-10
2015 Volume-to-Capacity (V/C) Ratios
Roadways Projected to Deteriorate To Level of Service F
Study Area A

Roadway Segment	V/C Ratio Without Applications	V/C Ratio With Applic. No. 1	V/C Ratio With Applic. No. 3 (Alternative 1)	V/C Ratio With Applic. No. 3 (Alternative 2)	V/C Ratio With Applic. No. 4
NE 2 Ave. from Miami Gardens Drive to NE 191 Street	1.23 – 1.91	1.23 – 1.94	1.23 – 1.91	1.23 – 1.91	1.23 – 1.91
NE 12 Avenue from Ives Dairy Road to NE 211 Street	1.48	1.53	1.48	1.48	1.48
I-95 from Miami Gardens Drive to Ives Dairy Road	1.35 – 1.52	1.51 – 1.53	1.35 – 1.52	1.35 – 1.52	1.35 – 1.52
Highland Lake Blvd. from NE 215 Street to Ives Dairy Rd.	1.93 – 2.15	1.98 – 2.21	1.93 – 2.15	1.93 – 2.15	1.93 – 2.15
NW/NE 215 Street from NW 2 Ave. to NE San Simeon Way	1.58 – 2.14	1.6 – 2.15	1.58 – 2.14	1.58 – 2.14	1.58 – 2.14
Ives Dairy Road from San Simeon Way to I-95	1.12 – 1.5	1.12 – 1.51	1.12 – 1.5	1.12 – 1.5	1.12 – 1.5
I-95 from NW 135 Street to NW 125 Street	1.01	1.01	1.02	1.02	1.03
I-95 from NW 125 Street to NW 119 Street	1.14	1.14	1.15	1.14	1.14
I-95 from NW 103 Street to NW 95 Street	1.25	1.25	1.25	1.26	1.25
NW 27 Ave. from NW 103 Street to NW 95 Street	1.16	1.16	1.16	1.16	1.23 – 1.24
NW 27 Ave. from 95 Street to NW 79 Street	1.12 – 1.13	1.12 – 1.13	1.12 – 1.13	1.12 – 1.13	1.19 – 1.24
NW 22 Ave. from NW 111 Street to NW 103 Street	0.93	0.99	0.93	0.93	1.01
NW 7 Ave. from NW 90 Street to NW 167 Street	1.02 – 1.15	1.02 – 1.15	1.02 – 1.15	1.02 – 1.15	1.03 – 1.22
N. Miami Ave. from NW 95 Street to NE 67 Street	1.08 – 1.19	1.08 – 1.19	1.15 – 1.25	1.12 – 1.24	1.14 – 1.23
NE 10 Ave. from NE 138 Street to NE 123 Street	1.01 – 1.27	1.01 – 1.27	1.05 – 1.25	1.01 – 1.28	1.01 – 1.27
U.S. 1 from NE 95 Street to NE 125 Street	1 – 1.47	1 – 1.47	1.02 – 1.49	1.06 – 1.47	1 – 1.45
Memorial Highway Blvd. from N. Miami Ave. to NE 125 St.	1.23 – 1.34	1.23 – 1.34	1.2 – 1.36	1.23 – 1.35	1.23 – 1.34
NE 135 Street from NW 2 Ave. to Memorial Highway	1.1 – 1.2	1.1 – 1.2	1.12 – 1.2	1.13 – 1.21	1.1 – 1.2
NW/NE 125 Street from I-95 to Memorial Highway	1.43 – 1.76	1.43 – 1.76	1.4 – 1.79	1.39 – 1.76	1.43 – 1.76
NW/NE 125 Street from Memorial Highway to U.S. 1	1.01 – 2.51	1.01 – 2.51	1.03 – 2.54	1 – 2.5	1.01 – 2.51
NE 108 Street from NE 8 Ave. to NE 12 Ave.	1.11	1.11	1.12	1.11	1.11
NW/NE 103 Street from I-95 to NE 6 Ave.	1.03 – 1.39	1.03 – 1.39	1.01 – 1.35	1.03 – 1.39	1.07 – 1.4
NW 95 Street from NW 19 Ave. to I-95	1.02 – 1.08	1.02 – 1.08	1.02 – 1.08	1.02 – 1.08	1.02 – 1.09
NE 95 Street from NE 2 Ave. to NE 6 Ave.	1.72 – 1.76	1.72 – 1.76	1.78 – 1.92	1.74 – 1.77	1.74 – 1.77
NW 79 Street from NW 22 Ave. NW 17 Ave.	0.98	1.01	1.09 – 1.10	1.02 – 1.03	1.04
NW 79 Street from I-95 to N. Miami Ave.	1.04 – 1.1	1.04 – 1.1	1.04 – 1.1	1.04 – 1.1	0.96 – 1.08

Source: Metropolitan Planning Organization, July 2005.

Applications Impacts

Table A-11 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed developments and compares them to the developments that could occur under the current CDMP designation for each application.

Table A-11
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations
Study Area A

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1	Industrial & Office - Warehouses (569,111 sq. ft.)/ 267	Low-Medium Density Res. Apartments & Townhouses (339 Units) / 164	-103
2	Low Density Residential - Single Family Residential/ (15 Single Family Units) 19	Low-Medium Density Res. Apartments & Townhouses (34 Units) 25	+6
3 (Scenario 1)	Low & Low-Medium Density and Business & Office/ Single Fam. Resid. (6 DU); Apartments (209 Units); & Shopping Ctr. (47,436 sq. ft.)/ 316	Medium-Density Res. and Business & Office/ Apartments (202 Units); & Shopping Ctr. (167,000 sq. ft.) 713	+397
3 (Scenario 2)	Low & Low-Medium Density and Business & Office/ Single Fam. Resid. (6 DU); Apartments (209 Units); & Shopping Ctr. (47,436 sq. ft.) 316	Medium-Density Res. and Business & Office/ Apartments (125 Units) 551	+235
4	Low-Medium Density Res. Apartments & Townhouses (353 Units) 169	Medium & Medium High Density Residential/ Apartments (715 Units) 334	+165
Total for Study Area if all applications are approved			+700

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.
Note: Includes pass-by trips adjustment factor, ITE Trip Generation, 7th Edition, 2003.

Study Area A contains four applications. Application No. 1 is a 26+-acre site located on the south side of NE 215 Street approximately 900 feet east of San Simeon Way. Primary access to this site would be from NE 215 Street and San Simeon Way. Currently NW/NE 215 Street between NW 2 Avenue and NW 27 Avenues is operating at LOS C. However, traffic concurrency analysis indicates that this roadway would operate at LOS E, with 36 trips remaining, in the near future. In 2015, this roadway from NW 2 Ave. to San Simeon Way, in the vicinity of the application site, is projected to operate at LOS F thus violating the adopted LOS E Standard applicable to this roadway. No capacity improvements are programmed or planned for these roadways.

Table A-11 shows that if Application No. 1 were developed at "Low-Medium Density", it would generate approximately 103 less trips during peak hours than under the current CDMP designation of "Industrial and Office". The proposed use would not adversely impact traffic LOS conditions on the surrounding roadway network in the near term. However, in the long term, as noted above, NE 215 Street west of San Simeon Way, is projected to operate at LOS F and not meet the adopted LOS standard with or without the added impact of the application. Currently the nearest transit service in this area is ¼ mile away.

Application No. 2 is a 2.65-acre site located on Memorial Highway at theoretical NE 145 Street. The primary access to the site would be Memorial Highway. Currently, no traffic count station is available to monitor traffic conditions on Memorial Highway. Traffic impact analysis indicates that this application, if developed at "Low-Medium Density", would generate approximately 6 more PM peak-hour trips than under the current CDMP designation of "Low Density" residential. North Miami Avenue, the north of the Application site, is currently operating at LOS F violating the adopted LOS E standard applicable to this road. In the long term, both North Miami Avenue and Memorial Highway adjacent to the site are projected to operate at LOS F and not meet the adopted LOS standards with or without the added impact of the application. No capacity improvements are programmed or planned for this roadway. In 2015, this roadway and Memorial Highway, between N. Miami Avenue and NE 125 Street are both projected to be operating at LOS F.

Application No. 3 is 20.88-acre site located west of Biscayne Boulevard between NE 112 and NE 115 Streets. Primary access to this site will be from Biscayne Boulevard (US1). Two development scenarios were analyzed for traffic impacts under the requested land use designations. Scenario 1 assumes the application site developed with single family (6 units) and multifamily (209 apartments) housing and a 47, 436 sq. ft. shopping center. Scenario 2 assumes the application site developed with multifamily housing (715 apartments). Traffic concurrency analyses indicate that Biscayne Boulevard will operate at LOS E without this application's impact.

Trip generation analyses indicate that Scenario 1 would generate 235 more PM peak-hour trips than the current CDMP designation, and Scenario 2 would generate 165 more PM peak-hour trips than the current CDMP designation. In analyzing potential trip distribution, Scenario 1 and Scenario 2 appear to adversely impact LOS conditions on the Biscayne Boulevard. Biscayne Boulevard between NE 87 and NE 79 Streets, is projected to deteriorate from LOS E to LOS E+5%. The adopted LOS standard for Biscayne Boulevard in this area is E+20%. No capacity improvements are programmed or planned for this roadway. In 2015, Biscayne Boulevard from NE 16 Avenue to NE 95 Street is projected to operate at LOS F (1.31-1.47), thus violating the adopted LOS standard, LOS E+20%, applicable to this roadway.

Application No. 4 is 27.6-acre site located between NW 9 and NW 12 Avenues and between NW 95 Terrace and NW 99 Street. Primary access to this site would be along NW 12 Avenue. Currently NW 7 Avenue (US 441 / SR 7) between NW 79 and NW 103 Streets, in the vicinity of the application site is operating at LOS E+15%. No capacity improvements are programmed or planned for this roadway. In 2015, NW 7 Avenue, from NW 90 Street to NW 167 Street, and NW 95 Street from NW 19 Avenue to I-95 are projected to be operating at LOS F.

Application No. 4, if developed at "Medium Density" and "Medium-High Density", would generate approximately 165 more PM peak-hour trips than under the current CDMP designation. This development will impact NW 7 Avenue between 79 and NW 103 Streets in the near term. In the long term, as noted above, both NW 7 Avenue and NW 95 Street are projected to operate at LOS F and not meet the adopted LOS standard with or without the added impact of the application.

It should be pointed out that Application Nos. 2, 3 and 4 are located within the Urban Infill Area (UIA), a transportation concurrency exception area. A proposed development located within the UIA will not be denied a concurrency approval for transportation facilities provided that a development is otherwise consistent with the adopted Comprehensive Development Master Plan and meets other criteria pursuant to Section 163.3180, Florida Statutes.

Transit Service

Existing Service

Metrobus Routes 2, 3, 9, 10, 16, 17, 22, 28, 33, 75, 77, 83, 91, 95, 99, E, G, H, S, V, Biscayne MAX, North Dade Connection and Night Owl serve Study Area A. Table A-12 shows the existing service frequency in summary form.

Future Conditions

By the year 2015, Study Area A is projected to experience a population increase of 11.2%, or 32,902 additional residents and an employment increase of 17.6 %, or 17,643 additional jobs. The projected population and employment increase may warrant improvements to the current transit service in this study area.

Transit improvements to the existing transit service in Study Area A, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table A-13 shows the service improvements programmed for existing routes within Study Area A as well as the new routes proposed for the area.

Table A-12
Metrobus Route Service
Study Area A

Route No.	Weekday Headway*		Proximity in miles to App. No. 1	Proximity in miles to App. No.2	Proximity in miles to App. No.3	Proximity in miles to App. No.4	Feeder, Local or Express
	Peak	Off-Peak					
2	60	60	4	0	2.75	1	L/F
3	15	15	3	2.75	0	2.25	L/F
9	12/30	30	3	0.75	2	1.25	L/F
10	40	30	4.75	1.5	1.25	1.25	L/F
16	15	20	4.75	2	0.75	1.75	L/F
17	15/30	30	2.5	1.75	4.5	0.25	L/F
22	15	30	4	1.25	3.25	1	L/F
28	30	30	6.25	0.5	1.25	2.25	L/F
33	30	30	8.75	3	1.25	0	L
75	30	30	2.5	1.5	2	1.5	L
77	7.5/15	15/30	2	0.75	3.5	0.25	L/F
83	15/30	30	2.25	2	2.25	6.25	L
91	30	60	0.25	3	3.25	7	L
95	5	30	2.75	1.5	3.25	3.5	EXP.
99	30	60	0.25	3.25	4.25	8	L
E	30	60	4	0.75	3	2.5	L
G	30	30	6	1.25	0	2	L
H	20	20	4.25	3	3	7	L
S	10	10	4.25	7	4.25	9.25	L/F
V	30	60	4.5	0.75	3	3.5	L
Biscayne MAX	15	N/a	3	2.75	0	2.25	L/F
North Dade Conn.	30	60	2	1.75	5.5	3.5	L
Night Owl	N/a	N/a	4	1.5	3	3.5	L

Source: Miami-Dade Transit, July 2005.
Notes: M means Metrorail Feeder Service
M/E means Express and Metrorail Feeder Service
L means Local Metrobus Service
*****Headway time in minutes.

Table A-13
Planned Transit Improvements
Study Area A

Route	Improvement Description
E	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Streamline via NW 163 St., and add Country Club loop from Route 3. Add one late trip on Saturday and Sunday evenings from Aventura to Golden Glades. (CBOA)
H	Improve peak headways from 20 to 15 minutes.
V	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
2	All night service, every 60 minutes, seven days a week. Serves the Overtown station. Re-align northern terminus to future Golden Glades Intermodal Terminal. Extend weekend service to 167 Street Terminal
3	Eliminate Country Club loop route deviation and replace service with Route E. (CBOA)
10	Improve peak headways from 30 to 15 min
17	Extend service to the Golden Glades Intermodal Terminal.
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations.
24	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center stations.
24	Reduce weekday headways from 15 to 20 minutes. (CBOA)
27	No planned improvement
28	Improve weekend service from 60 to 30 minute headways. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Extend route to serve the Northeast Bus Terminal.
33	Improve peak period headways from 30 to 15 minutes. Re-route NE 10th Ave. segment via NE 96 St, Biscayne Blvd., NE 79 St., and NE 5 Ave. to route current layover. (CBOA)
75	Extend service to the Northeast Transit Terminal.
83	All night service, every 60 minutes, seven days a week. Extend Sunday service into Miami Lakes.
91	Extend service to the future Northeast Transit Terminal.
93 Biscayne MAX	Improve peak headways from 15 to 10 minutes. Introduce weekend service.
95X	Introduce midday service into the Civic Center. Introduce weekend service.
241 North Dade Conn.	Improve midday headways from 60 to 30 minutes. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.

Source: Miami-Dade Transit, July 2005.

There are also two new routes programmed for this area. They are:

New Routes	Improvement Description
Route 163rd Street Shuttle	This route would operate daily from Golden Glades to Collins Avenue, along 163 Street. It would provide reliable and frequent service along the entire NE/NW 163 Street corridor in North Miami Beach.
7 Avenue MAX	Limited-stop weekday service between central Miami and Golden Glades during the morning and evening peak periods.

Source: Miami-Dade Transit, July 2005.

The projected bus service improvements for Study Area A are estimated to cost approximately $4,228,550 in annual operating cost and a one time capital cost of $5,840,520 for a total cost of $10,069,070. These costs reflect only the cost of that portion of route improvements within Study Area A.

Major Transit projects

Regarding future transit projects within this area, the Northeast Transit Corridor Study will now be part of a larger corridor study encompassing the South Florida tri-county area. This corridor runs from downtown Miami to the Broward County line and continues north to Palm Beach County along the FEC Railroad right-of-way.

Applications Impacts

A trip-generation analysis was performed in the Traffic Analysis Zones (TAZ) where the applications are located. In TAZ 64, where Application No. 1 is being requested, if granted, the expected transit impact produced is an increase of about 38 additional transit trips, which would not warrant additional changes beyond those already planned for the area. However, a minor extension of the Route 91 or 99 would be recommended to properly serve the area.

In TAZ 222, the expected transit impact produced by Application No. 2 is minimum and, therefore, the number of transit trips generated by the application would not warrant changes beyond those already planned for the area.

In TAZs 200 and 201, the expected transit impact produced by Application No. 3 ranges between 80 and 82 additional transit trips. This area is well serve by transit and all future improvements planned are indicated in Table A-13. No further changes to the transit system are warranted. However, a new stop for the Biscayne MAX would be created by this application and pull-out bus bays will be necessary at this location and will be required in the future from the applicant.

In TAZ 370, the expected transit impact produced by Application No. 4 is estimated in 88 additional transit trips. This increase in the number of transit trips would warrant minor changes to the transit system beyond those already planned for the area. Route 33 would need to have the headways increased to accommodate capacity and properly serve the area.

Water and Sewer

Water and sewer service responsibilities in Study Area A are divided between the Miami-Dade Water and Sewer Department (WASD) and the City of North Miami Beach Water and Sewer Utility. WASD provides service to most of the Study Area, while North Miami Beach provides service to some of the southern and eastern portions.

Potable Water Supply

Virtually all development in Study Area A is connected to a public water supply retail. Potable water in this area may be supplied by the Cities of North Miami and North Miami Beach or WASD and may be treated at one of three facilities. Most potable water in the area is treated at WASD's Hialeah-Preston Water Treatment Plant, for which the primary source of raw water is the Northwest, Hialeah-Preston and Miami Springs wellfields. These wellfields have a maximum permitted water withdrawal allocation of 235 mgd from the South Florida Water Management District (SFWMD). The plant has a treatment capacity of 225 mgd and had an average daily flow of 158.3 mgd during 2003-2004. The plant currently has approximately 35.1 mgd, or 15.6 percent of its treatment capacity available to meet increased demands. The City of North Miami's Winton Plant is rated to produce 9.0 mgd, and to distribute an additional 9.1 mgd that is purchased wholesale from WASD. The City of North Miami Beach's Oeffler and Norwood Plants are rated to produce 17.7 mgd, and to distribute an additional 22.3 mgd that is purchased wholesale from WASD.

Sewer Service

In addition to WASD, portions of the Study Area are served by sewage collection systems operated by the Cities of North Miami and North Miami Beach. Some of the developed areas in unincorporated Miami-Dade County and in the City of North Miami Beach are not connected to sewers. The collection system delivers sewage to WASD's North District Wastewater Treatment Plant, located in North Miami, which has a permitted design capacity of 112.5 mgd and has been operating at about 70.6 percent of its design capacity. The North District Plant meets all standards for secondary treatment and discharges effluent through an ocean outfall.

Water and Sewer Improvements

Concerns regarding sewer overflows during major storm events have resulted in the County entering into a settlement agreement with the Florida Department of Environmental Protection (FDEP) in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April 1994. Under these agreements, the County agreed to implement more than $1.169 billion in improvements to the wastewater collection and treatment system. A significant share of this project has occurred in Study Area A. Also included was the two-phase expansion of the North District wastewater treatment plant. Based on projects identified in the proposed 2004-2010 six-year capital improvement program, the Miami-Dade Water and Sewer Department will continue to upgrade the countywide water and wastewater systems, specifically addressing deficiencies that are cited in the Consent Decrees. The 2005-2006 Proposed Resource Allocation and Multi-Year Capital Plan estimates a total of $1.14 billion in wastewater collection and treatment system capital expenditures is planned for the period 2005-2011.

Water and Sewer Service to Application Area

Four privately submitted amendment applications are located in Study Area A. The location of the most proximate water and sewer connections to the site are detailed in Table A-14. The effect of the amendment application on water and sewer demand is specified in Table A-15.

Table A-14
Available Water and Sewer Connections for Applications in Study Area A

	Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	1	Adjacent	16	NE 215 Street	WASD
	2	Adjacent	2	Memorial Highway	NMBWSD
	3	Adjacent	10, 12, 54	Biscayne Blvd.	NMWSU WASD
	4	350 feet	12	NW 95 Street and NW 12 Avenue	WASD
SEWER					
	1	430 feet	Manhole	San Simeon Way and NE 6 Place	WASD
	2	2 Miles 1,230 ft. (2)	8F 12F	NE 135 St./NE 10 Ave Memorial Highway	NMBWSD NMWSD
	3	Adjacent (3)	8F	Biscayne Blvd.	NMWSD
	4	600 feet	8G	NW 99 Street and NW 7 Avenue	WASD

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
NMWSD = North Miami Water and Sewer Department
NMBWSD= North Miami Beach Water and Sewer Department
(G = Gravity Main; F = Force Main)

(2) Not within the franchise area for the application.

(3) No new flows are allowed to the pump station until a plan of corrective action is execute.

Source: Department of Environmental Resources Management, 2005.
Miami-Dade Water and Sewer Department, 2005.
City of North Miami Beach Water and Sewer Utility, 2005.

Application No. 1. Water service to the site of Application No. 1 is provided by the Miami-Dade County Water and Sewer Department (WASD) by means of a 16-inch main along NE 215 Street, abutting the property on the north and a 12-inch water main at the southeast corner of the property.

Sewer service is also provided in the area by WASD. The nearest manhole for the existing 8-inch gravity sewer is approximately 430 feet south of the site at San Simeon Way, east of NE 6 Place. This gravity main directs the flow to pump station 30-0420 which then directs the flow to the North District Treatment Plant.

Application No. 2. Water service to this application site is provided by the North Miami Beach Water and Sewer Department (NMBWSD) by means of a 2-inch water main located approximately 280 feet south of the property.

Sewer service in this area is also provided by the NMBWSD. The nearest public main, an existing 8-inch force main, is approximately 2 miles to the northwest at NE 161 Street and NE 10 Avenue. A 12-inch force main is located approximately 1,230 feet west of the site at Memorial Highway and NW 142 Street. This main is outside the franchise area and is owned and operated by the City of North Miami.

Application No. 3. Water service to the site of Application No. 3 is provided by the City of North Miami Water and Sewer Department (NMWSD) by means of an 10-inch and 12-inch water main along Biscayne Boulevard, abutting the property on the east. Additionally, WASD owns and operates a 54-inch water main along Biscayne Boulevard.

Sewer service is also provided in the area by the NMWSD. There is an existing 8-inch force main running along Biscayne Boulevard to the east of the property. This existing main flows to pump station 06-1, which then directs the flow toward the North District Wastewater Treatment Plant. This force main is in complete moratorium, meaning that no new flows are allowed to this force main until a plan for corrective action is submitted and executed.

Application No. 4. Water service to the site of Application No. 4 is provided by WASD by means of an 8-inch main along NW 99 Street and NW 9 Avenue. However, this site will be required to provide a 12-inch water main extension along NW 12 Avenue frontage of the property. Therefore, the closest water connection is a 12-inch main located at NW 95 Street and NW 12 Avenue, approximately 350 feet to the south.

Sewer service is also provided in the area by WASD. The nearest main, an existing 8-inch gravity main, is approximately 600 feet to the east at NW 95 Street and NW 7 Avenue. An additional 6-inch force main is abutting the property at NW 12 Avenue, but this force main is owned and operated by North Miami Water and Sewer Department.

Table A-15
Water and Sewer Demand for Applications in Study Area A
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
1	67,800	10,889
2	6,800	1,550
3	193,800	145,156
4	143,000	72,400

Source: Miami-Dade Department of Environmental Resources Management, 2005
Miami-Dade Department of Planning and Zoning, 2005

WASD's regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the Environmental Protection Agency consent decree.

Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

At the present time, the potable water supply and public sanitary sewer systems meet the Level of Service standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly seven (7) years (See Solid Waste section in Chapter 2 of this report). The anticipated impacts for the applications located in Study Area A are as follows.

All four applications lie within the 2005 UDB and the DSWM's waste service area for garbage and trash collections. The closest DSWM facilities to each of the applications are as follows:

- Application No. 1 - the Northeast Regional Transfer Station (18701 NE 6th Avenue), approximately 4 miles away.
- Application No. 2 - the Golden Glades Trash and Recycling Center (140 NW 160th Street), approximately 1 mile away.
- Application No. 3 - West Little River Trash and Recycling Center (1830 NW 79th Street), approximately 6 miles away.
- Application No. 4 - West Little River Trash and Recycling Center (1830 NW 79th Street), approximately 3 miles away.

The impact of these applications on collection services is minimal. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities is paid for by the users. The DSWM is capable of providing such disposal service for all applications and therefore has no objections to the proposed land use changes. It should be noted that under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of the West Little River Trash and Recycling Center.

Fire and Rescue Service

Study Area A is currently served by Miami-Dade Fire Rescue Stations 8, 19, 20, 22, 31, 32, 33, 38, and planned Station 63. Highland Oaks Station (63) is scheduled for construction in fiscal year 2006-2007 in the vicinity of NE 205 Street and NE 17 Avenue. The planned station will mitigate impacts to existing services. (See Figure A-23).

Average travel time to alarms at the location of Application No. 1 is approximately 7 minutes. Travel time for Life Threatening Emergencies is approximately 7 minutes and 6 minutes for Structure fires. The current CDMP designation (Industrial and Office) generates a total of 33 annual alarms. The proposed CDMP designation (Low-Medium Density Residential) will allow a proposed potential development totaling 339 dwelling units, which is anticipated to generate 62 annual alarms. This will results in added impact to existing fire rescue services.

Average travel time to alarms at the location of Application No. 2 is approximately 6 minutes. Travel time for Life Threatening Emergencies is approximately 7 minutes and 5 1/2 minutes for Structure fires. The current CDMP designation (Low Density Residential) generates a total of 4 annual alarms. The proposed CDMP designation (Low-Medium Density Residential) will allow a proposed potential development totaling 34 dwelling units, which is anticipated to generate 6 annual alarms. This will result in a minimal impact to existing fire rescue services.

Average travel time to alarms at the location of Application No. 3 is approximately 4 minutes. Travel time for Life Threatening Emergencies is approximately 4 minutes and 3 minutes for Structure fires. The current CDMP designation (Low Density Residential) generates a total of 53 annual alarms. The proposed CDMP designation (Medium Density Residential) will allow a proposed potential development totaling 969 dwelling units, if all residential, which is anticipated to generate 177 annual alarms. This will result in a high impact to existing fire rescue services.

Average travel time to alarms at the location of Application No. 4 is approximately 4 minutes. Travel time for Life Threatening Emergencies is approximately 5 minutes and 4 minutes for Structure fires. The current CDMP designation (Low Medium Density Residential) generates a total of 65 annual alarms. The proposed CDMP designation (Medium Density Residential and Medium High Density Residential) will allow a proposed potential development totaling 715 dwelling units, which is anticipated to generate 131 annual alarms. This will result in a high severe impact to existing fire rescue services.

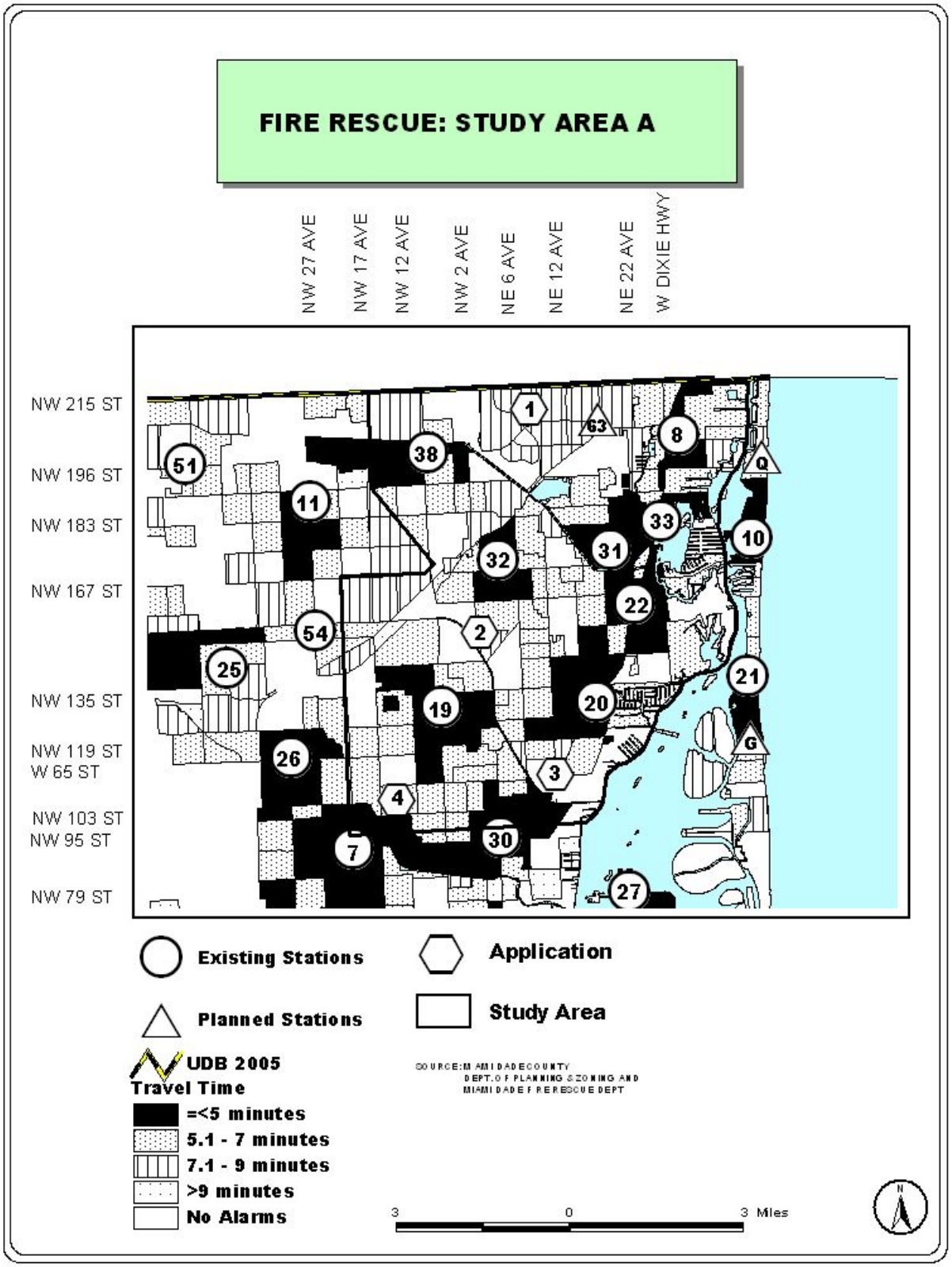
The required fire flow for the proposed CDMP designations for Application sites Nos. 1 and 2 is 1,500 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 500 gpm for fire flow. The required fire flow for the proposed CDMP designations for Application sites Nos. 3 and 4 is 2,000 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 750 gpm for fire flow.

The Valve Atlas of the Miami-Dade Water and Sewer Department shows the nearest water main to be a 16-inch water main on NE 215 Street for the Application No. 1 site, a 10-inch and 12-inch water main on Biscayne Boulevard for the Application site No. 3 site, and a 12-inch water main at NW 95 Street for Application No. 4. The Valve Atlas of the North Miami Beach Public Utilities Department shows the nearest water main to be a 6-inch main on NE 146 Street for Application No. 2.

County Parks

County-owned park and recreational facilities serving this portion of Study Area A are shown on Figure A-24. These parks are described on Table A-16, which lists the name and acreage for each park site. The nearest park site to Application No. 1 is Ives Estates Park, a District Park of 94 acres, which is located at NE 16th Avenue and NE 209th Street, one mile to the of the amendment site. The nearest park site to Application No. 2 is Oak Grove Park, a Community Park of 22 acres, which is located at 690 NE 159 Street, less than one mile from the amendment site. The nearest park site to Application No. 3 is Biscayne Shores and Gardens Park, a 6-acre Neighborhood park located at NE 116 Street and NE 14 Avenue. The nearest park site to Application No. 4 is Miami Shores Optimist Club, a 9-acre Single Purpose Park located at NW 109 Street and NW 14 Avenue.

Figure A-23 Fire Rescue



Study Area A is located in Park Benefit District (PBD) 1, which has a surplus capacity of 544.8 acres when measured by the County concurrency level-of-services standard. The impact of Application No. 1 will increase the potential population in PBD 1 by 861 persons. This application is located within a proposed development that is already dedicating a 4.8-acre park site to offset the decrease in available reserve capacity by 2.4 acres. The impact of Application No. 2 will increase the potential population in PBD 1 by 94 persons. Therefore, approval of this application would decrease the available reserve capacity by approximately 3 acres. The impact of Application No. 3 will increase the potential population in PBD 1 by 1,676 persons and possibly necessitate the expansion of Biscayne Shores and Gardens Park. Approval of this application would decrease the available reserve capacity by 4.6 acres. The impact of Application No. 4 will increase the potential population in PBD 1 by 1,637 and necessitate a park dedication. Approval of this application would decrease the available reserve capacity by 4.5 acres.

Table A-16
County Park and Recreation Open Space Facilities: Study Area A

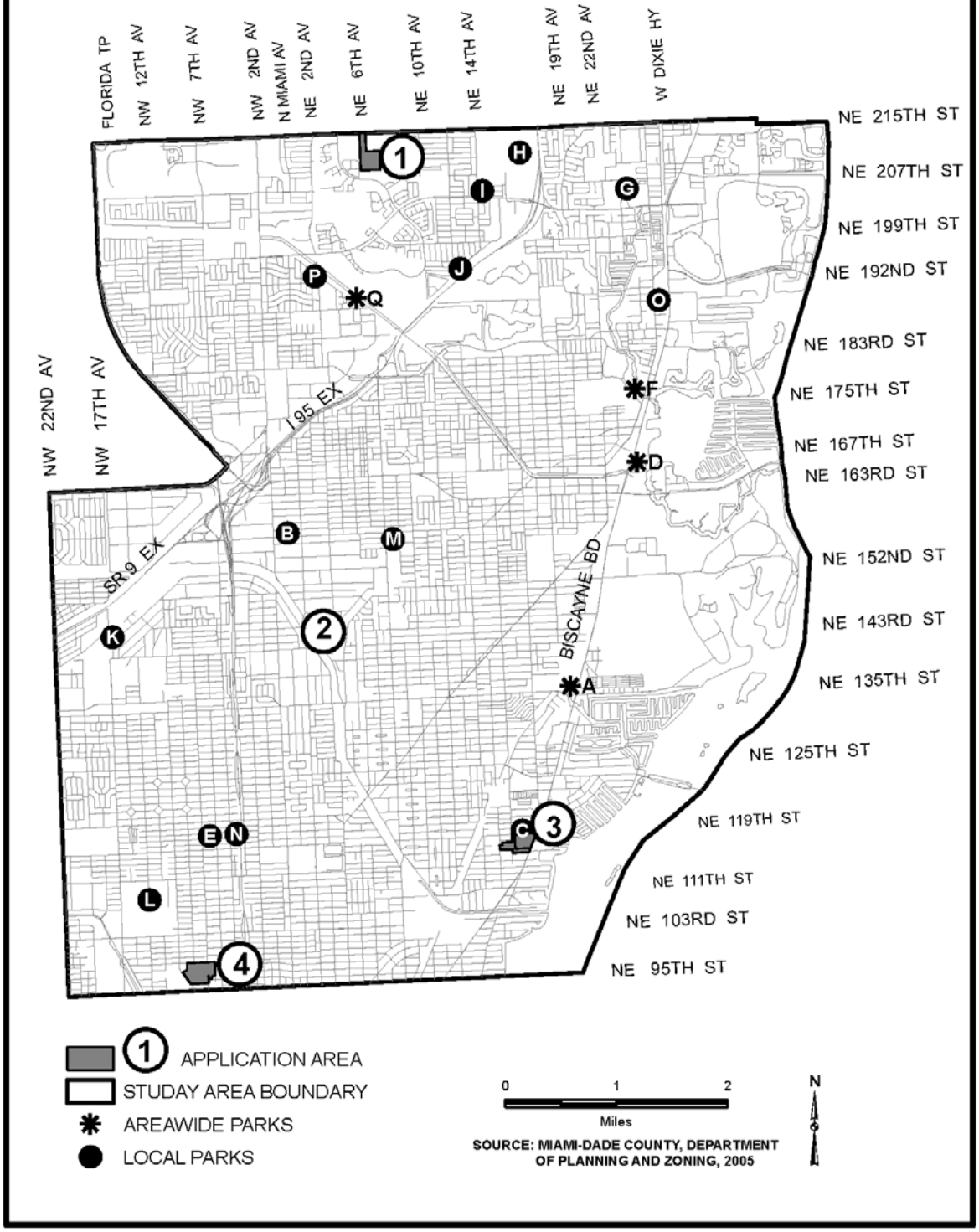
Park Identifier	Name of Park	Park Classification	Acreage
A	Arch Creek Park	Natural Area Preserve	9
B	Biscayne Gardens Park	Neighborhood	6
C	Biscayne Shores and Gardens Park	Neighborhood	6
D	East Greynolds Park	Metropolitan	57
E	Gratigny Plateau Park	Mini	1
F	Greynolds Park	Metropolitan	184
G	Highland Oaks Park	Community	40
H	Ives Estates Park	District	94
I	Ives Estates Tennis Center	Special Purpose	5
J	Ives Estates Tot Lot	Mini	0
K	Jeb Estates Park	Mini	1
L	Miami Shores Optimist Club	Special Purpose	9
M	Oak Grove Park	Community	22
N	Oak Park	Mini	1
O	Ojus Park	Community	2
P	Sierra Park	Neighborhood	2
Q	Snake Creek Trail	Green Way	15

Source: Miami-Dade County Park and Recreation Department, 2005.

Approval of Application Nos. 1 through 4 would result in an overall decrease of available reserve capacity in PBD 1 of 11.7 acres to a total of 533 acres. These figures do not include any proposed park dedications.

Figure A-24

COUNTY PARKS: APPLICATION NOS. 1, 2, 3, & 4



Public Schools

Table A-17 lists the mainstream public schools in the mapped portion of Study Area A, indicating school name and type, October 2003 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure A-25. As noted in the table, elementary schools in Study Area A had an October 2004 enrollment of 20,346, a FISH Design Capacity of 19,170 and a FISH percent of 106%. Middle schools had an October 2004 enrollment of 11,096, a FISH Design Capacity of 7,407 and a FISH percent of 150%. Finally, senior high schools in the Study Area had an October 2003 enrollment of 15,404, a FISH Design Capacity of 11,837 and a FISH percent of 130%. The total October 2003 enrollment is 46,846, a FISH Design Capacity of 38,414 and a FISH percent of 122% for Study Area A. It is important to note that some students generated by residential development in this study area will attend a public school located outside this study area.

Application No. 1, if approved, will increase the potential student population of Study Area A by 197 students. Attendance at Madie Ives Elementary is projected to increase by 91 students from 1,158 students to 1,249 students thereby increasing the FISH capacity of the school from 122% to 131%. This application is projected to increase attendance at Highland Oaks Middle from 2,557 students to 2,606 students and the school's FISH capacity from 214% to 218%. Additionally, attendance at Dr. Michael M. Krop Senior High is projected to increase from 3,759 students to 3,816 students, thereby increasing the FISH capacity from 163% to 165%.

No school projects, which will provide relief to schools in the vicinity of Application No. 1, are currently in the planning, design or constructed phases. Proposed relief schools includes State School D, a kindergarten through 8 (K-8) school, State School "BB1, MLC at Madie Ives, Dr. Michael M. Krop Senior School Relief and a new Senior High School. State School D is proposed to provide relief for both Madie Ives Elementary and Highland Oaks Middle. Funding of this school, which will provide an additional 1624 student stations, is proposed for Fiscal Year (FY) 05/06. Other relief for Highland Oaks Middle includes State School "BB1" and MLC at Madie Ives. BB1 is a K-8 school that will provide 1624 student stations, while MLC at Madie Ives will provide 700 student stations. Both schools are proposed to be funded during FY 06/07. Dr. Michael M. Krop Senior School Relief is projected to produce 1562 student stations and is proposed to be funded in fiscal year 07/08. Funding for a new Senior High School is also proposed for FY 08/09.

Application No. 2, if approved, will increase the potential student population of Study Area A by 8 students. Attendance at Linda Lentin Elementary is projected to increase by 4 students, North Miami Middle will increase by approximately 2 students and North Miami Senior High is projected to increase by 2 students. Approval of this application will not increase the FISH capacity of any of these schools.

Currently there are two school projects being planned, designed or constructed which will provide relief to schools in the vicinity of Application No. 2. A conversion of Linda Lentin Elementary to a K-8 will provide 515 student stations in relief of North Miami Middle. Occupancy is projected in June 2006. Additionally, State School QQ-1, a K-8 school, will

provide 1593 student stations in relief of W. J. Bryan Elementary and North Miami Middle. Occupancy is projected in April 2006.

Application No. 3, if approved, will increase the potential student population of Study Area A by 90 students. Attendance at W .J. Bryan Elementary is projected to increase by 41 students from 1,337 students to 1,378 students thereby increasing the FISH capacity of the school from 113% to 117%. This application is projected to increase attendance at North Miami Middle from 1,574 students to 1,597 students and the school's FISH capacity from 175% to 177%. Additionally, attendance at North Miami Senior High is projected to increase from 3,184 students to 3,210 students, thereby increasing the FISH capacity from 138% to 139%.

Currently there are two school projects being planned, designed or constructed which will provide relief to schools in the vicinity of Application No. 3. These two school projects, the conversion of Linda Lentin Elementary to a K-8 and the construction of State School QQ-1, a K-8 school, are described under Application No. 2.

Application No. 4, if approved, will increase the potential student population of Study Area A by 25 students. Attendance at Van E. Blanton Elementary is projected to increase by 12 students from 544 students to 556 students thereby increasing the FISH capacity of the school from 79% to 81%. This application is projected to increase attendance at Madison Middle by 6 students with no projected increase in the school's 116% FISH capacity. Additionally, attendance at Miami Central Senior High is projected to increase by 7 students with no projected increase to the school's 108% FISH capacity.

No information was available from Miami-Dade Public Schools with regards to Planned Relief Schools in the vicinity of Application No. 4.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Table A-17
2004 Public School FISH Rates:
Study Area A

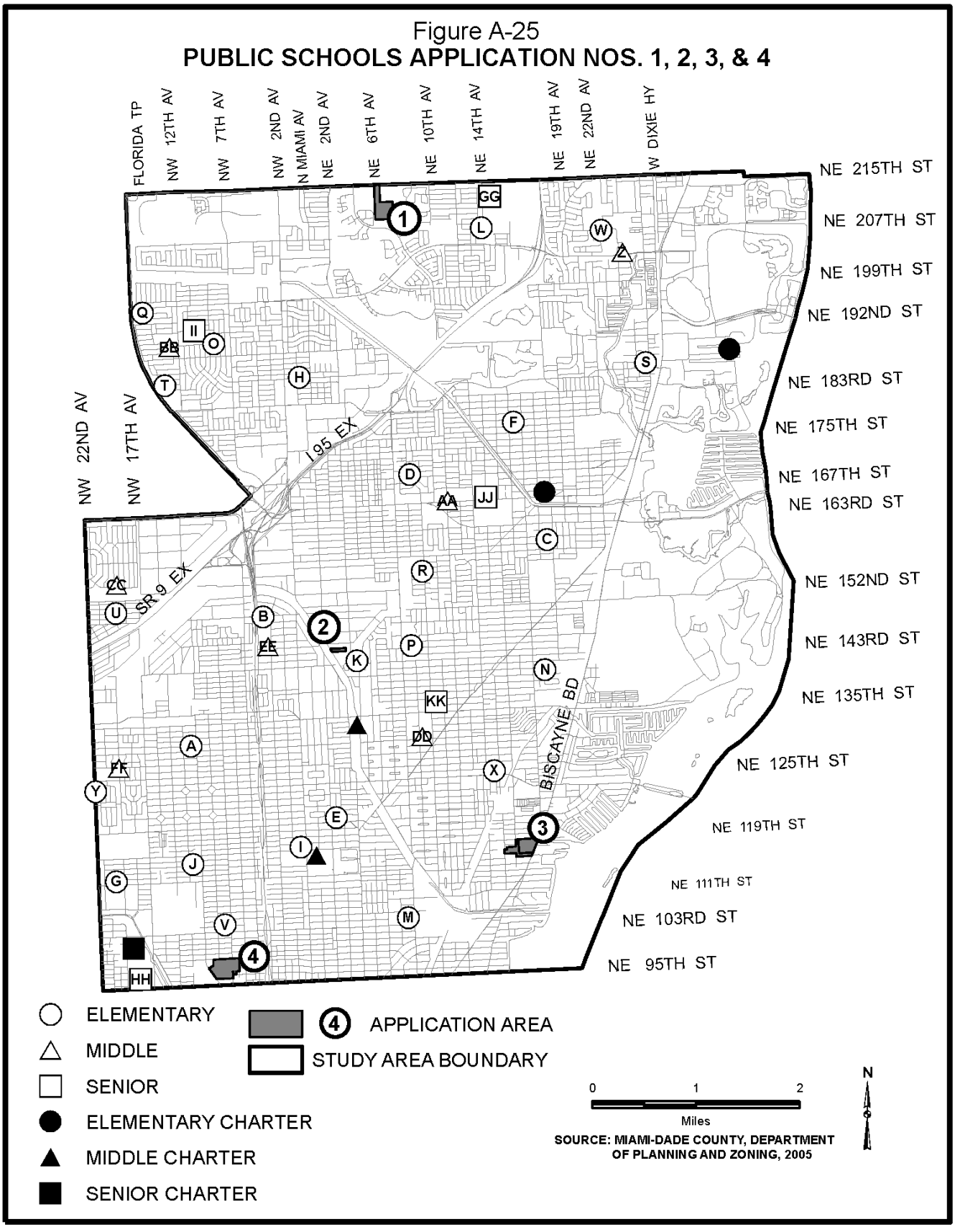
School Identifier (Figure A-)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percent
	ELEMENTARY SCHOOLS			
A	Benjamin Franklin	640	655	98
B	Biscayne Gardens	979	1,150	85
C	Fulford	719	628	114
D	Gertrude Edelman/Sabal Palm	923	893	103
E	Gratigny	692	878	79
F	Greynolds[2]	1,278	1004	127
G	Henry E.S. Reeves	845	747	113
H	Hibiscus	541	530	102
I	Hubert O Sibley	1010	784	129
J	Lakeview	408	519	79
K	Linda Lentin	978	672	146
L	Madie Ives	1,158	950	122
M	Miami Shores	932	817	114
N	Natural Bridge	821	712	115
O	Norland	649	678	96
P	North Miami	970	1,327	73
Q	Norwood	459	545	84
R	Oak Grove	991	816	121
S	Ojus	885	465	190
T	Parkway	540	544	99
U	Rainbow Park	573	628	91
V	Van E. Blanton	544	689	79
W	Virginia A Boone/HO	941	760	124
X	W.J. Bryan	1,337	1,181	113
Y	Westview	533	598	89
TOTAL ELEMENTARY		20,346	19,170	106
	MIDDLE SCHOOLS			
Z	Highland Oaks	2,557	1,197	214
AA	John F. Kennedy	2,092	1,274	164
BB	Norland	1,891	1,152	164
CC	North Dade	943	608	155
DD	North Miami	1,574	901	175
EE	Thomas Jefferson	931	1,054	88
FF	Westview	1,108	1,221	91
TOTAL MIDDLE		11,096	7,407	150
	SENIOR HIGH SCHOOLS			
--	Michael M. Krop**	3,759	2,313	163
HH	Miami Central	3,020	2,798	108
II	Miami Norland	2,567	2,260	114
JJ	North Miami Beach	2,874	2,152	134
KK	North Miami	3,184	2,314	138
TOTAL SENIOR HIGH		15,404	11,837	130
STUDY AREA TOTAL		46,846	38,414	122

Source: Miami-Dade County Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, 2004
** School Located Outside Study Area

[2] Includes Primary Learning Center "C"

Figure A-25

PUBLIC SCHOOLS APPLICATION NOS. 1, 2, 3, & 4



Study Area B

Recommendations and Principal Reasons

Study Area B is located in the northwest portion of Miami-Dade County, and includes a portion of the City of Hialeah, and all of Hialeah Gardens. Application No.5 filed by the City of Hialeah seeks to redesignate a parcel from open land in the Cities of Hialeah and Hialeah Gardens to industrial use and to extend the Urban Development Boundary (UDB) to include the property. Application No. 5 also included a text change, which is to make changes to "Open Land Subareas" map and related text in the Land Use Element to exclude the subject area.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP and LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITAL
5	City of Hialeah / Augusto E. Maxwell, Esq. Between NW 97 Avenue and the Turnpike (HEFT) and between NW 154 Street and NW 170 Street (793.8 Gross Acres). 1) Move the 2005 Urban Development Boundary to encompass the application area 2) Change to "Open Land Subareas" map and related text in the Land Use Element to exclude the subject area. 3) From: Open Land To: Industrial and Office Standard Amendment	ADOPT WITH CHANGE by adding 347 acres to this application site (the area bounded by NW 170 Street, NW 97 Avenue and the Turnpike) and by adding roadway lane changes to LUP map and to Figures 1 and 3 in the Traffic Circulation Subelement TRANSMIT

Application No. 5

Location: Between NW 97 Avenue and the Turnpike (HEFT) and between NW 154 Street and NW 170 Street (793.8 Gross Acres)

Requested Amendment to the CDMP and Land Use Plan Map:

1) Move the 2005 Urban Development Boundary to encompass the application area
2) Change to "Open Land Subareas" map and related text in the Land Use Element to exclude the subject area.
3) From: Open Land
To: Industrial and Office

Recommendation: ADOPT WITH CHANGE by extending the application site to include the area bounded by NW 170 Street, NW 97 Avenue and the Turnpike and TRANSMIT

Principal Reasons for Recommendation:

1. The Department recommends that the application be approved with change. The change would be to redesignate to "Industrial and Office" and to include within the 2005 Urban Development Boundary (UDB) the area bounded by NW 170 Street, NW 97 Avenue and the Turnpike. With this addition, the application site would be a triangle bounded by NW 154 Street, NW 97 Avenue and the turnpike. This change would add 347 acres to the application site resulting in a total of 1,140.8 gross acres. The Urban Development Boundary (UDB) is included on the Land Use Plan (LUP) map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur.

2. The application site is located within the 2015 Urban Expansion Area (UEA) Boundary. The UEA is comprised of that area located between the 2005 UDB and the 2015 UEA Boundary. The Urban Expansion Area is the area where current projections indicate that further urban development beyond the 2005 UDB is likely to be warranted some time between the year 2005 and 2015.

3. Also, the application site with the addition of the 347 acres to the north will provide a man-made barrier, the Turnpike, to delineate the UDB. The 347-acre parcel is located in section 8 of Township 52 South and Range 40 East in unincorporated Miami-Dade County. The Florida Turnpike will serve as a hard barrier discouraging further western expansion of the UDB.

4. The Department supports the proposal for industrial development of this property. The City of Hialeah in Resolution 05-39 stated that its intention is to include industrial, a park and governmental facilities in its portion of the application site, Section 17. According to the application, the Hialeah Heights Plan calls for a 30-50 acre park, a governmental facility (potentially a fire station), industrial warehouses and other compatible mixed uses. Furthermore, the Resolution stated that the portion of the application site west of NW 107 Avenue, which is located in the City of Hialeah Gardens, "may be suitable for parks, open space, wetlands mitigation, water retention or such future uses as proposed in the adjoining parcel."

   Industrial activities are more compatible than residential development with the rock mining activities occurring just west of the application site in the Lake Belt Area. The vibrations created by blasting activities at rock mines are not compatible with residential development.

5. For this application to be feasible, transportation improvements will need to be added to the Transportation Element. Currently the subject project is accessed with largely unpaved roads. With the project as proposed, NW 154 Street between the Palmetto Expressway and I-75 will see its Level-of-Service deteriorate from D to F. I-75 between the Palmetto Expressway and NW 186 Street will deteriorate from C to F. Traffic counts are not available for the other roadways serving the application site. An interchange

between NW 154 Street and I-75 is planned as a Priority 2 improvement (2010-2015) in the Miami-Dade County Transportation Plan Update to the Year 2025.

All the section-line roads serving the application site are currently consisting of two lanes and need to be widened to either four or six lanes with the application. The roadway segments needing more capacity include NW 97 Avenue between NW 186 Street and Okeechobee Road, NW 107 Avenue between NW 170 Street and Okeechobee Road, NW 186 Street between I-75 and NW 97 Avenue, NW 170 Street between I-75 to NW 107 Avenue and NW 154 Street between I-75 and the Homestead Extension of the Florida Turnpike. All these roadway segments will need to be designated as Major Roadways (3 lanes or more) on the LUP map and as County or state minor arterials on Figure 3, Roadway Functional Classification-2015, in the Traffic Circulation Subelement. These roadway segments with the appropriate number of lanes will also need to be added to Figure 1, Planned Year 2015 Roadway Network, in the Traffic Circulation Subelement. Further study is required to ascertain the actual number of lanes needed for each roadway segment. In addition, further study will be needed to determine if an interchange is feasible at NW 170 Street and I-75.

6. A large parcel of land in this location with potential connection to I-75 and the HEFT offers industrial and office tenants ready access to the Gold coast market to the north. Even though MSA 3.1 has 743.9 acres of vacant industrial land, much of it is in small parcels, not well located near major transportation facilities and does not offer the opportunity for development of a new, well designed industrial/office park with high visibility from the two adjacent major highways.

   Moreover, a study done by the Department fairly recently, which traced the history of a large sample of industrial land vacant in 1985, revealed that 60 percent of it was converted to a use other than industrial over the next 15 years. Mostly, this has been for some type of commercial activity but more recently, due to the tight supply of residential land, industrial land is being purchased for this purpose. Given that development of the site and providing the proper access would take a few years, this land would likely come on the market for industrial/office use at just about the right time.

7. The area needs a good balance between jobs and housing to reduce the need for residents to commute out of the northwest area. The proposed “Industrial and Office” designation on the property, which can permit office buildings, hotels, warehouses, wholesale showrooms, distribution centers, research facilities, manufacturing plants, utility facilities, institutional uses and small shopping centers (to serve the needs of workers in the industrial area); can help facilitate this balance.

8. Industrial development of the application site will facilitate the cleanup of environmental contaminants in this area by developers. Operational and non-operational solid waste sites of Peerless Properties, Turnpike Transfer, C &C and Florida Recycling extensively cover Section 17, which is the eastern 640 acres of this application site. Ammonia at levels exceeding the County standards has been found in the groundwater under the solid waste sites operated by two of the four firms. Iron at levels exceeding the County

standards has been found in the groundwater under the solid waste sites operated by one firm. Aluminum at levels exceeding the County standards has been found in the groundwater under the solid waste site operated by another firm. The Peerless property is subject of ongoing environmental litigation. The cost for cleaning up potentially contaminated land to meet industrial standards is lower than the costs for cleaning up the land for residential purposes.

The only other environmental concerns in this area is wetlands and flood protection. The application site is located within the East Turnpike Wetland Basin. A Class IV Wetland permit with appropriate mitigation will be required prior to wetland impacts.

9. The application site has no known impact on historic resources and limited impact on public services. A severe impact to fire and rescue services could occur since the response time for life threatening services is 14 minutes. However, the City of Hialeah is considering a fire station for this area.

Study Area B Description

Study Area B is a large 42 square mile area of northwestern Miami-Dade County. This Study Area is comprised of MSA 3.1, an area for which the Department regularly produces socio-economic data and projections. The Area is bounded by the Miami-Dade/Broward County line on the north, Red Road (NW 57 Avenue) and LeJeune Road (NW 42 Avenue) on the east, the Little River Canal on the south, Okeechobee Road on the southwest, and Levee 30 on the west. (See Figure B-1.) Approximately one half of this Study Area is unincorporated. The portion that is incorporated includes approximately the northern half of Hialeah and the cities of Hialeah Gardens and Miami Lakes in their entirety.

Environmental Conditions and Considerations

In Study Area B, very poorly drained Dania Muck Depressional and Lauderhill Muck soils predominate west of the Palmetto Expressway in areas that have not been rock mined or developed. These soils have severe limitations for building because of ponding and excess humus, low strength and great depth to rock. Soils in the remaining undeveloped areas east and north of the Palmetto Expressway are poorly drained sands, which range in depth from two to four feet.

Land elevations in the area northwest of the Palmetto Expressway are four to five feet above mean sea level (msl). Under average annual rainfall conditions, the groundwater table slopes from about four feet msl in the west to 2.5 feet msl at the eastern edge of the area. During periods of prolonged heavy rainfall, the water table is near the land surface in most of the area west of the Palmetto Expressway and above the land surface in the area west of the Turnpike Extension.

A summary of the environmental conditions for Application 5 is presented in Table B-1.

Flood Protection

The portion of Study Area B west of the Palmetto Expressway, where the application area is located, is a flat, poorly drained region of former Everglades. Even with the construction of the flood control canal system, this area has very poor flood protection. Traditional drainage by gravity canals cannot be relied upon because the land west of the Palmetto Expressway is lower than either the urban areas to the east or the Water Conservation Areas to the west. During severe storms, gravity canals do not remove water until the higher land to the east has drained. Therefore, inundation or a high water table can result in flooding for many days after a storm has passed.

Figure B-1

LOCATION: Study Area B (MSA 3.1)

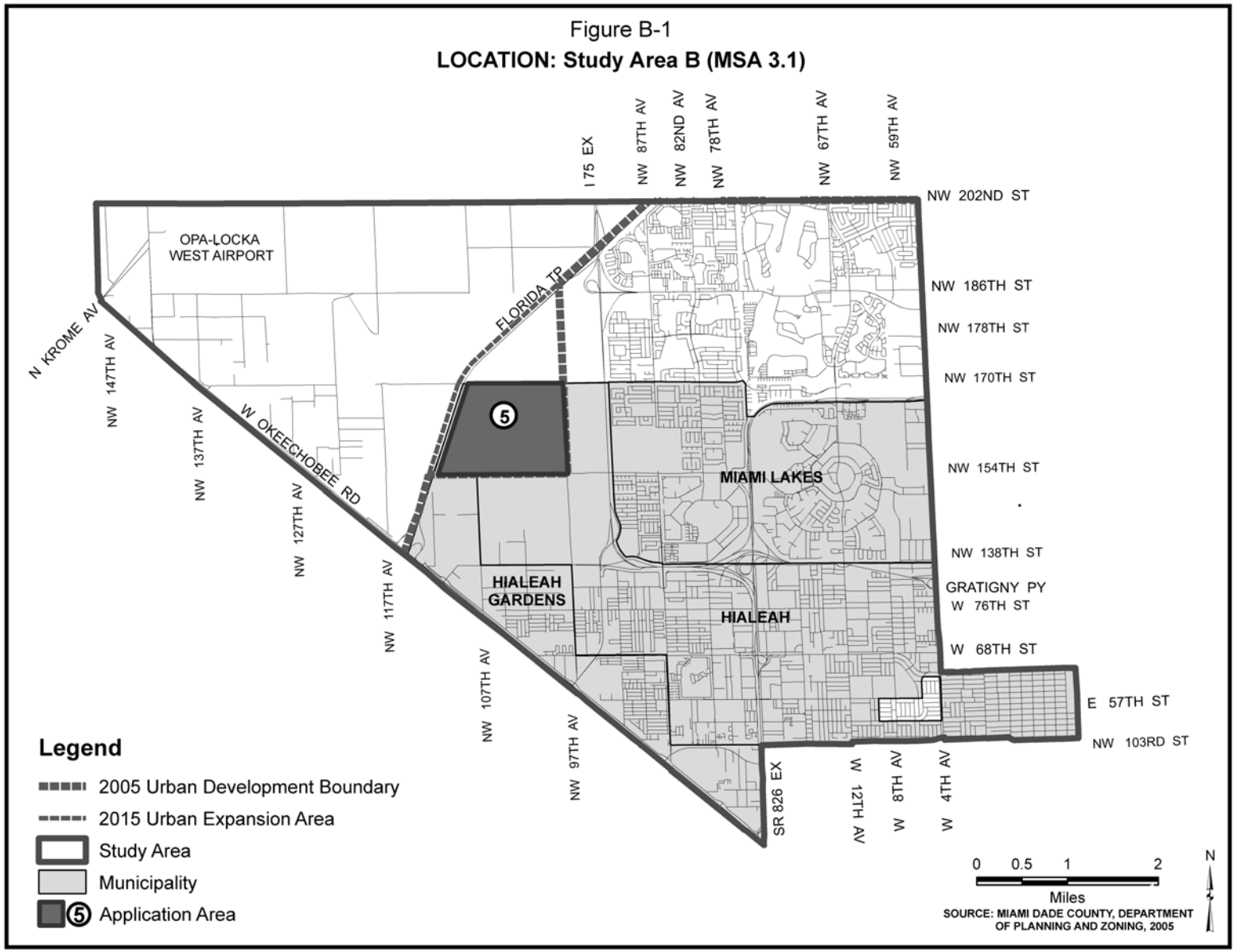


Table B-1
Environmental Conditions
Study Area B

	Application Number
	5
Flood Protection	
County Flood Criteria (NGVD)	7.0 feet
Stormwater Management Requirements	5-year storm
Drainage Basin	C-9/Basin B
Federal Flood Zone	ZONE AE
Hurricane Evacuation Zone	NO
Biological Conditions	
Wetlands Permits Required	YES, Class IV
Native Wetland Communities	NO
Natural Forest Communities	NO
Endangered Species Habitat	NO
Other Considerations	
Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO
Solid Waste	YES, Class VI possible

Source: Miami-Dade Department of Environmental Resources Management; Office of Community Development, Historic Preservation Division; Miami-Dade Department of Planning and Zoning, 2004.

The application site is located in Basin B, where special development criteria for water management and flood protection must be met through the set-aside of areas to be converted into lakes or dry detention areas. The site lies within Federal Flood Zone AE 6 and may flood during a 100-year storm. Development of properties located within flood zones is based on the requirements of Chapter 11C of the Miami-Dade County Code. The proposed application will increase stormwater runoff within the boundaries of the property due to an increase in impervious surface. Developers will be required to provide flood protection by constructing an on-site drainage system capable of fully retaining a 5-year storm. All storm water runoff must be fully contained on–site without adverse impact to adjacent properties, and all excess runoff must be directed into a lake or dry retention area.

Applicants building in this area will be required to obtain an Environmental Resource Individual Permit from the South Florida Water Management District. Permits for development of this property may also be required from the Army Corps of Engineers and the Florida Department of Environmental Protection. It is the applicant's responsibility to contact these agencies.

Wetlands

The application site is located within the East Turnpike Wetland Basin. While a portion of the area has been impacted, jurisdictional wetland areas, as defined by Section 24-5 of the Code, still exist on-site. Therefore, a Class IV Wetland Permit with appropriate mitigation to offset any

proposed wetland impacts will be required prior to construction in wetlands. The applicant is strongly advised to contact DERM staff for wetland permitting procedures and requirements.

Forest Resources

The Application site does not contain protected tree resources or identified endangered species habitat. Any tree mitigation necessary will be addressed in the Class IV Wetland Permit.

Historical and Archeological Resources

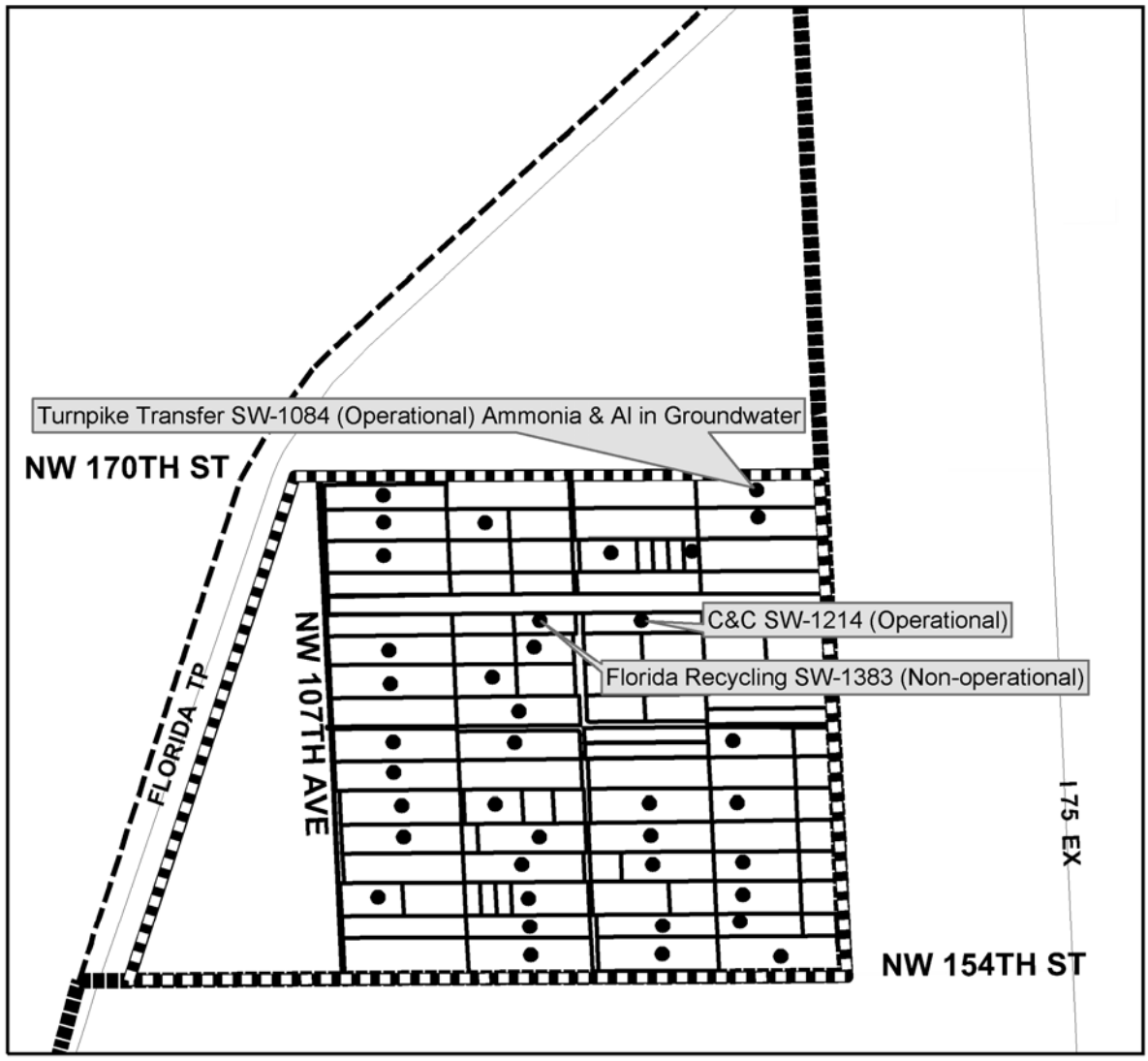
The Office of Historic Preservation has determined that the application area does not contain any areas of archaeological or historical importance.

Other Considerations

As shown in Figure B-2, the land area encompassing Application No. 5 contains an abundance of landfills. Seepage from these landfills has caused contaminants to be in the groundwater ammonia, iron and aluminum all exist in the groundwater at various locations and at levels which exceed County standards. Use of the land for urban purposes will require remediation of these conditions. A Class VI permit is required for drainage systems to be installed in nonresidential projects.

Figure B-2

APPLICATION NO. 5
LANDFILL SITES



Application Area

2005 Urban Development Boundary

2015 Urban Expansion Area

Peerless Properties
Ammonia & Fe in groundwater

Associated SW Tracking Numbers
1060, 1070, 1089, 1152, 1126, 1143, 1051, 1164, 1236, 1125, 1437, 1096, 1380, 1106, 1048, 1153, 1116, 1094, 1139, 1167, 1232, 1066, 1404, 1406, 1188, 1110, 1138, 1053, 1099, 1123, 1135, 1140, 1180, 1407, 1377, 1199, 1122, 1131, 1141, 1154, & 1107

(All Non-operational)

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Land Use Patterns Within Study Area B

The overall character of the developed portion of the study area is primarily a mix of various types of residential uses along with industrial and office uses. Residential areas include a range of housing from detached, single-family dwelling units to attached, multi-family dwelling units at medium density. The industrial tracts are largely oriented to the expressway and major thoroughfare systems. The northwest portion of this study area is mostly used for either extractive industries, some agriculture or is undeveloped. Opa-Locka West General Aviation Airport is also located in the far northwestern corner of the Study Area. Commercial developments within the Study Area are relatively contained and distributed throughout the developed portion of the area as nodes at major intersections. The area is also served largely by major commercial centers adjoining but outside of the Study Area. A summary of the Existing Land Uses for the Application Sites is presented in Table B-2.

Table B-2
Existing Land Uses Within and Adjacent to Application Area
Study Area B

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
5	Vacant (AU) Agriculture Utilities	Agriculture (AU)	Vacant (AU) Agriculture (AU)	Water	Vacant (AU)

Note: Zoning on vacant and agriculture parcels is noted in parentheses ( ).

Future Land Use Patterns. The urbanized portion of Study Area B located east of I-75 is designated primarily for Low Density and Low-Medium Density residential development, with the area west of I-75 designated for a mixture of residential, open land and industrial uses. An additional portion of the area west of NW 97 Avenue is projected for urban expansion after the year 2005. Additional commercial nodes are planned at some major intersections, and some large commercial and industrial/office areas are designated in the Country Club of Miami area.

Application No 5

Application No. 5 is a large-scale amendment seeking redesignation of approximately 794 acres area from “Open Land” to “Industrial and Office”. Application No. 5 is bound by NW 170 Street on the north, NW 154 Street on the south, NW 97 Avenue on the east, and the Florida Turnpike on the west. The eastern 2/3 of the application area is within the City of Hialeah and the western 1/3 (triangular shaped parcel) area is within the City of Hialeah Gardens. Miami-Dade County retains jurisdiction over land use decisions in this area because the application lies outside the Urban Development Boundary.

This change is being requested by the City of Hialeah to allow implementation of the City’s Hialeah Heights amendments to the municipal Master Plan.

Existing Land Use Patterns. Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures B-3, B-4 and B-5, above. As shown in Figure B-4, Application No. 5 is currently zoned AU (Agriculture), as are lands to the north, west, and east of the application area. The area located south of Application 5 is zoned GU (use depends on character of neighborhood). The area located east of I-75 is predominantly zoned RU-1 (single family residential) and RU-3M (multifamily residential).

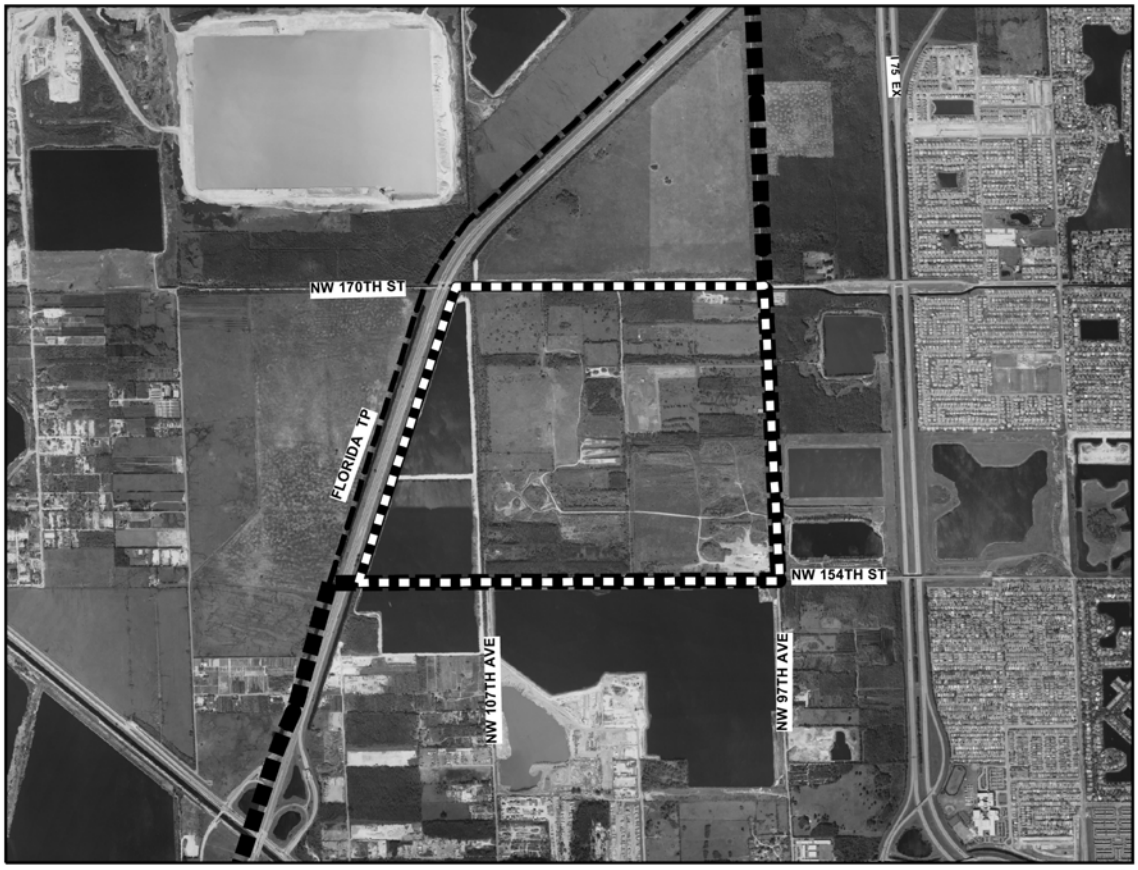
As shown in Figure B-5, the western portion of Application No. 5 consists of two large excavated lakes. The remaining square mile of land is rural in character, and is either vacant or utilized for small farms or construction and demolition debris landfills.

Future Development Patterns. Figure B-6 depicts that portion of the CDMP Land Use Map surrounding the application site. The land use designation for Application No. 5 is "Open Land". The application site is located in Open Land Subarea 1, the Snake-Biscayne Canal Basin. Land uses allowed in this area include rural residential development at 1 dwelling unit per 5 acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility and communications facilities, recreational uses and seasonal agriculture. Lands located directly north and west of the application area are also designated "Open Land". To the south, the large excavated lakes are designated "Water" while the land portion is designated "Industrial". The land use designation for properties located immediately east of the application site is "Low Density Residential with a One Density Increase with Urban Design". The eastern and southern boundaries of Application No. 5 coincide with the adopted 2005 Urban Development Boundary, and the application site is located within the 2015 Expansion Area.

The City of Hialeah's Evaluation and Appraisal Report, indicates that the land west of NW 97 Avenue will be "Industrial" as agreed to in the annexation Interlocal Agreement with Miami-Dade County.

Figure B-3

AERIAL PHOTO: APPLICATION NO. 5



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANISION AREA

0 0.5 1

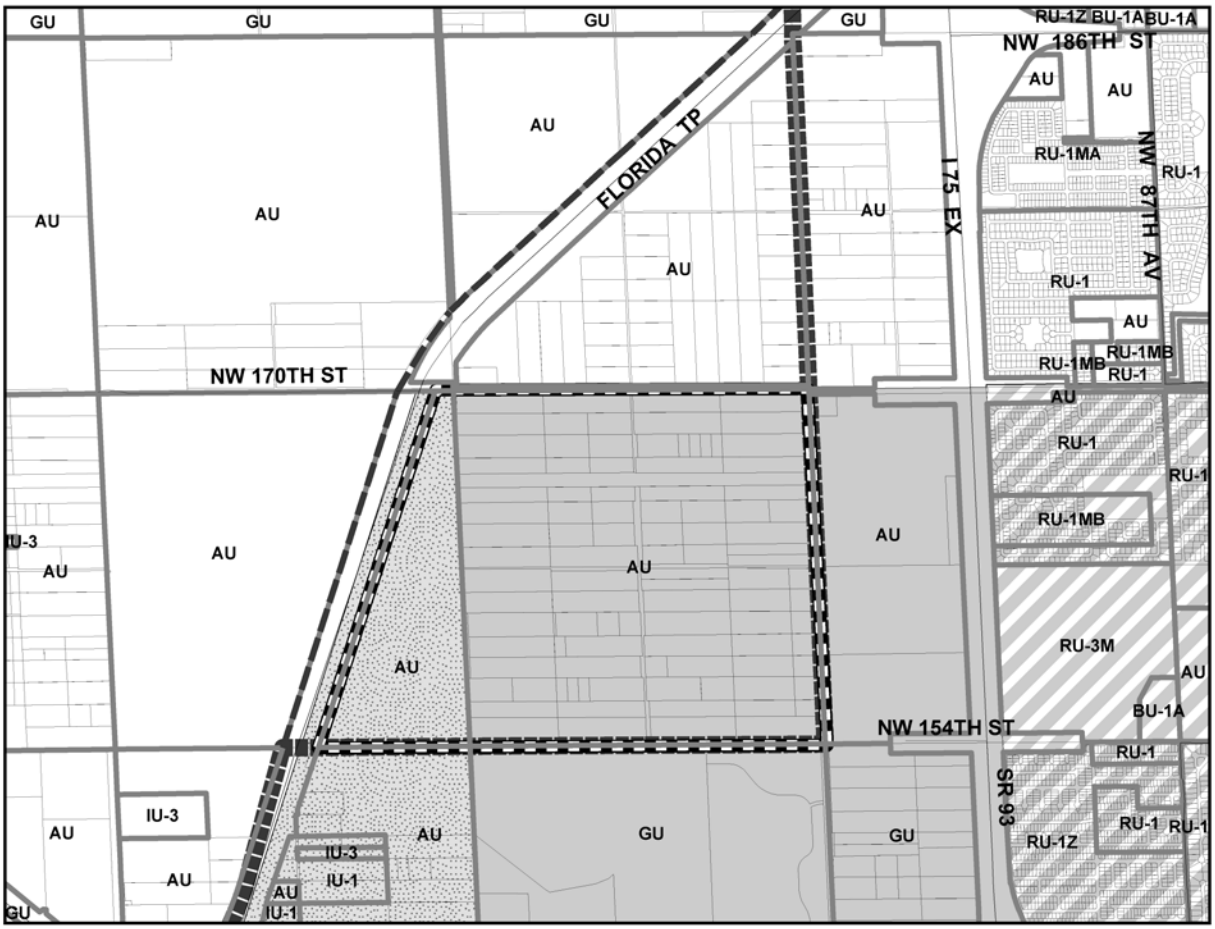
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure B-4

APPLICATION NO. 5
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

UNINCORPORATED MIAMI-DADE

HIALEAH

HIALEAH GARDENS

MIAMI LAKES

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1Z	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS
IU-1	INDUSTRIAL-LIGHT
IU-3	INDUSTRIAL-UNLIMITED

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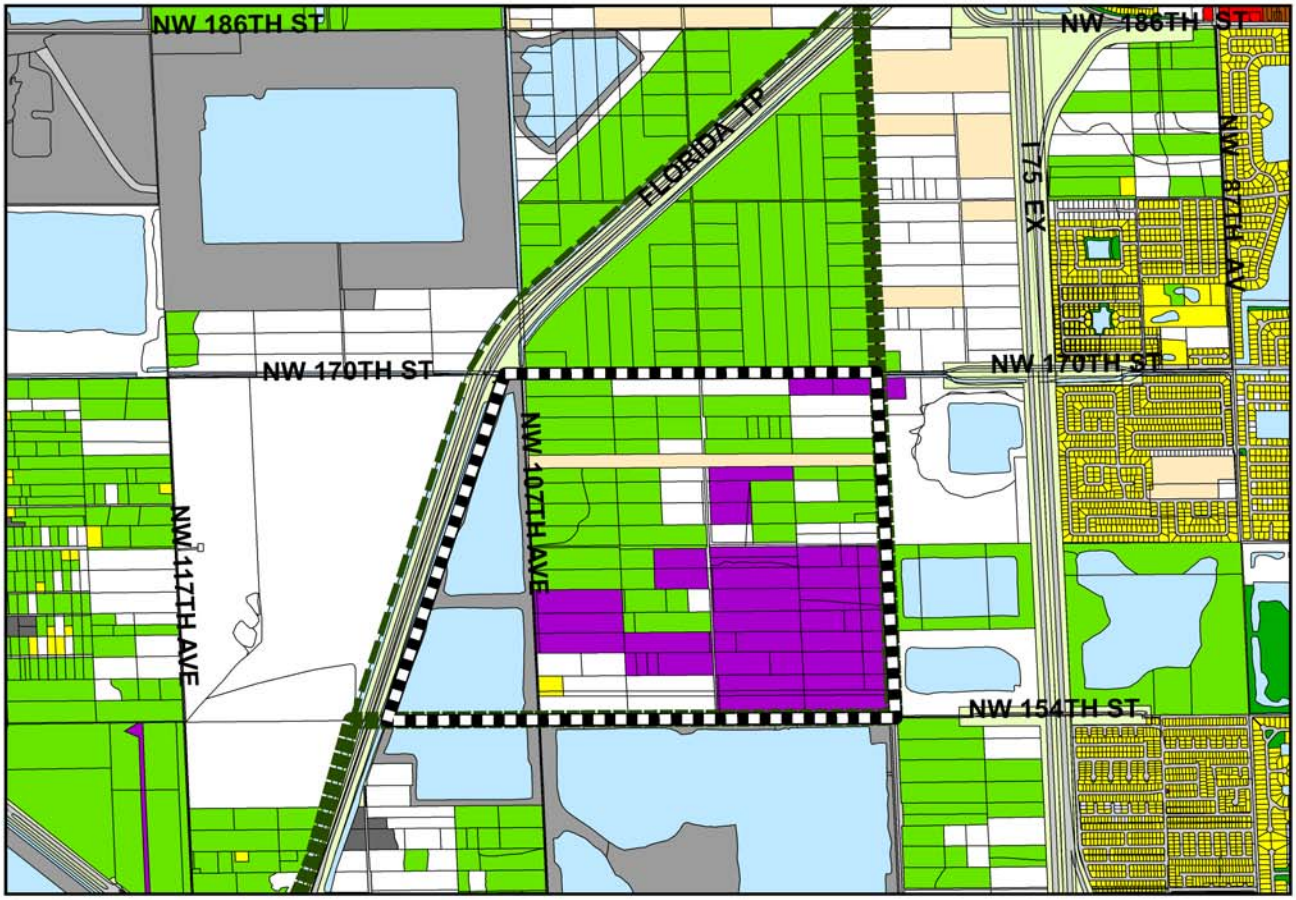
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure B-5

APPLICATION NO. 5
EXISTING LAND USE



APPLICATION AREA
2005 URBAN DEVELOPMENT BOUNDARY
2015 URBAN EXPANSION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

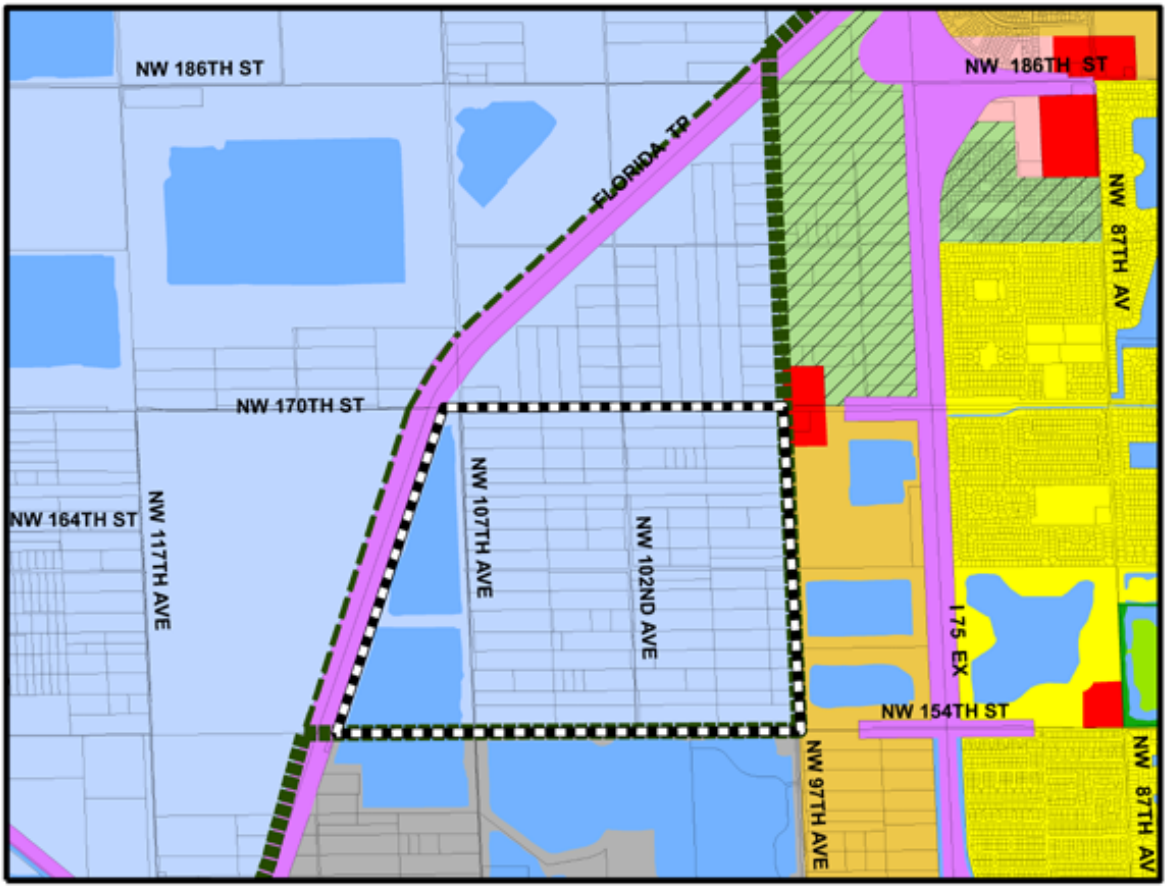
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure B-6

APPLICATION NO. 5
CDMP LAND USE PLAN



LEGEND

- APPLICATION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY
- 2015 EXPANSION AREA BOUNDARY

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

CDMP LAND USE

- RESIDENTIAL COMMUNITIES
- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
- (DI-1) ONE DENSITY INCRESE WITH URBAN DESIGN
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- OPEN LAND
- ENVIRONMENTALLY PROTECTED PARKS

CDMP LAND USE (cont'd)

- WATER
- TRANSPORTATION

0 0.25 0.5 1
Miles

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Supply and Demand for Industrial Land

At the beginning of 2004, the existing supply of vacant industrial land in Study Area B (MSA 3.1) consisted of 743.9 acres. The absorption of such land over the 2003 to 2025 period is projected at an average annual rate of 9.74 acres. Over 960 acres of industrial land is currently in use (See Table B-3 below). Based on the projected rate of absorption, the existing supply of industrial zoned land in the study area would last well beyond the year 2025.

Table B-3
Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data
Study Area B

MSA	2004 Vacant Industrial Land (acres)	2004 Industrial Land in Use (acres)	Average Annual Absorption Rate 2003-2025 (acres)	Indicated Year of Depletion
3.1	743.9	962.3	9.74	2025+

Source: Miami-Dade County, Department of Planning and Zoning, Planning Division, Planning Division, Research Section, July 2005.

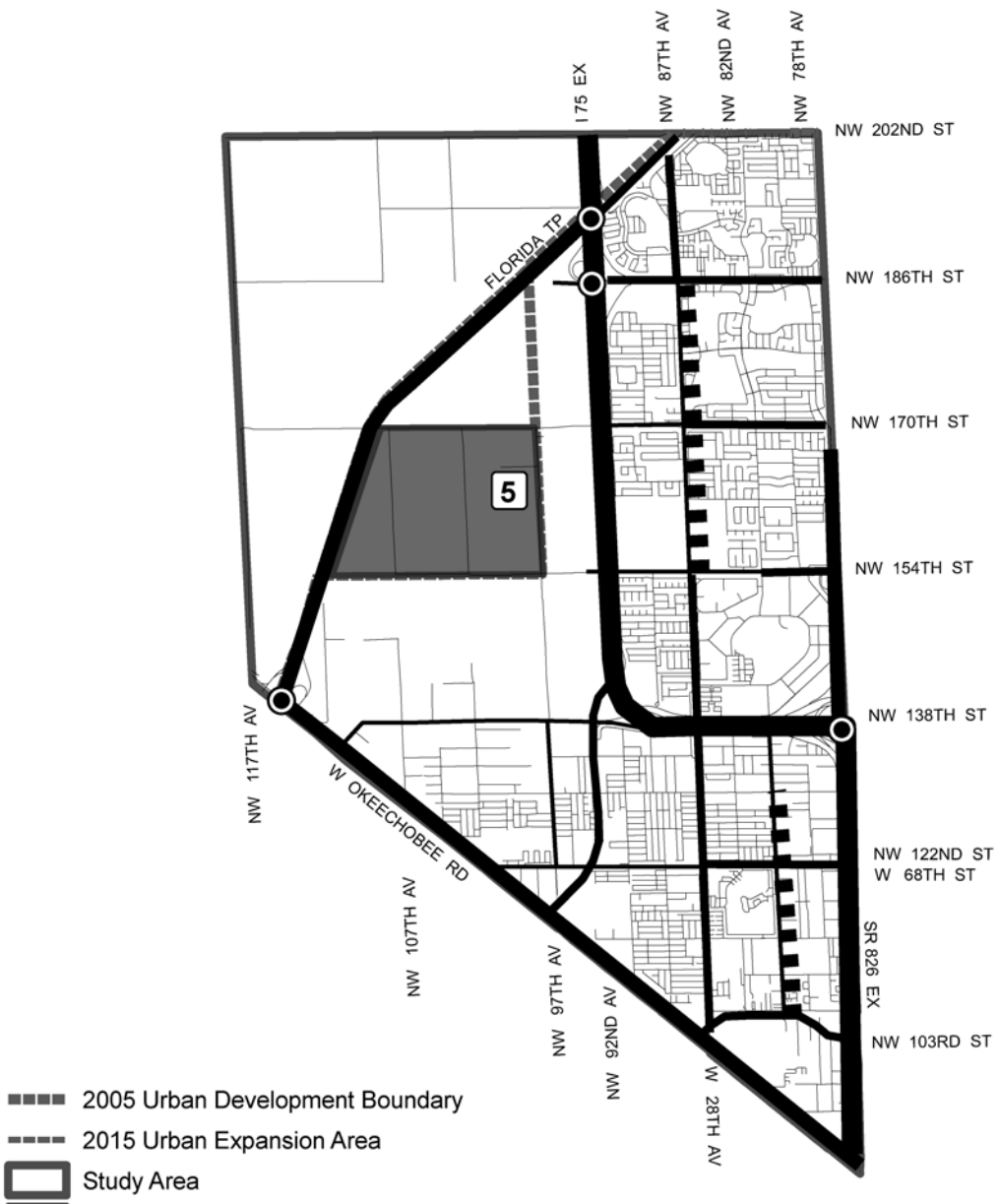
Roadways

Existing Conditions

Figure B-7 illustrates the existing arterial roadway network serving this Truncated Study Area. East-west arterials include NW 202, NW 183/186 (SR 860), NW 170/169, NW 154, NW 138, NW 122 and NW 103 Streets. North-south arterials and expressways include NW 107 and NW 97 Avenues, from NW 138 Street to Okeechobee Road, NW 87 Avenue, the Homestead Extension of the Florida Turnpike (HEFT)/SR 821, Interstate 75 (I-75), and the Palmetto Expressway (SR-826). Okeechobee Road runs through the study area in a diagonal direction from the northwest to the southeast.

Figure B-7

ROADWAYS: Application No. 5



2005 Urban Development Boundary

2015 Urban Expansion Area

Study Area

5 Application Area

EXISTING ROADWAYS

- 2 LANES
- 4 LANES
- 6 LANES
- 8 LANES
- INTERCHANGE

PROGRAMMED CAPACITY IMPROVEMENRS (2006-2010)

- 4 LANES

0 0.5 1 2

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure B-8 shows and Table B-4 lists the current traffic conditions on the major roadways within this Truncated Study Area. Existing traffic conditions in this area range from uncongested level of service (LOS C or better) on the HEFT, I-75, SR 826, NW 170/169, NW 154, NW 138 and NW 103 Streets and NW 87 Avenue to extremely congested level of service (LOS F) on NW 122 Street.

Table B-4
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Truncated Study Area B

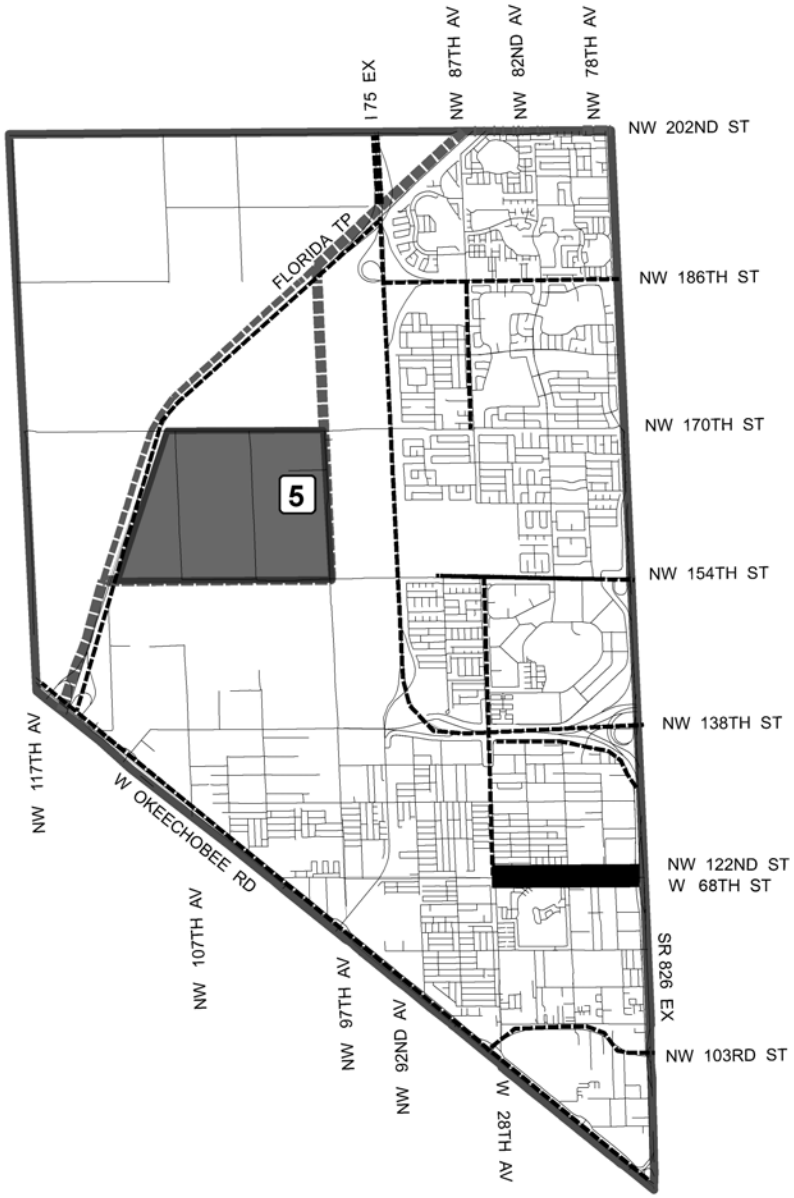
Roadway	Location/Link	Lanes	LOS Std.*	LOS
SR 821 (HEFT)	I-75 to Okeechobee Rd. / SR 25	6 LA	D	A (98)
	Okeechobee Road to SR 836	6 LA	D	A (98)
I-75	SR 821 (HEFT) to Broward County Line	8 LA	D	D (01)
	SR 821 (HEFT) to Miami Gardens Drive	8 LA	D	C (01)
	Miami Gardens Drive to West 84 Street	8 LA	D	C (01)
	W. 84 Street to SR 826	8 LA	D	C (00)
SR 826	NW 67 Avenue to NW 138 Street	6 LA	D	C (01)
(Palmetto Expressway)	NW 122 Street to NW 138 Street	8 LA	D	C (01)
	NW 103 Street to NW 122 Street	8 LA	D	C (01)
	SR 25 to NW 103 Street	8 LA	D	C (01)
NW 87 Avenue	NW 154 Street to NW 122 Street	4 UD	D	B (01)
(Galloway Road)	NW 186 Street to NW 170 Street	2 UD	D	C (01)
U.S. 27	SR 826 to SR 821 (HEFT)	6 DV	D	A (00)
(Okeechobee Road)	SR 821 to Krome Avenue	4 DV	C	A (00)
NW 103 Street	SR 826 to Okeechobee Road	4 DV	E	C (04)
NW 122 Street	SR 826 to NW 87 Avenue	4 DV	D	F (04)
NW 138 Street	SR 826 to NW 87 Avenue	2 UD	D	C (04)
NW 154 Street	SR 826 to NW 84 Avenue	4 DV	D	C (04)
(Miami Lakes Drive)	NW 84 Avenue to NW 92 Avenue	2 UD	D	C (04)
NW 169 / 170 Street	NW 77 Avenue to NW 87 Avenue	2 UD	D	B (04)
NW 183 / 186 Street	NW 67 Avenue to NW 77 Avenue	4 DV	E	B (01)
(Miami Gardens Drive)	NW 77 Avenue to I-75	4 DV	E	B (00)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2005.

Note: () in LOS column identifies year traffic count was revised/updated
DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access
(UIA) means those roadways located inside the County's Urban Infill Area, a designated transportation concurrency exception area.
*LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Figure B-8

EXISTING ROADWAYS LEVEL OF SERVICE: Application No. 5



2005 Urban Development Boundary

2015 Urban Expansion Area

Study Area

1 Application Area

EXISTING PEAK PERIOD LEVEL OF SERVICE

LEVEL OF SERVICE C OR BETTER

LEVEL OF SERVICE D

LEVEL OF SERVICE E

LEVEL OF SERVICE F

0 0.5 1 2

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Traffic Concurrency Evaluation

Most of the Truncated Study Area is located within the 2005 Urban Development Boundary (UDB); however, the area west of Theoretical NW 97 Avenue and north of Theoretical NW 170 Street is located outside the 2005 UDB.

Application No 5 is a 748.27-acre site located between Theoretical NW 170 and NW 154 Streets and between the HEFT and Theoretical NW 97 Avenue. Access to this site, if approved, would be from NW 107 and NW 97 Avenues and NW 170 and NW 154 Streets. These adjacent roadways to the Application site do not exist or are dirt roads. Therefore, no traffic count stations are available for those roadways in the vicinity of the application site. No information regarding existing and concurrency operating levels of service (LOS) are available for these roadways. Traffic concurrency analysis was performed for I-75, NW 170 and NW 154 Streets, west of I-75, in the vicinity of the Application site.

An evaluation of peak-period traffic concurrency analysis, as of July 12, 2005, in this Truncated Study Area, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements not yet constructed, predicts that I-75, from the Miami-Dade/Broward County Line to the HEFT and from NW 186 Street to NW 92 Avenue/Hialeah Gardens Boulevard, and NW 154 Street, between NW 92 and NW 84 Avenues, will operate at the adopted LOS D standard applicable to these roadways. Currently, these roadway segments are operating al LOS C (see Figure B-9).

Also, the traffic concurrency evaluation reveals that the roadways identified in Table B-5, below, might soon run out of service capacity.

Table B-5
Roadway Segments That May Soon Run Out Of Capacity
Truncated Study Area B

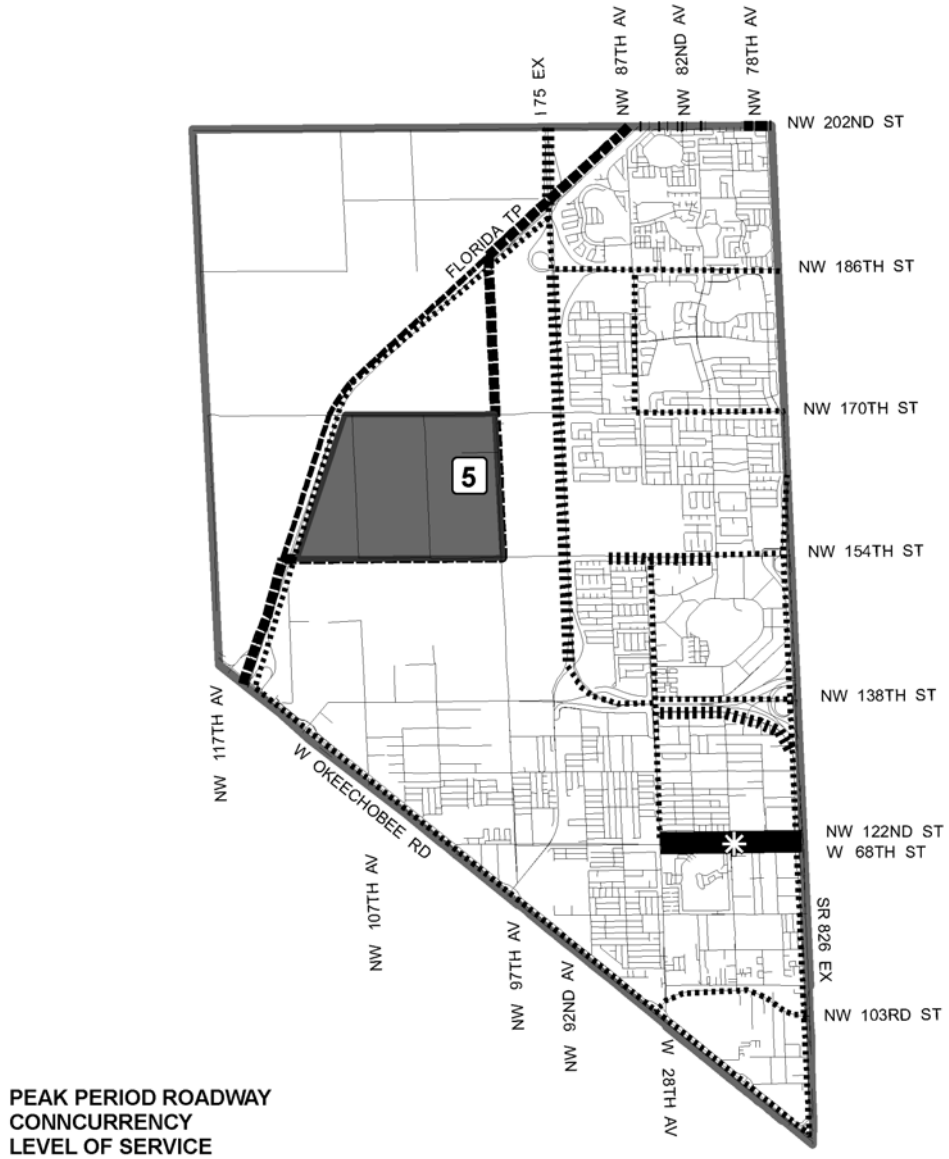
Roadway Segment	Trips Left
U.S. 27 (Okeechobee Road) between SR 821 (HEFT) and Krome Avenue	160
NW 183 Street (Miami Gardens Drive) between I-75 and NW 77 Avenue	196
NW 138 Street from SR 826 (Palmetto Expressway) to NW 84 Avenue	143
NW 154 Street from NW 84 Avenue to NW 92 Avenue	102
NW 170 Street from NW 87 Avenue to NW 77 Avenue	228

Source: Miami-Dade County Public Works Department, Florida Department of Transportation, July 2005.

Other expressway and arterials that are currently monitored show acceptable peak period concurrency LOS conditions.

Figure B-9

ROADWAY CONCURRENCY LEVEL OF SERVICE: Application No. 5



PEAK PERIOD ROADWAY CONNCURRENCY LEVEL OF SERVICE

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F
- LINK VIOLATES ADOPTED LOS STANDARD
- 2005 Urban Development Boundary
- 2015 Urban Expansion Area
- Study Area
- 1 Application Area

0 0.5 1 2

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Future Conditions

Table B-6 lists and Figure B-7 shows the capacity improvements programmed within this Truncated Study Area for Fiscal Years 2006-2010. One of the more significant projects is the four-lane widening of NW 87 Avenue from NW 154 and NW 186 Streets.

Table B-6
Programmed Roadway Capacity Improvements
Fiscal Year 2006-2010
Truncated Study Area B

Roadway	From	To	Type of Improvement	Fiscal Year
Barbara Goleman High School Access Road	Access roadway to school		2 Lanes	UC
NW 87 Avenue	NW 138 Street	NW 154 Street	Bridge over I-75	UC
SR 826 (Palmetto Expressway)	North of FEC Railroad	NW 103 Street	Widen to 10 Lanes	2005-06
NW 138 Street Bridge	Bridge over Miami River Canal		2 Lanes	2005-06
NW 87 Avenue	NW 154 Street	NW 186 Street	Widen to 4 Lanes	2006-07
NW 82 Avenue (West 24 Avenue)	NW 107 Street (West 52 Street)	NW 130 Street (West 76 Street)	Widen to 5 Lanes	2008-10

Source: 2006 Transportation Improvements Program, Miami-Dade Metropolitan Planning Organization, June 2005

Additional roadway capacity improvements planned for this Truncated Study Area in the years 2006-2015 are identified in Table B-7.

Table B-7
Planned Roadway Capacity Improvements
Fiscal Years 2005-2015

Roadway	From	To	Type of Improvement	Priority
NW 107 Avenue	Okeechobee Road	NW 138 Street	Widen to 5 Lanes	I
NW 138 Street	NW 107 Avenue	NW 97 Avenue	Widen to 5 Lanes	I
NW 122 Street	Okeechobee Road	NW 87 Avenue	Widen to 5 Lanes	I
I-75	At NW 154 Street		New Interchange	II
Okeechobee Road	Krome Avenue	NW 95 Street	Grade Separated Free Flow Lanes at Krome Avenue, NW 138 Street and NW 95 Street	II

Source: Miami-Dade Transportation Plan to the Year 2030, Miami-Dade County Metropolitan Planning Organization, December 2004.
Priority I – Project improvements scheduled to be funded by the year 2009
Priority II – Project improvements planned to be funded between 2010 and 1015

The planned roadway network for 2015 is shown in Figure B-10, and the projected 2015 peak-period LOS assuming implementation of all programmed and planned roadway capacity improvements is shown in Figure B-11. Future roadway conditions are projected to deteriorate to LOS F, or exceed their LOS standards by 2015 on the following roadway segments in the vicinity of the Application:

Roadway Segment	Volume-to-Capacity Ratio W/O Application	Volume-to-Capacity Ratio With Application
I-75 from Miami Gardens Drive to NW 154 Street	1.02 – 1.06	1.04- 1.08
I-75 from NW 154 Street to NW 138 Street Ramp	0.99	1.11
SR 826 from NW 122 Street to I-75	1.33	1.35
SR 826 from NW 154 Street to NW 68 Ave.	1.19 – 1.20	1.21 – 1.22
NW 107 Ave. from NW 138 Street to NW 154 Street	0.79 – 0.81	1.29 – 1.35
NW 97 Ave. from NW 130 Street to NW 138 Street	1.18	1.24
NW 97 Ave. from NW 154 Street to NW 170 Street	0.85 – 0.89	1.13 – 1.45
NW 87 Avenue from I-75 to NW 154 Street	1.35	1.49
NW 116 Way from U.S 27 to NW 122 Street	1.07	1.12
NW 170 Street from NW 97 Ave. to NW 87 Ave.	0.91	1.47
NW 170 Street from NW 87 Ave. to NW 77 Ave.	1.04 – 1.08	1.07 – 1.47
NW 154 Street from NW 102 Ave to NW 97 Ave.	0.51	1.18
NW 154 Street from NW 97 Ave. to NW 87 Ave.	1.08 – 1.53	1.47 – 1.85
NW 154 Street from NW 87 Ave. to SR 826	1.24 – 1.54	1.28 – 1.63
NW 138 Street from NW 97 Ave. to I-75	1.82	2.04
U.S 27 from SR 821 (HEFT) to NW 138 Street	1.38	1.42

Source: Gannet Fleming, Inc., Metropolitan Planning Organization, July 2005.

Application Impacts

Application No. 5 is an approximately 748.27-acre site located north of NW 154 Street, south of NW 170 Street, east of the HEFT, and west of NW 97 Avenue. Access to the Application site is currently limited to Theoretical NW 97 Avenue since the area surrounding this site is largely undeveloped. Future access to the Application site would likely be from NW 170 or NW 154 Streets and NW 107 or NW 97 Avenues. Roadways east and south of the Application site are currently operating at acceptable levels of service. However, traffic concurrency analysis performed for I-75, NW 170 and NW 154 Streets indicates that the segments of I-75 between the Miami-Dade/Broward County Line and the HEFT and from NW 186 Street/Miami Gardens Drive and NW 92 Avenue/Hialeah Gardens Boulevard, and NW 154 Street, from NW 92 and NW 84 Avenues, are projected to operate at LOS D, the adopted LOS standard applicable to these roadways.

Figure B-10

PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NO. 5

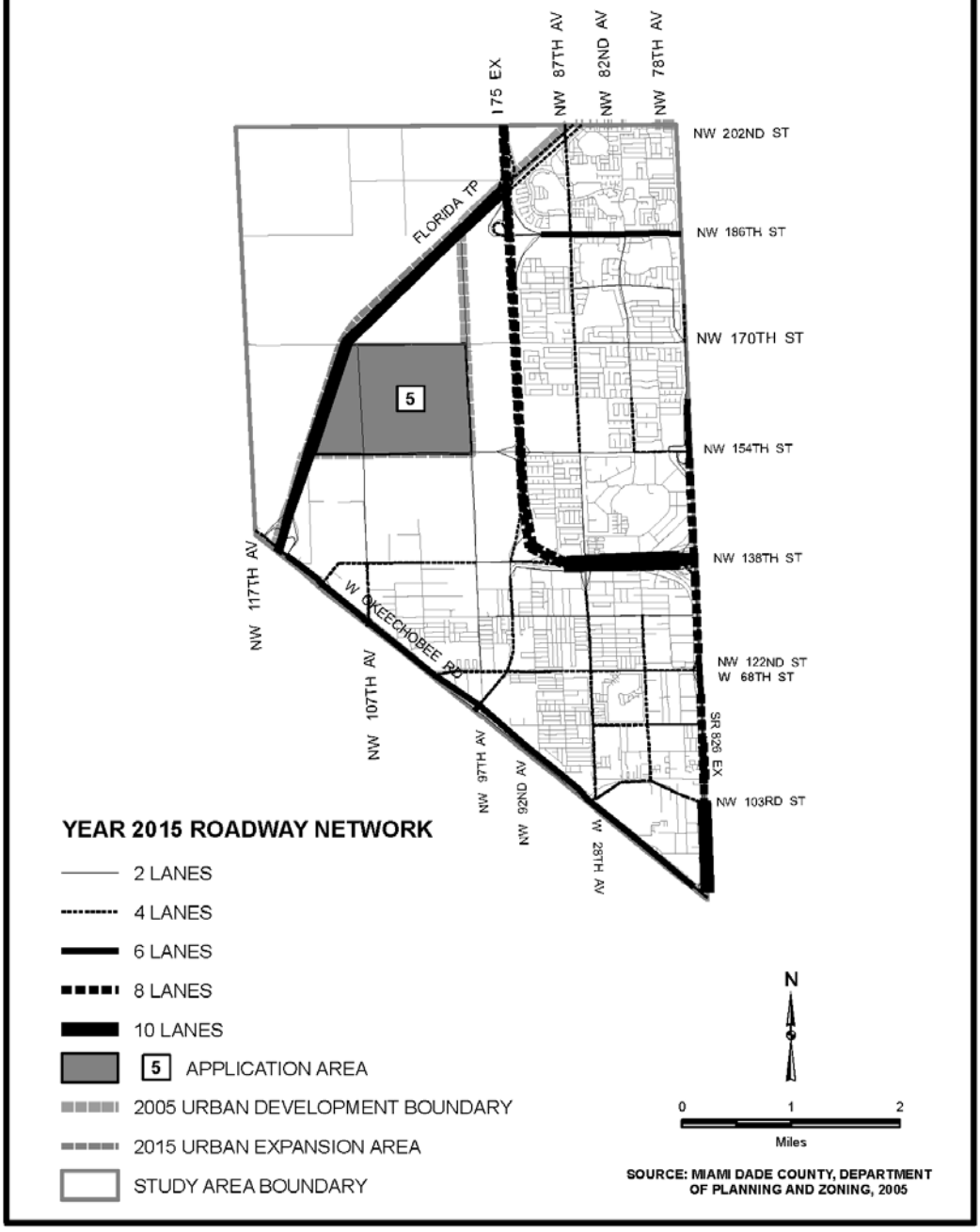


Figure B-11

PROJECTED YEAR 2015 LEVEL OF SERVICE: APPLICATION NO. 5

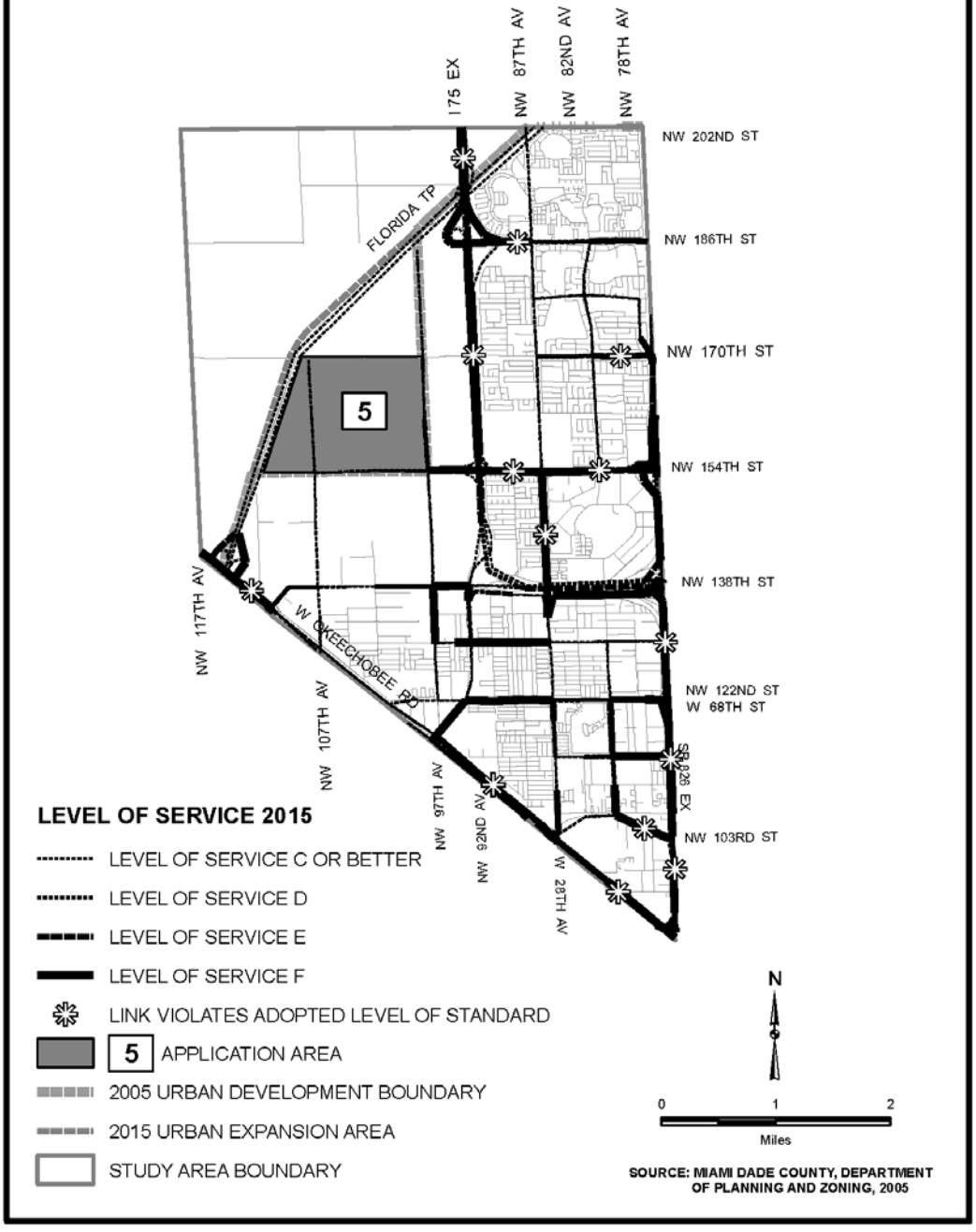


Table B-8 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed development under the requested land use designation (Industrial and Office) and compares it to the development that could occur (single family dwellings) under the current CDMP designation (Open Land). Application No. 5, if developed as an industrial park, would generate approximately 12,473 more peak hour trips than under the current CDMP designation.

Table B-8
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations
Truncated Study Area B

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
5	Open Land - Single Family Residential (149 Units) / 160	Industrial and Office - Industrial Park (16,297,320 sq. ft.) / 12,633	+12,473

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

In analyzing the potential trip distribution, the proposed use would greatly impact the operating level of service conditions of the following roadway segments: I-75, from NW 92 Avenue/Hialeah Gardens Boulevard to SR 826, is projected to deteriorate from LOS D to LOS E; NW 154 Street, between NW 92 Avenue to NW 84 Street, would deteriorate from LOS D to LOS E; and Okeechobee Road, from the HEFT to Krome Avenue, would deteriorate from LOS A to LOS F, thus violating the adopted LOS standards, LOS D and LOS C, applicable to these roadway.

In the year 2015, a large number of roadway segments in the immediate vicinity of the application site are projected to operate at LOS F, including I-75 from Miami Gardens Drive to the NW 138 Street ramp, NW 107 Avenue from NW 138 to NW 154 Streets, NW 97 Avenue between NW 130 and NW 138 Streets and from NW 154 Street to NW 170 Streets, NW 87 Avenue from I-75 to NW 154 Street, NW 170 Street from NW 97 to NW 77 Avenues, NW 154 Street from NW 102 Avenue to SR 826, NW 138 Street from NW 97 Avenue to I-75, and Okeechobee Road (U.S. 27) from the HEFT to NW 138 Street. Some of these roadway deficiencies may be mitigated as a result of the planned roadway capacity improvements outlined in Tables B-7, including a new interchange at I-75 and NW 154 Street; however these plans remain unfunded at this time.

Transit Service

Existing Service

Metrobus Routes 33, 54, 91, Hialeah Gardens Connection, Okeechobee Connection, Gratigny Connection and Route E, serve study Area B. Table B-9 shows the existing service frequency in summary form.

Table B-9
Metrobus Route Service
Study Area B

Route No.	Weekday Headway*		Proximity in miles to App. No. 5	Feeder, Local or Express
	Peak	Off-Peak		
33	30	30	3.5	L
54	15	30	1.5	L/F
91	30	60	2.5	L
Hialeah Gardens Conn.	30	60	1.5	L/F
Okeechobee Conn.	30	30	2	L
Gratigny Conn.	30	45	3	L
E	30	60	1.75	L

Source: Miami-Dade Transit Agency, July 2005
Notes: F means feeder service to Metrorail
L means local service route
E means express service
N/A means none available
*****Headway time in minutes.

Future Conditions

Transit improvements to the existing transit service in Truncated Study Area B, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table B-10 shows service improvements programmed for existing routes within Truncated Study Area B as well as the new routes proposed for the area.

Table B-10
Planned Transit Improvements
Study Area B

Route	Improvement Description
33	Improve peak period headways from 30 to 15 minutes. Re-route NE 10th Ave. segment via NE 96 St, Biscayne Blvd., NE 79 St., and NE 5 Ave. to route current layover. (CBOA)
68 Gratigny Connection	Improve midday headways from 60 to 30 minutes. Improve weekend headways from 60 to 30 minutes. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
91	Extend service to the future Northeast Transit Terminal.
245 Okeechobee Connection	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
282 Hialeah Gardens Connection	Improve weekend headways from 60 to 30 minutes Improve midday headways from 60 to 30 minutes Improve peak headways from 30 to 20 minutes Improve peak headways from 20 to 15 minutes
E	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Streamline via NW 163 St., and add Country Club loop from Route 3. Add one late trip on Saturday and Sunday evenings from Aventura to Golden Glades. (CBOA)

Source: Miami-Dade Transit Agency, July 2005.

There are also new routes programmed for this area. They are:

New Routes	Improvement Description
NW Dade Express (SULS)	New Express route would operate from Pembroke Pines to the Palmetto Metrorail Station via I-75 and the Palmetto Expressway
SR 826	A new express route from Dadeland area to the Palmetto Metrorail Station and Westland Mall via the Palmetto Expressway, serving Dadeland Mall and the Dadeland Metrorail Station

Source: Miami-Dade Transit Agency, July 2005.

The projected bus service improvements for Truncated Study Area B are estimated to cost approximately $960,140 in annual operating cost and a one time capital cost of $1,716,370 for a total cost of $ 2,676,510. These costs reflect only the cost of that portion of route improvements within Truncated Study Area B.

Application Impacts

For Truncated Study Area B, one application request was submitted to amend the CDMP, Application No. 5. A trip-generation analysis was performed for Traffic Analysis Zones (TAZs 5 and 7), where Application No. 5 is requested. Only three additional transit trips are estimated to be generated by this application. If granted, there will be no variation on the transit trip generation and no expected changes beyond those already planned for the area.

Water and Sewer

Water and sewer service is provided to Study Area B by the Miami-Dade Water and Sewer Department (WASD) and the City of Hialeah.

Potable Water Supply

Potable water in this area is treated at WASD's Hialeah-Preston Water Treatment Plant for which the primary source of raw water is the Northwest, Hialeah-Preston and Miami Springs wellfields. These wellfields have a maximum permitted water withdrawal allocation of 235 million gallons per day (mgd) from the South Florida Water Management District (SFWMD). The plant has a treatment capacity of 225 mgd and had an average daily flow of 158.2 mgd during the 12-month period ending May, 2005. The plant currently has approximately 36.4 mgd, or 16.2 percent of its treatment capacity available to meet increased demands. Although most of the developed portions of Study Area B are provided with potable water service by the WASD System, the City of Hialeah distributes potable water produced at the Hialeah-Preston Plant through its own system.

Sewer Service

Study Area B is served by WASD's North District Wastewater Treatment Plant located east of Biscayne Boulevard at NE 151 Street. This facility is presently rated at a capacity of 112.5 mgd, and a utilization rate of about 83.75 percent during the 12-month period ending in May 2005. Significant portions of the developed areas in Study Area B are not provided with sanitary sewers, and many areas are served by septic tanks.

Water and Sewer Improvements

Concerns regarding sewer overflows during major storm events have resulted in the County entering into a settlement agreement with the Florida Department of Environmental Protection (FDEP) in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April 1994. Under these agreements, the County agreed to implement more than $1.169 billion in improvements to the wastewater collection and treatment system. Based on projects identified in the proposed 2005-2011 six-year capital improvement program, the Miami-Dade Water and Sewer Department will continue to upgrade the countywide water and wastewater systems, specifically addressing deficiencies that are cited in the Consent Decrees.

Water and Sewer Service to Application Area

A City of Hialeah 16-inch water main and a City of Hialeah 12-inch sewer line are located approximately one mile south of the Application area, at the intersection of NW 97 Avenue (W 36 Avenue) and NW 138 Street (W 84 Street). The locations of the most proximate water and sewer connections to the site are detailed in Table B-11.

Table B-11
Available Water and Sewer Connections for Application in Study Area B

	Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	5	1 mile	16	NW 97 Avenue and NW 138 Street	CHDWS
SEWER					
	5	1 mile	12G	NW 97 Avenue and NW 138 Street	CHDWS

(1) Utility Serving Application Area
CHDWS = City of Hialeah Department of Water and Sewer
(G = Gravity Main; F = Force Main)

Source: Department of Environmental Resources Management, 2005.
Miami-Dade Water and Sewer Department, 2005.

Sufficient capacity exists at the Hialeah/Preston Water Treatment Plant to provide for current water demand. However, there are no potable water lines available in the application area.

The sanitary sewer system currently has adequate collection/transmission and treatment capacity for the proposed subject property. Because there is no public sanitary sewer line currently available to serve the application site, however, development of the area would require the installation of one regional pump station for each quarter section (two regional pump stations).

As shown in Table B-12, the effect of the proposed amendment on water and sewer demand is an increase of 1,577,582 gpd from the existing potential demand of 52,150 gpd.

Table B-12
Water and Sewer Demand for Application in Study Area B
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
5	1,629,732	+1,577,582

Source: Miami-Dade Department of Environmental Resources Management, 2005
Miami-Dade Department of Planning and Zoning, 2005

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly seven (7) years (See Solid Waste section in Chapter 2 of this report).

Application 5 lies within the DSWM's waste service area for garbage and trash collections. The closest DSWM facility is Resources Recovery Facility (6990 NW 97th Avenue), which is approximately 11 miles away. Under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the request, however, there is no impact on collection services. The impact on the disposal and transfer facilities would be the incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities, which is paid for by the users. The DSWM is capable of providing such disposal service.

Fire and Rescue Service

The portion of Study Area B that lies within the City of Hialeah Gardens, and therefore served by the County, is currently served by Miami-Dade Fire Rescue Stations 28, 44, and 64. In addition, the new Miami Lakes North Station (O) is scheduled for construction in fiscal year 2010-2011 in the vicinity of NW 170 Street and NW 94 Avenue (See Figure B-12).

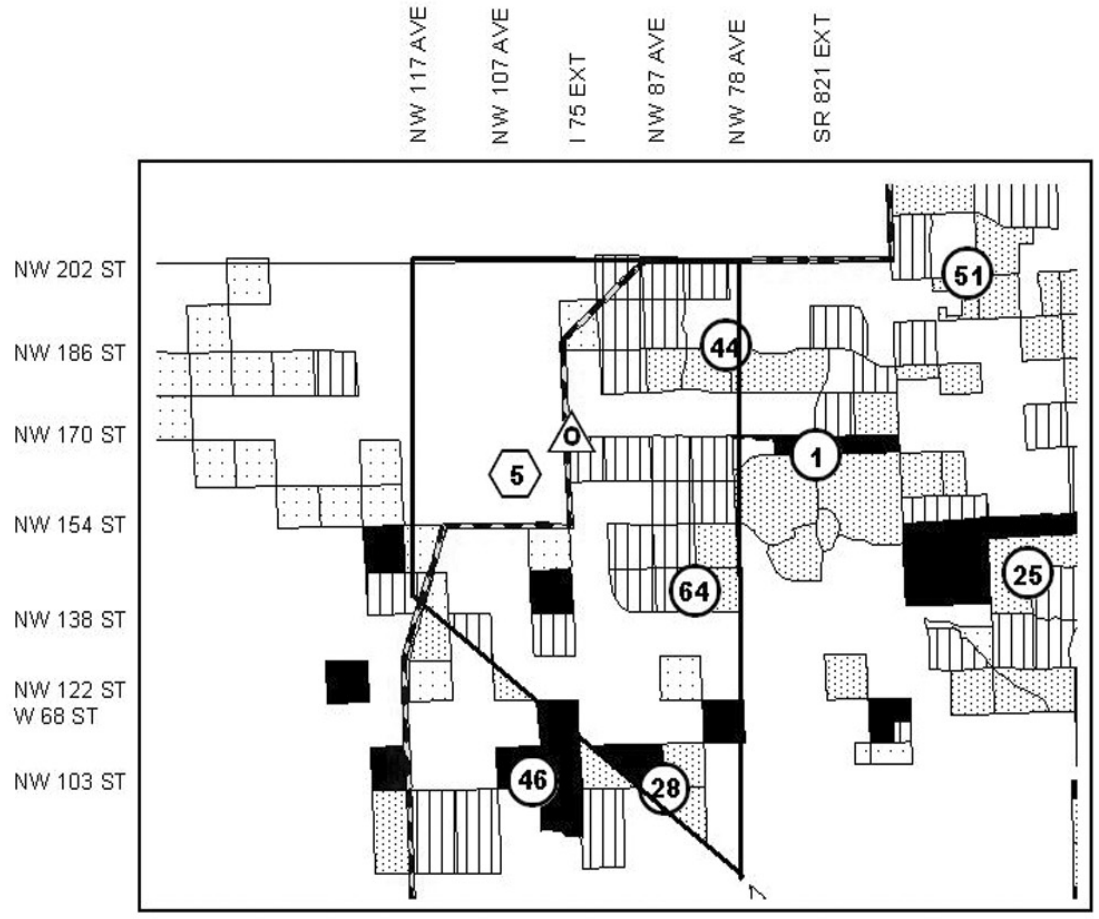
Travel time for Life Threatening Emergencies to the area of Application No. 5 that lies within the City of Hialeah Gardens is approximately 14.0 minutes. The City of Hialeah, which has its own Fire Department, is responsible for providing fire rescue service to the remaining square mile of land in Application No. 5 that is located in the area that the City recently annexed.

The current CDMP designation (Open Land) generates a total of 40 annual alarms in the area of Application No. 5. The proposed CDMP designation (Industrial and Office) will allow a proposed potential development totaling 16,297,320 sq. ft., which is anticipated to generate 961 annual alarms. The proposed change in land use designation will result in an increased need for existing fire rescue services. When substantial development occurs, the City of Hialeah plans to construct a fire station to serve the recently annexed area that includes Application No. 5. Together, the new County and City stations will be able to mitigate impacts to existing County services resulting from the proposed amendment application.

The required fire flow for the proposed CDMP designation is 3,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual on the system. There are currently no available water mains or fire hydrants in close proximity to Application No. 5., however the provision of these facilities would be required as part of the normal development approval process.

Figure B-12

FIRE AND RESCUE: APPLICATION NO. 5



SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, AND MIAMI-DADE FIRE DEPARTMENT, 2005

Study Area C

Recommendations and Principal Reasons

Study Area C is a large area of northwestern Miami-Dade County bounded by the Miami Canal (C-6) on the northeast, the Florida East Coast Railroad Canal on the east, Tamiami Canal (C-4) on the south, and Levee 30 on the west. Most of this study area is unincorporated except for the new city of Doral and relatively small portions in the cities of Medley and Sweetwater.

Two applications, Applications No. 6 and 7, were filed requesting amendments to the Land Use Plan map in this area. Both applications are requesting land use changes and the extension of the Urban Development Boundary (UDB) to include the property.

Application Number	Applicant/Representative Location (Size) REQUESTED CHANGES TO THE LAND USE PLAN MAP	Recommendations for •TRANSMITAL •DISPOSITION
6	Doral West Commerce Park, LLC / Felix M. Lasarte, Esq. West of the Turnpike (HEFT) and east of NW 122 Avenue at approximately NW 22 Street (2.5 Gross Acres) From: Open Land To: Restricted Industrial and Office and Include within the Urban Development Boundary Standard Amendment	DENY TRANSMIT
7	LOWE'S HOME CENTERS, INC. / Juan J. Mayol, Jr., Esq. and Richard A. Perez, Esq. Northwest corner of Theoretical SW 138 Avenue and north of the Tamiami Canal (SW 8 Street) (21.6 Gross Acres) From: Open Land To: Business And Office and Include within the Urban Development Boundary Standard Amendment	DENY TRANSMIT

Application No. 6

Location: West of the Turnpike (HEFT) and east of NW 122 Avenue at approximately NW 22 Street (2.5 Gross Acres)

Requested Amendment to Land Use Plan Map:
From: Open Land
To: Restricted Industrial and Office and
Include within the Urban Development Boundary

Recommendation: DENY and TRANSMIT

Principal Reasons for Recommendations:

1. Policy 8G of the Land Use Element provides guidance regarding the need to move the 2005 Urban Development Boundary (UDB) for non-residential land uses. The UDB is included on the Land Use Plan (LUP) map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur. The policy states the following: "The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities." Countywide, the supply of land for industrial use will not be depleted until after 2025.

   To amend the year 2005 Urban Development Boundary at this time to enable expansion of industrial development would be premature. At the beginning of 2004, the existing supply of vacant industrial land in Study Area C (MSA 3.2) consisted of 1,999.4 acres. The absorption of such land over the 2003 to 2025 period is projected at an average annual rate of 68.71 acres. Based on the projected rate of absorption reflecting the past rate of such uses, the existing supply of industrial zoned land in the study area would last until the year 2022. These dates are sufficiently beyond the time horizons of the current CDMP and associated County service plans to warrant changing the currently adopted development boundary at this time.

2. Policy 8H of the Land Use Element states that when considering land areas to add to the UDB, some areas such as "Future Wetlands delineated in the Conservation and Land Use Element" should be avoided. According to the most updated map of future wetlands, the application site is on the edge of these wetlands.

3. This proposal would be spot planning. The Department believes that the issue of filling in the hole in the donut created by Beacon Lakes DRI CDMP Amendment should be addressed in a comprehensive, rather than in an incremental manner.

4. The application site has no access to an existing roadway.

5. Traffic counts currently do not exist in this area for roadways west of the Homestead Extension of the Florida Turnpike. However, trips were distributed to roads located to the east. The segment of NW 25 Street between NW 97 and 107 Avenue is currently failing without the application with a Level-of-Service (LOS) of "F." The LOS 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. The adopted LOS standard on these roadways is "D."

6. The subject property does not impact any historical resources but does impact environmental resources with a location in the North Trail Basin, Transitional Northeast

Everglades and the Northwest wellfield protection area. The development criteria for water management and flood protection in the North Trail Basin requires the set aside of areas to be converted into lakes (28.6 % of the net acreage) or dry retention area (33 % of the net acreage). The Transitional Northeast Everglades contains jurisdictional wetlands, which requires a Miami-Dade Class IV Wetlands Permit.

According to Chapter 24 of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area. These regulations further prohibit the use of septic tanks unless it is for residential purposes or uses ancillary to rock mining operations. These prohibitions are reinforced in the Development Order for the Beacon Lakes Development of Regional Impact, a project adjacent to the application site.

7. While the Department does not believe that the adopted 2005 and 2015 LUP map of the CDMP should be amended and the 2005 UDB be extended to provide for additional industrial land at this location, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Application No. 7

Location: Northwest corner of Theoretical SW 138 Avenue and north of the Tamiami Canal (SW 8 Street) (21.6 Gross Acres)

Requested Amendment to the Land Use Plan Map:

From: Open Land
To: Business and Office and
Include within the Urban Development Boundary

Recommendations: DENY and TRANSMIT

Principal Reasons for Recommendations:

1. The applicant has provided no new information since the application site was denied on November 5, 2003 by the Board of County Commissioners that would support the request. This application was Parcel A of Application No. 10 in the April 2003 Cycle. Parcel B of that application, which was approved on May 5, 2004 by the Board of County Commissioners, consisted of 16 acres that was redesignated on the adopted 2005 and 2015 Land Use Plan (LUP) map from “Industrial and Office” to “Business and Office” for a proposed Lowe’s Home Center.

2. Policy 8G of the Land Use Element provides guidance regarding the need to move the 2005 Urban Development Boundary (UDB) for non-residential land uses. The UDB is included on the LUP map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur. The policy states the following: “The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for

neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities." Countywide, the supply of land for commercial and office developments will not be depleted until 2025.

To amend the year 2005 Urban Development Boundary at this time to enable expansion of urban commercial development would be premature for a site located in the North Central Tier and in Study Area C. The North Central Tier has a 21-year supply of vacant commercial land at the current absorption rate.

Study Area C (MSA 3.2) contained 429.3 acres of vacant land zoned or designated for commercial uses in the year 2004. The average annual absorption rate projected for the 2003-2025 period is 17.2 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercial zoned or designated land beyond the year 2025. In addition, its commercial acres per thousand persons ratio exceeds the County average for both 2015 and 2025. These dates are sufficiently beyond the time horizons of the current CDMP and associated County service plans to warrant changing the currently adopted development boundary at this time.

3. Policy 8H of the Land Use Element states that when considering land areas to add to the UDB, some areas such as "Future Wetlands delineated in the Conservation and Land Use Element" should be avoided. According to the most updated map of future wetlands, the application site is on the edge of these wetlands.

4. This property is located outside the 2005 Urban Development Boundary and west of the intersection of two major roadways, SW 137 Avenue and SW 8 Street or Tamiami Trail. Guidelines of Urban Form in the CDMP state "Intersections of section line roads shall serve as focal points of activity, hereafter referred to as activity nodes. Activity nodes shall be occupied by any nonresidential components of the neighborhood including public and semi-public uses. When commercial uses are warranted, they should be located within these activity nodes." The intersection of SW 8 Street and SW 137 Avenue does qualify as a location for an activity node.

   The maximum size of these nodes is typically 40 acres to serve the surrounding neighborhoods. Currently, on the south side of the intersection of SW 8 Street and SW 137 Avenue, there is a total of 29.7 acres of developed or developing commercial and office properties. The area to the south currently has a Publix Supermarket, two pharmacies (Walgreens and Eckerd), a bank, two gas stations and numerous stores in several strip shopping centers between the Felix Varela Post Office at 14310 SW 8 Street and SW 199 Avenue, and a neighborhood shopping center, Tamiami Shops, in the SW quadrant of SW 137 Avenue and SW 8 Avenue. In addition, there is a 16-acre vacant commercial site on the north side of intersection as a result of application No. 10 from the April 2003 CDMP amendment cycle. Thus, over 40 acres in the vicinity of the application site are already available for commercial uses in this area.

5. The reason for this application is to expand the existing 16-acre site for a Lowe's Home Center by adding 21.6 gross acres of land that is located outside the UDB. The existing 16 acres should be of a sufficient size to support a building supply business. The one existing Lowe's Home Center in Miami-Dade County is located on a 13.3-acre site at 17460 NW 57 Avenue with an approximately 158,000 sq. ft. structure.

   Since Lowe's is relatively new to Miami-Dade County, a sample of four Home Depot locations in Miami-Dade County was reviewed in 2003 to determine the acreage usually needed for this type of business. The largest of these properties was a 15-acre parcel at 33001 Dixie Highway in Florida City with a 130,000 sq. ft structure built in 2000. The smallest Home Depot site in the sample at 1397 SE 10 Court in Hialeah was replaced in 2004 with a new 135,000 sq. ft. store at 950 SE 12 Street in the same city on two parcels with a total acreage of 10.99.

6. The subject property does not impact any historical resources but does impact environmental resources with a location in the North Trail Basin, North Trail Wetland Basin and the West wellfield protection area. The development criteria for water management and flood protection in the North Trail Basin requires the set aside of areas to be converted into lakes (28.6 % of the net acreage) or dry retention area (33 % of the net acreage). The North Trail Wetland Basin contains jurisdictional wetland, which requires a Miami-Dade Class IV Wetlands Permit and compliance with the North Trail/Bird drive Everglades Basin Ordinance, including plans for mitigation, tree island preservation and fill encroachment/stormwater management criteria will be required before any work can take place on the property. According to Chapter 24 of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area. The regulations further prohibit the use of septic tanks unless it is for residential purposes or uses ancillary to rock mining operations.

7. The impact to public services is limited. This application will require a new sewer pump station. The Miami-Dade Fire Rescue Department has stated that the impact to existing fire rescue services is severe since the average travel time for these services is approximately 8.2 minutes and the site is located outside the service area of a fire station. However, a new fire rescue station is programmed for fiscal year 2008 that will serve the site.

8. While the Department does not believe that the Adopted 2005 and 2015 LUP map of the CDMP should be amended and the 2005 UDB be extended to provide additional land for a shopping center at this location, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Study Area C Description

Study Area C includes a large area of approximately 104 square miles located in west central Miami-Dade County. This study area is bounded by the Miami Canal (C-6) on the northeast, the Florida East Coast Canal on the east, Tamiami Canal (C-4) to the south, and Levee-30 on the west.

This study area is largely unincorporated except for three cities, Medley, Sweetwater and the newly formed City of Doral, located east of the Florida Turnpike. This study area consists of large one minor statistical area (MSA 3.2) for which population and land use data are regularly maintained. These boundaries include sufficient area to reasonably represent the trend of residential, commercial and industrial development in the vicinity of the applications discussed below. (See Figure C-1.)

Environmental Conditions and Considerations

Study Area C is a low-lying area of former Everglades. Land elevations are generally four to six feet above mean sea level (msl). During most years the water table is less than one foot below the natural land elevation for four to six months. Very poorly drained muck soils and fine sands predominate in the west and southern parts of the area. This soil has severe limitations for development because of its wetness and shallowness to bedrock; however, local construction methods are usually able to overcome these problems.

A summary of the environmental conditions for Study Area is presented in Table C-1 below.

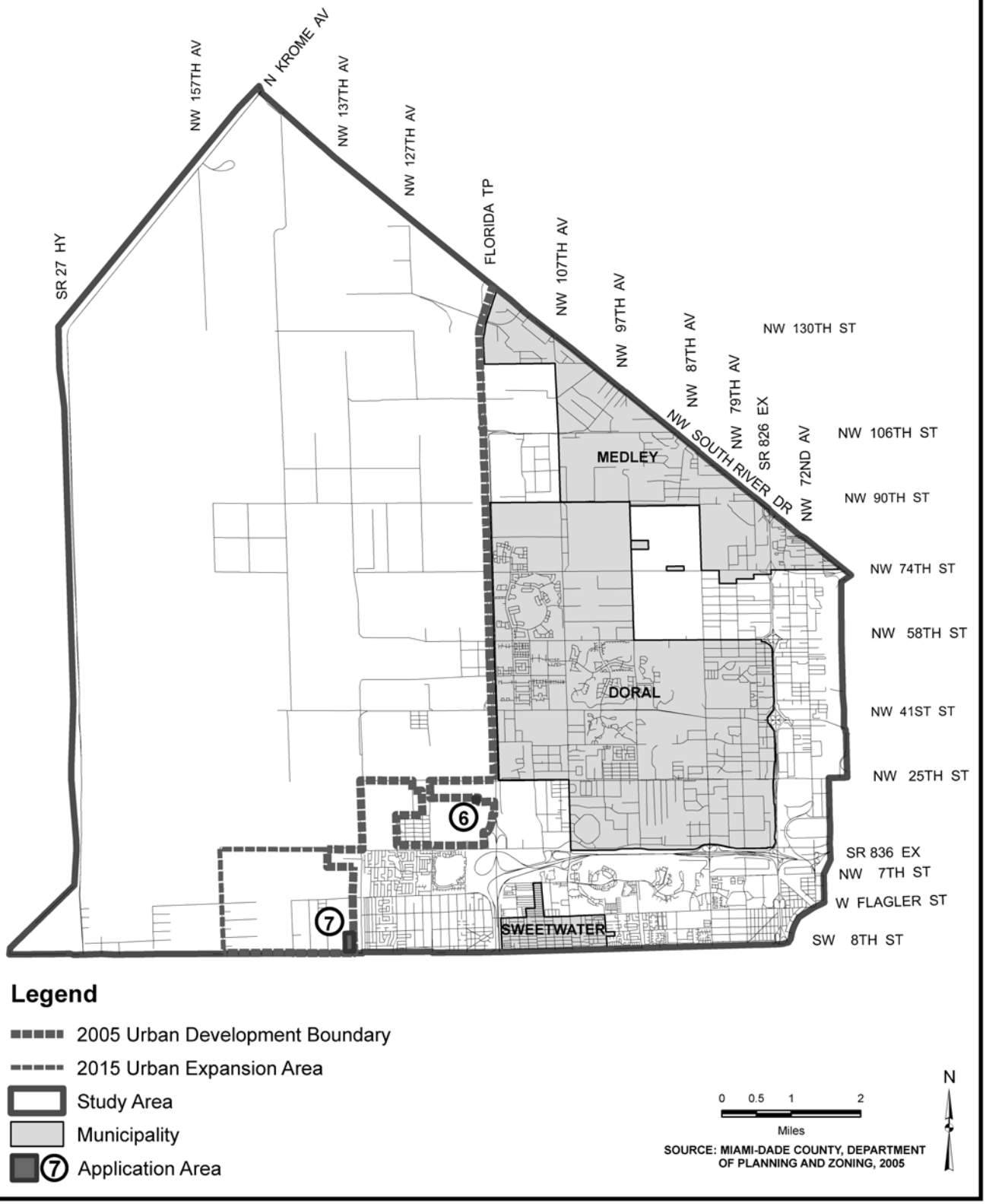
Table C-1
Environmental Conditions
Study Area C

	Application No.	
	6	7
Flood Protection		
County Flood Criteria (NGVD)	+7.5 feet	+ 8 feet
Drainage Basin	North Trail	North Trail
Stormwater Management Requirements	5-year storm, on site	5-year storm, on site
Federal Flood Zone	Zone AH	Zone AH
Hurricane Evacuation Zone	NONE	NONE
Biological Conditions		
Wetlands Permits Required	YES	YES
Native Wetland Communities	YES	YES
Natural Forest Communities	YES	YES
Endangered Species Habitat	NO	NO
Other Considerations		
Within Wellfield Protection Area	YES	YES
Archaeological/Historical Resources	NO	NO
Within Area of Known Contamination	NO	NO

Sources: Miami-Dade County Departments of Environmental Resources Management, Planning and Zoning, and Historic Preservation, 2005

Figure C-1

LOCATION: Study Area C (MSA 3.2)



Flood Protection

Application Nos. 6 and 7 are located in the North Trail Basin, where development criteria for water management and flood protection shall be complied with through set aside of areas to be converted into lakes or dry retention areas capable of retaining a 5-year storm on site. Neither of the application sites is located in a Hurricane Evacuation Area, however, both sites are located within Federal Flood Zone AH and may flood during a 100-year storm. All applicants must develop their property based on Chapter 11C of the Miami-Dade County Code and comply with federal, State, and County regulations concerning flood-prone areas.

Wetlands

Application Nos. 6 and 7 are located in the Transitional Northeast Everglades and in the North Trail Wetland Basin, which is a jurisdictional wetland area according to the Environmental Protection Ordinance of Miami-Dade County. Therefore, the applicants must obtain Class IV Wetland Permits and comply with the North Trail/Bird Drive Everglades Basin Ordinance. Additionally, plans for mitigation, tree island preservation and fill encroachment/stormwater management criteria will be required before any work can take place on the subject properties. These criteria require on-site stormwater management and a mitigation contribution to fund off-site mitigation to compensate for wetland values lost as a result of the proposed projects. Additional permits from the US Army Corps of Engineers (ACOE), State of Florida Department of Environmental Protection (DEP), and the South Florida Water Management District (SFWMD) may be required for the proposed projects. It is the responsibility of the applicants to contact these agencies.

Forest Resources

Application Nos. 6 and 7 contain tree resources; however the properties are located in a designated wetland basin and will be regulated through a Class IV Wetland Permit.

Wellfield Protection

Application Nos. 6 and 7 are located within the boundaries of the Northwest and West Wellfield Protection Areas, respectively. According to Miami-Dade County Code, no hazardous materials can be used, generated, handled, disposed of, discharged or stored within these western protection areas. These prohibitions are reinforced in the Development Order for the Beacon Lakes Development of Regional Impact, a project adjacent to the Application No. 6 site.

Historical and Archeological

No archaeological or historic resources have been identified on the Application sites; therefore Application Nos. 6 and 7 have a low probability for the presence of archaeological and historical resources; however, any ground disturbing activities should be monitored by the County Archaeologist.

Land Use Patterns Within Study Area C

The character of the area varies greatly from the industrial and office uses that dominate the large northeastern portion of the area, to the concentrations of residential development that dominate the southern Fontainebleau Park-Sweetwater areas south of the Dolphin Expressway. The central Doral area has also been undergoing a rapid increase in residential development in recent years. Housing types in the study area include a full range from single-family detached dwellings at estate density to multifamily dwelling units at medium density. Significant business developments also exist in the area. Notable areas include the Miami International Mall at NW 12 Street and NW 107 Avenue, Mall of the Americas (formerly Midway Mall) at Flagler Street and the Palmetto Expressway and Flagler Park Plaza immediately to its west, Beacon Center at NW 87 Avenue and NW 12 Street, and Dolphin Mall at NW 12 Street and the Turnpike. Of the approximately 41 square miles inside the Urban Development Boundary (UDB) in this study area, approximately 5,000 acres or just under 20 per cent remains undeveloped.

The western 60 per cent of this Study Area lies outside of the UDB. The UDB runs along the alignment of the Florida Turnpike Extension through most of the area, and turns west around NW 25 Street to the general vicinity of NW 137 Avenue where it turns southward. As mentioned in the previous section, much of the western area is floodplain, wetland, and water recharge area. The Northwest Wellfield, the source of potable water for most of northern Miami-Dade County, is located in the east-central portion of the non-urbanized area, one and one-half miles west of the Turnpike. The principal land use outside the UDB is limestone mining. The Study Area also contains some major public facilities and institutional uses, parks and recreation land, and some agricultural activities.

Future Land Use Patterns. The future development pattern adopted for this study area provides primarily for continued development of offices and industrial uses in the eastern portion of the area inside the UDB. This area has been planned for this activity to provide for economic activity associated with Miami International Airport, and to prevent incompatible uses from occupying land under the flight paths. This area is both close to the airport freight area, is served by several expressways including the Palmetto, Dolphin, and Turnpike, has good access to both rail and truck terminals, and much of the area is directly affected by the heavy air traffic. Land around major utility and other transportation facilities is also planned for industrial activity. Residential areas north of the Dolphin Expressway (SR 836) are planned to concentrate in the area west and northwest of Doral Park away from the airport, and south of SR 836 in the Fontainebleau Park-Sweetwater corridor.

The LUP map was amended in March 1997 to designate a 191-acre parcel of land from "Industrial and Office" to "Business and Office" to allow development of the Dolphin regional mall at the northeast corner of the Turnpike and NW 12 Street. This was done in conjunction with approval of the Beacon TradePort Development of Regional Impact (DRI). The DRI will contain 183-acres of industrial warehousing uses and 191-acres of retail mall. A Turnpike interchange was constructed at NW 12 Street in association with that DRI.

The UDB was moved northward in 2002 to include two large industrial and office projects, Beacon Lakes and Shoppyland, that are located south of NW 25 Street and east of NW 137

Avenue. These two projects added in 2002 a total of 571.45 acres of land to the supply of industrial land in the Study Area.

During the last major update of the CDMP, several sections of land west and northwest of Doral were redesignated to residential use to provide increased opportunities for employees to live in proximity to their jobs. In October 1996, at the conclusion of the November 1995-96 CDMP amendment cycle, the Board of County Commissioners redesignated 560 acres in the section of land located between NW 74 and 90 Streets from NW 107 to 117 Avenues, from "Industrial and Office" to "Low Density Residential/One Density Increase With Urban Design" to expand residential opportunities in this dominant employment center. Land so designated is eligible for approval of development at up to 13 du/ac if sound urban design principles are utilized.

The extensive area west of the Turnpike Extension north of NW 25 Street is designated as "Open Land" to protect the natural resources in the area for their continued productive use. Notably, important water resources and construction minerals occur in that area which warrant conservation and sound management to enable their continued benefits to accrue to the public. The area lies outside of the area provided water table control by the Central and South Florida Flood Control Project and, as such, was labeled "Area B" by the Corps of Engineers, as contrasted with flood-protected "Area A" to the east. Thus far, CDMP policy has successfully prevented urban development, thereby preventing flood damage to structures in this flood-prone area, preventing demands for drainage of water resources to tide, protecting the Northwest Wellfield, and maintaining the availability of the important construction mineral deposits in the area.

The Open Land designation of this area originated with the initial adoption of the CDMP in 1975 following the severe drought of 1970 through 1971, adoption of the County's Water Quality Master Plan in 1973 which led to the consolidation of the City of Miami and Dade County water and sewer utilities into the Miami-Dade Water and Sewer Authority (now County Department), and the completion of the first "East Everglades" environmental planning studies in 1974, which included this interior wetland area of the County. The CDMP was subsequently refined after adoption of the Northwest Wellfield Protection Plan by the Board of County Commissioners in late 1985 (R-1541-85). Most of the area was also included in a recent "Lake Belt" planning area study initiated by the Florida Legislature to help maintain the availability of construction minerals for the State and to help protect and develop water resources and recreational opportunities in the area. It is currently part of a large area being studied by the U.S. Army Corps of Engineers and the South Florida Water Management District for possible development of water storage and treatment areas as Everglades buffer areas.

A summary of existing land uses adjacent to the application sites is presented in Table C-2.

Table C-2
Existing Land Uses Within and Adjacent to Application Area
Study Area C-2

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
6	Agriculture	Beacon Lakes industrial park (IU-1)	Beacon Lakes industrial park (IU-1)	Agriculture (GU)	Agriculture (GU)
7	Vacant (GU)	Vacant (GU)	Vacant (GU / IU-C)	Canal, Tamiami Trail, Strip Shopping Center (BU-1A)	Vacant (GU)

Application No. 6

This small-scale application site contains a total of approximately 2.5 acres. The application site lies outside the 2005 Urban Development Boundary (UDB) and is bounded on the south by Theoretical SW 20 Street, on the east by Theoretical SW 119 Avenue (along the UDB boundary), on the north by Theoretical SW 21 Street (along the UDB boundary), and on the west by Theoretical SW 120 Avenue. The applicant is requesting that the land use of the application site be re-designated from "Open Land" to "Restricted Industrial and Office" and that the UDB be moved to the western and southern boundaries of the parcel.

Existing Land Use Pattern. Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures C-2 through C-4. The application site currently consists of agricultural property. Lands to the immediate south and west of the application site are agricultural, with former agricultural areas immediately to the north and east transitioning to Light Industrial and Business uses as part of the Beacon Lakes Development of Regional Impact. Located further east and southeast of the site are the Florida Turnpike (HEFT), NW 117 Avenue, and Dolphin Mall. Further north and west of the site lie rock mining operations and excavated lakes. These lands are zoned GU – Interim use. Located further south and southwest of the site are SR 836 (Dolphin Expressway) and a large multi-family and single-family residential area.

Future Development Pattern. The site and lands to the south and west (outside the UDB) are currently designated as "Open Land" (GU) on the Land Use Plan map (LUP). Immediately to the north and east of the site (within the UDB), the land use is designated as "Industrial and Office" (IU-1), and will continue to develop as a light industrial park as part of the Beacon lakes DRI. Further east, beyond NW 117 Avenue, the land use is designated as "Industrial and Office", with a "Business and Office" designation to the southeast. The portion of the CDMP Land Use Plan map that depicts the area surrounding this application site is included as Figure C-5.

Figure C-2

AERIAL PHOTO: APPLICATION NO. 6



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

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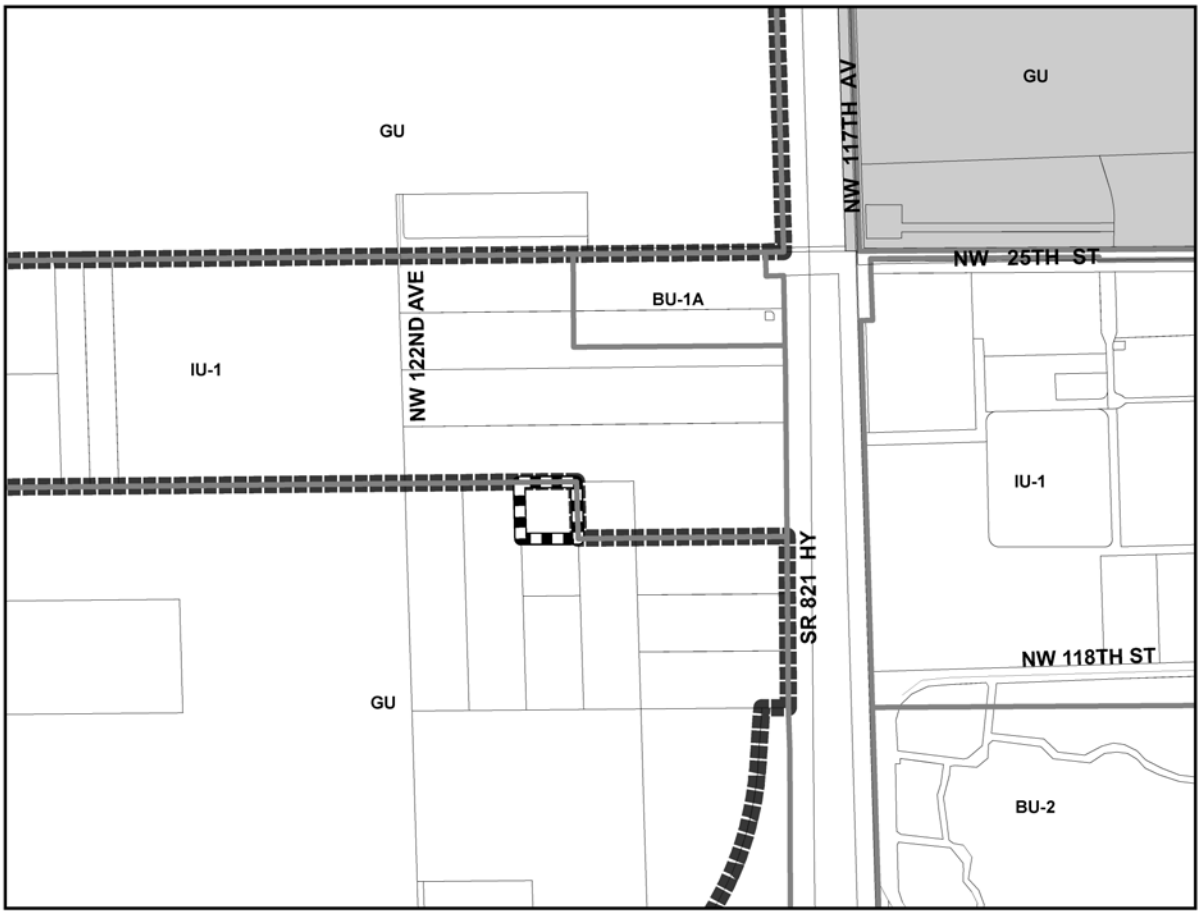
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure C-3

APPLICATION NO. 6
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

UNINCORPORATED MIAMI-DADE

CITY OF DORAL

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
IU-1	INDUSTRIAL-LIGHT

0 0.125 0.25 0.5

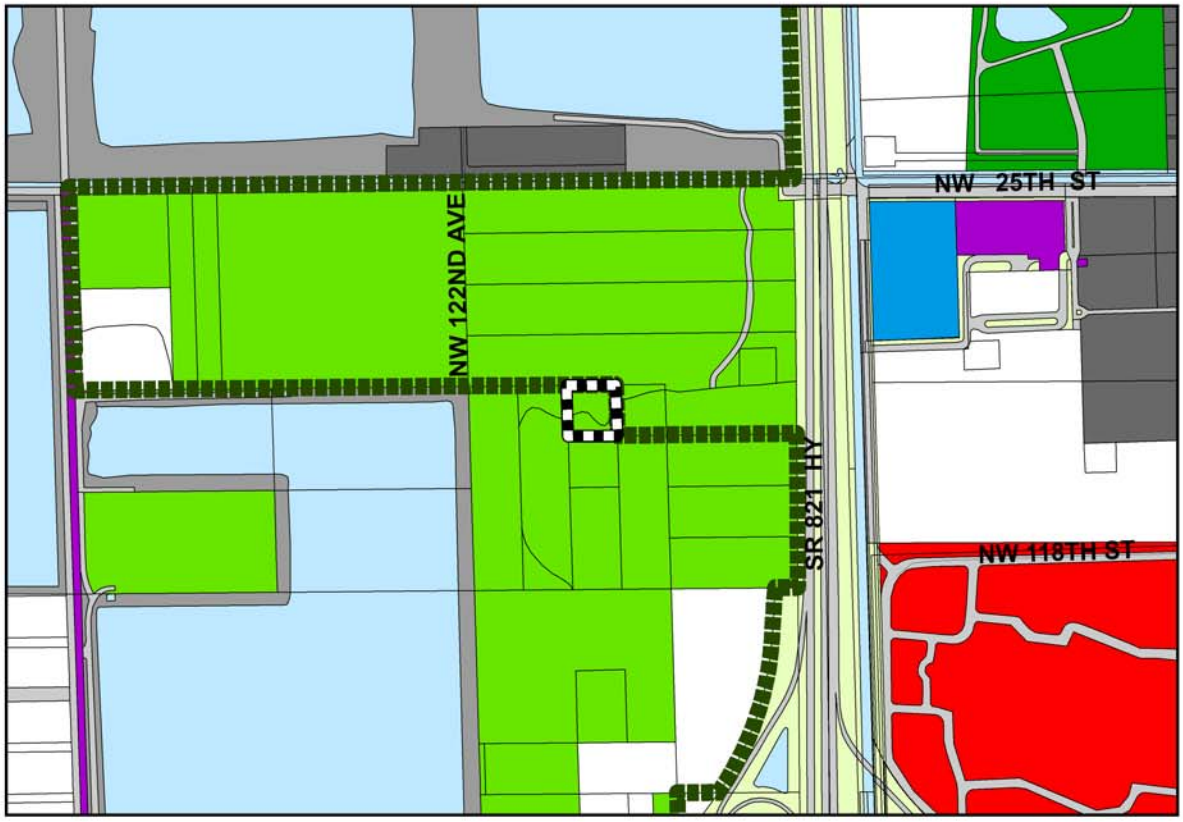
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure C-4

APPLICATION NO. 6
EXISTING LAND USE



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

0 0.125 0.25 0.5

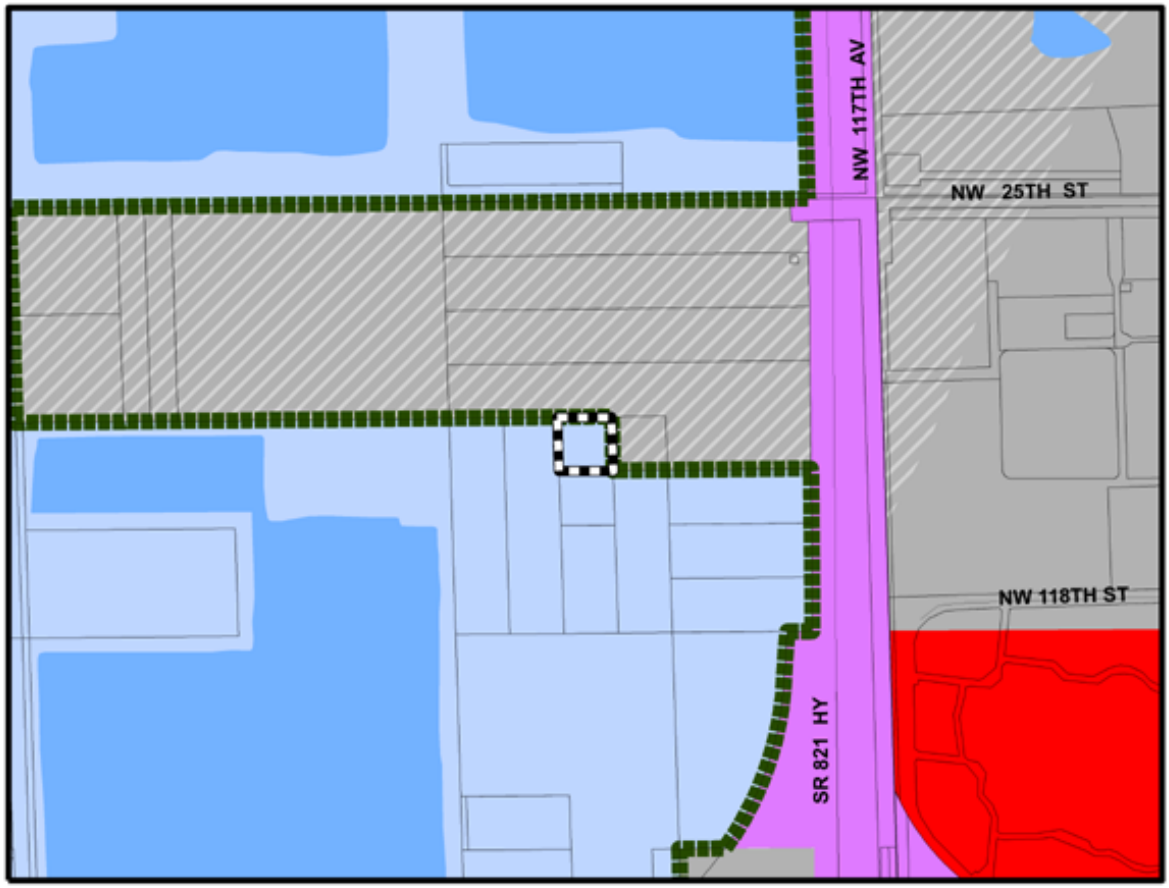
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure C-5

APPLICATION NO. 6
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE

- INDUSTRIAL AND OFFICE
- RESTRICTED INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- INSTITUTIONAL AND PUBLIC FACILITY
- OPEN LAND
- WATER
- TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.1 0.2 0.4

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 7

This large-scale application site contains a total of approximately 21.6 acres. The application property lies outside the 2005 Urban Development Boundary (UDB), and is bounded on the south by the Tamiami Canal, on the east by Theoretical SW 138 Avenue (along the UDB boundary), on the north by theoretical SW 2 Street, and on the west by Theoretical SW 139 Avenue. The applicant is requesting that the land use of the application site be redesignated from "Open Land" to "Business and Office" and that the UDB be moved to the western boundary of the parcel.

Existing Land Use Pattern. Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures C-6 through C-8. The application site currently consists of vacant property zoned GU-Interim use. Lands to the immediate north and west of the application site are vacant; however further to the north is the Silver Eagle Truck Storage facility. Much of the land to the west of the application site is in public ownership and may be used for stormwater management purposes. Land immediately to the east of the application site is vacant, but further east, beyond SW 137 Avenue, lies a large single-family home subdivision and electrical transmission lines. South of the application site, beyond the Tamiami canal and SW 8 Street, lies a Chevron gas station and the Tamiami Shops Shopping Center, a mixture of retail and other commercial uses.

Extensive areas located to the east and south of the application site are designated, zoned and developed as residential communities, most with a zoning of RU-1 (Single Family Residential), with the exception of the south frontage of Tamiami Trail (SW 8 Street) and a portion of the west frontage of SW 137 Avenue, which are predominantly zoned and developed for business uses. NW/SW 137 Avenue is currently being redeveloped into a 6-lane divided arterial north of the site in conjunction with the extension of the Dolphin Expressway, also under construction, to its NW 137 Avenue terminus. Lands surrounding these proposed transportation improvements are mainly zoned for industrial uses.

Future Development Pattern. The site and lands to the north and west (outside the UDB) are currently designated as "Open Land" on the LUP map. To the east and south of the site, the land use is largely designated as "Low Density Residential" (2.5 to 6.0 Dwelling Units per gross acre). A "Business and Office" strip is located along SW 8 Street, and immediately to the east of the application site along SW 137 Avenue. A "Low- Medium Density Residential" (5 to 13 Dwelling Units per gross acre) land use designation is located southeast of the application site, and an "Industrial and Office" land use designation is located to the northeast of the site. The portion of the CDMP Land Use Plan map that depicts the area surrounding this application site is included as Figure C-9.

Figure C-6

AERIAL PHOTO: APPLICATION NO. 7



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

0 0.1 0.2

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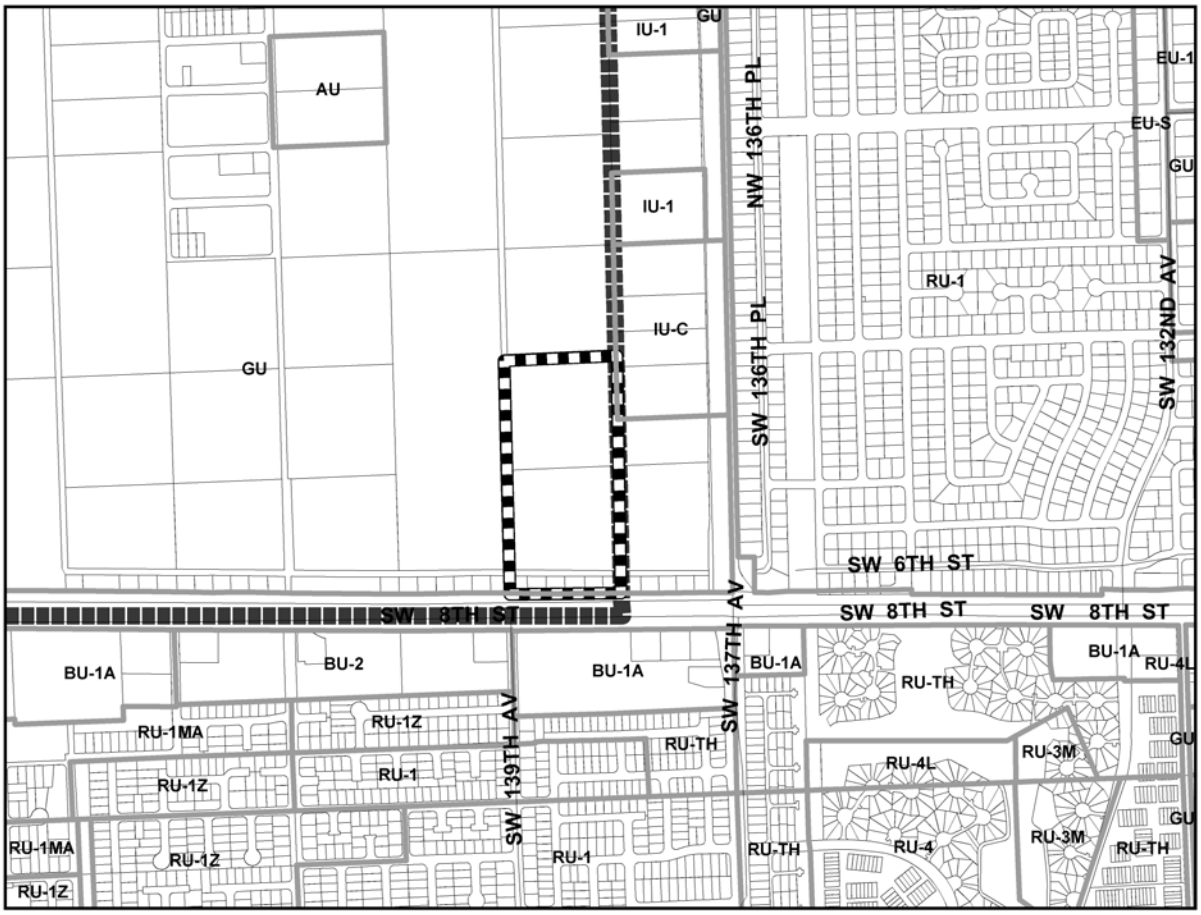
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure C-7

APPLICATION NO. 7

CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1Z	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
RU-TH	TOWNHOUSE – 8.5 UNITS / NET ACRE
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS
IU-1	INDUSTRIAL-LIGHT
IU-C	INDUSTRIAL-CONDITIONAL

0 0.125 0.25 0.5

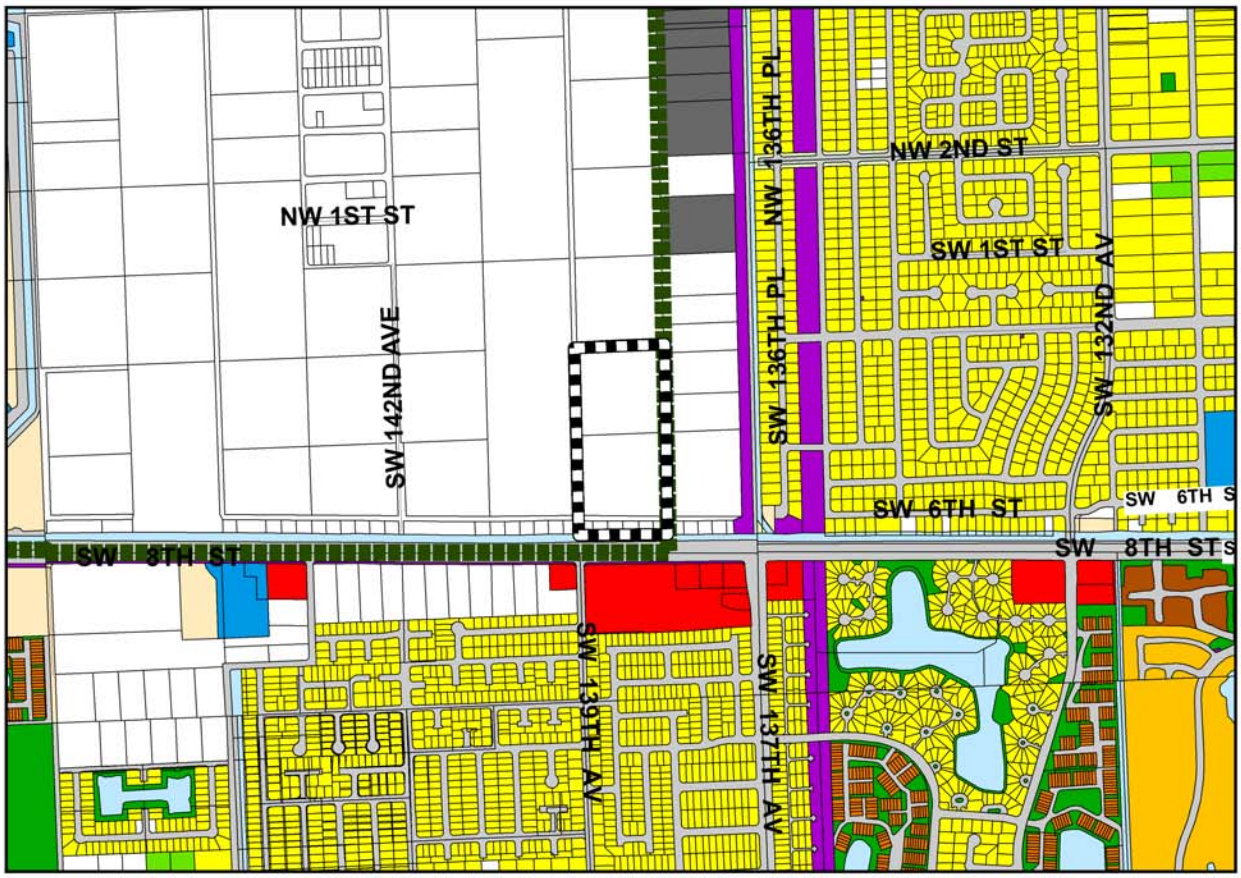
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure C-8

APPLICATION NO. 7
EXISTING LAND USE MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

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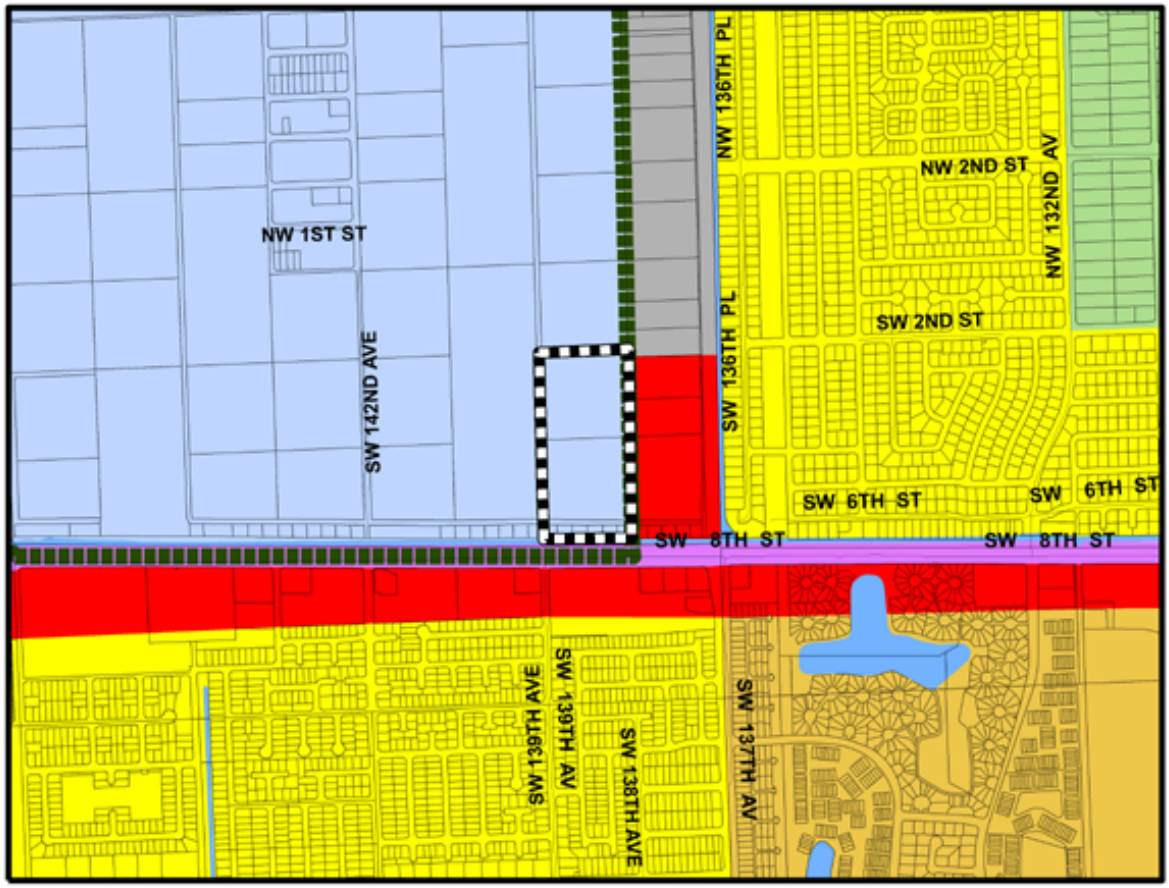
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure C-9

APPLICATION NO. 7
CDMP LAND USE PLAN



LEGEND

- APPLICATION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE

RESIDENTIAL COMMUNITIES
- ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC
- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OPEN LAND
- WATER
- TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Supply and Demand for Residential Land

Vacant residential land in Study Area C (Minor Statistical Area 3.2) in 2004 was estimated to have a capacity for about 15,200 dwelling units, with about 68 percent of this intended for multi-family type units. The large volume of multi-family land may be attributed to the recent land use plan changes initiated by the City of Doral in Section 8 and in connection with the Kroger Center. The annual average demand is projected to decrease from 1,031 units per year in the 2004-2010 period to only 107 units per year in the 2015-2020 period. An analysis of the residential capacity without differentiating by type of unit shows absorption occurring beyond the year 2025 (See Table C-3). More than three quarters of the projected demand is for single-family type units, and this land is projected to be absorbed by the year 2010. The supply of multifamily land is projected to accommodate demand beyond 2025 because demand is projected to be low and declining.

Table C-3
Residential Land Supply/Demand Analysis
2003 to 2025: Study Area C

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2003	4,856	10,330	15,186
DEMAND 2003-2010	943	294	1,237
CAPACITY IN 2010	141	8,860	9,001
DEMAND 2010-2015	738	231	969
CAPACITY 2015	0	7,705	4,155
DEMAND 2015-2020	82	25	107
CAPACITY 2020	0	7,580	3,620
DEMAND 2020-2025	0	0	0
CAPACITY 2025	0	7,580	3,620
DEPLETION YEAR	2010	>2025	>2025

Residential capacity is expressed in terms of housing units. Housing demand is an annual average figure based on proposed population projections.
Depletion year = 9999 when capacity remains but there is no demand projected.
Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

The table above addresses residential land supply and demand in Study Area C without the effect of the proposed CDMP amendments. There are two proposed amendments in this area (Application Nos. 6 and 7). Application No. 6 requests the redesignation of 2.5 acres from Open Land to Restricted Industrial and Office and Application No. 7 requests the redesignation of 21.6 acres from Open Land to Business and Office use. The approval of either application would have no impact on the residential capacity of the area.

Supply and Demand for Commercial Land

Study Area C (MSA 3.2) contained 429.3 acres of vacant land zoned or designated for commercial uses in the year 2004. The average annual absorption rate projected for the 2003-2025 period is 17.2 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercial zoned or designated land beyond the year 2025. In addition, its commercial acres per thousand persons ratio exceeds the County average for both 2015 and 2025 (See Table C-4).

Table C-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area C

Study Area C MSA 3.2	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons 2015	2025
Total	**429.3**	**1,526.3**	**17.2**	**2025+**	**11.6**	**11.5**

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, July 2005.

Supply and Demand for Industrial Land

At the beginning of 2004, the existing supply of vacant industrial land in Study Area C (MSA 3.2) consisted of 1,999.4 acres. The absorption of such land over the 2003 to 2025 period is projected at an average annual rate of 68.71 acres. This and other related data are shown in Table C-5 below. Based on the projected rate of absorption reflecting the past rate of such uses, the existing supply of industrial zoned land in the study area would last until the year 2022.

Table C-5
Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data
Study Area C

MSA	Vacant Industrial Land 2004 (Acres)	Industrial Land in Use 2004 (Acres)	Average Annual Absorption Rate 2003 thru 2025 (Acres)	Indicated Year of Depletion
3.2	1,999.4	5,179.30	68.71	2022
Study Area	1,999.4	5,179.30	68.71	2022

Source: Miami-Dade County, Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Roadways

Existing Conditions

Figure C-10 depicts the existing arterial roadway network serving this Truncated Study Area. East-west expressways and arterials include the Dolphin Expressway (SR 836), SW 8 Street (SR 90), Flagler Street, NW 12, NW 25, NW 36/41, and NW 58 Streets. North-south expressways and arterials include Krome Avenue (SR 997), the Homestead Extension of the Florida Turnpike (HEFT)/(SR 821), NW 137, NW 127, NW 107 (SR 985), and NW 97 Avenues.

Table C-6 lists and Figure C-11 shows the existing operating peak-period levels of service (LOS) for roadways in this Truncated Study Area. Current traffic conditions on major roadways in this area are relatively uncongested, LOS C or better. However, NW/SW 122 Avenue, from NW 6 Street to SW 8 Street, is operating at LOS F, and NW/SW 177 Avenue (Krome Ave.), from Okeechobee Road to SW 8 Street, is operating at LOS D, surpassing the adopted LOS C and LOS E standards, respectively, for these roadways. All other expressways and arterials that are currently monitored show acceptable peak period LOS conditions.

Traffic Concurrency Evaluation

The Truncated Study Area is located partly within the County's 2005 Urban Development Boundary (UDB), and partly within the 2015 Urban Expansion Area, with the western area situated largely outside of the UDB. A recent evaluation of peak-period traffic concurrency conditions in this Truncated Study Area as of July 12, 2005, which considers reserved trips from approved development not yet constructed and programmed roadway capacity improvements, predicts that the following roadway segments will run out of concurrency service capacity:

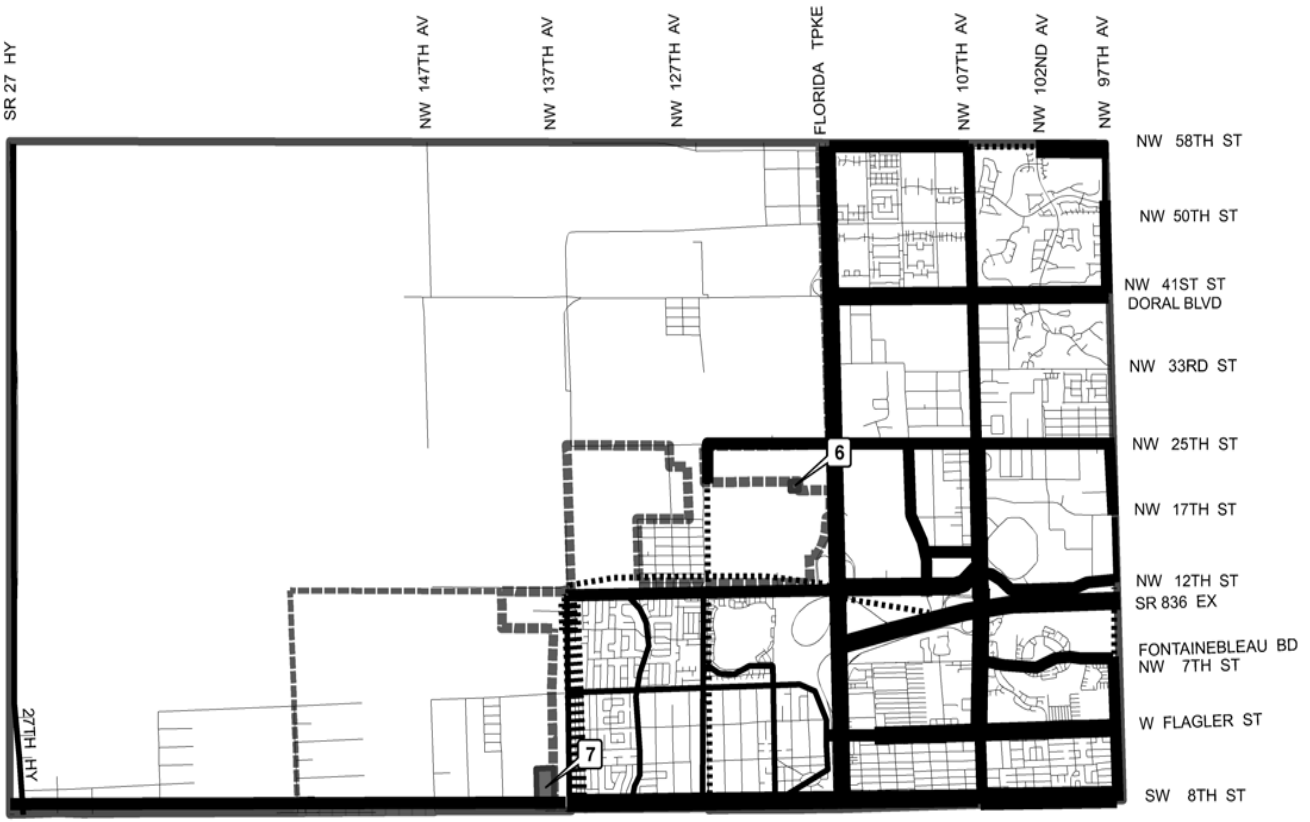
Roadway Segment	Trip Deficiency
Krome Avenue between Okeechobee Road to SW 8 Street	-153
NW 12 Street between NW 112 Avenue and NW 107 Avenue	-458
NW 12 Street between NW 117 Avenue and NW 127 Avenue	-13
NW 25 Street between NW 107 Avenue to NW 97 Avenue	-41
NW 58 Street between NW 107 Avenue and NW 117 Avenue	-5
NW 107 Avenue between NW 41 Street and NW 58 Street	-75
NW/SW 127 Avenue between NW 6 Street and SW 8 Street	-264
SR 836 (Dolphin Expressway) between NW 107 Avenue and NW 87 Avenue	-186

Source: Miami-Dade County Public Works Department, July 2005; Florida Department of Transportation, July 2004.

Figure C-12 shows the concurrency levels of services for roadways in this Truncated Study Area and those roadway segments that will exceed the adopted LOS standards applicable to this area

Figure C-10

ROADWAYS: Application Nos. 6 & 7



2005 Urban Development Boundary

2015 Urban Expansion Area

Study Area

1 Application Area

EXISTING ROADWAYS

2 LANES

4 LANES

6 LANES

8 LANES

10 LANES OR MORE

PROGRAMMED CAPACITY IMPROVEMENTS (2006-2010)

4 LANES IM

6 LANES IM

0 0.5 1 2

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure C-11

EXISTING ROADWAYS LEVEL OF SERVICE: Application Nos. 6 & 7

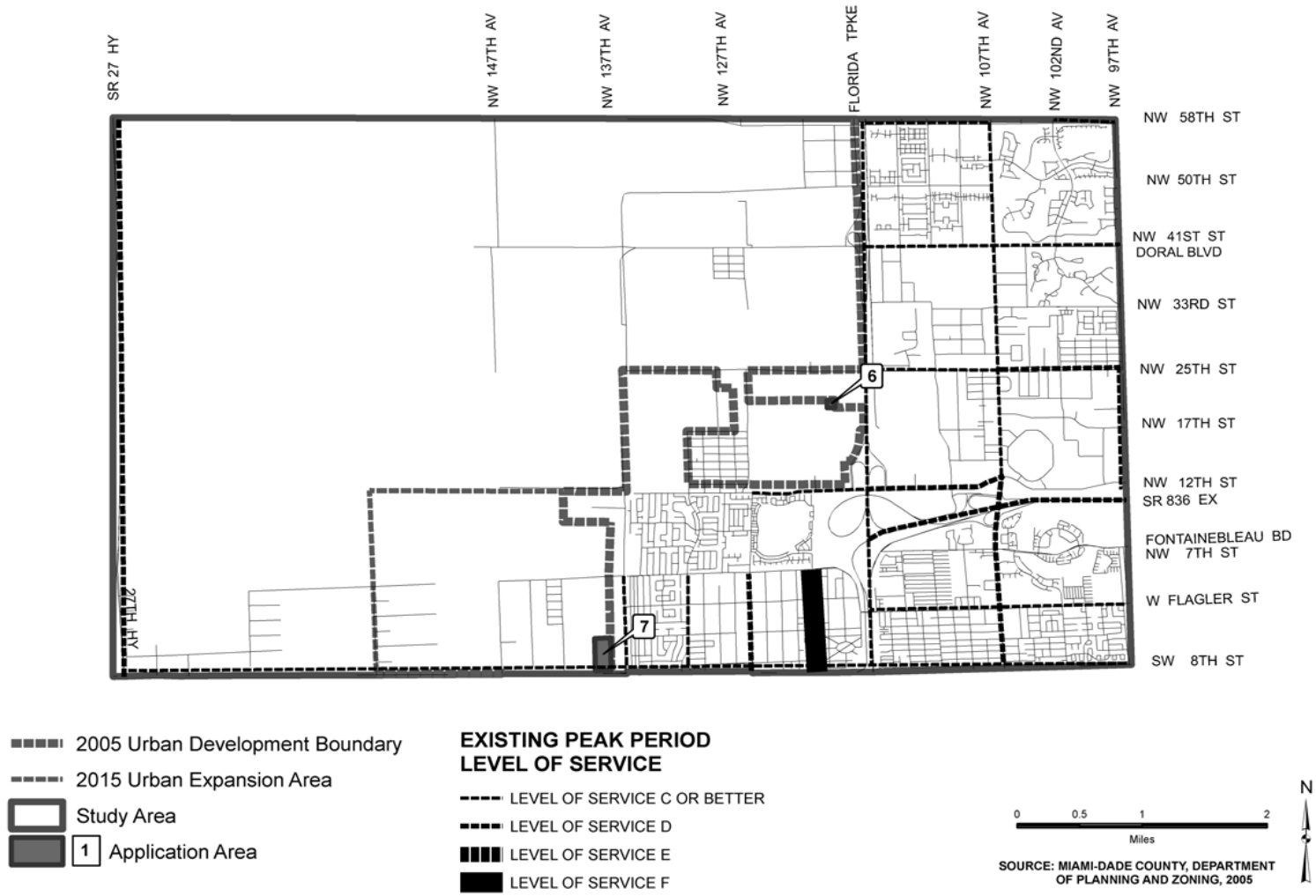


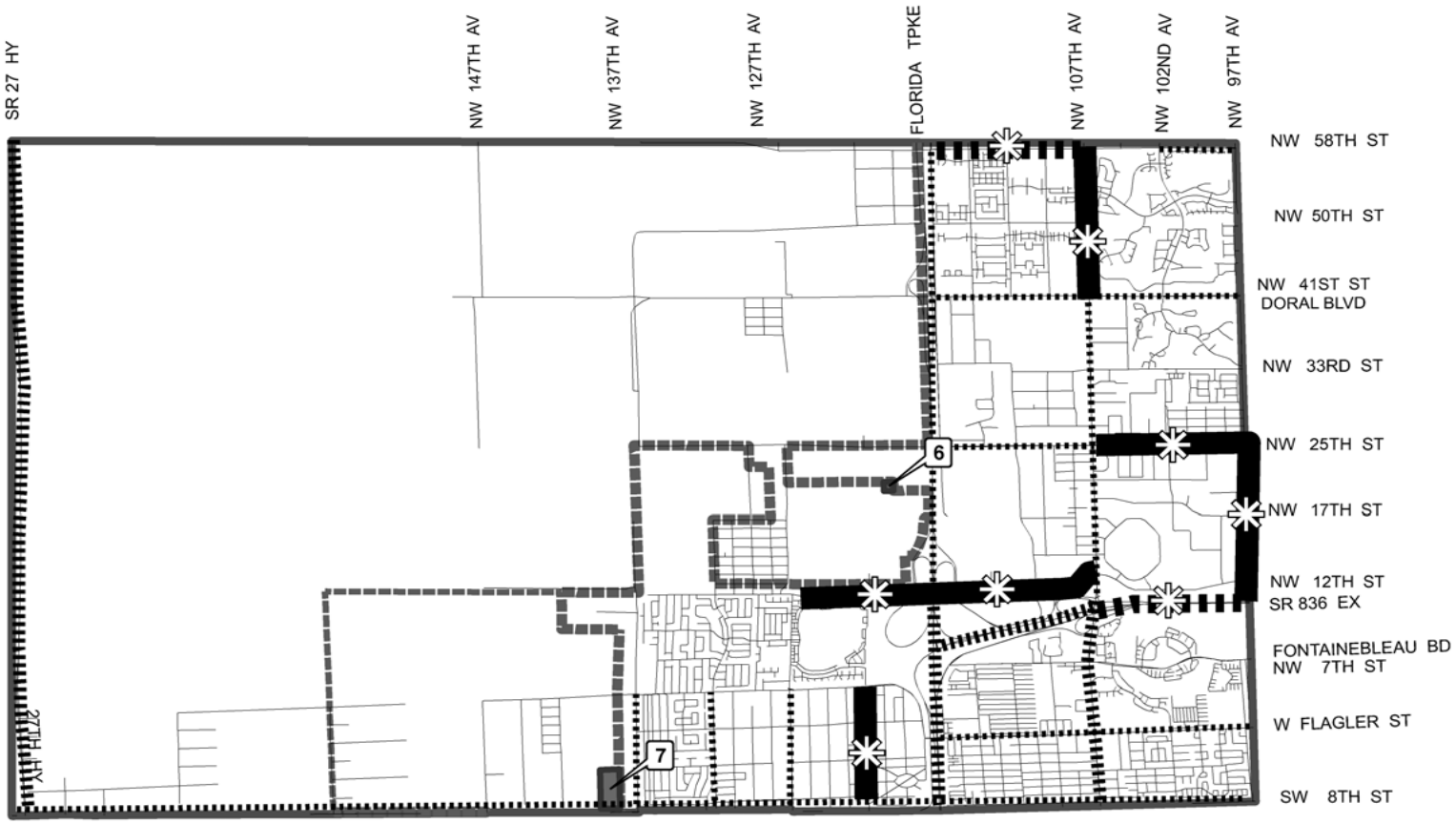
Table C-6
Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.*	LOS
NW/SW 177 Ave./Krome Ave.	SW 8 Street to Okeechobee Road	2 UD	C	D (01)
NW/SW 137 Avenue	NW 6 Street to SW 8 Street	2 UD	D	C (04)
NW/SW 132 Avenue	NW 6 Street to SW 8 Street	2 UD	D	A (04)
NW/SW 127 Avenue	NW 6 Street to SW 8 Street	2 UD	D	D (04)
NW/SW 122 Avenue	NW 6 Street to SW 8 Street	2 UD	E	F (04)
SR 821 (HEFT)	Okeechobee Road to SR 836	6 LA	D	A (98)
	SR 836 to SW 8 Street	6 LA	D	C (96)
NW/SW 107 Avenue	NW 58 Street to NW 41 Street	4 DV	D	B (04)
	NW 41 Street to NW 25 Street	4 DV	D	A (04)
	NW 25 Street to NW 12 Street	6 DV	D	B (04)
	NW 12 Street to SR 836	6 DV	D	B (04)
	West Flagler Street to SR 836	6 DV	E	D (00)
	SW 8 Street to W. Flagler St.	4DV	E	D (01)
NW 97 Avenue	NW 25 Street to NW 12 Street	4 DV	D	B (04)
NW 58 Street	NW 117 Avenue to NW 107 Avenue	4 DV	D	A (04)
	NW 102 Avenue to NW 97 Avenue	4 DV	D	A (04)
NW 36 / 41 Street	SR 821 (HEFT) to NW 107 Avenue	6 DV	D	A (04)
(Doral Blvd.)	NW 107 Avenue to NW 97 Avenue	6 DV	D	B (04)
NW 25 Street	NW 117 Avenue to NW 107 Avenue	4DV	D	B (04)
	NW 107 Avenue to NW 97 Avenue	4 DV	D	D (04)
NW 12 Street	NW 127 Ave. to NW 117 Ave.	4 DV	D	B (04)
	NW 117 Avenue to NW 107 Avenue	6 DV	D	D (01)
SR 836/	SR 821 (HEFT) to NW 107 Avenue	6 LA	D	D (01)
(Dolphin Expressway)	NW 107 Avenue to NW 87 Avenue	6 LA	D	D (01)
West Flagler Street	W 118 Avenue to W 114 Avenue	4 DV	E+20%	A (04)
	W 114 Avenue to W 107 Avenue	6 DV	E+20%	B (04)
	W 107 Avenue to W 97 Avenue	6 DV	E+20%	C (04)
SW 8 Street	SW 177 Avenue to SW 137 Avenue	4 DV	C	C (00)
	SW 137 Avenue to SW 127 Avenue	6 DV	D	A (01)
	SW 127 Avenue to SR 821 (HEFT)	6 DV	E	C (02)
	SR 821 (HEFT) to SW 107 Avenue	6 DV	D	C (00)
	SW 107 Avenue to SW 87 Avenue	8 DV	E+20%	C (01)

Source: Miami-Dade County Public Works Department, Florida Department of Transportation, July 2005.
Notes: () in LOS column identifies year traffic count was updated or LOS traffic analysis revised
DV = Divided Roadway, UD = Undivided Roadway, LA=Limited Access
* Adopted minimum acceptable peak-period Level of Service Standard for roadway
E+20% means 120% of roadway capacity (LOS E), 20 minutes transit headway.

Figure C-12

ROADWAYS CONCURRENCY LEVEL OF SERVICE: Application Nos. 6 & 7



2005 Urban Development Boundary

2015 Urban Expansion Area

Study Area

1 Application Area

PEAK PERIOD CONCURRENCY LEVEL OF SERVICE

LEVEL OF SERVICE C OR BETTER

LEVEL OF SERVICE OF D

LEVEL OF SERVICE E

LEVEL OF SERVICE F

LINK VIOLATES ADOPTED LOS STANDARDS

0 0.5 1 2

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Future Conditions

Table C-7 lists and Figure C-10 shows the capacity improvements programmed for construction within this Truncated Study Area for Fiscal Years 2006-2010. Various significant projects are already under construction, including the six-lane widening of NW 137 Avenue, from NW 12 Street to SW 8 Street, the four-lane extension of SR 836 between the HEFT and NW 137 Avenue, and the new four-lane extensions of NW 127 Avenue, NW 25 Street and NW 58 Street.

Table C-7
Programmed Roadway Capacity Improvements
Fiscal Year 2006-2010
Truncated Study Area C

Roadway	From	To	Type of Improvement	Year
NW 97 Avenue	Bridge over SR 836		New 4-Lane Bridge	UC
NW 127 Avenue	NW 25 Street	NW 12 Street	New 4-Lane Roadway	UC
NW 137 Avenue	NW 12 Street	SW 8 Street	New 6-Lane Roadway	UC
NW 25 Street	NW 117 Avenue	NW 127 Avenue	New 4-Lane Roadway	UC
NW 58 Street	NW 107 Avenue	NW 102 Avenue	Widen to 4 lanes	UC
SR 836 (Dolphin Expressway)	NW 137 Avenue	SR 821 (HEFT)	New 6-Lane Roadway	UC
SR 836 (Dolphin Expressway)	SR 821 (HEFT)	SR 836 / SR 826 Interchange	New 4-Lane Divided Express Lanes	2009-10

Source: Transportation Improvement Program 2006, Miami-Dade County Metropolitan Planning Organization, June 2005.
Note: UC means under construction

A number of additional roadway improvements are planned for this Truncated Study Area by the year 2015, as indicated in Table C-8 below. These are Priority I and II projects with construction planned between 2005 and 2015. The year 2015-planned roadway network for this Truncated Study Area is shown in Figure C-13, assuming implementation of all programmed and planned roadway capacity improvements.

Figure C-13

PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NOS. 6 & 7

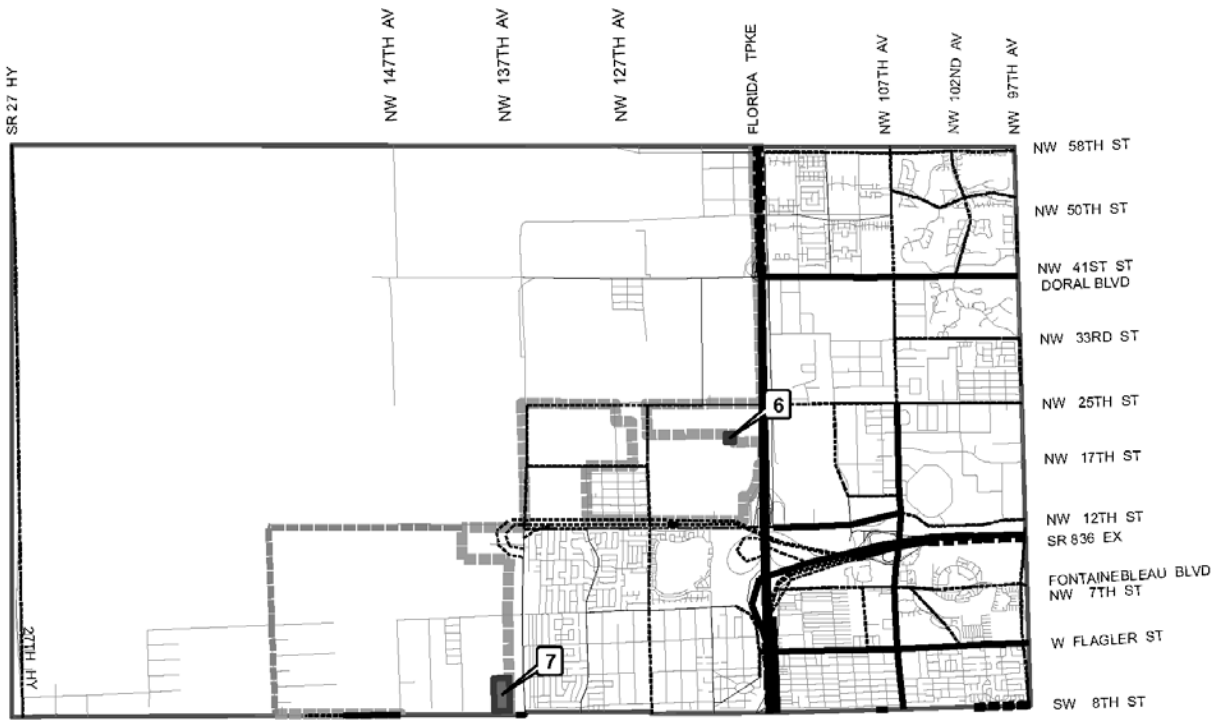


Table C-8
Planned Roadway Capacity Improvements
Fiscal Years 2006-2015
Truncated Study Area C

Roadway	From	To	Type of Improvement	Fiscal Year
SR 836 (Dolphin Expressway)	SR 821 (HEFT)	NW 107 Avenue	Widen SR 836/SR 821 Connection by 1 Lane	I
SR 826 (Palmetto Expressway)	SW 16 Street	SW 2 Street	Widen to 10 Lanes	I
NW 177 Ave/ Krome Ave	US 27/Okeechobee Rd	SW 8 Street	Access Mgmt/Safety	I
NW 137 Avenue	NW 12 Street	NW 17 Street	New 4-Lane Roadway	I*
NW 132 Place	NW 17 Street	NW 25 Street	New 4-Lane Roadway	I*
NW/SW 127 Avenue	SW 8 Street	NW 12 Street	Widen to 4 Lanes	I*
NW 122 Avenue	NW 41 Street	NW 25 Street	New 2-Lane Roadway	I*
NW 97 Avenue	NW 41 Street	NW 25 Street	Widen to 4 Lanes	I
NW 58 Street	NW 107 Avenue	NW 102 Avenue	Widen to 4 Lanes	I
NW 25 Street	NW 132 Place	NW 127 Avenue	New 2-Lane Roadway	I*
	NW 137 Avenue	NW 132 Place	New 2-Lane Roadway	I*
NW 17 Street	NW 127 Avenue	NW 137 Avenue	New 4-Lane Roadway	I*
SW 107 Avenue	SW 8 Street	W. Flagler Street	Widen to 6 Lanes	II

Source: Miami-Dade Transportation Plan to the Year 2030, Miami-Dade County Metropolitan Planning Organization, December 2004.

Notes: Priority I – Project improvements scheduled to be funded by the year 2009
Priority II – Project improvements planned to be funded between 2010 and 1015
* Roadway improvement by private sector. Construction of improvements are normally not linked to specific dates, but instead are usually dependent upon the construction schedule.

Figure C-14 shows the projected year 2015 levels of service for all roadways in the Truncated Study Area. Roadway segments in the vicinity of Application Nos. 6 and 7 that are projected to deteriorate to LOS F by the year 2015 are identified in Table C-9, shown below.

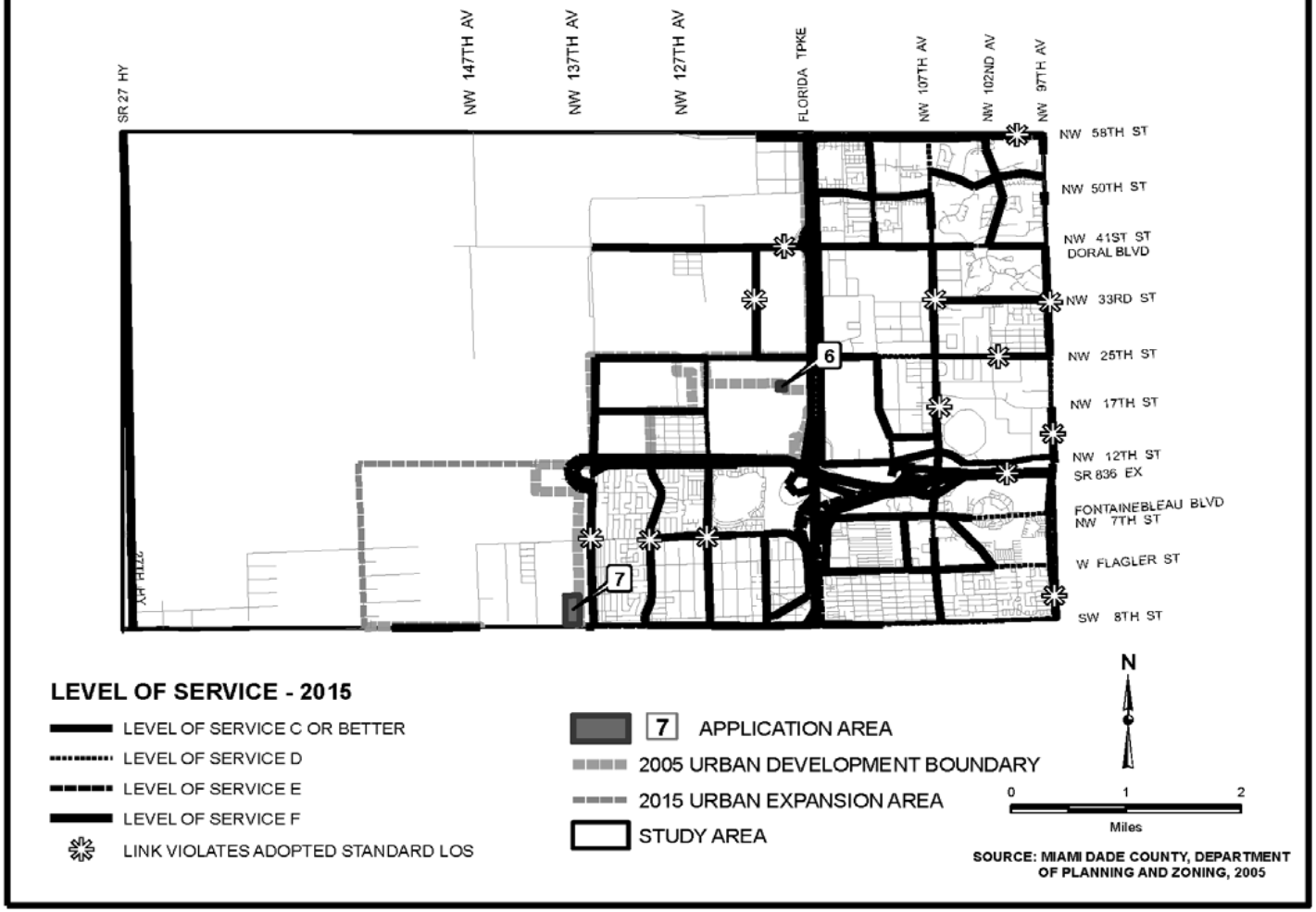
Table C-9
2015 Volume-to-Capacity (V/C) Ratios
Roadways Projected to Deteriorate To Level of Service F

Roadway Segment	V/C Ratio Without Applications	V/C Ratio With Applic. No. 7
SW/NW 137 Ave. from SW 8 Street to NW12 Street	1.00 – 1.62	1.09 – 1.67
SW/NW 132 Ave. from SW 8 Street to NW 12 Street	1.41 – 1.57	1.58 – 1.72
SW/NW 127 Ave. from SW 8 Street to NW 12 Street	1.14 - 1.50	1.20 – 1.58
NW 107 Ave. from NW 12 Street to SR 836	.94 - 1.43	1.06 – 1.63
SW 8 Street from SW 127 Ave. to SR 821 (HEFT)	1.13 – 1.33	1.15 – 1.35
SR 836 from SR 821 (HEFT) to SW 97 Avenue	1.00 – 1.15	1.00 – 1.17

Source: Gannett Fleming, Inc., Metropolitan Planning Organization, July 2005.

Figure C-14

PROJECTED YEAR 2015 LEVEL OF SERVICE: APPLICATION NOS. 6 & 7



Application Impacts

Application No. 6 is a 2.5-acre site located west of the HEFT and east of Theoretical NW 122 Avenue at approximately Theoretical NW 22 Street. There is currently no access to this "landlocked" site, and any points of access would have to be negotiated with adjacent property owners. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, LOS C or better, with the exception of NW/SW 122 Avenue between NW 6 and SW 8 Streets, which is operating at LOS F, violating the adopted LOS E standard for this roadway. Traffic concurrency analysis indicates that NW 25 Street between NW 107 and NW 97 Avenues, east of the Application, is predicted to operate at LOS F, thus violating the adopted LOS D standard applicable to this roadway. In analyzing the potential trip distribution of the trips generated by the proposed application, the proposed use will further deteriorate the level of service of NW 25 Street, from NW 107 and NW 97 Avenues, from LOS F (1.01) to LOS F (1.02). However, in the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table C-10 identifies the estimated number of PM peak hour trips to be generated by the proposed warehouse development under the requested Land Use designation of Restricted Industrial and Office. It shows that if the site were developed as proposed, it would generate approximately 40 more PM peak-hour trips than under the current CDMP designation.

Application No. 7 is a 21.6-acre site located north of SW 8 Street, south of SW 2 Street, east of SW 139 Avenue, and west of Theoretical SW 138 Avenue. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, LOS C or better. Traffic concurrency analysis indicates that the addition of trips generated by the proposed application will not significantly impact the levels of service of the adjacent roadways. Moreover, in the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table C-10 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed development under the requested land use designation (Business and Office) and compares it to the development that could occur (single family dwellings) under the current CDMP designation (Open Land). Application No. 7, if developed as a shopping center, would generate approximately 879 more peak hour trips than under the current CDMP designation.

Table C-10
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations
Truncated Study Area C

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
6	Open Land/ N/A*	Restricted Industrial & Office - Warehouses (54,450 sq. ft.) / 40	+40
7	Open Land - Single Fam. Resid. (4 Units) / 6	Business & Office - Shopping Center (282,262 sq. ft.) 885	+879

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003. Includes pass-by trips adjustment factor. Adjustment factor taken from Trip Generation, 7th Edition, 2003.

Note: * The application site is currently designated as "Open Land" and is less than 5 acres in size; therefore, no residential use is permitted on the property.

Transit Service

Existing Service

Metrobus Routes 7, 8, 11, 41, 71, 95, 147, Doral Connection, East-West Connection, Flagler MAX, Sweetwater Circulator and the West Dade Connection, serve Study Area C. Table C-10 shows the existing service frequency in summary form.

Table C-11
Metro Bus Route Service
Truncated Study Area C

Route No.	Weekday Headways*		Proximity in miles to App. No. 6	Proximity in miles to App. No.7	Feeder, Local or Express
	Peak	Off-Peak			
7	30	40	2	4.5	L
8	30	30	3.5	3.25	L/F
11	15	20	3	3.25	L/F
41	30	45	1.25	5	L/F
71	30	30	2	3.25	L
95	5	30	2.5	6.5	E
147	30	60	1	0.5	L
Doral Conn.	30	60	1.75	4.75	L/F
East-West Conn.	30	60	1.5	5	L/F
Flagler MAX	15	30	2	1.75	L/F
Sweetwater Cir.	15	20	2	2.25	L
West Dade Conn.	30	30	2	0.5	L

Source: Miami-Dade Transit Agency, 2005
Notes: F means feeder service to Metrorail
L means local service route
E means express service
*****Headway in minutes.

Future Conditions

Transit improvements to the existing transit service in Truncated Study Area C, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table C-12 shows service improvements programmed for existing routes within Truncated Study Area C as well as the new routes proposed for the area.

Table C-12
Planned Transit Improvements
Truncated Study Area C

Route	Improvement Description
8	All night service, every 60 minutes, seven days a week. Serves the Government Center station. Extend Westchester short trips to FIU Terminal via SW 16 St. Extend route to FIU on weekends via both 8St and SW 24 St Extend service to Miccosukee resort every 30 minutes.
Route 41	Improve midday from 60 to 30 minutes Improve weekend from 60 to 30 minutes Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
51 Flagler MAX	Introduce weekend service.
71	Improve peak headways from 30 to 15 minutes.
95X	Introduce midday service into the Civic Center. Introduce weekend service.
137 West Dade Connection	Improve peak headways from 30 to 15 minutes.
147	Improve peak headway from 30 to 20 minutes.
147	Improve midday headway from 60 to 30 minutes.
147	Improve peak headway from 20 to 15 minutes.
238 East-West Connection	Improve weekend headways from 60 to 30 minutes. Improve midday headways from 60 to 30 minutes. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes
242 Doral Connection	Improve midday headways from 60 to 30 minutes. Improve peak headways from 30 to 15 minutes. Add overnight service seven days a week.

Source: Miami-Dade Transit, August 2005.

There are also two new routes programmed for this area. They are:

New Routes	**Improvement Description**
Fl Turnpike/ SR 836 (SULS)	This premium transit route will be a combination of several express routes: West Kendall to CBD, West Kendall to MIC, West Kendall to CBD via Dolphin Mall/Miami International Mall, and Dolphin Mall/Miami International Mall to the MIC.
Westchester to MIA MAX	New premium service between the SW Westchester area and the Miami International Airport

Source: Miami-Dade Transit, July 2005

The projected transit improvements for Truncated Study Area C are estimated to cost approximately $1,570,890 in annual operating cost and a one time capital cost of $2,827,690 for a total cost of $4,398,580. These costs reflect only the cost of that portion of route improvements within Truncated Study Area C.

Major Transit Projects

Regarding future transit projects within this area, the East-West Corridor Study is currently underway. An evaluation of the previous Final Environmental Impact Statement (FEIS) is being conducted for a rail project along the corridor. The corridor extends along the S.R 836 Expressway, between FIU's Main Campus and the Miami Intermodal Center (MIC).

Application Impacts

For Truncated Study Area C, two application requests were submitted to amend the CDMP (Application Nos. 6 and 7). A trip-generation analysis was performed in the Traffic Analysis Zones (TAZ) where the Applications are located. In TAZ 832, the expected transit impact by Application No. 6 is minimal. If granted, this Application would not warrant changes beyond those already planned for the area.

In TAZ 836, where Application No. 7 is located, 24 additional transit trips would be generated by the Application. Therefore no changes beyond those already planned for the area would be warranted.

Water and Sewer

Water and sewer service is provided to Truncated Study Area C by the Miami-Dade Water and Sewer Department (WASD) and the City of Hialeah.

Potable Water Supply

Most of the unincorporated-area developed portions of Truncated Study Area C are provided with potable water service by the WASD System. Potable water for Truncated Study Area C is treated at WASD's Hialeah-Preston Water Treatment Plant for which the primary source of raw water is the Northwest, Hialeah-Preston and Miami Springs wellfields. These wellfields have a maximum permitted water withdrawal allocation of 235 mgd from the South Florida Water Management District (SFWMD). The plant has a treatment capacity of 225 mgd and had an average daily flow of 158.2 mgd during 2004-2005. The plant currently has approximately 36.4 mgd, or 16.2 percent of its treatment capacity available to meet increased demands.

Sewer Service

Truncated Study Area C is served by WASD's Central District Wastewater Treatment Plant located on Virginia Key. This facility has a permitted flow design capacity of 143.0 mgd and a utilization rate of about 79 percent in 2004-2005. About half of the developed portion of Truncated Study Area C is provided with sanitary sewers, with the rest of the area served by septic tanks.

Water and Sewer Improvements

Concerns regarding sewer overflows during major storm events have resulted in the County entering into a settlement agreement with the Florida Department of Environmental Protection (FDEP) in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April 1994. Under these agreements, the County agreed to implement more than $1.169 billion in improvements to the wastewater collection and treatment system. Based on projects identified in the proposed 2005-2011 six-year capital improvement program, the Miami-Dade Water and Sewer Department will continue to upgrade the countywide water and wastewater systems, specifically addressing deficiencies that are cited in the Consent Decrees.

Water and Sewer Service to Application Areas

Amendment Application Nos. 6 and 7 are located in Truncated Study Area C. The locations of the most proximate water and sewer connections to these sites are detailed in Table C-13. The effect of these amendments on water and sewer demand is specified in Table C-14.

Table C-13
Available Water and Sewer Connections for Applications in Truncated Study Area C

	Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	6	900 feet	12	NW 25 Street	WASD
	7	900 feet	30	SW 137 Avenue and SW 8 Street	WASD
SEWER					
	6	810 feet	8F	NW 25 Street and NW 117 Avenue	WASD
	7	900 feet	24F	SW 137 Avenue and SW 8 Street	WASD

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
(G = Gravity Main; F = Force Main)
Source: Department of Environmental Resources Management, 2005
Miami-Dade Water and Sewer Department, 2005

Application No. 6. Water service to the site of Application No. 6 would require connection to a 12-inch water main approximately 900 feet from the site that runs along NW 25 Street, between NW 117 Avenue and NW 127 Avenue, according to the Water and Sewer Department. Any proposed water main extension inside the developer's property shall be 12 inches minimum with two points of connection. There is a recently installed 8-inch gravity sewer main approximately 810 feet north of the site from which the developer can connect. Any proposed sewer extension inside the developer's property shall be 8 inches minimum.

Application No. 7. Water service to the site of Application No. 7 would require connection to a 30-inch water main approximately 900 feet from the site, at SW 137 Avenue and SW 8 Street. Any proposed water main extension inside the developer's property shall be 12 inches minimum with two points of connection. There is an existing 24-inch force sewer main approximately 900 feet north of the site from which the developer can connect. Any proposed sewer extension inside the developer's property shall be 10 inches and 8 inches minimum. This point of connection can be changed at the time the developer enters into an agreement with WASD. A public pump station will also be required as part of the agreement.

Table C-14
Water and Sewer Demand for Applications in Truncated Study Area C
(in gallons per day - GPD)

Application No.	Water and Sewer Demand (GPD) (1)	Change From Current Designation (GPD) (1)
6	5,445	+5,445
7	47,045	+45,645

(1): Highest demand possible under existing and proposed CDMP designations
Source: Miami-Dade Department of Environmental Resources Management, 2005
Miami-Dade Department of Planning and Zoning, 2005

WASD's regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the Environmental Protection Agency consent decree.

Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity or alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

At the present time, the potable water supply system meets the Level of Service standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly four (4) years (See Solid Waste section in Chapter 2 of this report).

Application Nos. 6 and 7 lie outside of the 2005 Urban Development Boundary (UDB), but within the DSWM's waste service area for garbage and trash collections. The closest DSWM facility for Application Nos. 6 and 7 is the Resources Recovery Facility (6990 NW 97th Avenue), located approximately 9 and 15 miles away, respectively. Under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the requests, however, there are no impacts on collection services. The impact on the disposal and transfer facilities would be the incremental and cumulative costs of providing disposal capacity for DSWM Collections, private haulers, and municipalities, which are paid for by the users. The DSWM is capable of providing such disposal service for each of the applications.

Fire and Rescue Service

The area surrounding the application sites is currently served by Miami-Dade Fire Rescue Stations 29, 45, and 58. The Dolphin Station (I) is scheduled for construction in fiscal year 2007-2008 in the vicinity of NW 112 Avenue and NW 17 Street. The planned station is poised to mitigate impacts to existing services resulting from the proposed amendment applications. (See Figure C-15).

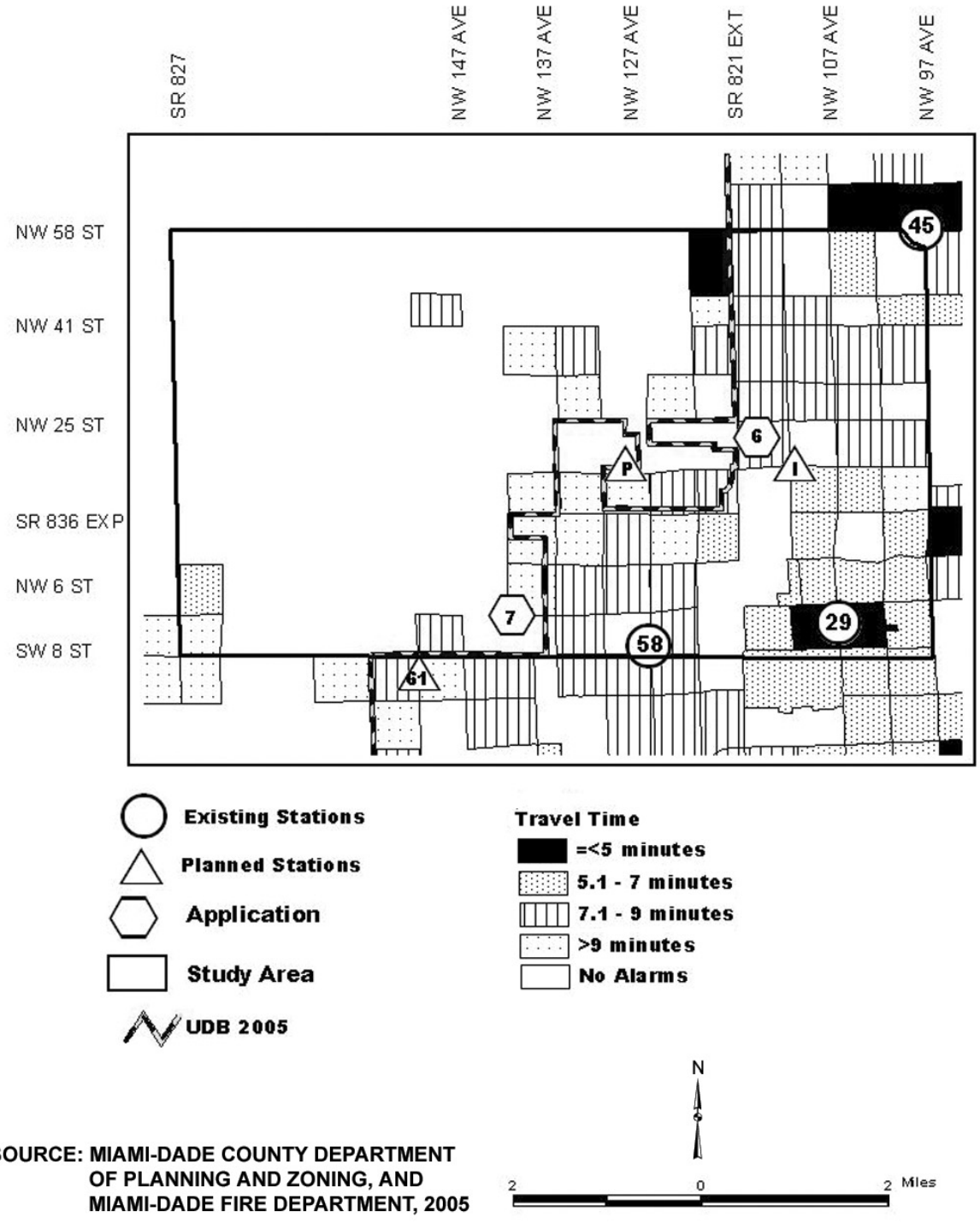
Travel Times

Average travel time to alarms at the location of Application No. 6 is approximately 6.75 minutes. Travel time for Life Threatening Emergencies is approximately 7.30 minutes and 6.20 minutes for Structure fires. The current CDMP designation (Open Land) generates a total of 0 annual alarms. The proposed CDMP designation (Restricted Industrial and Office) will allow a proposed potential development totaling 54,450 sq. ft., which is anticipated to generate 3 annual alarms. This will result in a minimal impact to existing fire rescue services.

Average travel time to alarms at the location of Application No. 7 is approximately 8.20 minutes. Travel time for Life Threatening Emergencies is approximately 9.00 minutes and 7.40 minutes for Structure fires. The current CDMP designation (Open Land) generates a total of 2 annual alarms. The proposed CDMP designation (Business and Office) will allow a proposed potential development totaling 470,448 sq. ft., which is anticipated to generate 75 annual alarms. This will result in a severe impact to existing fire rescue services.

Figure C-15

FIRE AND RESCUE: APPLICATION NOS. 6 & 7



SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, AND MIAMI-DADE FIRE DEPARTMENT, 2005

Fire Flow

The required fire flow for both application sites is 3,000 gallons per minute (gpm). There is an existing 12" water main along NW 25 Street that could potentially service Application No 6. Application No. 7 could be potentially serviced by is an existing 30" water main at the intersection of SW 8 Street and SW 137 Avenue. Available fire data shows that adequate flow is available to Application No. 7. According to the Miami-Dade Fire Department, available fire flow should be adequate for Application No. 6 if new water mains and hydrants are installed per Article XIVA, Water Supply for Fire Suppression, of the Miami-Dade County Code.

County Parks

County-owned park and recreational facilities serving Truncated Study Area C are shown on Figure C-16. These parks are described on Table C-15, which lists the name and acreage for each park site. The nearest park site to Application No. 6 is North Trail Park, a 15-acre Community Park located at NW 8 Street and NW 127 Avenue. The nearest park site to Application No. 7 is Tamiami Trail Park, a 2-acre Neighborhood Park located at SW 6 Street and SW 127 Avenue.

Table C-15
County Park and Recreation Open Space Facilities: Truncated Study Area C

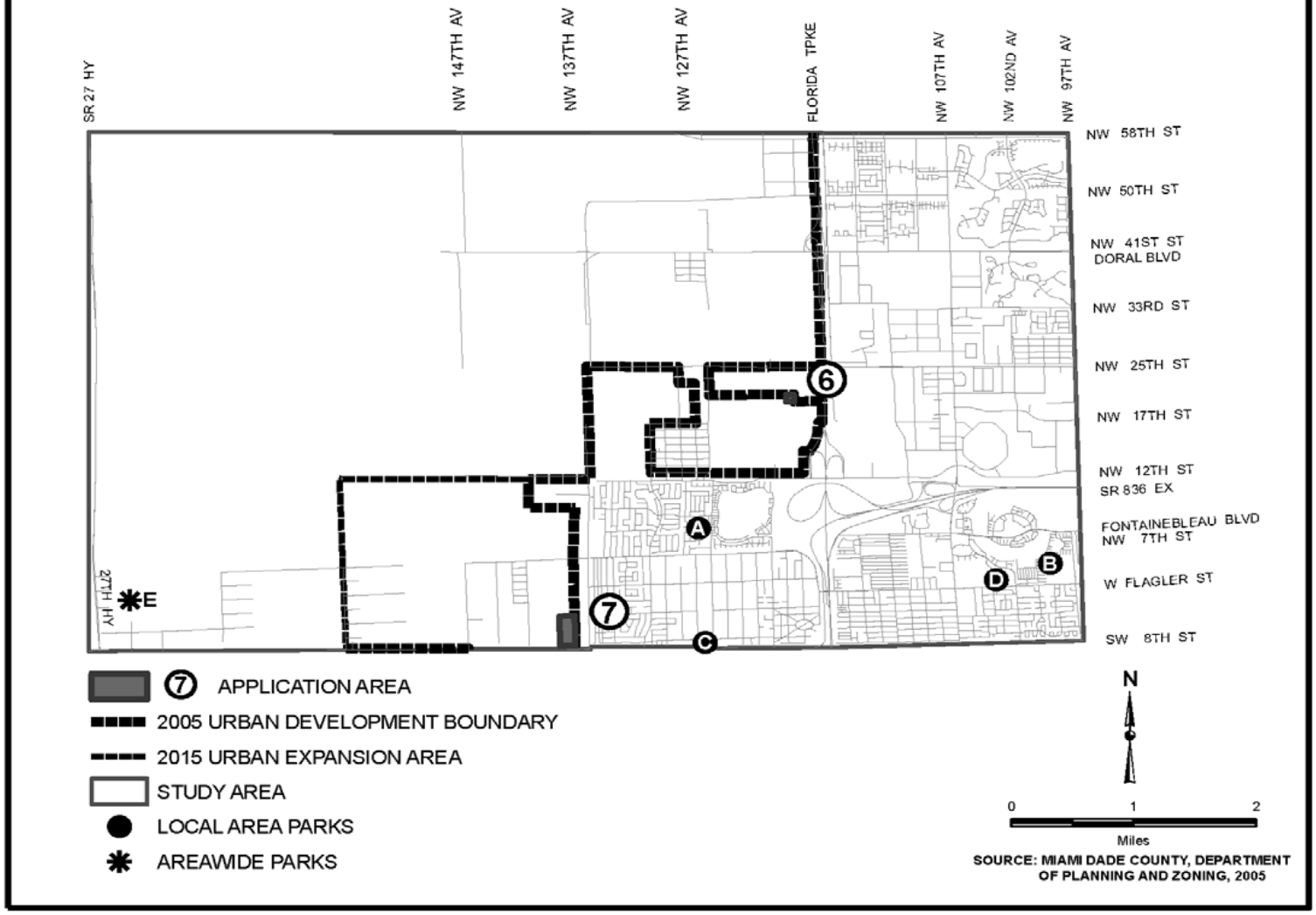
Park Identifier (Figure C-16)	Name of Park	Park Classification	Acreage
A	North Trail	Community	15
B	Ruben Dario	Community	15
C	Tamiami Trail	Neighborhood	2
D	The Womens Park	Special Purpose	15
E	Trail Glades	Special Activity	675

Source: Miami-Dade County Park and Recreation Department, 2005.

Study Area C is located in Park Benefit District (PBD) 1, which has a surplus capacity of 544.79 acres when measured by the County concurrency level-of-services standard. Application Nos. 6 and 7 will not generate any residential population and therefore not impact the level of service.

Figure C-16

COUNTY PARKS: APPLICATION NOS. 6 & 7



SOURCE: MIAMI DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Public Schools

Table C-16 lists the mainstream public schools in the mapped portion of Truncated Study Area C, indicating school name and type, October 2004 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and FISH percent. The locations of these schools are identified on Figure C-17. As can be seen, elementary schools in Truncated Study Area C had an October 2004 enrollment of 4,259 a FISH Design Capacity of 3,483 and a FISH percent of 122%. Middle schools had an October 2004 enrollment of 2,581, a FISH Design Capacity of 2,438, and a FISH percent of 106%. There are no senior High Schools located in the study area. The total October 2004 enrollment for Truncated Study Area C is 6,840 with a FISH Design Capacity of 5,921 and a FISH percent of 115%.

Due to the non-residential nature of the proposed amendments, Application No. 6 and 7 will have no effect on public school enrollment or capacity. A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A.

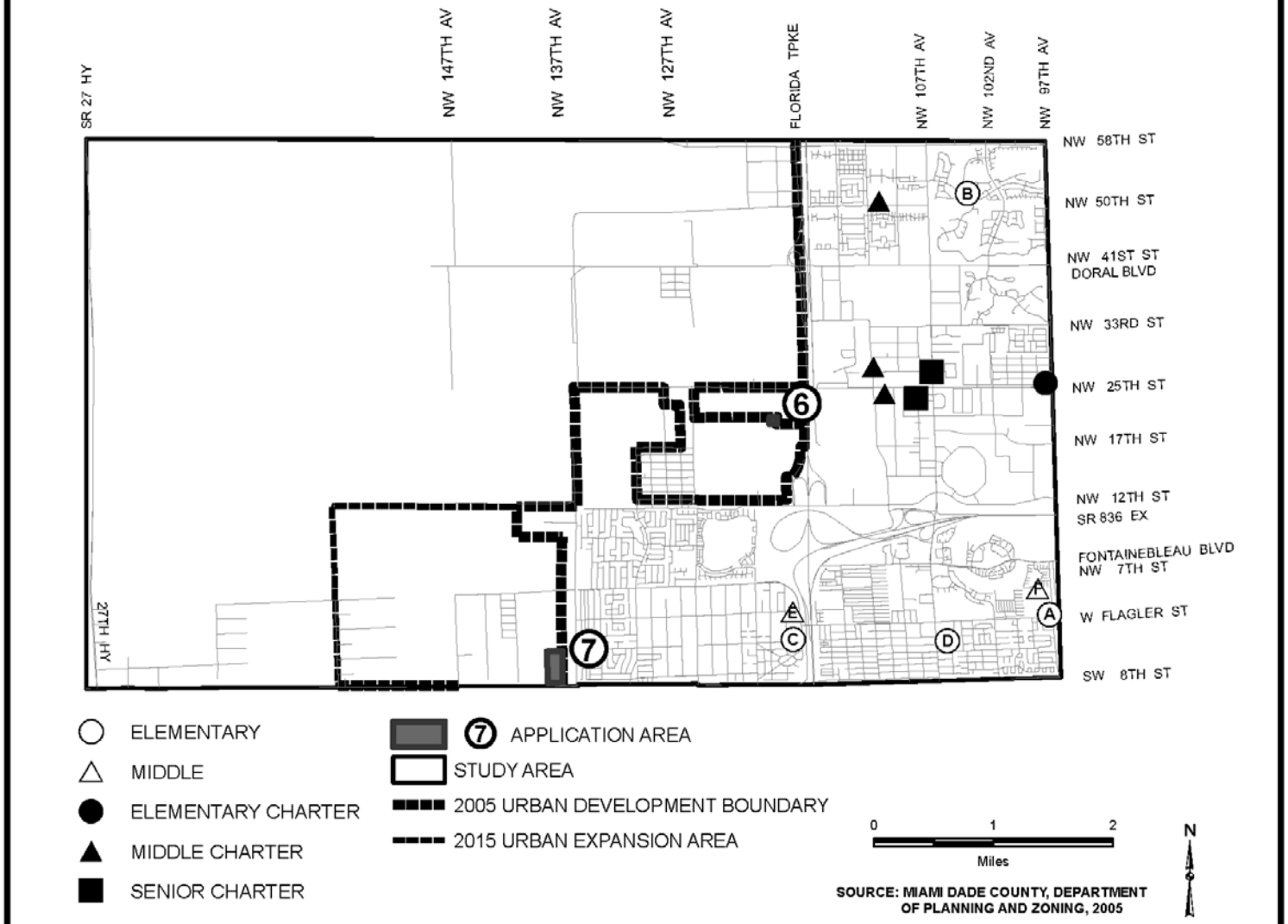
Table C-16
2004 Public School FISH Rates:
Truncated Study Area C

School Identifier (Figure C-17)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percentage
ELEMENTARY SCHOOLS				
A	E.W.F. Stirrup	975	916	106
B	John I. Smith (1)	1,276	901	142
C	Marjory S. Douglas (2)	1,061	917	116
D	Sweetwater	947	749	126
TOTAL ELEMENTARY		4,259	3,483	122
MIDDLE SCHOOLS				
E	Paul W. Bell	1,540	1,175	131
F	Ruben Dario	1,041	1,263	82
TOTAL MIDDLE		2,581	2,438	106
STUDY AREA TOTAL		6,840	5,921	115

(1) Includes Primary Learning Center "A1"
(2) Includes Primary Learning Center "B"
Source: Miami-Dade County Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, 2004

Figure C-17

PUBLIC SCHOOLS: APPLICATION NOS. 6 & 7



SOURCE: MIAMI DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Study Area D

Recommendations and Principal Reasons

Study Area D is located in central Miami-Dade County and is bounded by SW 8 Street on the north, State Road 821 (Homestead Extension of Florida's Turnpike) on the west, SW 72 Street on the south, and Old Cutler Road, the Biscayne Bay coastline, and SW 27 Avenue on the east. Two small-scale applications, Application Nos. 8 and 9, were filed in this study area to amend the Land Use Plan map.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
8	PMBC Homes at Gables edge LLC, Gilbert Pastoriza, Esq. South of SW 9 Street and west of SW 42 Avenue (1.2 Net Acres). PARCEL A FROM: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: BUSINESS AND OFFICE PARCEL B FROM: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/Ac.) Small-Scale Amendment	ADOPT PARCEL B (Small Scale)
9	Eduardo Reyes; Juan J. Mayol, Jr., Esq. From SW 38 Street to Bird Road (SW 40 Street) between SW 84 Avenue and theoretical SW 85 Avenue (1.41 Net Acres). FROM: BUSINESS AND OFFICE and LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: BUSINESS AND OFFICE Small-Scale Amendment	ADOPT WITH CHANGE by deleting the northern 100 feet (Small Scale)

Application No. 8

Location: South of SW 9 Street and west of SW 42 Avenue (1.96 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:
Parcel A
From: "Low Density Residential Communities" (2.5 to 6 DU/ Gross Acre)
To: "Business and Office"
Parcel B
From: "Low Density Residential Communities" (2.5 to 6 DU/Gross Acre)
To: "Medium Density Residential" (13 to 25 DU/ Gross Acre)"

Note: the applicant reduced the Application area by letter dated August 2, 2005, to request only the redesignation of Parcel B.

Recommendation: ADOPT PARCEL B (as a Small-Scale Amendment)
Principal Reasons for Recommendation:

1. The Adopted Land Use Plan (LUP) map is a generalized plan with an adopted scale of one inch to a mile. The applicant requested "Business and Office" for Parcel A of the application. The Department in an interpretation letter has determined that Parcel A is designated as Business and Office. This size of the application site was reduced by the applicant with a letter submitted on August 2, 2005, that withdraws Parcel A from the application.

2. The Department supports this application because of the opportunity for infill and redevelopment that the amendment would provide in a pattern more appropriate and compatible with nearby adjacent land uses. The application site is currently vacant but it was formerly the site of a trailer park. The increased density would permit a greater number of people to walk to nearby businesses to satisfy daily necessities and have access to bus service, reducing the need for automobile travel. A Walgreen's Pharmacy is located to the northeast of Parcel B. Other businesses within walking distance include a day care facility, an animal clinic, auto repair, automotive sales, a motel, and liquor sales.

   At the time of zoning, measures such as buffering, building setbacks and height restrictions should be considered to protect the single-family homes and duplexes to the east, west, and south that border the property between SW 42 and SW 43 Avenues.

3. Development of additional housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the Urban Development Boundary (UDB) is projected to be depleted in the year 2018, while within Study Area D it is expected to be depleted in 2014 for all types of residential development and 2019 for multi-family housing. The County has been placing greater emphasis on infill development and accommodating growth inside the existing UDB to reduce the need for expansion. Finally, the application site is located on the periphery of the section, and in accordance with the "Guidelines for Urban Form," higher densities are encouraged in such locations, with lower densities prescribed for the interior of sections.

4. The application site has access to bus transportation. Miami-Dade Transit Bus Routes 8 and J run past the site, and Bus Route 42 runs less than one-half mile east of the site. The bus routes provide access to the Douglas Road Metrorail station, the Opa-Locka Tri-Rail station, Miami Beach, downtown Miami, Florida International University, and Miami International Airport (MIA).

   The application site is located approximately two miles south of MIA and the Miami Intermodal Center (MIC) that is to be located across NW 42 Avenue from MIA. The proposed Douglas Road Metrorail Extension, which consists of a 4.5-mile corridor connecting the Douglas Road Metrorail Station to the MIC, could be located in the vicinity of the application site. This Metrorail extension will be studied as part of the People's Transportation Plan Rapid Transit Improvements.

5. Except for schools, the site is adequately served by public services and has limited impact on environmental or historic resources. The development of this application site will have minimal impact on the already overcrowded conditions at the elementary and high schools serving this area. The Department of Environmental Resources Management has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

Application No. 9

Location: From SW 38 Street to Bird Road (SW 40 Street) between SW 84 Avenue and theoretical SW 85 Avenue (1.41 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:

From: "Business and Office" and "Low Density Residential Communities" (2.5 to 6 DU/ Gross Acre)
To: "Business and Office"

Recommendation: ADOPT WITH CHANGE (as a Small-Scale Amendment) by deleting the northern 100 feet

Principal Reasons for Recommendation:

1. The "Guidelines for Urban Form" in the CDMP recommends that only areas adjacent to the intersection of two section line roads should be designated as activity nodes, which shall be occupied by any non-residential component of a neighborhood including public and semi-public uses. These nodes could be designated, if warranted, for "Business and Office" uses. Usually the quadrants of these nodes are 10 acres in size, which reflect the typical size of a neighborhood shopping center.

   The proposal is consistent with these guidelines. The property is located near the intersection of two section line roads, SW 87 Avenue and Bird Road. The application site will add to the northeast quadrant of SW 87 Avenue and Bird Road 1.41 acres to

approximately 8 acres that is occupied by an existing shopping center. Thus, nearly ten acres of land will be available for commercial uses in this quadrant.

2. The shopping center to the immediate west of the subject property with the Office Depot store was built in the 1960's with a landscaped buffer from 75 to 50 feet in width that extends along its entire northern boundary. This landscaped strip is identified by a roadway sign as a mini urban forest that is adopted by Everglades Elementary School. This landscaped area with the zoning of RU-1 (Single Family Residential, 7,500 sq. ft. lots) was developed to buffer the single-family housing in the Tropical Highlands Subdivision on the north side of SW 38 Street from the shopping center and to prevent commercial traffic from using that residential street. The single-family homes along the north side of SW 38 Street, built in the 1950's, are still in good condition. While the Department is supporting the requested redesignation to "Business and Office" for most of the subject property, the Department is recommending that the northern 100 feet be deleted from the application site to reflect the existing development trend along a residential roadway, SW 38 Street.

   The application suggests that this narrow property with a width ranging from 98 to 103.5 feet would be developed with community-serving retail uses and a medium density liner (13 to 25 DU per gross acre) as a buffer along SW 38 Street. This is only a suggestion; the applicant has not at this time submitted a covenant restricting development to this proposal. Even if the entire application site were redesignated as the applicant requests to "Business and Office," the maximum residential density that could be permitted by the CDMP for a liner along SW 38 Street would be low medium (5 to 13 DU per gross acre). Verbally, the applicant's representative has indicated that the liner would be occupied by townhouses a low-medium density use. Maintaining a strip of land designated as Low Density Residential (2.5 to 6 DU per gross acre) would help insure that development opposite the single-family residences on the north side of SW 38 Street would be compatible.

3. A request, Hearing No. 79-9-CC-13, to rezone the entire application site to a business district, BU-1A (Limited Business), was denied in 1979 by the Board of County Commissioners. Both the Planning and Building and Zoning departments recommended denial of the zoning request. The concerns at that time included placing a commercial district with frontage along a residential roadway, providing adequate buffers for the adjacent bungalow court and single-family developments, and allowing commercial traffic access to a residential street. The Department still shares the concerns that the planners in 1979 had with commercial development of this narrow parcel. At the time of zoning, the developer will have to present a site plan that provides adequate buffering for the bungalow courts to the east. The developer should at the time of site planning work with the owner of the adjacent shopping center to address access and parking problems.

4. Additional business land will help alleviate effects of the depletion of vacant commercial land that is expected this year in Study Area D and Minor Statistical Area (MSA) 5.3. At the projected rate of absorption, the supply of commercially zoned and designated land will be depleted by the year 2012 in the study area and 2013 in the MSA. For the 1.5-

mile radius trade area surrounding the site, there were 3.7 acres of vacant commercial land in 2004, but Bird Road is lined on both sides with all manner of commercial activity. The study area is projected to have a sufficient supply of residential land through 2014, although the Business and Office designation could potentially permit an additional 8 housing units to be constructed than the currently configured designations of "Business and Office" and " Low Density Residential. "

5. Except for sewer services, the site is adequately served by public services. According to Department of Environmental Resources Management (DERM), there is an 8-inch gravity sewer line abutting the rear of the property on SW 38 Street, which directs sewage flow to Pump Station 30-0757 that is under a Conditional Moratorium. In addition, there is an 8-inch force main running along Bird Road (SW 40 Street). The sanitary sewer system does not have adequate collection/transmission capacity for the proposed development if routed to the gravity system at the rear of the property.. However, the waste water system meets the county's Level-of-Service standards with this development. The sewage plant serving this application site, the South District Treatment Plant, does have sufficient capacity.

6. The subject application site has limited impact on environmental or historic resources. DERM has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources. The subject property is located within the Alexander Orr, Snapper Creek and Southwest average day pumpage wellfield protection area. According to Section 24-43(5) of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area.

Study Area D Description

Study Area D includes a substantially developed area of approximately 30 square miles in near southwestern Miami-Dade County. This study area is bounded generally by Tamiami Trail on the north, SW 27 Avenue on the east, Sunset Drive (SW 72 Street) on the south, and the Florida Turnpike Extension on the west. (See Figure D-1.)

Approximately 75 percent of the study area is unincorporated. The incorporated areas include West Miami, and portions of the cities of Coral Gables, South Miami and Miami. This Study Area is comprised of two minor statistical areas (MSAs 5.3 and 5.4) for which population and land use data are regularly maintained. These boundaries include sufficient area to reasonably represent the trend of development in the vicinity of the land use plan map application addressed below.

Environmental Conditions and Considerations

All Miami-Dade County's major soil types except sandy soils are found in Study Area D. The major soil types are urban land complexes and tidal mucks and marls. In undeveloped parcels, rock outcrops and mucks exist mostly on the higher ground while marl soils are found in the former glades and along the Bay. Drainage of the soil types found in Study Area D ranges from very poor to moderate. The drainage characteristics of the soils found on the Application sites, however, are predominately moderate.

In Study Area D ground elevations on the coastal ridge exceed 15 feet above mean sea level, but east of Old Cutler Road the land elevation drops sharply to the edge of Biscayne Bay. Portions of the ridge that extend inland have elevations between 10 and 15 feet msl. Elevations farther west, in the former transverse glades, range between 5 and 10 feet msl.

A summary of the environmental conditions for the four applications located in Study Area A is presented in Table D-1.

Flood Protection

Study Area D is drained by the Coral Gables Waterway and the Snapper Creek Canal (C-2). Each of these canal basins contains some poorly drained areas. The older low-lying areas near the Coral Gables Waterway flood during heavy rainfalls. The 100-year flood zone includes the area east of Old Cutler Road and low-lying former glades near each of the canals.

Application Nos. 8 and 9 are located in C-3 Basin. Flood protection for these sites is available through the Tamiami (C-4) canal and the Coral Gables (C-3) canal. Neither of the application sites is located in a Hurricane Evacuation Area, and, both sites are located within Federal Flood Zone X (within the 100 year flood zone but inundated with less than one foot of water). Both sites shall be required to provide full on-site retention of the 5-year storm adequately designed exfiltration systems or a combination of exfiltration and dry detention. Storm water runoff must be fully contained on-site without adverse impact to adjacent properties.

Figure D-1

LOCATION: Study Area D (MSA's 5.3 & 5.4)

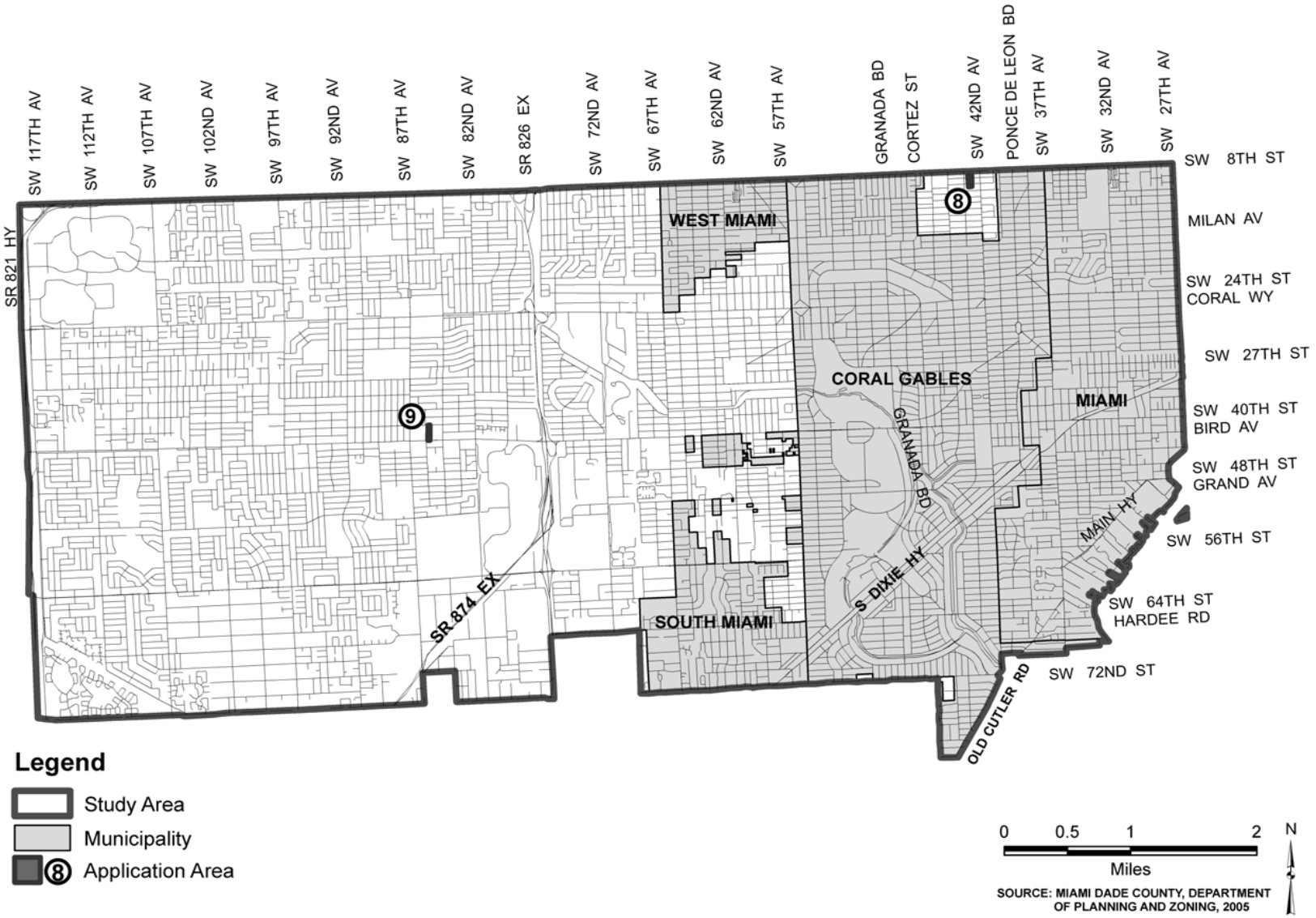


Table D-1
Environmental Conditions
Study Area D

	Application Number 8	9
Flood Protection		
County Flood Criteria (NGVD)	+7.1 feet	+7.1 feet
Stormwater Management	5-year storm	5-year storm
Drainage Basin	Area B	Area B
Federal Flood Zone	X	X
Hurricane Evacuation Zone	NO	NO
Biological Conditions		
Wetlands Permits Required	NO	NO
Native Wetland Communities	NO	NO
Natural Forest Communities	NO	NO
Endangered Species Habitat	NO	NO
Other Considerations	Contaminated Soil and Groundwater	Contaminated Soil and Groundwater
Within Wellfield Protection Area	NO	NO
Archaeological/Historical Resources	NO	NO

Source: Miami-Dade Department of Environmental Resources Management.
Miami-Dade Office of Community Development, Historic Preservation Division.
Miami-Dade Department of Planning and Zoning, 2000.

Wetlands

Applications Nos. 8 and No. 9 do not contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, Miami-Dade County will not require a Class IV Permit for work on this application site. However, the Army Corps of Engineers, the Florida Department of Environmental Protection and the South Florida Water Management District may require permits for the proposed project. It is the applicant's responsibility to contact these agencies.

Forest Resources

Applications Nos. 8 and No. 9 contain specimen-sized (trunk diameter > 18 inches) trees. Section 24-49 of the Code requires the preservation of tree resources. Consequently, DERM will require the preservation of all the specimen-sized trees, as defined in the Code, on the site. A Miami-Dade County tree removal permit is required prior to the removal or relocation of any trees. A tree survey showing all the tree resources on site will be required prior to reviewing the tree removal permit application.

Wellfield Protection

There are no wellfield protection issues to evaluate with respect to this application.

Historic Preservation Analysis

An assessment of the applications in this Study Area was conducted by the Office of Historic Preservation. Their review found that Application Nos. 8 and 9 have no archaeological or historical concerns.

Land Use Patterns Within Study Area D

The existing land use pattern in this study area is predominantly residential with supporting commercial activities. Residential areas include a range of housing types from single-family detached units to multifamily areas at medium and medium-high densities. Significant commercial areas include the Coral Gables and South Miami central business districts. Extensive commercial uses are also located along frontages of US 1, Tamiami Trail, and Bird Drive. Industrial areas exist west of US 1 in Coral Gables, and east of the Palmetto Expressway south of Coral Way and Bird Road. The major educational institutions located within the area are the University of Miami, and Florida International University. The Tamiami and Tropical Parks are major park facilities located in the area. A summary of existing land uses for the two application sites located in Study Area D is given in Table D-2.

Table D-2
Existing Land Uses Within and Adjacent to Application Area
Study Area D

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
8	Mobile Home Park	Vacant (BU-2)	Drug Store Residential	Single-Family Residential	FP&L Substation Residential
9	Vacant (BU-2; RU-3B)	Single-Family Residential	Duplex Residential	Retail	Shopping Center

Note: Zoning on vacant parcels is noted in parentheses ( ).

Future Land Use Patterns. The CDMP currently provides for the retention and infill of the existing residential areas. Most of the area is designated for Low Density Residential development in recognition of the numerous single family neighborhoods. Major commercial nodes are planned at Coral Gables and South Miami. Commercial development is planned for the eastern frontage of US 1, and along Tamiami Trail, Bird Road and parts of Coral Way, and at certain major intersections.

The adopted land use plan allows the continued infill of business and office uses along major roadway frontages where commercial development is already established, and intensification and mixing of uses through redevelopment at planned Urban Center locations, particularly along Metrorail. Downtown Coral Gables has been designated a Metropolitan Urban Center to promote intensification, mixing and integration of land uses.

Application No. 8

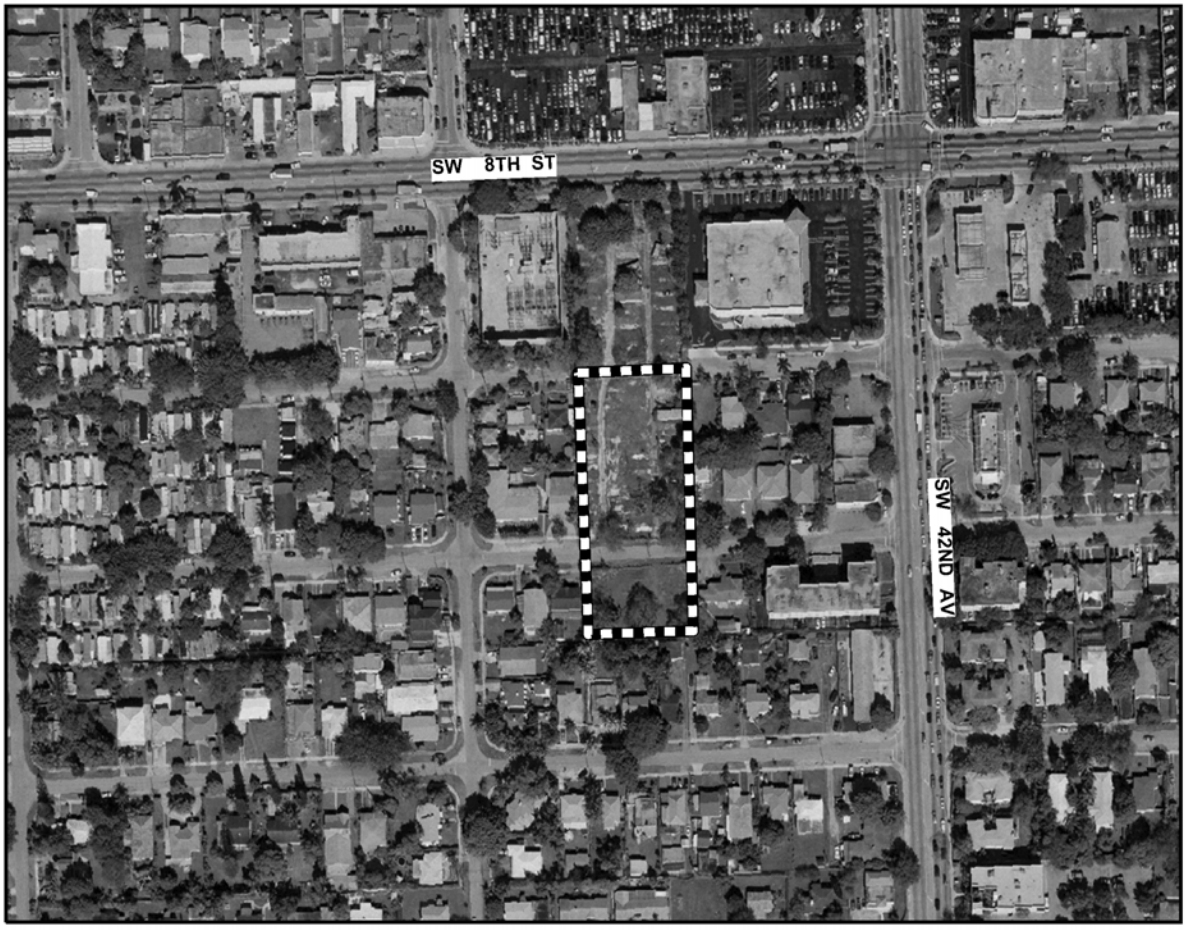
The application area is located on the south side of Tamiami Trail (SW 8 Street) between SW 42 Avenue and SW 43 Avenue, and contains 2.14 acres.

Existing Land Use Patterns. Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures D-2, D-3 and D-4. The application area is currently occupied by a mobile home park. The site is bordered on the northeast by a Walgreens drug store, on the east and south by residential, on the northwest by a Florida Power and Light substation, and on the west by residential. The surrounding area is typically mixed commercial uses along the SW 8 Street frontage, and low-to-medium density residential uses in the interior blocks. The application site is zoned RU-3B "Bungalow Court" district and RU-2 "Two Family Residence" district. The north portion of the property, which fronts on SW 8 Street and is not part of the Application, is zoned BU-2, "Special Business" district, and is currently vacant.

Future Development Patterns. The portion of the property fronting on SW 8 Street and extending 100' southward is designated as "Business and Office" on the CDMP Land Use Plan, and is not a part of this Application request. The balance of the property is designated "Low Density Residential", and the Applicant is proposing to change this designation by extending the existing "Business and Office" designation southward to apply to the rest of the property. That portion of the CDMP Land Use Map which depicts the area surrounding this application site is included as Figure D-5.

Figure D-2

AERIAL PHOTO: APPLICATION NO. 8



APPLICATION AREA

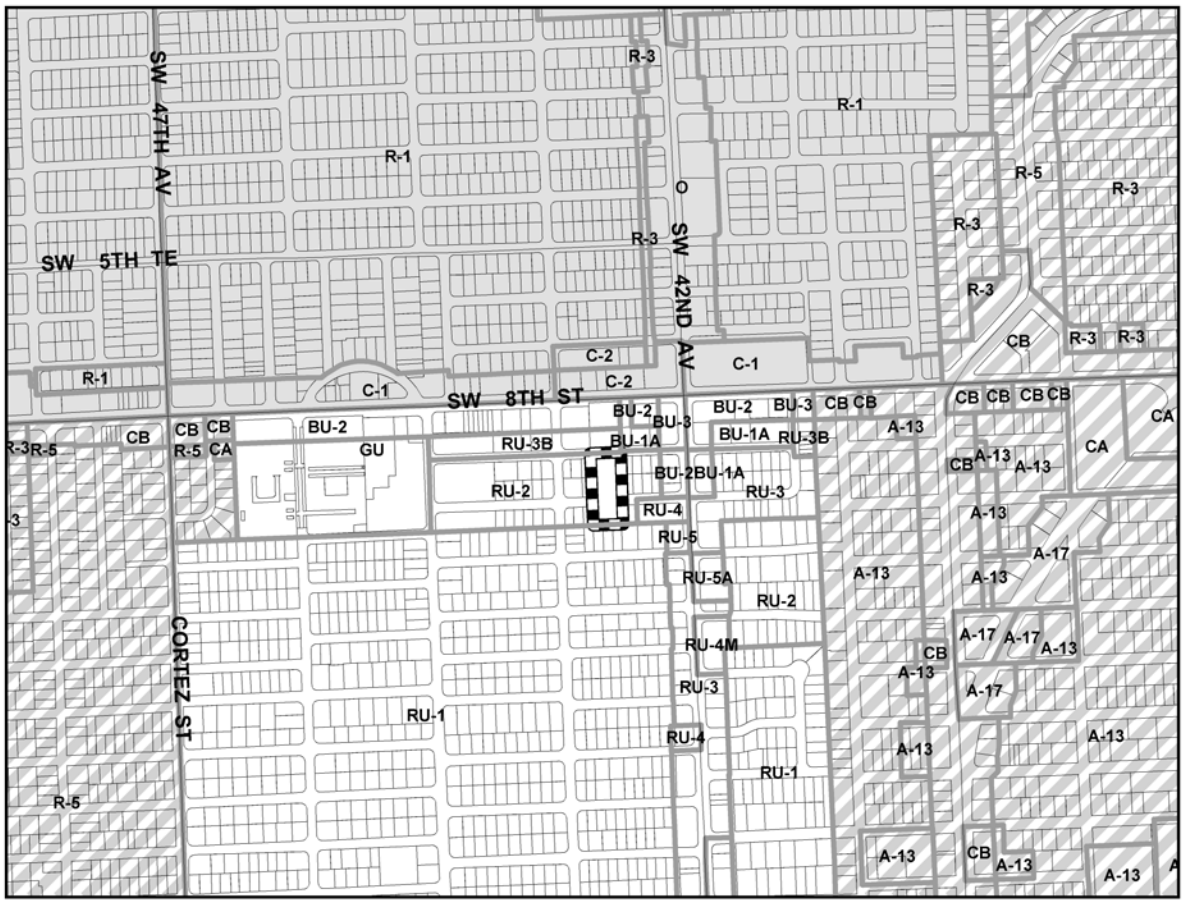
0 0.04 0.08 Miles

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SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure D-3

APPLICATION NO. 8
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

CORAL GABLES

CITY OF MIAMI

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT.NET
RU-3B	BUNGALOW COURT 10,000 SQ FT NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
RU-5	SEMI-PROFESSIONAL OFFICES & APARTMENTS
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES

CORAL GABLES ZONING DISTRICTS

R-3	SINGLE-FAMILY 1,027 SQ FT MINIMUM BUILDING FLOOR AREA
R-5	SINGLE-FAMILY 1,409 SQ FT MINIMUM BUILDING FLOOR AREA
A-13	APARTMENT USE DISTRICTS 2,427 SQ FT MINIMUM BUILDING FLOOR AREA
A-17	APARTMENT USE DISTRICTS 3,409 SQ FT MINIMUM BUILDING FLOOR AREA
CA	LOW-INTENSITY COMMERCIAL AND MIXED-USES.
CB	MEDIUM INTENSITY COMMERCIAL-USES AND MIXED-USES

CITY OF MIAMI ZONING DISTRICTS

R-1	SINGLE-FAMILY RESIDENTIAL
O	OFFICE
G/I	GOVERNMENT AND INSTITUTIONAL
C-1	RESTRICTED COMMERCIAL
C-2	LIBERAL COMMERCIAL

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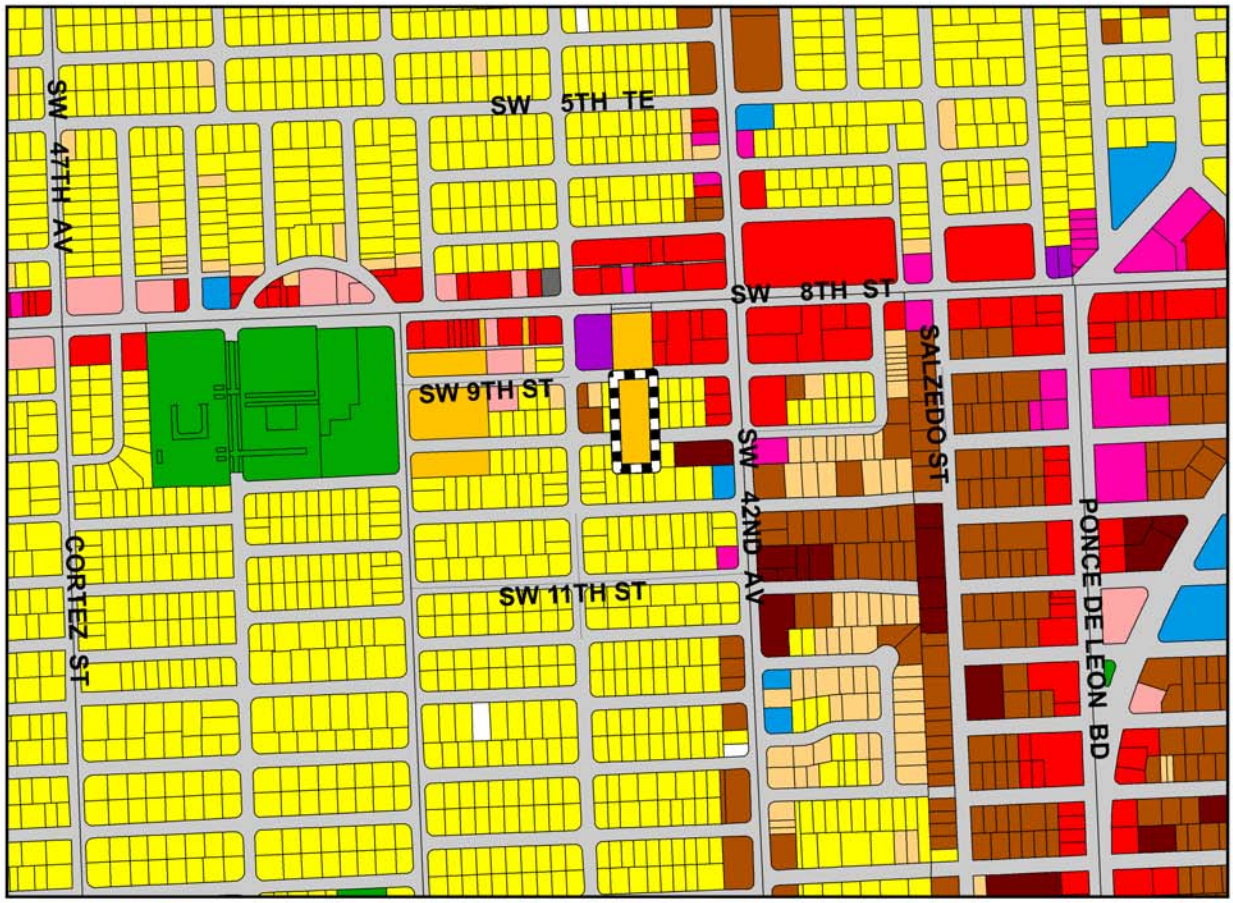
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure D-4

APPLICATION NO. 8
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

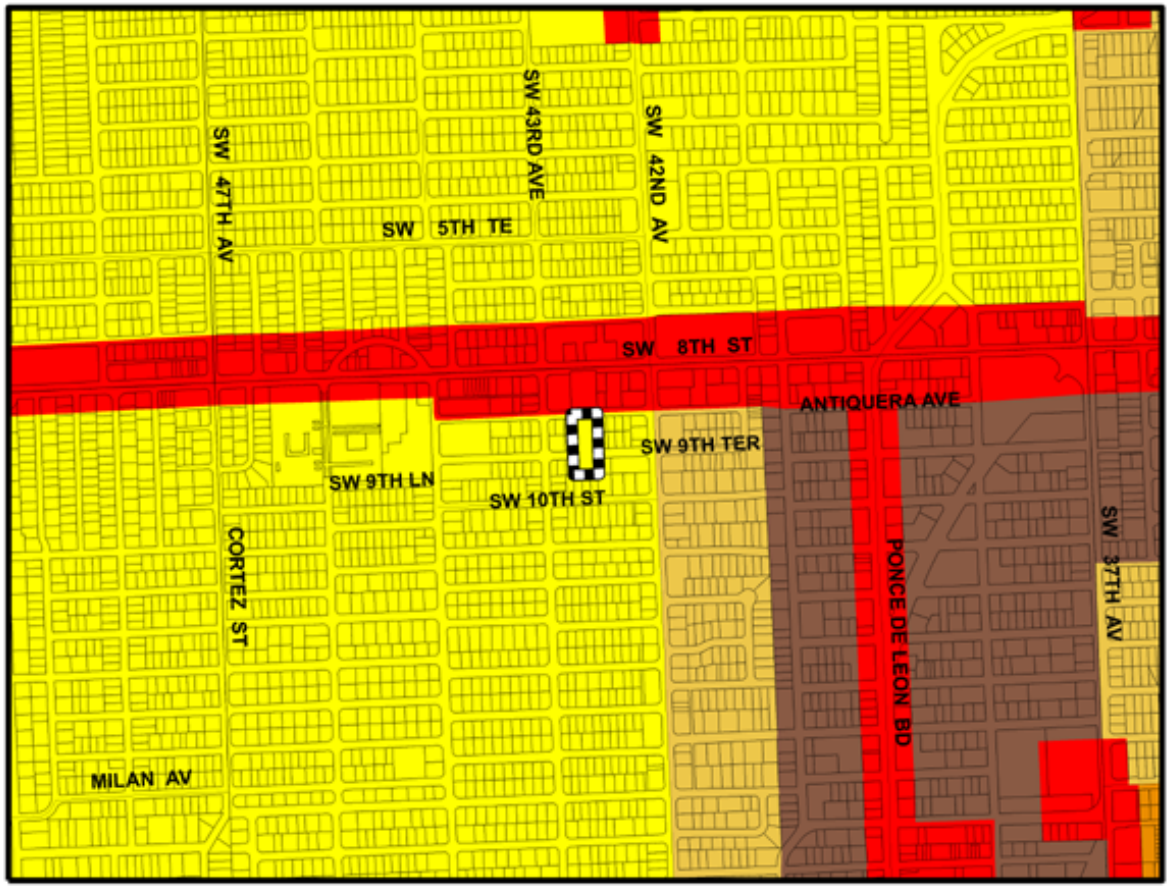
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure D-5

APPLICATION NO. 8
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC

MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC

MEDIUM-HIGH DENSITY RESIDENTIAL (MHDR) 25-60 DU/AC

BUSINESS AND OFFICE

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.1 0.2 0.4

Miles

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 9

The application area is located on the north side of Bird Road (SW 40 Street) between SW 84 Avenue and theoretical SW 85 Avenue, and contains 1.41 acres.

Existing Land Use Patterns. Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures D-6, D-7 and D-8. The application area is currently vacant land. The site is bordered on the west by a small shopping center, on the north by single-family residential, on the east by duplex residential, and on the south, retail uses on the south side of Bird road. A landscape buffer varying in width from 50' to 75' is located along the north edge of the shopping center property, between it and SW 38 Street. This buffer is zoned RU-1 and is maintained as a "Mini Urban Forest" by the Everglades Elementary School.

Future Development Patterns. The southern portion of the property fronting on SW 40 Street is designated as "Business and Office" on the CDMP Land Use Plan. The balance of the property is designated "Low Density Residential", and the Applicant is proposing to change this designation by extending the existing "Business and Office" designation northward to apply to the rest of the property. That portion of the CDMP Land Use Map which depicts the area surrounding this application site is included as Figure D-9.

Figure D-6

AERIAL PHOTO: APPLICATION NO. 9



APPLICATION AREA

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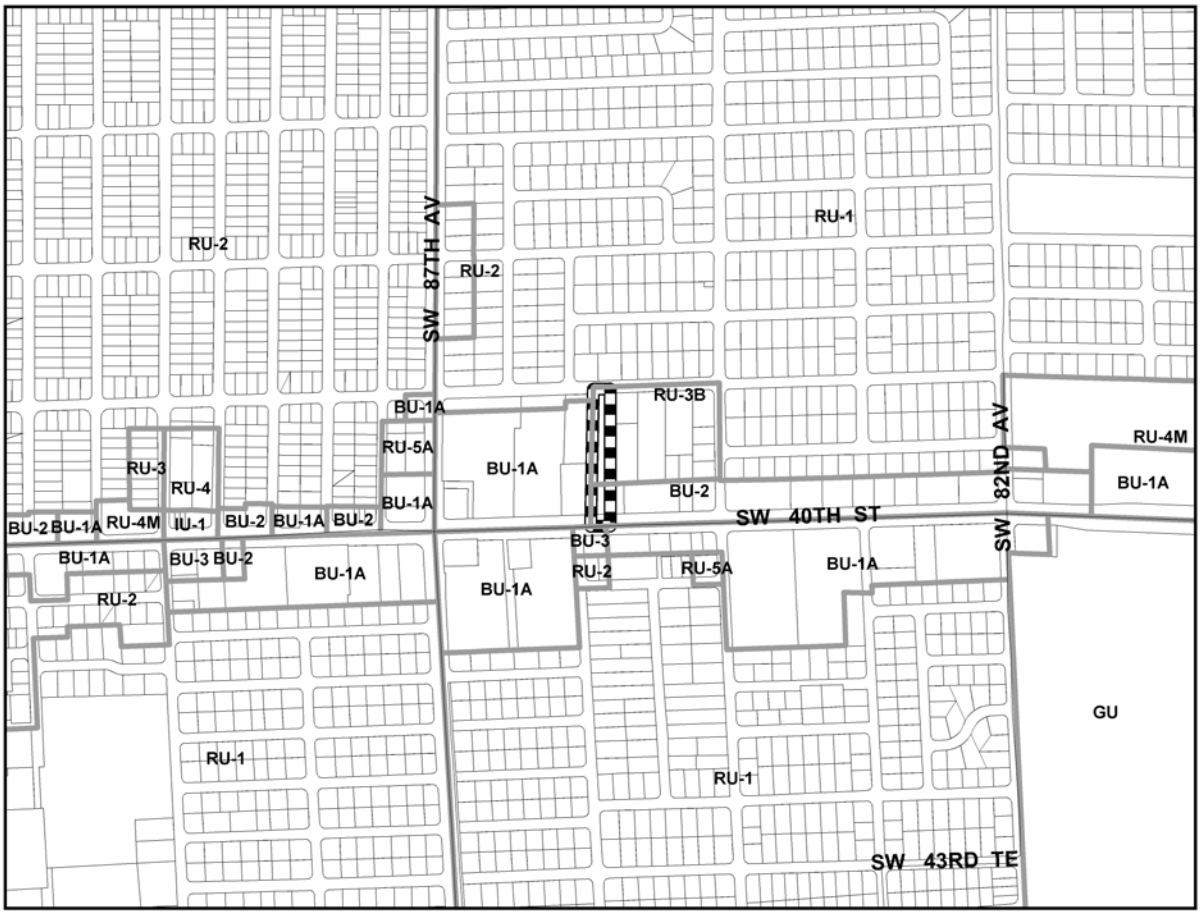
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure D-7

APPLICATION NO. 9

CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES
IU-1	INDUSTRIAL-LIGHT

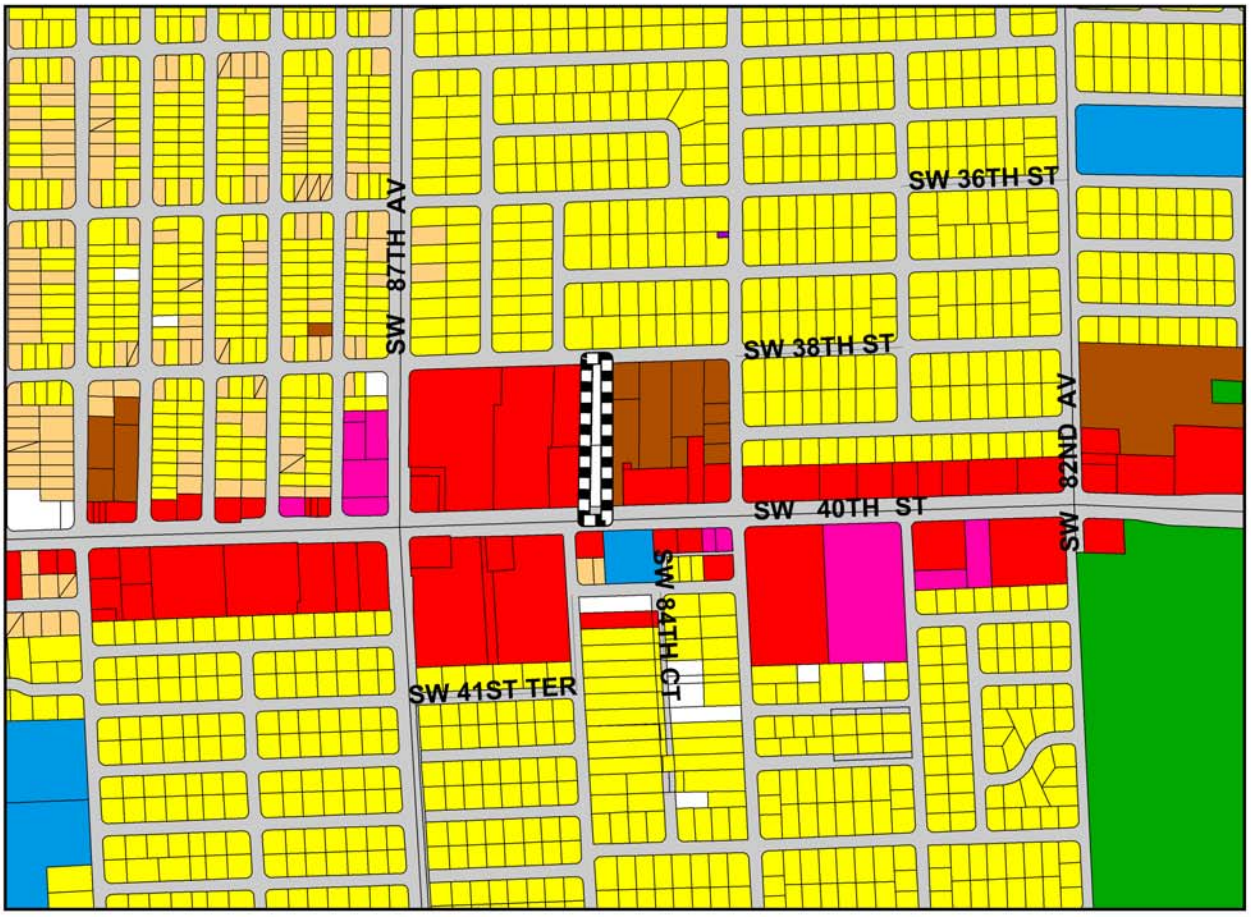
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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure D-8

APPLICATION NO. 9
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

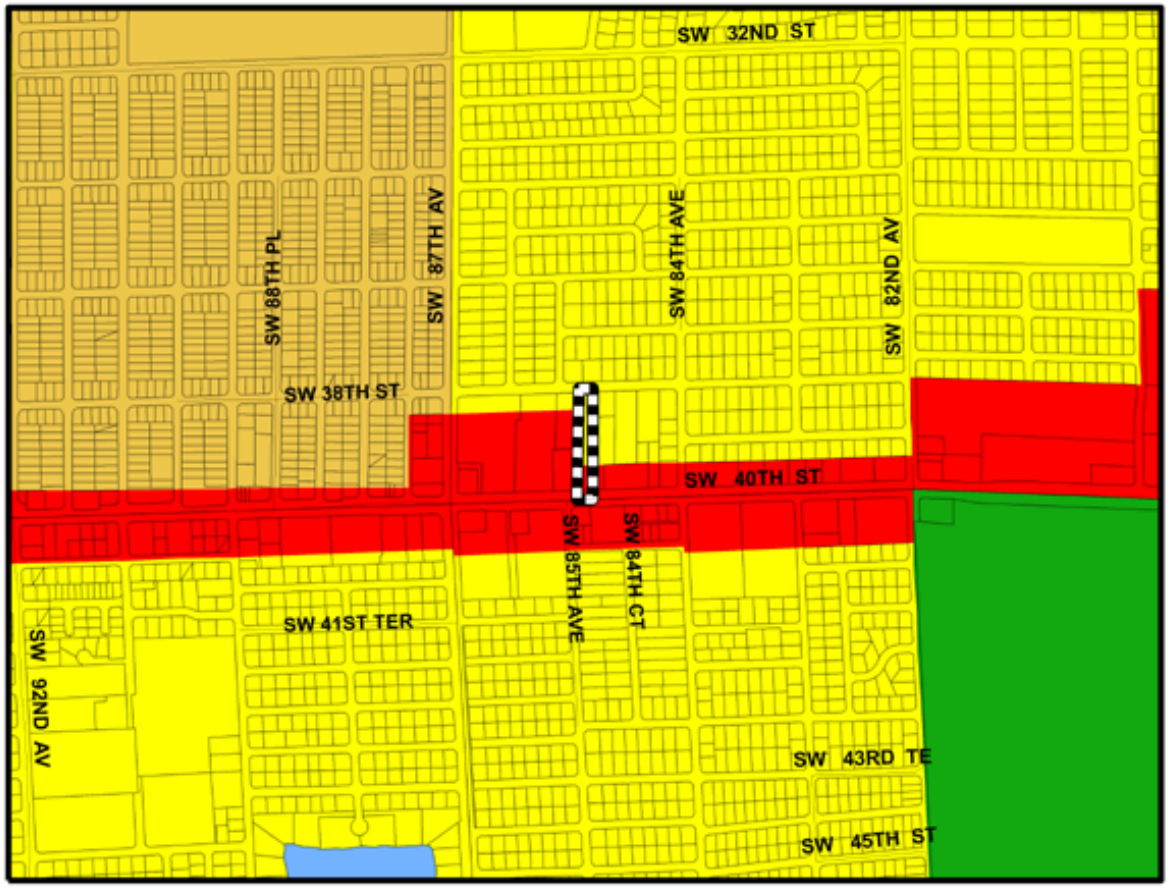
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Miles

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure D-9

APPLICATION NO. 9
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC

BUSINESS AND OFFICE

PARKS AND RECREATION

WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.1 0.2 0.4

Miles

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Supply and Demand for Residential Land

Vacant residential land in Study Area D (Minor Statistical Areas 5.3 and 5.4) in 2004 was estimated to have a capacity for about 1,739 dwelling units with about 55 percent of this intended for single-family units. The annual average demand is projected to decrease from 154 units per year in the 2004-2010 period to 447 units in 2015-2020. An analysis of the residential capacity shows absorption occurring in the year 2014 (See Table D-3). More than 75 percent of the projected residential demand is for single-family units and this land is projected to be depleted by 2010. The supply of multi-family land is projected to be depleted in 2019.

Table D-3
Residential Land Supply/Demand Analysis
2004 to 2025: Study Area D

Analysis done separately for each type, i.e. no shifting of demand between single & multi-family type	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2004	779	960	1,739
DEMAND 2004-2010	143	42	185
CAPACITY IN 2010	64	750	814
DEMAND 2010-2015	148	46	194
CAPACITY 2015	0	520	0
DEMAND 2015-2020	334	113	447
CAPACITY 2020	0	0	0
DEMAND 2020-2025	260	92	352
CAPACITY 2025	0	0	0
DEPLETION YEAR	2010	2019	2014

Residential capacity is expressed in terms of housing units as of January.
Housing demand is an annual average figure based on current population projections.
Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

The table above addresses residential land supply and demand in Study Area D without the effect of the proposed CDMP amendments. There are two small-scale amendments proposed in this area totaling 2.6 net acres. One is requesting a Business and Office designation and the other a Medium Density designation. The maximum additional capacity if both were developed as residential would be about 40 units, with only a nominal impact on the depletion year.

Supply and Demand for Commercial Land

Study Area D contained 29.2 acres of vacant land zoned for commercial uses in 2004. In addition, there were 1,182.4 acres of in-use commercial land. The average annual absorption rate projected for the 2003-2025 period is 3.70 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land by the year 2012 (See Table D-4).

Table D-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area D

Study Area D MSA	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons 2015	2025
5.3	19.6	612.5	2.29	2013	4.9	4.5
5.4	9.6	569.9	1.41	2011	5.5	5.5
Total	**29.2**	**1,182.4**	**3.70**	**2012**	**5.2**	**5.0**

Source: Miami-Dade Department of Planning & Zoning, Planning Division, Research Section, July 2005.

Application No. 8 is a 2.14-acre parcel proposed for change in designation from Low Density to Business and Office and Medium-Density Residential. It is just south of SW 8 Street and slightly west of LeJeune Road. Figure D-10 shows the location of the site and the in-use and vacant commercial land within a one and a half mile radius. Table D-5 shows these numbers as well as population data.

Table D-5
Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
8	1.5	5,000-40,000	73,784	11.17	456.06

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Clearly, the market area population is well above that required for such a small business use, but the area already contains a large amount of commercial services.

Application No. 9 is an even smaller parcel than No. 8, being only1.41 acres. Currently, it is partly residential and the applicant is requesting it be designated all Business and Office. Figure D-11 shows the location of the site on Bird Road near SW 87th Avenue. Table D-6 displays the relevant land use data. There are less than four acres of vacant commercial land in the Trade Area, but Bird Road is lined on both sides with all manner of commercial activity.

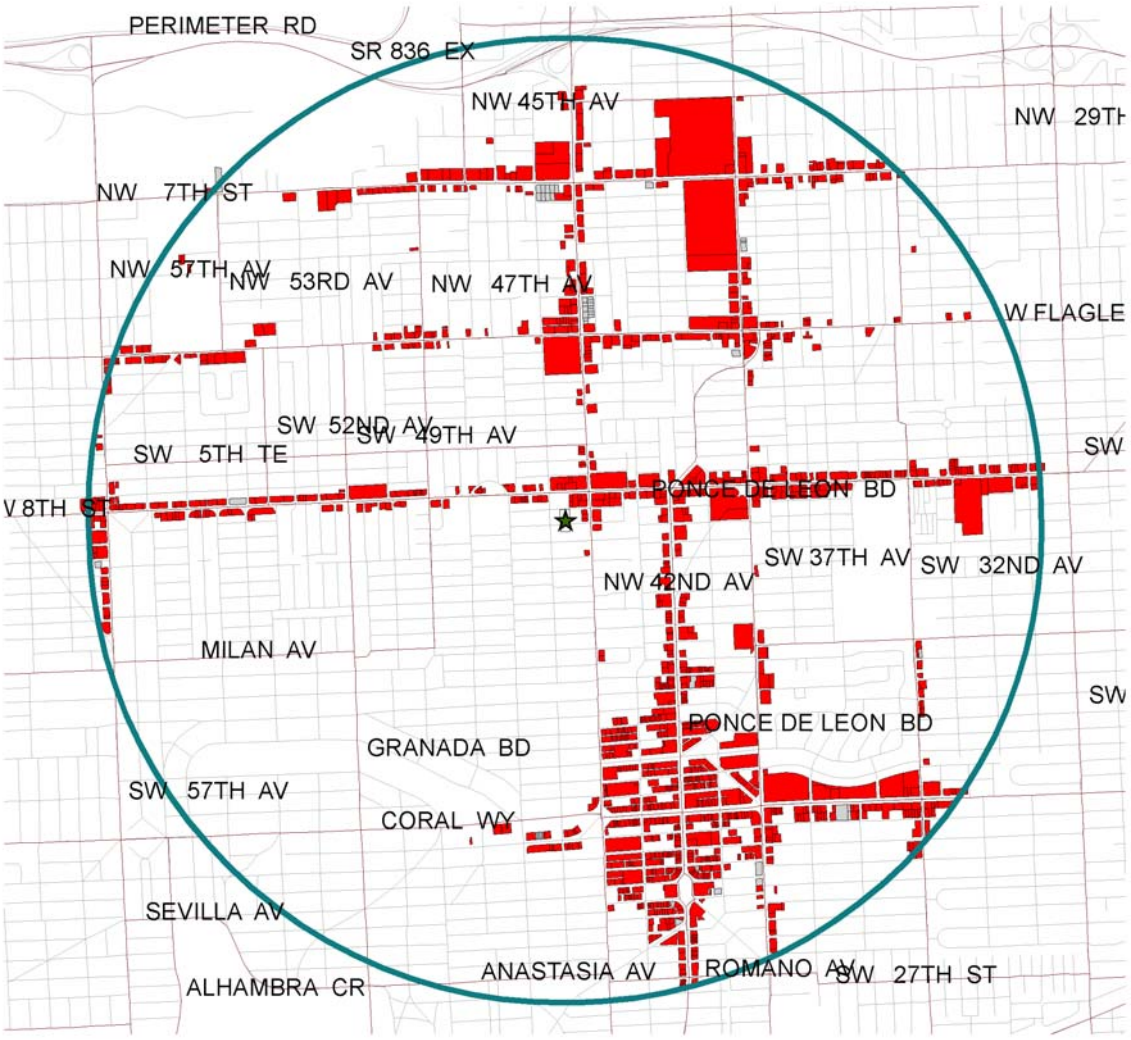
Table D-6
Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
9	1.5	5,000-40,000	42,512	3.7	323.2

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Figure D-10

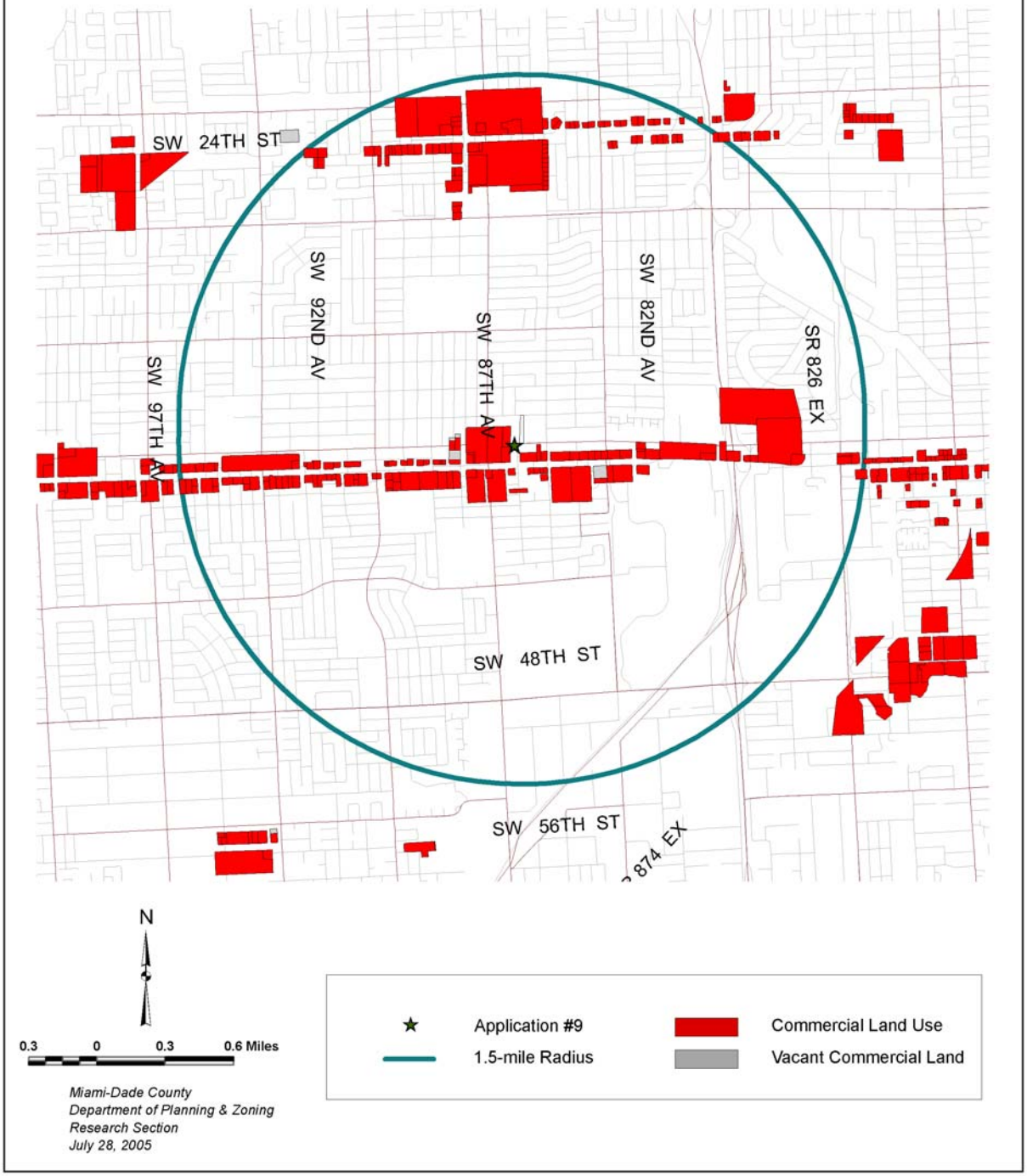
TRADE AREA MAP: APPLICATION NO. 8



Miami-Dade County
Department of Planning & Zoning
Research Section
July 28, 2005

Figure D-11

TRADE AREA MAP: APPLICATION NO. 9



Roadways

Existing Conditions

Figure D-12 illustrates the existing arterial roadway network serving this Study Area. East-west arterials such as Flagler, SW 8, SW 24, SW 40 and SW 56 Streets and north-south freeways and arterials such as the Homestead Extension of the Florida Turnpike (HEFT), the Palmetto Expressway, the Don Shula Expressway, US 1, SW 117, SW 107, SW 97, SW 87, SW 67, SW 57, SW 42, SW 37 and SW 27 Avenues are the major travel corridors which provide accessibility within the study area and to other portions of the County. There is also adequate access to the Homestead Extension of the Florida Turnpike (HEFT) with interchanges at SW 8 and SW 40 Streets; to the Palmetto with interchanges at Flagler, SW 8, SW 24, SW 40 and SW56 Streets.

Table D-7 lists and Figure D-13 shows the existing traffic conditions on major roadways in this Study Area. Most roadways in this Study Area show acceptable peak-period level of service (LOS) conditions, LOS C or better. However, extremely congested conditions, LOS F, exist on segments of SW 27, SW 37, SW 42, SW 57, SW 67 and SW 72 Avenues, as well as on segments of SW 8 and SW 56 Streets.

Traffic Concurrency Evaluation

A portion of the Study Area, east of the Palmetto Expressway, is located within the County's Urban Infill Area (UIA), a designated transportation concurrency exception area, and the rest of the area is located within the 2005 Urban Development Boundary. An evaluation of peak-period traffic concurrency conditions, as of July 12, 2005, in this Study Area, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements, predicts that most roadway segments have sufficient service capacity. The exceptions are some segments of SW 72, SW 67, SW 57, SW 42, SW 37 and SW 27 Avenues, and SW 56 Street, which fail to meet the County's adopted LOS standards as shown in the following table and in Figure D-14.

Roadway Segments That Run Out of Service Capacity
Study Area D

Roadway Segment	Trips Left
SW 72 Ave between Bird Dr./ SW 40 Street and SW 56 Street	-185
Ludlam Rd./ SW 67 Ave. between Coral Way/ SW 24 Street and SW 40 Street	-285
Ludlam Rd./ SW 67 Ave between Bird Rd./ 40 Street and 56 Street	-806
SW 57 Ave./ Red Rd between SW 42 Street and Brescia Ave.	-933
SW 57 Ave./ Red Rd between SW 8 Street and 24 Street	-548
Palmetto Expwy (SR 826) between SW 56 Street/ Miller and SR 874/ 40 Street	-90
SW 42 Ave./ LeJeune between 40 Street and US-1	-144
SW 37 Ave. between US-1 and Ingraham Hwy	-36
Miller Dr. /SW 56 Street between Red Rd./ SW 57 Ave. and SW 67 Ave.	-844

Source: Miami-Dade County Public Works Department, July 2005
Florida Department of Transportation, July 2004.

Figure D-12

ROADWAYS: Application Nos. 8 & 9

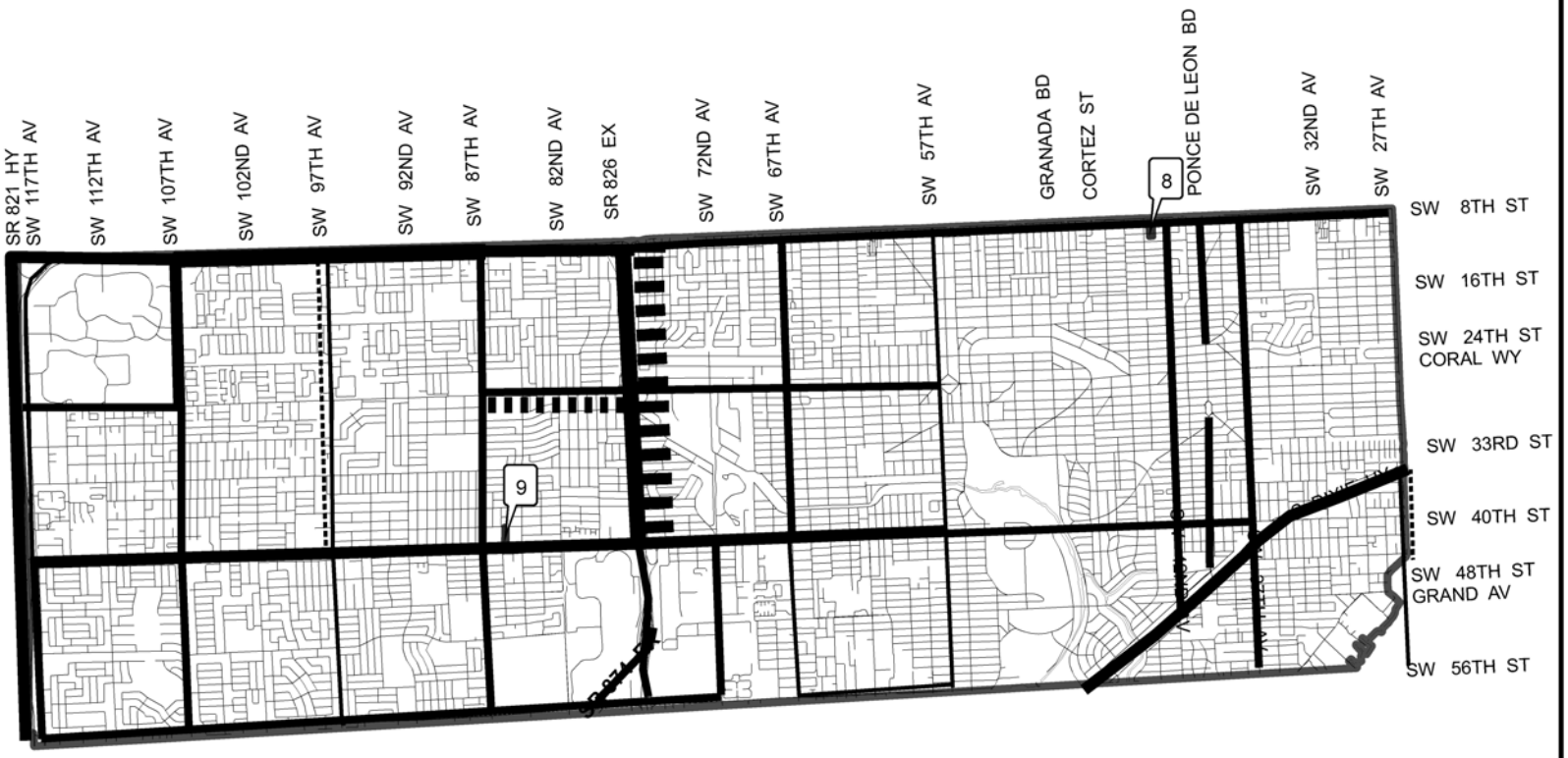


Table D-7
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Study Area D

Roadway	Location/Link	Lanes	LOS Std.*	LOS
HEFT / SR 821	SW 8 Street to SW 40 Street	6 LA	D	B (96)
	SW 40 Street to SW 88 Street	6 LA	D	C (96)
SW 117 Avenue	SW 40 Street to SW 72 Street	4 DV	D	C (04)
SW 107 Avenue/ SR 985	SW 8 Street to SW 24 Street	6 DV	E	C (01)
	SW 24 Street to SW 40 Street	4 DV	E	C (01)
	SW 40 Street to SW 56 Street	4 DV	E	D (00)
SW 97 Avenue	SW 8 Street to SW 24 Street	2 UD	D	C (04)
	SW 24 Street to SW 40 Street	2 UD	D	C (04)
	SW 40 Street to SW 56 Street	2 UD	D	C (04)
SW 87 Avenue/ Galloway Road	SW 8 Street to SW 24 Street	4 DV	E	D (00)
	SW 24 Street to SW 40 Street	4 DV	E	D (00)
	SW 40 Street to SW 56 Street	4 DV	E	C (00)
SR 826/Palmetto Expressway	SW 8 Street to SW 24 Street	8 LA	D	D (01)
	SW 24 Street to SW 40 Street	8 LA	D	C (01)
	SW 40 Street to SW 56 Street	4 LA	E	E (01)
SW 72 Avenue	SW 40 Street to SW 56 Street	4 DV	D	F (04)
SW 67 Ave.	SW 8 Street to SW 24 Street	4 DV	E	D (04)
	SW 24 Street to SW 40 Street	4 DV	E	F (04)
	SW 40 Street to SW 56 Street	2 UD	E	F (04)
SW 57 Ave./ Red Rd./ SR 959	SW 8 Street to SW 24 Street	2 UD	E	F (00)
	SW 24 Street to SW 40 Street	2 UD	E	D (00)
	SW 42 Street to Brescia Avenue	2 UD	E	F (00)
SW 42 Ave./SR 953/	SW 8 Street to SW 22 Street	4 DV	E+20%	E+6% (01)
LeJeune Rd.	SW 22 Street to SW 40 Street	4 DV	E+20%	D (01)
	SW 40 Street to US 1	4 DV	E+20%	E+30% (00)
Ponce de Leon Blvd.	SW 8 Street to Alhambra Circle	4 DV	E	B (04)
	SW 40 Street to Almeria Ave.	4 DV	E	B (04)
SW 37 Avenue	SW 8 Street to US 1	4 DV	E	D (04)
	US 1 to Main Highway	4 DV	E	F (04)
SW 27 Avenue	US 1 to South Bayshore Drive	2 UD	E	F (04)
SW 8 Street/ SR 90/ Tamiami	HEFT to SW 107 Ave	6 DV	D	C (00)
Trail	SW 107 Ave. to SW 87 Ave.	8 DV	E	C (01)
	SW 87 Ave. to SR 826	6 DV	E	D (00)
	SR 826 to SW 72 Avenue	4 DV	E+20%	E+8% (01)
	SW 72 Ave to SW 57 Ave.	4 DV	E+20%	B (01)
	SW 57 Ave. to SW 42 Ave.	4 DV	E+20%	D (04)

Table D-7 (Cont.)
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Study Area D

Roadway	Location/Link	Lanes	LOS Std.*	LOS
SW 8 Street/ SR 90/ Tamiami Trail	SW 42 Ave. to SW 37 Ave.	4 DV	E+20%	D (04)
	SW 37 Ave. to SW 27 Ave.	4 DV	E+20%	D (04)
SW 24 Street/ Coral Way	HEFT to SW 107 Avenue	4 DV	D	C (04)
	SW 107 Ave. to SW 97 Ave.	6 DV	D	B (04)
	SW 87 Ave. to SR 826	4 DV	E	C (04)
	SR 826 to SW 57Ave.	4 DV	E+20%	C (04)
SW 40 Street/ Bird Rd /SR 976	HEFT to SW 107 Avenue	6 DV	E+20%	B (00)
	SW 107 Ave. to SW 97 Ave.	6 DV	E+20%	B (00)
	SW 97 Ave. to SW 87 Ave.	6 DV	E+20%	B (00)
	SW 87 Ave. to SR 826	6 DV	E+20%	C (01)
	SR 826 to SW 57 Avenue	4 DV	E+20%	B (01)
	Ponce De Leon to US 1	4 DV	E+20%	D (01)
SW 56 St./Miller Dr.	HEFT to SW 107 Avenue	4 DV	D	B (04)
	SW107 Ave. to SW 97 Ave.	4 DV	D	B (04)
	SW 97 Ave. to SW 87 Ave.	4 DV	D	B (04)
	SW 87 Avenue to SR 826	4 DV	D	C (04)
	SW 67 Avenue to SR 826	4 DV	E	B (04)
	SW 67 Ave. to SW 57 Ave.	2 UD	E	F (04)
Don Shula Espy. / SR 874	SR 878 to SR 826	4 LA	D	B (00)
S. Dixie Highway/ SR 5	SW 42 Ave. to SW 27 Ave.	6 DV	E+50%	C (01)
	SW 67 Ave. to SW 42 Ave.	6 DV	E+50%	D (01)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, July 2005.
Note: () in LOS column identifies year traffic count was updated or LOS traffic analysis revised
* Segment is operating at LOS F and it is not violating the adopted LOS standard
DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

Moreover, the traffic concurrency evaluation revealed that another eight roadway segments might soon run out of service capacity, as shown in the following list:

Roadway Segments That May Soon Run Out Of Capacity

Roadway Segment	Trips Left
SW 32 Ave. between SW 8 Street and 24 Street	138
SW 57 Ave./Red Rd. between SW 24 Street/ Coral Way and SW 42 Street	168
SW 72 Avenue between SW 56 Street and SW 72 Street	183
SW 74 Ave. between SW 8 Street to SW 16 Street	88
SW 97 Ave. between SW 40 Street and SW 56 Street	98
SW 107 Ave/ SR 997 between SW 40 Street/ Bird Rd. and SW 62 Street	149
Miller Dr./ SW 56 Street between SR 826 and SW 87 Ave.	49
SW 72 Street/ Sunset Dr. between SW 107 Ave. and SW 117 Ave.	135

Source: Miami-Dade Public Works Department, July 2005.

Figure D-13

EXISTING ROADWAY LEVEL OF SERVICE: Application Nos. 8 & 9

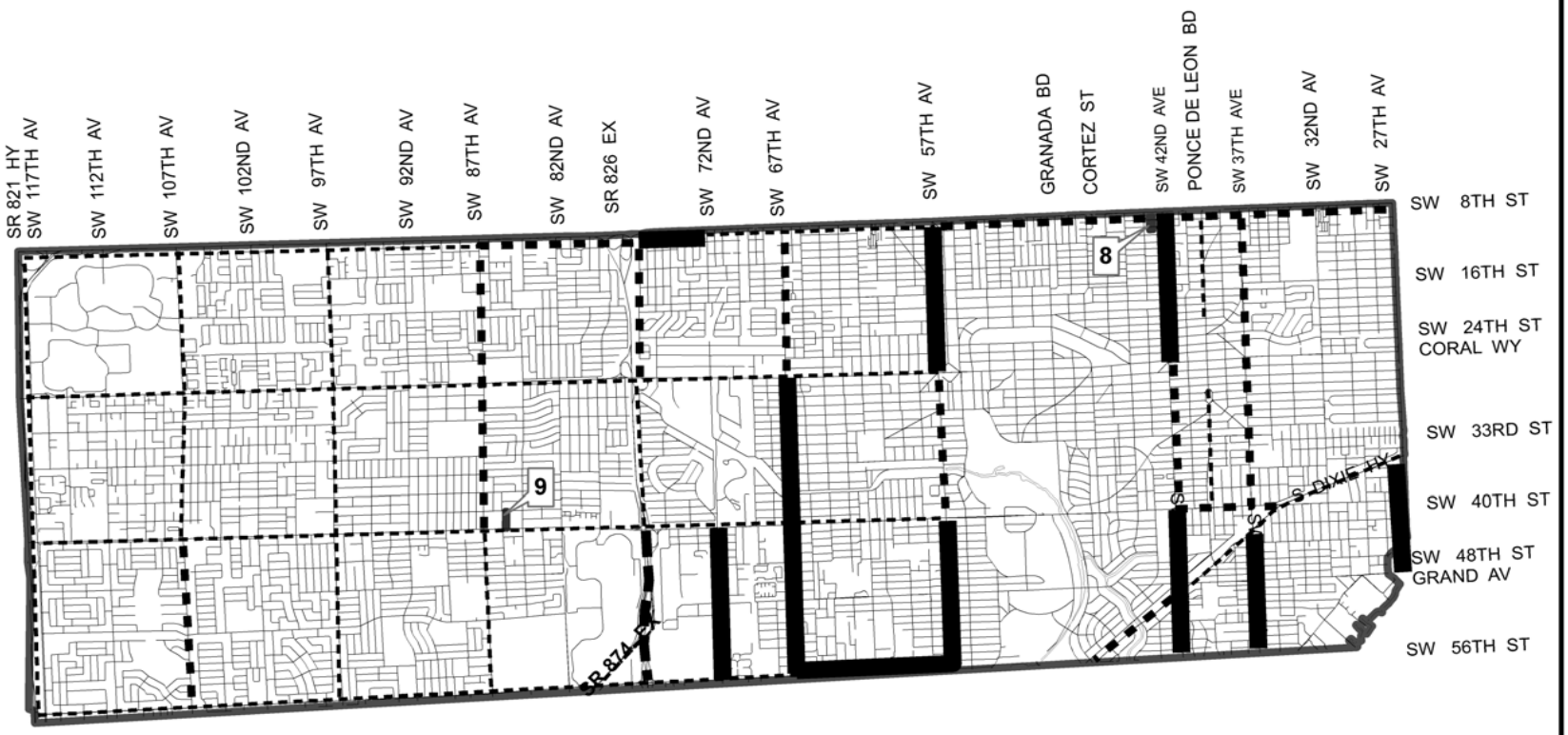
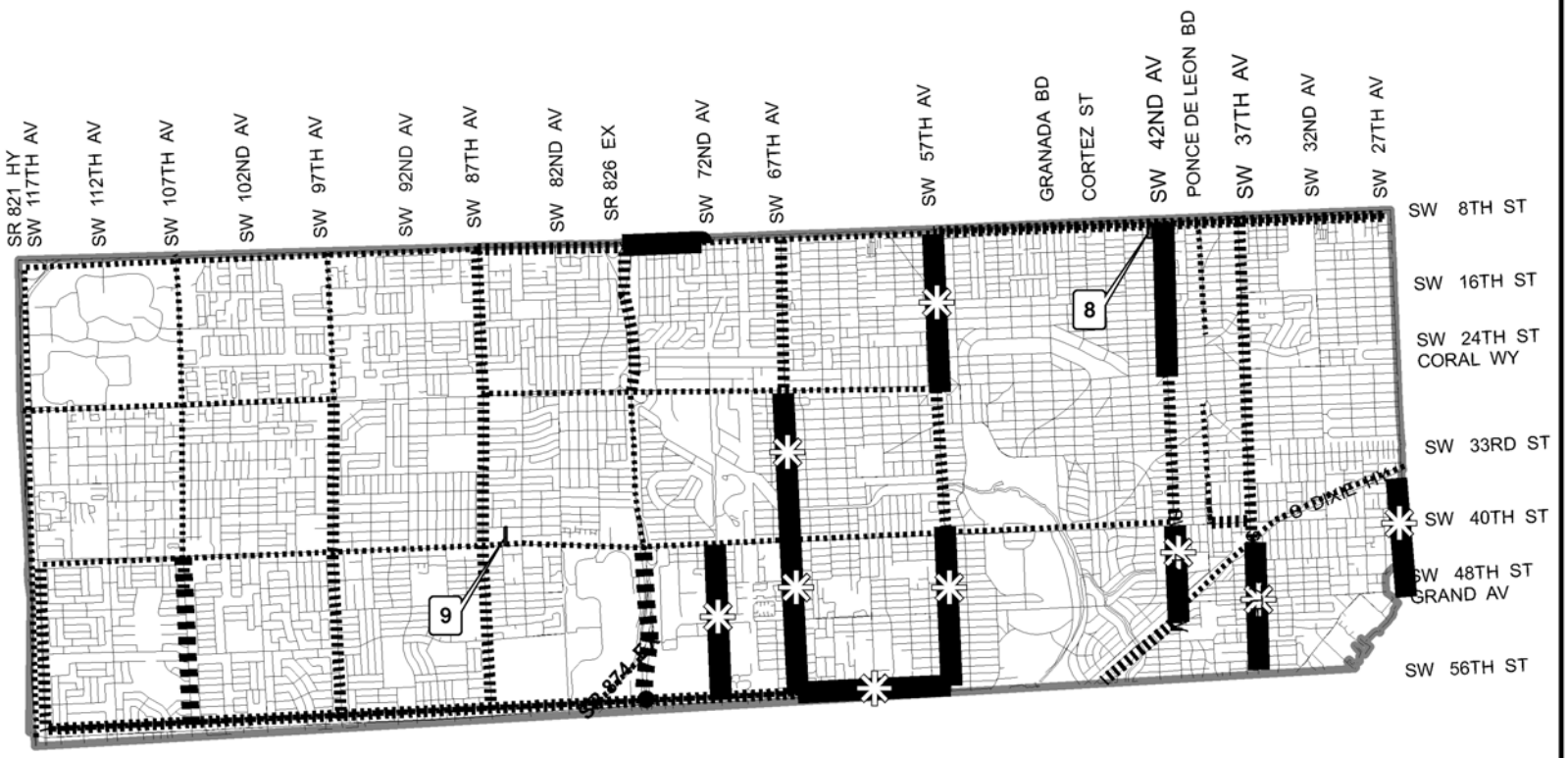


Figure D-14

ROADWAY CONCURRENCY LEVEL OF SERVICE: Application Nos. 8 & 9



Future Conditions

According to the 2006 Transportation Improvement Program, the following roadway capacity improvement projects are programmed for fiscal year 2006-2010 in this Study Area (see Table D-8 below). Figure D-15 shows the roadway capacity improvement projects programmed for this Study Area.

Table D-8
Programmed Road Capacity Improvements
Fiscal Years 2006 - 2010
Study Area D

Roadway	From	To	Type of Improvement	Fiscal Year
SR 826/Palmetto Expressway	SW 2 Street	SW 32 Street	Widen to 10 lanes	2008-09
SW 24 Street	SW 77 Avenue	SW 87 Avenue	Widen to 6 Lanes	UC
Grand Avenue	SW 37 Avenue	SW 32 Avenue	Reduce from 4 to 2 Lanes	UC
SW 27 Avenue	US 1	Bayshore Drive	Widen to 3 Lanes	2009-10
SW 62 Avenue	SW 64 Street	SW 70 Street	Narrow 5 to 2 Lanes	2005-06
SW 97 Avenue	SW 8 Street	SW 40 Street	Widen to 3 Lanes	UC

Source: Transportation Improvement Program 2006, Miami-Dade County Metropolitan Planning Organization, June 2005.
Note: UC means under construction.

According to the 2030 Miami-Dade Transportation Plan, Cost Feasible Plan, the following roadway capacity improvement projects are planned for fiscal year 2005-2015 in this Study Area (see Table D-9 below). Figure D-15 illustrates the planned arterial roadway network for the year 2015 that will serve this Study Area.

Table D-9
Planned Year 2015 Roadway Improvements
Study Area D

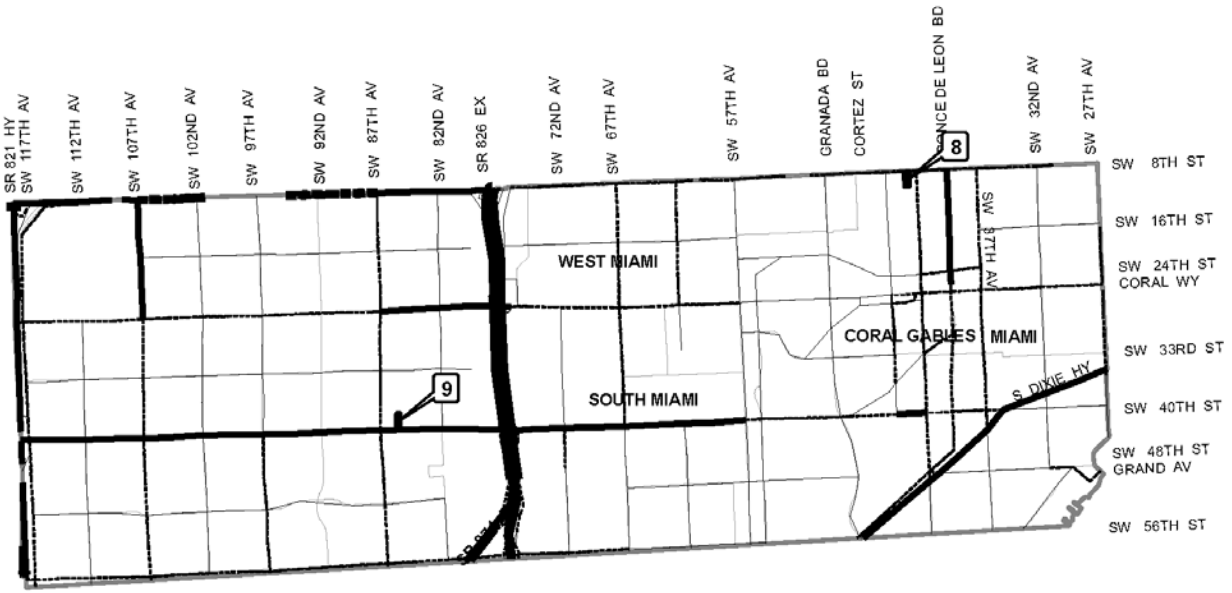
Roadway	From	To	Type of Improvement	Priority
Ponce de Leon Boulevard	Almeria Avenue	Alcazar Avenue	Reduce 6 to 4 lanes with left turn bays	I
SW 97 Avenue	SW 40 Street	SW 72 Street	Widen 2 to 3 lanes	I
SW 82 Avenue	SW 42 Street	SW 48 Street	New 2 lane road	I
SR 826	SW 32 Street	SW 72 Street	Add new lane in each direction	II
SW 117 Avenue	SW 8 Street	SW 40 Street	Widen 2 to 4 lanes	II

Source: Miami-Dade Transportation Plan to the Year 2030, Cost Feasible Plan, Metropolitan Planning Organization, December 2004.
Priority I – Projects scheduled to be funded by 2009.
Priority II - Projects to be funded between 2010 to 2015.

The projected year 2015 LOS conditions for all roadways within this Study Area are depicted in Figure D-16. This figure shows that the segments of SW 8 Street and SW 42 Avenue in the vicinity of Application No. 8, and SW 40 Street in the vicinity of Application No. 9 are projected to operate at LOS E+23%, E+25% and E+25%, respectively, thus violating the adopted LOS E+20% standards applicable to these roadways.

Figure D-15

PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NOS. 8 & 9



YEAR 2015 ROADWAY NETWORK

- 2 LANES
- 4 LANES
- 6 LANES
- 8 LANES
- 10 LANES
- 8 APPLICATION AREA
- STUDY AREA

N

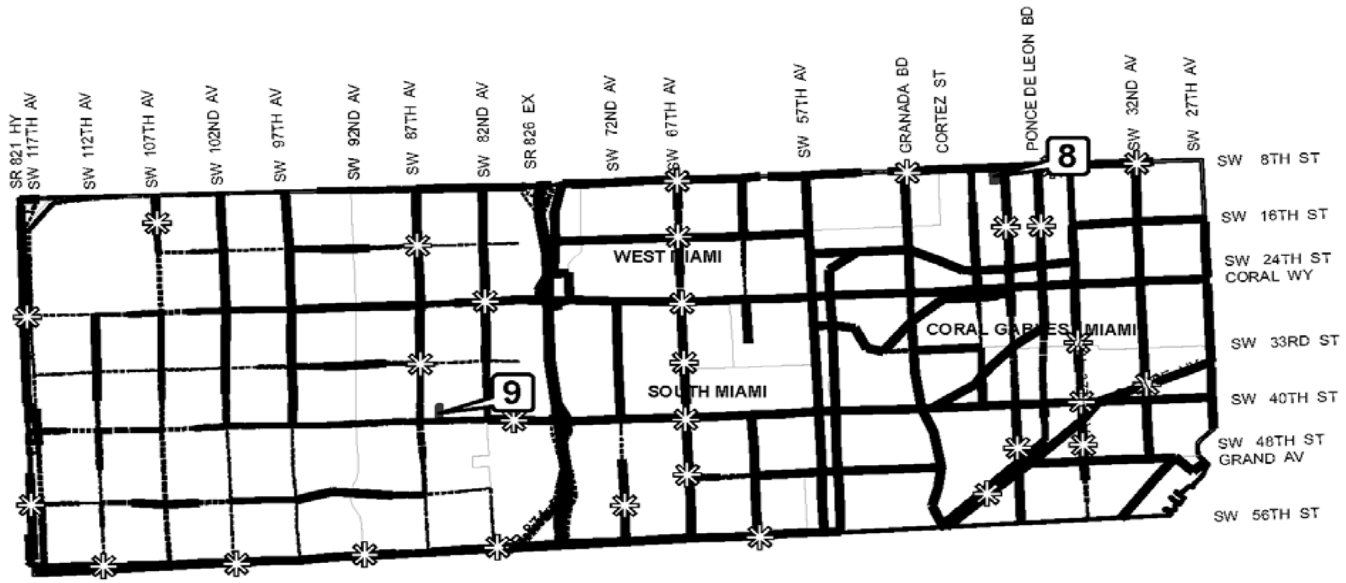
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SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure D-16

PROJECTED YEAR 2015 LEVEL OF SERVICE: APPLICATION NOS. 8 & 9



LEVEL OF SERVICE 2015

- 8 APPLICATION AREA
- STUDY AREA
- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F
- LINK VIOLATES ADOPTED STANDARD

0 1 2
Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Application Impacts

Table D-10 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed developments under the requested CDMP designations and compares them to the developments that could occur under the current CDMP designations for each application.

Application No 8 is a 1.8-acre site located between SW 9 Street and SW 9 Terrace and LeJeune Road (SW 42 Avenue) and SW 43 Avenue. Access to this site would be from SW 9 Street and SW 9 Terrace via LeJeune Road or SW 43 Avenue. Currently, SW 8 Street, between SW 57 and SW 42 Avenues, is operating at LOS D, and SW 42 Avenue, between SW 8 and SW 22 Streets, is operating at LOS E+6%. However, none of these segments is violating the adopted LOS standard of LOS E+20% applicable to these roadways. Traffic concurrency analysis indicates that SW 42 Avenue, between SW 8 and SW 22 Streets, will deteriorate to LOS E+9%. Moreover, Application No. 8, if granted, would generate 24 more PM peak-hour trips than under the current CDMP designation of Medium Density Residential. In analyzing the potential trip distribution, the impact of the proposed development under the requested use would be negligible and not adversely impact existing or concurrency traffic conditions on SW 8 Street and SW 42 Avenue. Moreover, the application is located within the County's Urban Infill Area (UIA), a designated transportation concurrency exception area.

Application No 9 is a 1.41-acre site located between SW 38 and SW 40 Streets and SW 84 and SW 87 Avenues. Access to this site would be from SW 40 Street. Currently, SW 40 Street, between SW 87 Avenue and the Palmetto Expressway (SR 826), is operating at LOS C. Traffic concurrency analysis indicates that Application No. 9, if granted, would generate 65 more PM peak-hour trips than the current CDMP designation of Business and Office and Low Density Residential. Based on the concurrency analysis, the impact of the proposed changes will be minimal on the adjoining roadway system, and will cause no roadway to fail the adopted levels of service.

Table D-10
Estimated Trip Generation By Current and Requested
CDMP Land Use Designations

Application Number	Assumed Use for Current CDMP Designation/ Estimated No. of Trips	Assumed Use for Requested CDMP Designation/ Estimated No. of Trips	Estimated Trip Difference Between Current and Requested CDMP Designations
8	Low Density Residential - Single Fam. Resid. (7 Units)/ 10	Medium Density Residential - Apartments (30 Units)/ 34	+24
9	Business & Office and Low Density Residential – Single Fam. Resid. (10 Units)/ 13	Business & Office – Shopping Center (18,425 sq. ft.)/ 75	+65

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.
*Includes pass-by trips adjustment factor.

Transit Service

Existing Service

Metrobus Routes 6, 8, 11, 22, 24, 27, 37, 40, 42, 48, 56, 65, 71, 72, 73, 87, J, Bird Road MAX, Coconut Grove Connection, Coral Way MAX, Gables Connection and Midnight Owl serve Study Area D. Table D-11 below shows the existing service frequency in summary form.

Table D-11
Metrobus Route Service
Study Area D

Route No.	Weekday Headway*		Proximity in miles to App. No. 8	Proximity in miles to App. No.9	Feeder, Local or Express
	Peak	Off-Peak			
6	30	60	1	5,5	L/F
8	10/30	15/30	0	1	L/F
11	15	20	1	3	L/F
22	30	60	2.5	6	L/F
24	15	15	0.75	1	L/F
27	15	15	1.5	6.5	L/F
37	30	30	0.5	5	L/F
40	15	20	1	0	L/F
42	30	30	0.5	4.75	L/F
48	30	60	2.25	4.75	L/F
56	30	30	1	1	L/F
65	30	n/a	2.25	4.75	L/F/E
71	30	30	6.5	2.75	L
72	30	30	1	3	L/F
73	30/60	30	2	2	L/F
87	30	30	4.5	0.25	L/F
Bird Road MAX	20	40	5.5	0	L/F/E
Coconut Grove Conn.	15	15	3.25	6	F
Coral Way MAX	20	n/a	1	1	L/F/E
Gables Conn.	30	30	1	4.25	L/F
J	15	30	0	4.5	L/F
Midnight Owl	n/a	n/a	2.5	5	F

Source: Miami-Dade Transit Agency, 2005
Notes: F means feeder service to Metrorail
L means local service route
E means express service
N/A means none available
*****Headway time in minutes.

Future Conditions

Transit improvements to the existing transit service in Study Area D, such as improved headways and extensions to the current routes are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table D-12 shows the service improvements programmed for the existing routes within Study Area D as well as the new routes proposed for the area.

Table D-12
Planned Transit Improvements
Study Area D

Route	Improvement Description
J	All night service, every 60 minutes, seven days a week. Serves the Douglas Road and Allapattah Center stations.
6	Improve weekend headways from 60 to 30 minutes Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Extend route to serve the Miami Intermodal Center. Extend service span to: 7:00 am to 10:00 pm (seven days a week).
8	All night service, every 60 minutes, seven days a week. Serves the Government Center station. Extend Westchester short trips to FIU Terminal via SW 16 St. Extend route to FIU on weekends via both SW 8 St and SW 24 St Extend service to Miccosukee resort every 30 minutes.
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove Metrorail Stations.
24	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center Metrorail stations.
	Reduce weekday headways from 15 to 20 minutes. (CBOA)
37	All night service, every 60 minutes, seven days a week. Serves the South Miami and Douglas Road Metrorail Stations. Extend weekday service to the Miami Lakes Technical Education Center. Improve peak headways from 30 to 15 minutes.
42	Improve peak headways from 30 to 15 minutes.
48	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Introduce weekend service.
56	Improve peak headways from 30 to 15 minutes. Introduce weekend service.
65	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
71	Improve peak headways from 30 to 15 minutes.
72	Improve peak headways from 30 to 15 minutes.
73	Improve peak headways from 30 to 15 minutes. Begin Sunday service earlier than 9:00 am.

Table D-12
Planned Transit Improvements
Study Area D

Route	Improvement Description
87	Extend route to the Palmetto Metrorail Station on weekends. Improve peak headways from 30 to 15 minutes.
88	Straighten route and extend westward to the West Kendall Terminal, eliminate the 142 Avenue branch.
91	Extend service to the future Northeast Transit Terminal.
224 Coral Way MAX	Improve peak headways from 20 to 15 minutes
240 Bird Road MAX	Improve peak headways from 20 to 15 minutes. Introduce weekend service. Discontinue midday service. Last morning trip at 7:50 am WB and 8:35 am EB. First afternoon trip at 3:10 pm WB and 3:56 pm EB. (CBOA)

Source: Miami-Dade Transit, July 2005.

There are also three new routes programmed for this area. These new routes are:

New Routes	Improvement Description
Route 122	This route would provide weekday local service to the west Kendall area primarily along SW 122 and 127 Avenues, extending from SW 120 Street to the proposed West Dade Terminal at the Miami International Mall.
MIA Connection	Introduce a new express route operating between the Douglas Road Metrorail Station and the Airport.
Westchester to MIA MAX	New premium service between the SW Westchester area and the Miami International Airport

Source: Miami-Dade Transit, July 2005.

The projected transit improvements for Study Area D to meet future transit demand are estimated to cost approximately $4,504,510 in annual operating cost and a one time capital cost of $6,285,650 for a total cost of $10,790,160. These costs reflect only the cost of that portion of route improvements within Study Area D.

Major Transit projects

Regarding future transit projects within this area, the Douglas Road Metrorail Extension will be studied as part of the People's Transportation Plan Rapid Transit Improvements. It consists of a 4.5-mile corridor connecting the Douglas Road Metrorail Station to the Miami Intermodal Center (MIC).

Applications Impacts

For Study Area D, two application requests were submitted to amend the CDMP (Application Nos. 8 and 9). A trip-generation analysis was performed in the Traffic Analysis Zone (TAZ) where the application is requested. In TAZ 1031, where Application No. 8 is located, the trip generation analysis indicates that if the application is granted there would be no variation on the transit trip generation and, therefore, no additional changes beyond those already planned for the area would be warranted.

In TAZ 993, where Application No. 9 is located, the trip generation analysis indicates that if the application were approved there would be no variation on the transit trip generation and, therefore, no additional changes beyond those already planned for the area would be necessary.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provides water and sewer service to most of Study Area D. The cities of Coral Gables and West Miami provide some utility service to very small areas in the extreme eastern portion of the Study Area.

Potable Water Supply: Virtually all of Study Area D is provided with public water service by WASD. Water is treated at the Alexander Orr Water Treatment Facility, which has a capacity of 214.7 mgd, and supplied about 167 mgd in 1999. This plant is planned for expansion to a capacity of 248 mgd.

Sewer Service: The sewer service network in Study Area D is not as extensive as the potable water service network. Major force mains extend along West Flagler Street, SW 117 Avenue, and one major main extends through the area along SW 82, 92 and 97 Avenues.

Wastewater from the Study Area is treated at the South District Wastewater Treatment Plant located near Black Point. This plant has a permitted capacity of 97 mgd. The effluent produced by this facility meets all federal, State and County standards. As of September 1999, this plant is treating sewage at an average daily rate of 93.4 percent of its permitted capacity.

Wastewater System Improvements: Under the terms of the stipulated settlement agreement between Miami-Dade County and the Florida Department of Environmental Protection, Dade County has agreed to make 1.169 billion worth of improvements in its regional wastewater system. WASD completed a 25 mgd expansion of its South District Sewage Treatment Plant in 1995. Expansion of this facility is planned that will increase its capacity to 112.5 mgd. Extensive improvements to the sewage pump stations throughout the regional wastewater system have been implemented. The County will also shift some of the demand south to Homestead and to an acquired facility in Perrine.

Water and Sewer Service to Application Area: Two amendment applications, Nos. 8 and 9, are located in Study Area D. The location of the most proximate water and sewer connections to the application sites is detailed in Tables D-13. The effect of the amendments on water and sewer demand is specified in Tables D-14.

Table D-13
Available Water and Sewer Connections for Application No. 8 in Study Area D

	Application	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	8	Adjacent	16	SW 8 Street	WASD
	9	Adjacent	8"	SW 38 Street	WASD
SEWER					
	8	Adjacent	12 G	SW 8 Street	WASD
	9	Adjacent	8 G	SW 38 Street	WASD

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
(G = Gravity Main; F = Force Main)

Sources: Department of Environmental Resources Management, Miami-Dade Water and Sewer Department, 2000.

Application No. 8:

There is an existing 16" water main along SW 8 Street and a 12-inch water main at the northeast corner of the application site. If SW 9 Street and/or SW 9 Terrace are dedicated as public right-of-way, a proposed 8" water main will be required to service the application site. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

There is an existing 12" gravity sewer line along SW 8 Street from which the developer may connect. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Application No. 9:

There is an existing 8" water main at SW 38 Street west of SW 84 Avenue to which the applicant can connect for this application site. Additionally, there is an existing 12" water main along SW 40 Street. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

Currently, there is an existing 8" sanitary sewer along SW 38 Street. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Table D-14
Water and Sewer Demand for Application Nos. 8 and 9 in Study Area D.
(In gallons per day - GPD)

Application	Water and Sewer Demand	Change From Current Designation
8	88,601 GPD	-59,067
9	57,750 GPD	-2,145

Source: Miami-Dade Department of Environmental Resources Management, 2000.

Solid Waste

The adopted level of service (LOS) standard for the County Solid 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 and anticipated uncommitted waste flows for a period of five years. At the present time, the Department of Solid Waste Management (DSWM) is projecting remaining available capacity well in excess of the five year standard. (See Solid Waste section in Chapter 2 of this report.)

Applications Nos. 8 and 9 are small - scale amendments that lie within the 2005 UDB and the DSWM waste service area for garbage and trash collections. The closest DSWM facilities are Central Transfer Station (1150 NW 20th Street), which is approximately 6 miles away from Application No. 8; and the West Transfer Station, which is approximately 3 miles away from Application No. 9. Due to the character of the requests, however, the impact on collection services is minimal. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities is paid for by the users.

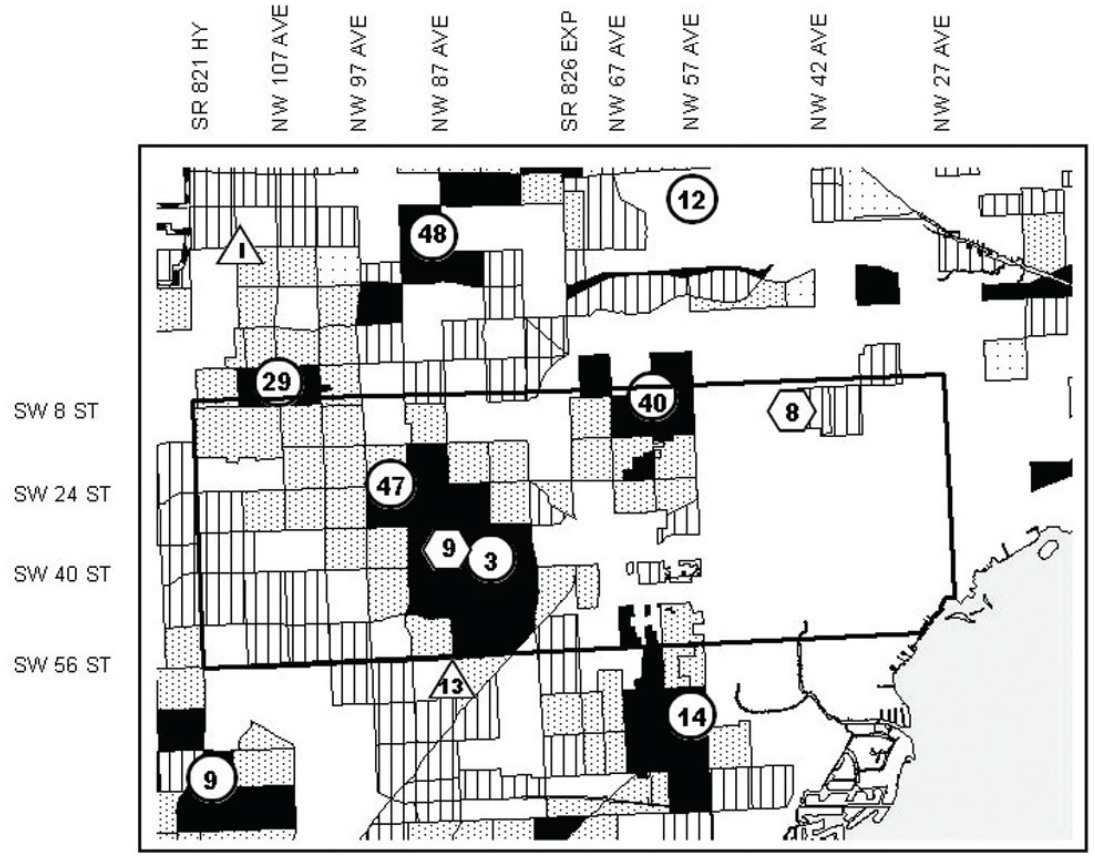
Fire and Rescue Service

Study Area D is currently served by Miami-Dade Fire Rescue Stations 3, 40, and 47. (See Fire Rescue Study Area Map Figure D-17).

Average travel time to alarms at the location of Application No. 8 is approximately 5.65 minutes. Travel time for Life Threatening Emergencies is approximately 6.15 minutes and 5.20 minutes for Structure fires. The current CDMP designation (Low Density Residential) generates a total of 2 annual alarms. The proposed CDMP designation (Medium Density Residential) will allow a proposed potential development totaling 30 dwelling units, which is anticipated to generate 6 annual alarms. This will result in a minimal impact to existing fire rescue services.

The required fire flow for the proposed CDMP designation is 2,000 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 750 gpm. The Valve Atlas of the Miami-Dade Water and Sewer Department shows a 12” water main on SW 43 Avenue. No fire flow report is available for the vicinity of Application 8.

Figure D-17
FIRE AND RESCUE: APPLICATION NOS.8 & 9



Existing Stations
Planned Stations
Application
Study Area
UDB 2005

Travel Time
=<5 minutes
5.1 - 7 minutes
7.1 - 9 minutes
>9 minutes
No Alarms

N

2 0 2 Miles

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, AND MIAMI-DADE FIRE DEPARTMENT, 2005

Average travel time to alarms at the location of Application No. 9 is approximately 3.75 minutes. Travel time for Life Threatening Emergencies is approximately 4.30 minutes and 3.20 minutes for Structure fires. The current CDMP designation (Business and Office, Low Density Residential) generates a total of 4 annual alarms. The proposed CDMP designation (Business and Office) will allow a proposed potential development totaling 18,425 sq. ft., which is anticipated to generate 5 annual alarms. This will result in a minimal impact to existing fire rescue services.

The required fire flow for the proposed CDMP designation is 3,000 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 1,000 gpm. The Valve Atlas of the Miami-Dade Water and Sewer Department show a 48" water main on Bird Road. Available fire flow in the vicinity of Application no. 9 is indicated to be 20 pounds per square inch per gallon at 6,080 gpm and a hydrant flow of 1,884 gpm.

County Parks

County-owned park and recreation facilities serving Study Area D are shown on Figure D-18 and are listed in Table D-15, which describes the name and acreage for each park site.

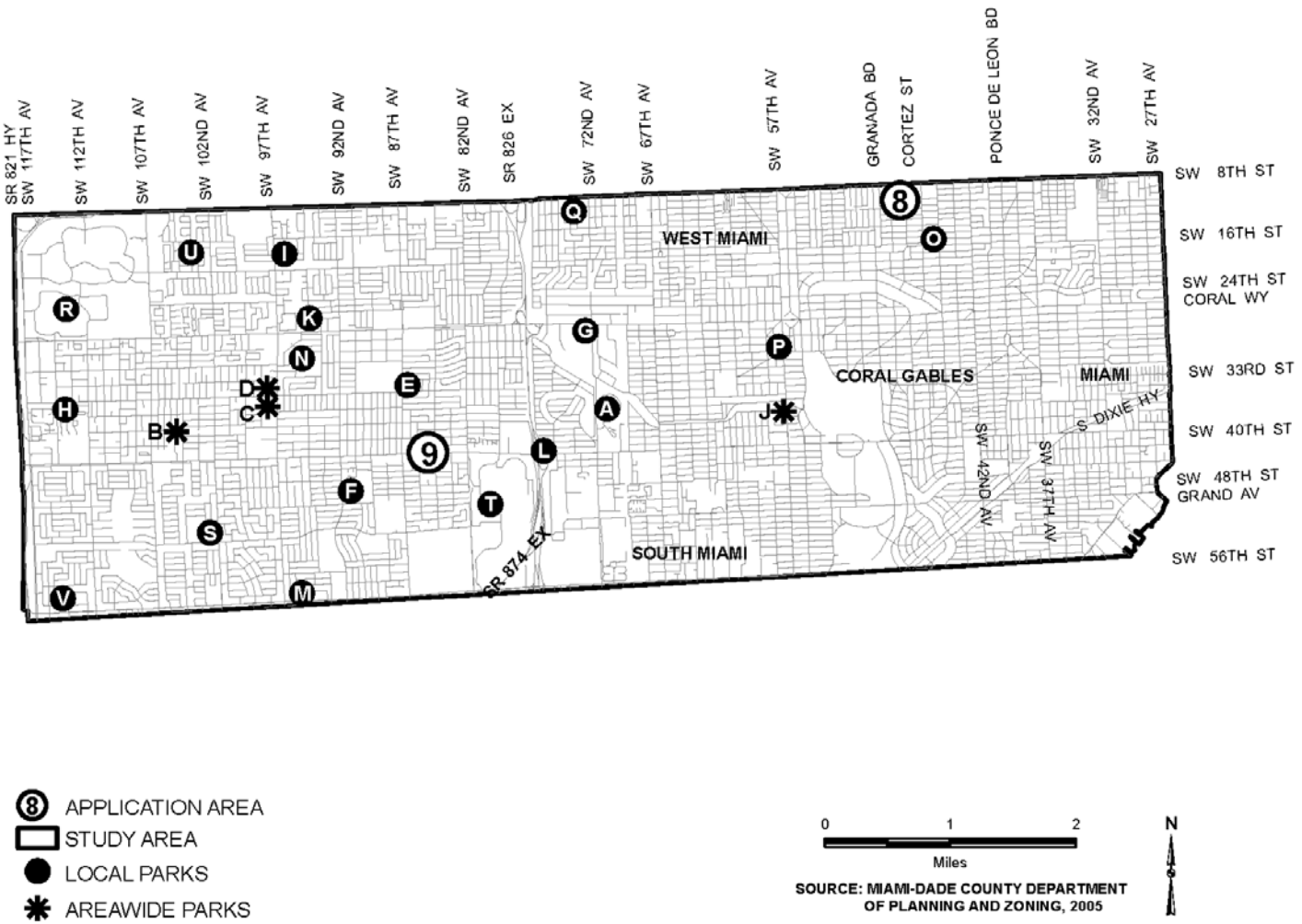
Table D-15
County Park and Recreation Open Space Facilities: Study Area D (MSA 5.5)

Park Identifier	Name of Park	Park Classification	Acreage
A	A.D. "Doug" Barnes Park	SA	60
B	Area 258	G	4
C	Area 323	G	4
D	Area 324	G	2
E	Banyan Park	N	3
F	Blue Lakes Park	N	6
G	Brothers To The Rescue Memorial Park	SP	6
H	Concord Park	N	10
I	Coral Estates Park	C	5
J	Coral Gables Wayside Park	SA	1
K	Francisco Human Rights Park	MP	4
L	Humble Mini Park	MP	1
M	Miller Drive Park	C	4
N	Rockway Park	C	3
O	San Jacinto Park	MP	1
P	Schenley Park	N	2
Q	Sunset Heights Park	MP	0
R	Tamiami Park	D	242
S	Tropical Estates Park	C	9
T	Tropical Park	D	275
U	Westbrook Park	N	2
V	Westwood Park	C	6

Source: Miami-Dade Park and Recreation Department, 2005.

Figure D-18

COUNTY PARKS: APPLICATION NOS. 8 & 9



Application Impacts

Applications No. 8 and No. 9 are located in Park Benefit District 2 (PBD 2), which has a surplus capacity of 584.83 acres when measured by the County concurrency level-of-services standard. The impact of Application No. 8 will increase the potential population in PBD 2 by 51. Approval of this application would decrease the available reserve capacity by 0.14 acres to 584.69 acres. The impact of Application No.9 will increase the potential population in PBD 2 by 51. Approval of this application would decrease the available reserve capacity by 0.14 acres to 584.69 acres.

Public Schools

Table D-16 lists the mainstream public schools in the mapped portion of Study Area D, indicating school name and type, October 2004 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure D-19. As can be seen, elementary schools in Study Area D had an October 2004 enrollment of 11,350 a FISH Design Capacity of 11,605 and a FISH percent of 102%. Middle schools had an October 2004 enrollment of 4,545 a FISH Design Capacity of 4,023 and a FISH percent of 113%. Finally, senior high schools in the Study Area had an October 2004 enrollment of 13,979, a FISH Design Capacity of 9,434, and a FISH percent of 148%. The total October 2004 enrollment is 29,874, a FISH Design Capacity of 25,062 and a FISH percent of 119% for Study Area D. It is important to note that some students generated by residential development in this study area may attend a public school located outside this study area.

Application No. 8, if approved, will increase the potential student population in Study Area D by 9 students. Approximately 4 of these students will attend Coral Gables Elementary, operating at 140% FISH design capacity; Sunset Elementary, operating at 114% FISH design capacity; or G.W. Carver Elementary, operating at 121% FISH design capacity. Approximately 2 of these students will attend Ponce de Leon Middle, operating at 116% FISH design capacity, and approximately 3 of these students will attend Coral Gables Senior High, operating at 165% FISH design capacity.

Application No. 9, if approved, will increase the potential student population in Study Area D by 3 students. Approximately 1 of these students will attend Emerson Elementary, operating at 78% FISH design capacity. Approximately 1 of these students will attend Rockway Middle, operating at 101%% FISH design capacity, and approximately 1 of these students will attend Southwest Miami Senior High, operating at 144% FISH design capacity.

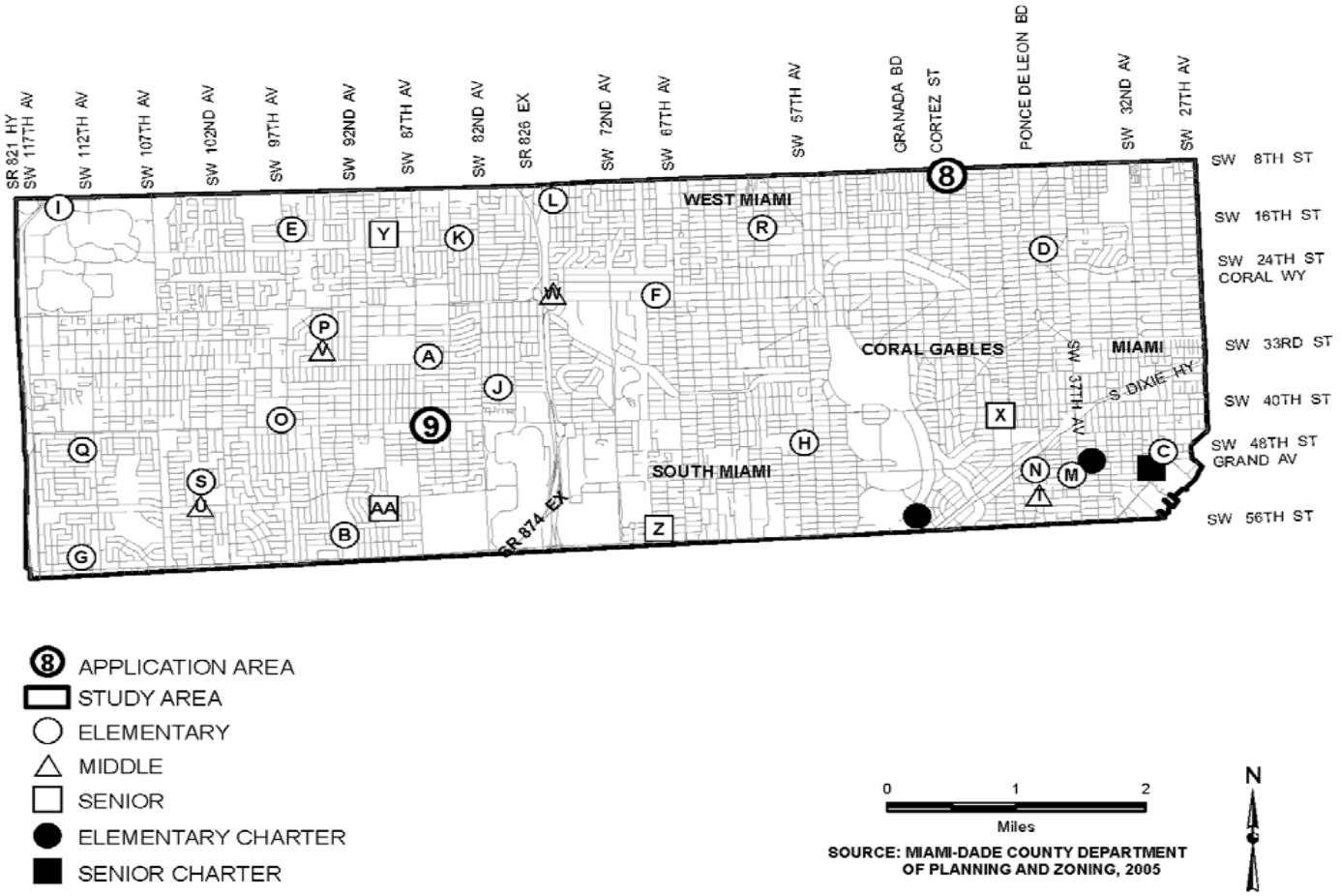
Table D-16
2004 Public School FISH Rates:
Study Area D

School Identifier (Figure D-19)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percent
	ELEMENTARY SCHOOLS			
A	Banyan	396	538	74
B	Blue Lakes	540	796	68
C	Coconut Grove	328	327	100
D	Coral Gables	743	529	140
E	Coral Park	911	662	138
F	Coral Terrace	568	538	106
G	Cypress	476	556	86
H	David Fairchild	575	483	119
I	Dr. Carlos J Finlay	639	676	95
J	Emerson	462	594	78
K	Everglades	1,324	1,101	120
L	Flagami	491	614	80
M	Frances S. Tucker	437	591	74
N	G.W. Carver	584	482	121
O	Olympia Heights	596	638	93
P	Rockway	558	553	101
Q	Royal Palm	588	585	101
R	Sylvania	614	510	120
S	Tropical	520	832	63
TOTAL ELEMENTARY		11,350	11, 605	102
	MIDDLE SCHOOLS			
T	G.W. Carver	1004	869	116
U	Riviera	789	1,089	72
V	Rockway	1,414	890	159
W	West Miami	1,338	1,175	118
TOTAL MIDDLE		4,545	4,023	113
	SENIOR HIGH SCHOOLS			
X	Coral Gables	3,610	2,187	165
Y	Miami Coral Park	4,211	3,001	140
Z	South Miami	2,858	1,956	146
AA	Southwest Miami	3,300	2,290	144
TOTAL SENIOR HIGH		13,979	9,434	148
STUDY AREA TOTAL		29,874	25,062	119

Source: Miami-Dade County Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, 2004

Figure D-19

PUBLIC SCHOOLS: APPLICATION NOS. 8 & 9



SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Study Area E

Recommendations and Principal Reasons

Study Area E is located in southwestern Miami-Dade County and is bounded by SW 8 Street on the north, State Road 821 (Homestead Extension of Florida's Turnpike) on the east, SW 272 Street and US 1 (South Dixie Highway) on the south, and the L-31E Canal on the west. Three small-scale applications (Application Nos. 12, 14, and 16), and five standard applications (Application Nos. 10, 11, 13, 15 and 17) were filed in this study area to amend the Land Use Plan map. Four applications (Application Nos. 10, 11, 13 and 17) requested extension of the Urban Development Boundary (UDB) to include the property. Application No. 17 also included a text change, which is to revise existing Land Use Policy 8H (i)(c) by removing an area south of SW 184 Street from the list of areas not to be considered for UDB expansion.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
10	Newest Kendall, LLC / Simon Ferro, Esq. Northwest corner of SW 88 Street and SW 167 Avenue (193.24 Gross Acres) From: Agriculture To: Low Density Residential (2.5 to 6.0 DU/Ac.) and Include within the Urban Development Boundary Standard Amendment	DENY TRANSMIT
11	David Brown, Steven Brown, & Victor Brown / Chad Williard, Esq. South side of Kendall Drive (SW 88 St.) west of SW 167 Avenue (42.6 Gross Acres) <u>Part A (29.44 acres)</u> From: Agriculture To: Business and Office (29.44 Ac.) Part B (9.06 acres) From: Agriculture Office/Residential:(9.06 Ac.) and Include within the Urban Development Boundary Standard Amendment	DENY TRANSMIT
12	Vanguardian Village, LLP; Felix M. Lasarte, Esq. Northeast corner of SW 127 Avenue and SW 104 Street (4.0 Acres). FROM: ESTATE DENSITY RESIDENTIAL (1 to 2.5 DU/Ac.) TO: OFFICE/RESIDENTIAL Small-Scale Amendment	DENY TRANSMIT

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
13	Shoma IX, Inc. a Florida corporation / Stanley B. Price, Esq. and Brian S. Adler, Esq. Southeast corner of SW 104 Street and SW 167 Avenue (+/- 81.61 Gross Acres). From: Agriculture To: Low Density Residential (2.5 to 6.0 DU/Ac.) and Include within the Urban Development Boundary Standard Amendment	DENY TRANSMIT
14	London Square, LLC; Jeffrey Bercow, Esq. and Graham Penn, Esq. Approximately 660 feet east of SW 137 Avenue and north of SW 124 Street (9.93 Acres). FROM: INDUSTRIAL AND OFFICE TO: BUSINESS AND OFFICE Small-Scale Amendment	DENY TRANSMIT
15	Pasadena Capital, Inc. / Stanley B. Price, Esq., Brian S. Adler, Esq. and Alexandra L. Deas, Esq. Northwest corner of SW 147 Avenue and SW 184 Street, lying southeast of the CSX Railroad ROW (24.0177 Gross Acres). From: Low Density Residential (2.5 to 6.0 DU/Ac.) To: Business and Office Standard Amendment	ADOPT WITH CHANGE by deleting the northern 14.02 acres TRANSMIT
16	EBP Parcel 1, LLC, EBP Parcel 3, LLC, Ryder Investments, LLC, and West Perrine Community Development Corporation, Inc.; Gilbert Pastoriza, Esq. East and west of Homestead Avenue between SW 184 and SW 186 Streets (6.59 Net Acres). FROM: INDUSTRIAL AND OFFICE TO: PART A – PARCELS 1 AND 2, BUSINESS AND OFFICE PART B – PARCEL 3 MEDIUM DENSITY RESIDNETIAL (13 to 25 DU/Ac.) w/ DI-1 (Density Increase of one category with good urban design) Small-Scale Amendment	ADOPT (Small Scale)

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
17	Eureka Palms Partnership, LLLP / Jeffrey Bercow, Esq. and Melissa Tapanes Llahues, Esq. The NW, SE and SW corners of SW 184 Street and SW 157 Avenue (305.45 Gross Acres). 1) Move the 2005 Urban Development Boundary to encompass the application area. 2) PART A (295.45 Ac.) From: Agriculture To: Estate Density Residential (1 to 2.5 DU/Ac.) PART B (10 Ac.) From: Agriculture To: Business And Office 3) Revise existing Land Use Policy 8H (i)(c) by removing an area south of SW 184 Street from the list of areas not to be considered for UDB expansion. Standard Amendment	DENY TRANSMIT

Application No. 10

Location: Northwest corner of SW 88 Street and SW 167 Avenue (193.24 Gross Acres)

Requested Amendment to the Land Use Plan Map:

From: Agriculture
To: Low Density Residential (2.5 to 6.0 DU/Ac.) and
Include within the Urban Development Boundary

Recommendation: DENY and TRANSMIT

Principal Reasons for Recommendation:

1. Based on policy, no need exists to extend the 2005 Urban Development Boundary (UDB) for residential use at this time. The UDB is included on the Land Use Plan (LUP) map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur. Policy 8G of the Land Use Element states that "The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)." In the year 2018 the remaining residential capacity of vacant land within the current Urban Development

Boundary is projected to be depleted. The most recent EAR was adopted in 2003. Thus, the standard of a total 15-year Countywide supply beyond the date of the most recent EAR adoption has been met.

2. Policy 8H of the Land Use Element states that when considering land areas to add to the UDB, some areas such as "Land designated Agriculture on the Land Use Plan map" should be avoided. The adopted 2005 and 2015 Land Use Plan map designates the application site as "Agriculture".

3. The South Miami-Dade Watershed Plan will provide information needed to assist in evaluating decisions to adjust the UDB. Land development capacity and interim planning time horizons will be reevaluated in accord with its recommendations. South Miami-Dade Watershed Plan is multi-year, multi-million dollar effort requiring the collaborative preparation of the plan between the County, South Florida Regional Planning Council, and the South Florida Water Management District. The Watershed Plan is derived from the need to protect Biscayne Bay from impacts caused by competing demands, altered timing and volumes of freshwater flow, nonpoint source pollution from urban and agricultural land uses, and impeding population growth and land development. The South Miami-Dade Watershed serves two national parks, as well as urban and agricultural areas of Miami-Dade County. The plan covers an area of approximately 400 square miles located south of Tamiami Trail and east of the Krome Avenue/U.S. 1 corridor. The plan will have a short-term component through the year 2015 and a long-term component extending through the year 2050. The Watershed Plan should be completed by early 2006.

4. Public facilities and services in this west Kendall area are strained and require additional time for facility plan updates and programming to catch up with demand. Schools and roadways, in particular, are operating at levels of service exceeding their adopted standards, and acceptable solutions have not yet been programmed. While this area is identified in the CDMP as a future Urban Expansion Area, it would be premature to authorize additional residential development in this area within the 2005 horizon of the current UDB. With this development, the elementary school serving this site will exceeded the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Sufficient roadways are not currently planned to accommodate additional residential development in this area. In the immediate vicinity of this site, SW 88 Street is projected to violate its standard, both in the near term and long term.

   The application would require improvements to other public services. A new bus stop would be required for Metrobuses that transverse this area and pull-out bus bays will be necessary. This application will also require two new sewer pump stations. The Miami-Dade Fire Rescue Department has stated that the impact to existing fire rescue services is severe since the development is expected to increase the number of annual alarms from 10 to 310. The Miami-Dade Fire Rescue Department considers the travel time from first dispatch to first arrival to be marginal.

5. The subject property, which is located in Bird Drive Basin, does not impact any historical resources but does impact environmental resources. The development criteria for water management and flood protection require the set aside of areas to be converted into lakes (28.6 % of the net acreage) or dry retention area (39 % of the net acreage). The application site may contain isolated wetlands. If jurisdictional wetlands are present, a Miami-Dade wetland permit may be required before any work can be done.

   The subject property is located within the basic and the interim wellfield protection areas of the West Wellfield. According to Section 24-43(5) of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area. Limited commercial development could occur in this area since the applicant is considering a traditional neighborhood development for this area.

6. While the Department does not believe that the adopted 2005 and 2015 LUP map of the CDMP should be amended and the 2005 UDB extended to provide for residential development, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Application No. 11

Location: South side of Kendall Drive (SW 88 St.) west of SW 167 Avenue (42.6 Gross Acres)

Requested Amendment to the Land Use Plan Map:

Part A (29.44 acres)
From: Agriculture
To: Business and Office (29.44 Ac.)
Part B (9.06 acres)
From: Agriculture
Office/Residential:(9.06 Ac.) and
Include within the Urban Development Boundary

Recommendation: DENY and TRANSMIT
Principal Reasons for Recommendation:

1. To amend the year 2005 Urban Development Boundary (UDB) at this time to enable expansion of commercial development would be premature. The UDB is included on the Land Use Plan (LUP) map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur. Policy 8G of the Land Use Element provides guidance regarding the need to move the UDB for non-residential land uses. The policy states the following: "The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor

Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities." Countywide, the supply of land for commercial and office developments will not be depleted until 2025.

The 42.6-acre application site is situated in the South Central Tier, Study Area E and MSA 6.2. The supply of commercial and office land in the South Central Tier will not be depleted until 2020. MSA 6.2 has sufficient commercially zoned or designated land to sustain its projected rate of commercial land development to 2025 and beyond.

Study Area E contained 567.2 acres of vacant land zoned or designated for business uses in 2004. The average annual absorption rate through 2025 is estimated to be 41.04 acres per year. When considered in its totality, Study Area E has enough commercial land to last to the year 2018 at present absorption rates. The proposed 158-acre Kendall Town Center at SW 88 Street (N. Kendall Drive) and SW 157 Avenue is not included in the above analysis for supply. These dates are sufficiently beyond the time horizons of the current CDMP and associated County service plans to warrant changing the currently adopted development boundary at this time.

2. Based on policy, no need exists to move the UDB boundary for residential use at this time. Policy 8G of the Land Use Element states that "The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)." In the year 2018 the remaining residential capacity of vacant land within the current Urban Development Boundary is projected to be depleted. The most recent EAR was adopted in 2003. Thus, the standard of a total 15-year Countywide supply beyond the date of the most recent EAR adoption has been met.

3. Policy 8H of the Land Use Element states that when considering land areas to add to the UDB, some areas such as "Land designated Agriculture on the Land Use Plan map" should be avoided. The adopted 2005 and 2015 Land Use Plan map designates the application site as "Agriculture".

4. The South Miami-Dade Watershed Plan will provide information needed to assist in evaluating decisions to adjust the UDB. Land development capacity and interim planning time horizons will be reevaluated in accord with its recommendations. South Miami-Dade Watershed Plan is multi-year, multi-million dollar effort requiring the collaborative preparation of the plan between the County, South Florida Regional Planning Council, and the South Florida Water Management District. The Watershed Plan is derived from the need to protect Biscayne Bay from impacts caused by competing demands, altered timing and volumes of freshwater flow, nonpoint source pollution from urban and agricultural land uses, and impeding population growth and land development. The South Miami-Dade Watershed serves two national parks, as well as urban and agricultural areas of Miami-Dade County. The plan covers an area of approximately 400

square miles located south of Tamiami Trail and east of the Krome Avenue/U.S. 1 corridor. The plan will have a short-term component through the year 2015 and a long-term component extending through the year 2050. The Watershed Plan should be completed by early 2006.

5. This proposal would place commercial node at the UDB on North Kendall Drive (SW 88 Street). Commercial nodes should be located at the center of their market areas and not at the edge. Commercial nodes require a residential edge.

6. Public facilities and services in this west Kendall area are strained and require additional time for facility plan updates and programming to catch up with demand. Schools and roadways, in particular, are operating at levels of service exceeding their adopted standards, and acceptable solutions have not yet been programmed. While this area is identified in the CDMP as a future Urban Expansion Area, it would be premature to authorize additional residential development in this area within the 2005 horizon of the current UDB. With this development, the middle and high schools serving this site will exceeded the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Sufficient roadways are not currently planned to accommodate additional residential development in this area. In the immediate vicinity of this site, SW 88 Street is projected to violate its standard, both in the near term and long term.

   The application would require improvements to other public services. This application would require a new sewer pump station. The Miami-Dade Fire Rescue Department has stated that the impact to existing fire rescue services is severe since the development is expected to increase the number of annual alarms from 2 to 153. The Miami-Dade Fire Rescue Department considers the travel time from first dispatch to first arrival to be marginal.

7. The subject property, which is in the C-1 Basin, does not impact any historical resources but does impact environmental resources. The development criteria for water management and flood protection requires the set aside of areas to be converted into lakes (28.6 % of the net acreage) or dry retention area (39 % of the net acreage). The subject property is located within the basic wellfield protection area of the West Wellfield. According to Section 24-43(5) of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area.

   The application site contains portions of a large tree island. This tree island has been required to be preserved as a condition of a Miami-Dade Class IV Wetlands Permit for other portions of the island. Any development on the properties with the real property folio numbers of 30-4931-001-0530 and 30-4931-001-0580 should avoid impacts to the tree island and locate open space buffers and green areas adjacent to this wetland area to minimize possible secondary impacts.

8. While the Department does not believe that the adopted 2005 and 2015 LUP map of the CDMP should be amended and the 2005 UDB be extended to provide for commercial

and office development at this location, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Application No. 12

Location: Northeast corner of SW 127 Avenue and SW 104 Street (4.0 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:
From: "Estate Density Residential Communities" (1 to 2.5 DU/ Gross Acre)
To: "Office/Residential"

Recommendation: DENY
Principal Reasons for Recommendation:

1. The proposed Land Use Plan (LUP0 map designation for the application site is not in scale or character with the surrounding neighborhood, which consists of estate homes on one-acre lots and two churches to the east and the single-family subdivisions of Calusa Club Estates, Calusa Club Manor and Devon-aire Estates to the west, southwest and southeast. A Florida Power and Light Company (FPL) corridor for electrical transmission lines that runs in a north-south direction covers most of the application site. An FPL easement covers the western 175 feet of the ±296-foot wide subject property. The FPL Customer Guidelines for the use of Right of way prevents the building of structures or permanent parking under the transmission lines, limiting buildable area and construction of permanent parking to the eastern 120 feet of the property. A warranty deed (Official Records Book 13490 at Pages 3291 through 3294) executed on November 19, 1987, restricts development within the easement to private driveways and sidewalks running in a general east-west direction and that are located at least 40 feet away from all FPL structures and facilities that may be present. Furthermore, the deed states that no portion of the right-of-way shall be excavated, altered, obstructed, improved, surfaced or paved without the written permission of FPL. Thus, development activity is limited to the eastern 120 feet of the property, which is adjacent to two one-acre estate lots with homes in good condition.

2. No need exists for this office development. Study Area E had 567.2 acres of vacant commercial land in 2004, which with an annual absorption rate of 41.04 acres per year projected for the period 2003-2025 is projected to be depleted in 2018. In MSA 6.2, which includes the application site, there were 370.4 acres of vacant commercial land and the projected depletion year is beyond 2025. The proposed 158-acre Kendall Town Center at SW 88 Street (N. Kendall Drive) and SW 157 Avenue is not included in the above analysis for supply. The 1.5-mile radius trade area that includes the application site had 31.6 acres of vacant commercial land in 2004.

3. The site is adequately served by public services and has limited impact on environmental or historic resources. The subject property is located within the Alexander Orr, Snapper Creek and Southwest average day pumpage wellfield protection area. According to

Section 24-43(5) of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area.

4. The proposed office/residential use will impact traffic on SW 127 Avenue between SW 88 and 104 Streets, which currently has a Level-of-Service (LOS) of "F". The LOS 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. With the application, traffic is expected to deteriorate further on this roadway. However, SW 127 Avenue is programmed to be widen in 2005 and 2006 from 2 to 5 lanes.

Application No. 13

Location: Southeast corner of SW 104 Street and SW 167 Avenue (+/- 81.61 Gross Acres).

Requested Amendment to the Land Use Plan Map:

From: Agriculture
To: Low Density Residential (2.5 to 6.0 DU/Ac.) and
Include within the Urban Development Boundary

Recommendation: DENY and TRANSMIT
Principal Reasons for Recommendation:

1. Based on policy, no need exists to move the Urban Development Boundary (UDB) for residential use at this time. The UDB is included on the LUP map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur. Policy 8G of the Land Use Element states that "The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)." In the year 2018 the remaining residential capacity of vacant land within the current Urban Development Boundary is projected to be depleted. The most recent EAR was adopted in 2003. Thus, the standard of a total 15-year Countywide supply beyond the date of the most recent EAR adoption has been met.

2. Policy 8H of the Land Use Element states that when considering land areas to add to the UDB, some areas such as "Land designated Agriculture on the Land Use Plan map" should be avoided. The adopted 2005 and 2015 Land Use Plan map designates the application site as "Agriculture".

3. The Urban Development Boundary is also the County's urban services boundary. Moving the UDB should reflect logical extensions of urban services. When possible, the UDB should have boundaries that reflect natural or manmade features such as roads and canals. The application site is currently bounded by land to the south, east and west that are designated as "Agriculture" on the adopted 2005 and 2015 LUP map. The property to

the east is bordered by land to its east that is designated as "Low-Medium Density Residential". If the application were approved, it would create a pocket of land designated as "Agriculture" between two areas designated for urban development. This leapfrogging of agricultural is not conducive to good urban services planning.

4. The South Miami-Dade Watershed Plan will provide information needed to assist evaluating decisions to adjust the UDB. Land development capacity and interim planning time horizons will be reevaluated in accord with its recommendations. South Miami-Dade Watershed Plan is multi-year, multi-million dollar effort requiring the collaborative preparation of the plan between the County, South Florida Regional Planning Council, and the South Florida Water Management District. The Watershed Plan is derived from the need to protect Biscayne Bay from impacts caused by competing demands, altered timing and volumes of freshwater flow, nonpoint source pollution from urban and agricultural land uses, and impeding population growth and land development. The South Miami-Dade Watershed serves two national parks, as well as urban and agricultural areas of Miami-Dade County. The plan covers an area of approximately 400 square miles located south of Tamiami Trail and east of the Krome Avenue/U.S. 1 corridor. The plan will have a short-term component through the year 2015 and a long-term component extending through the year 2050. The Watershed Plan should be completed by early 2006.

5. Public facilities and services in this west Kendall area are strained and require additional time for facility plan updates and programming to catch up with demand. Schools and roadways, in particular, are operating at levels of service exceeding their adopted standards, and acceptable solutions have not yet been programmed. While this area is identified in the CDMP as a future Urban Expansion Area, it would be premature to authorize additional residential development in this area within the 2005 horizon of the current Urban Development Boundary (UDB). The UDB is included on the Land Use Plan (LUP) map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur. With this development, the elementary, middle and high schools serving this site will exceeded the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Sufficient roadways are not currently planned to accommodate additional residential development in this area. In the immediate vicinity of this site, SW 104 Street is projected to violate its standard. This application will also require a new sewer pump station.

6. The subject property, which is in the C-1 Basin, does not impact any historical resources but does impact environmental resources. The property is situated in western Miami-Dade County at the upstream end of the C-1W Canal where the hydraulic gradient cannot support any level of flood protection for additional development. Therefore, cut and fill criteria will be required for on-site water management and flood protection. The subject property is located within the interim wellfield protection area of the West Wellfield. According to Section 24-43(5) of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area.

7. The property lies in the Outer Land Use Zone (OLZ) as indicated in the Airport Zoning Ordinance for Tamiami-Kendall Executive Airport. According to the Ordinance, "new residential construction and educational facilities, excluding aviation, within this land use classification are required to incorporate at least a 25db noise Level Reduction (NLR) into the design/construction of the structure." The Miami-Dade Aviation Department also noted that the development will experience regular overflights of arriving aircraft at approximately 700 feet due to the subject property being on the extended centerline for Runway 13/31 at Tamiami-Kendall Executive Airport.

8. While the Department does not believe that the adopted 2005 and 2015 LUP map of the CDMP should be amended and the 2005 UDB extended to provide for residential development at this location, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Application No. 14

Location: Approximately 660 feet east of SW 137 Avenue and north of SW 124 Street

Requested Small-Scale Amendment to the Land Use Plan Map:
From: "Industrial and Office"
To: "Business and Office"

Recommendation: DENY
Principal Reasons for Recommendation:

1. The "Guidelines for Urban Form" in the CDMP recommends that only areas adjacent to the intersection of two section line roads should be designated as activity nodes, which shall be occupied by any non-residential component of a neighborhood including public and semi-public uses. These nodes could be designated, if warranted, for "Business and Office" uses. The application site is part of a 42.5–acre parent parcel that is currently being used for agriculture and extends to the intersection of two section line roads at SW 120 Street and SW 137 Avenue. The western 20 acres of the parent parcel is already designated as "Business and Office". The application site is located 660 feet east of SW 137 Avenue and approval of the amendment application would extend the commercial retail designation beyond the norm for an intersection of two section-line roads. The application site is actually on the northwest corner of two local roads, SW 124 Street and SW 134 Court.

2. The application site is appropriately situated for industrial development. The application site is located in an industrial area across SW 137 Avenue from Kendall-Tamiami Executive Airport, and northwest of the Nixon Smiley Pineland Preserve, a 129-acre Natural Area Preserve managed by the Miami-Dade County Park and Recreation Department. Existing warehouses are located east and south of the application site. The land north of the site is currently being used for agriculture and is designated for "Industrial and Office" on the adopted Land Use Plan map. A private school is located to the northeast.

The area is also an appropriate location for industrial activity due to its proximity to the HEFT to the east and Kendall-Tamiami Executive Airport to the west. The site is also just to the east of SW 137 Avenue, a major six-land divided highway that extends between Homestead-Miami Speedway in Homestead to the south to State Road 836 (Dolphin Expressway), which leads past the HEFT, SR 826, Miami International Airport, and Interstate Highway 95; connection is also possible to the Port of Miami.

Industrial employment centers should be sited in strategic areas throughout the urbanized area to improve access for labor and the transporters of goods at the same time as minimizing the potential for natural and man-made disasters. Industrial firms should be provided with the opportunity to locate in areas that allow adequate transportation services for needed materials, product shipment, and labor supply. Land reserved for industrial activity should also be located in areas of high accessibility. The area of the application site is one of those locations, and depletion of the industrial land supply through amendment to the LUP map is inadvisable.

3. The requested "Business and Office" designation can allow certain non-business uses such as institutional and residential development. The subject property lies in the Outer Safety Zone (OSZ) as indicated in the Airport Zoning Ordinance for Tamiami-Kendall Executive Airport. The ordinance limits residential development in this zone to less than two units per acre, and educational facilities, except aviation schools, and places of public assembly are not permitted. The Miami-Dade Aviation Department also noted that arriving aircraft at Tamiami-Kendall Executive Airport regularly traverse the subject property on a regular basis at an altitude of 200 feet.

4. A need does not exist for additional commercial land in this area. The application site is located in Minor Statistical Area (MSA) 6.2. Within this MSA, there were 370.4 acres of vacant commercial land and the projected depletion year is beyond 2025. The proposed 158-acre Kendall Town Center at SW 88 Street (N. Kendall Drive) and SW 157 Avenue is not included in the above analysis for supply. For the trade area within a radius of three miles, there were 103.5 acres of vacant commercial land and 693.2 acres of commercial land in use in 2004.

5. The proposed commercial use will impact traffic on SW 120 Street between SW 117 and 137 Avenues, which currently has a Level-of-Service (LOS) of "D". The LOS 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. With the application, traffic is expected to deteriorate further on this roadway to LOS "E". Since this roadway segment is located between the Urban Infill Area and the UDB, the adopted LOS standard is "D". Thus, this roadway segment with the application will violate the adopted LOS standard. SW 120 Street between SW 117 and 137 Avenues is planned to be widened from 4 to 6 lanes but this improvement is not currently funded.

Application No. 15

Location: Northwest corner of SW 147 Avenue and SW 184 Street, lying southeast of the CSX Railroad ROW (24.02 gross acres)

Requested Amendment to the Land Use Plan Map:
From: Low Density Residential (2.5 to 6.0 DU/Ac.)
To: Business and Office

Recommendation: ADOPT WITH CHANGE by deleting the northern 14.02 acres and TRANSMIT

Principal Reasons for Recommendation:

1. Applications requesting the same amendment for this property were filed during three other recent CDMP amendment cycles (April 1998-99, April 1999-2000 and October 2001-2002). On the first occasion (April 1998 Application No. 7), the Department recommended approval. At that time, the Department stated in the initial written recommendation that "Neighborhood- and community-serving commercial development is preferably located on sites that are central to their market area and not at the planned urban boundary. However, in evaluating alternatives to this application, no preferable alternatives exist. The choice is whether to provide convenient commercial service to the residents in this area while placing pressure on the UDB, or not to provide these conveniences. Alternative locations more centrally located near SW 147 Avenue and 152 or 168 do not exist." This analysis is still true.

2. The proposal is compatible with the CDMP "Guidelines of Urban Form", which state that the intersections of two section-line roadways should be planned to serve as activity nodes for the surrounding residential communities. Section-line roads are the arterial roadways connecting neighborhoods in Miami-Dade County. When commercial uses are warranted, the CDMP Land Use Element text states that commercial uses should be located within these activity nodes. Both SW 147 Avenue and SW 184 Street are section-line roads.

3. Staff is recommending that only a 10-acre portion of this 24.02-acre parcel be redesignated for "Business and Office" on the adopted Land Use Plan (LUP) map. The covenant provided to staff stated that the site would contain a Publix Supermarket but offered no other information on its development.

   The application site is suitable for a neighborhood shopping center. This type of shopping center generally sells convenience goods, is typically anchored by a grocery store and/or pharmacy, and is usually 10 acres or less in size. For example, the three shopping center sites with existing or proposed Publix Supermarkets that are located within 3 miles of the application site are situated on parcels with ten or less acres. The nearest Publix Supermarket to the northwest will be on a 9.51-acre tract at the northwest corner of SW

152 Street and SW 157 Avenue that the Board of County Commissioners approved in 2003 for a redesignation to "Business and Office" on the LUP map and has not been developed. The nearest existing Publix Supermarket to the northeast is at the Country Walk Shopping Center on a 9.7 acre-parcel at SW 137 Avenue and SW 152 Street. The nearest Publix to the southeast is at The Shoppes at Quail Roost Shopping Center on an 8.1-acre tract (SW 200 Street and SW 127 Avenue), which is the result of a 2002 redesignation to "Business and Office" on the LUP map by the Board of County Commissioners. This center has recently been developed. The nearest shopping center to the application site is the one containing a Winn-Dixie Supermarket on an approximately 8.9-acre tract at SW 184 Street and SW 137 Avenue that is approximately one mile to the east. The out parcels at this shopping center have yet to be developed.

The application proposes to redesignate 24.02 gross acres to "Business and Office" on the adopted LUP map. Parcels of this size are too large for neighborhood shopping centers but are typical of community shopping centers that are characterized by the selling of a wide range of goods including apparel and furniture. This type of shopping center may include a supermarket as an anchor but also may include specialty store such as a Barnes and Noble or a discount store such as Target or Wal-Mart as anchors. A shopping center of this magnitude would be out of character for this neighborhood of single-family residences north of SW 184 Street and plant nurseries to the south.

While there may be a need for limited commercial development at this location, there is sufficient supply in this area of vacant or agricultural land that is zone or designated for commercial uses. Study Area E contained 567.2 acres of vacant land zoned or designated for business uses in 2004. The average annual absorption rate through 2025 is estimated to be 41.04 acres per year. When considered in its totality, Study Area E has enough commercial land to last to the year 2018 at present absorption rates. Specifically, the application site is located Minor Statistical Area (MSA) 6.2, which has sufficient commercially zoned or designated land to sustain its projected rate of commercial land development to 2025 and beyond. The proposed 158-acre Kendall Town Center at SW 88 Street (N. Kendall Drive) and SW 157 Avenue is not included in the above analysis for supply.

4. For the remaining 14.02 acres, the Department is recommending that the current designation on the LUP map of "Low Density Residential Communities "(2.5 to 6.0 DU/Ac.) be kept. This designation is compatible with the surrounding property. The adjacent CSX Transportation rail line is lightly used and would not significantly impact residential development at this location. This rail line, which provides service to and from Homestead, is used only used twice a day for 5 days a week.

5. The only public service with an impact is fire and rescue. The Miami-Dade Fire Rescue Department has stated that the impact to existing fire rescue services is severe since the average travel time for these services is approximately 7.95 minutes. However, a new fire rescue station is programmed for fiscal year 2009 that will help mitigate the impact.

6. The application site has limited impact on environmental or historical resources. The Department of Environmental Resources Management has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

   Elements of the mature avocado grove of Brooks Tropicals, Inc. that exists on this site could be liberally incorporated into the landscaping, along with compatible low-scale signage, on the frontage of Eureka Drive to soften the visual impact of this development and provide a respectful transition to the agricultural area to the south. If this CDMP amendment is approved, during subsequent considerations of requests of request for rezoning and site plan approval; the Department will encourage the developer and Community Zoning board to provide a compatible transitional development plan.

Application No. 16

Location: East and west of Homestead Avenue between SW 184 and SW 186 Streets (6.59 Net Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:
From: "Industrial and Office"
To: Part A – Parcels 1 and 2, Business and Office

From: "Industrial and Office"
To: Part B – Parcel 3, Medium Density Residential (13 to 25 DU/Ac.), With One Density Increase with Good Urban Design

Recommendation: ADOPT
Principal Reasons for Recommendation:

1. The application site is within the area covered by the Perrine Charrette that was held in March 2003. The application to change the land use to "Business and Office" on Part A and to " Medium Density Residential" with 1 density increase in density categories with good urban design on Part B furthers the Charrette Report. The Report specifically refers to the West Perrine CDC/Bell Properties at the southern end of Homestead Avenue between two arterials, Eureka and Quail Roost Drives. Parts A and B comprised the northeast and southwest sections of the West Perrine CDC/Bell Properties. The plan proposes to take advantage of the location between two arterial streets and proximity to the SW 184 Street Busway station to place residential, commercial, office, and light industrial uses. Specifically three-to-five story perimeter buildings are proposed that would enclose parking courts at the station. At the center, along Homestead Avenue, a small triangular plaza will be created on the northeast corner of Part B. The Report notes that development in an intense manner can encourage greater use of the Busway and provide an appropriate southern anchor to Homestead Avenue, the main street for the Perrine area. The eastern boundary of Parcel A borders the Busway. The Report proposes that a frontage road be constructed on the west side of the Busway to service mixed-use development adjacent to the Busway.

2. Both requested redesignations to the 2005 and 2015 Land Use Plan map might allow a wide range of uses. A "Business and Office" designation on Part A may allow such uses as retail, wholesale, personal and professional services, commercial and professional offices, heavy commercial activities (e.g. automobile repair businesses and contractor yards), hotels, motels, hospitals, medical buildings, nursing homes, entertainment and cultural facilities, amusements, a commercial recreation establishments, residential development, recreation, public facilities and institutional uses such as schools and churches. The request for "Medium Density Residential Communities" (13 to 25 DU/Ac.) with one Density Increase with Good Urban Design on Part B may allow for up to 60 dwelling units per gross acre, only if the development containing the designated property utilizes sound urban design principles adopted by the County by ordinance pursuant to Land Use Policy 9N, or incorporated in the Urban Design Manual endorsed by Resolution R-1360-98, or addresses the urban design concerns listed in Policy 9N in another binding instrument approved by action of the Board of County Commissioners. . A "Medium Density Residential" designation may permit such non-residential uses as motels, hotels, convenience retail if there is 300 or more dwelling units in the development, offices under certain conditions, day care, recreation, public facilities and institutional uses.

   The application describes the intended uses of the parcels. Part A is expected to have a mixed-use product consisting of residential, non-residential and accessory parking. Approximately 500 parking spaces for bus patrons could be included in this parcel. Part B will be developed with multi-family housing. The residential component on both parcels will include independent senior housing and affordable/work force housing. Furthermore, the application states that the proposed development will also incorporate urban design features and will be compatible with the proposed Perrine Community Urban Center (CUC) Zoning District for the area north of Eureka Drive.

   One of the applicants, West Perrine Community Development Corporation, has proposed a transit-oriented development, Quail Roost Station, for the 12-acre West Perrine CDC/Bell Properties site. The project will be designed and integrated into a busway station with parking facilities, retail, office and multi-family housing. In addition, the project will have flex space, which offers office, showroom and warehouse space in many combinations to meet the specific needs of the user. Flex space that includes warehouse operations requires an "Industrial and Office" designation. However, the other uses can be built with the "Business and Office" designation.

   Normally, the Department would not support the placement of residential development such as Parcel B in an area surrounded on nearly all sides by land designated for industrial use. However, Policy 4D of the Land Use Element states "Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements." If the entire 12-acre Quail Roost Station project is developed as a whole, the only part of Parcel B that will be adjacent to industrial

development not intrinsic to the project is on the west side. Bell South currently has maintenance facilities and an open storage yard on the west side of the application. At the time of zoning, the issue of buffering the residential areas from the possible adverse impacts of adjacent industrial uses must be addressed.

3. The Department's support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. With the recent rapid increase in housing costs, there is a need to provide housing to the County's work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income ($46,350 is the 2005 estimate by the U.S. Department of Housing and Urban Development). This translates into a dollar range of $30,128 to $64,890. The corresponding housing purchase prices are $82,852 to $178,448. For rental units, these incomes would allow for a monthly rent of $753 to $1,1622.

4. A need exists for more commercial and residential land. Residential land is projected to be depleted within Study Area E by 2009. The application site is located in Minor Statistical Area 7.2 where commercial land is projected to be depleted by 2007. However, there were 46 acres of vacant commercial land in 2004 in the 1.5-mile radius trade area surrounding the site.

5. The site has limited impact on public services and no impact on environmental or historic resources. The middle and high schools serving this site currently exceeds the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. This application will slightly increase overcrowding at these schools. Thus prior to zoning action, this issue will need to be addressed.

Application No. 17

Location: The NW, SE and SW corners of SW 184 Street and SW 157 Avenue (305.45 Gross Acres

Requested Amendment to the CDMP and Land Use Plan Map:

1) Move the 2005 Urban Development Boundary to encompass the application area.
2) PART A (295.45 Ac.)
From: Agriculture
To: Estate Density Residential (1 to 2.5 DU/Ac.)
PART B (10 Ac.)
From: Agriculture
To: Business And Office
3) Revise existing Land Use Policy 8H (i)(c) by removing an area south of SW 184 Street from the list of areas not to be considered for UDB expansion

Recommendation: DENY and TRANSMIT

Principal Reasons for Recommendation:

1. This application conflicts with fundamental growth management policies of the Comprehensive Development Master Plan (CDMP) and, therefore, proposes to amend a notable one. Specifically, Land Use Policy 8H, which is proposed for amendment, was adopted in 1996 pursuant to a settlement agreement with the Florida Department of Community Affairs (DCA). This policy provides in pertinent part that when considering land areas to add to the Urban Development Boundary (UDB), after demonstrating that a countywide need exists, the Redland area south of Eureka Drive shall not be considered. The UDB is included on the Land Use Plan (LUP) map to distinguish the area where urban development may occur through the year 2005 from areas where it should not occur. The proposed amendment simply proposes to eliminate the Redland as an area to be protected by this Policy.

2. To amend the year 2005 Urban Development Boundary at this time to enable expansion of commercial development would be premature. Policy 8G of the Land Use Element provides guidance regarding the need to move the UDB for non-residential land uses. The policy states the following: "The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities." Countywide, the supply of land for commercial and office developments will not be depleted until 2025.

   The 10-acre portion of this application site proposed for commercial development is situated in the South Tier, Study Area E and MSA 7.2. The supply of commercial and office land in the South Tier will not be depleted until 2023. MSA 7.2 has sufficient commercially zoned or designated land to sustain its projected rate of commercial land development to 2007 and beyond.

   Study Area E contained 567.2 acres of vacant land zoned or designated for business uses in 2004. The average annual absorption rate through 2025 is estimated to be 41.04 acres per year. When considered in its totality, Study Area E has enough commercial land to last to the year 2018 at present absorption rates. The proposed 158-acre Kendall Town Center at SW 88 Street (N. Kendall Drive) and SW 157 Avenue is not included in the above analysis for supply.

3. Based on policy, no need exists to extend the UDB boundary for residential use at this time. Policy 8G of the Land Use Element states that "The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)." In the year 2018 the remaining residential capacity of vacant land within the current Urban Development Boundary is projected to be

depleted. The most recent EAR was adopted in 2003. Thus, the standard of a total 15-year Countywide supply beyond the date of the most recent EAR adoption has been met.

The application site is located in both the South Central and South Tiers with Eureka Drive serving as the dividing line separating the two tiers. The portion in the South Central Tier consists of 40.81 acres or 13.3 percent of the subject property on the north side of Eureka Drive where the applicant is seeking a redesignation to "Estate Density Residential" (1 to 2.5 dwelling units per gross acre). The portion in the South Tier consists of 10 acres or 3.3 percent of the subject property where the applicant is seeking a redesignation to "Business and Office" and 254.64 acres or 83.4 percent of the site where the proposed redesignation is "Estate Density Residential." The South Tier, which covers most of the application site, has sufficient residential capacity to accommodate projected demand to the year 2020, more than the other three tiers. The large capacity for single-family units is depleted in 2017, and multifamily capacity extends to beyond 2025.

4. Policy 8H of the Land Use Element states that when considering land areas to add to the UDB, some areas such as "Land designated Agriculture on the Land Use Plan map" should be avoided. The adopted 2005 and 2015 Land Use Plan map designates the application site as "Agriculture".

   This is good agricultural land that can provide a productive use of this land until it is appropriate to authorize for urban development. This area has good drainage for agriculture and is being used for crop production, fruit and nurseries.

5. The Urban Development Boundary is also the County's urban services boundary. Moving the UDB should reflect logical extensions of urban services. When possible, the UDB should have boundaries that reflect natural or manmade features such as roads and canals. The shape of the application site would create an irregular shaped peninsula of urban land that would extend from the existing UDB at SW 157 Avenue and SW 184 Street into an area of prime farmland. This shape is not conducive to good urban service planning.

6. The South Miami-Dade Watershed Plan will provide information needed to assist in evaluating decisions to adjust the UDB. Land development capacity and interim planning time horizons will be reevaluated in accord with its recommendations. South Miami-Dade Watershed Plan is multi-year, multi-million dollar effort requiring the collaborative preparation of the plan between the County, South Florida Regional Planning Council, and the South Florida Water Management District. The Watershed Plan is derived from the need to protect Biscayne Bay from impacts caused by competing demands, altered timing and volumes of freshwater flow, nonpoint source pollution from urban and agricultural land uses, and impeding population growth and land development. The South Miami-Dade Watershed serves two national parks, as well as urban and agricultural areas of Miami-Dade County. The plan covers an area of approximately 400 square miles located south of Tamiami Trail and east of the Krome Avenue/U.S. 1 corridor. The plan will have a short-term component through the year 2015 and a long-

term component extending through the year 2050. The Watershed Plan should be completed by early 2006.

7. Public facilities and services in this area are strained and require additional time for facility plan updates and programming to catch up with demand. Schools in particular, are operating at levels of service exceeding their adopted standards, and acceptable solutions have not yet been programmed. It would be premature to authorize additional residential development in this area within the 2005 horizon of the current UDB. With this development, the elementary, middle and high schools serving this site will exceeded the Florida Inventory for School Houses (FISH) capacity standard of 115 percent.

   The Miami-Dade Fire Rescue Department has stated that the impact to existing fire rescue services is severe since the average travel time for these services is approximately 9.65 minutes. In addition, the site does not have adequate flow of public water for fire services. However, a new fire rescue station is programmed for fiscal year 2009 that will help to mitigate the impact.

   The applicant has taken some steps with a draft covenant to address some of the concerns with the proposed development. This covenant only covers the 146 acres or 47.8 percent of the 305.45-acre application site that is owned by the applicant. Some of the provisions of the covenant are tied to either the first or second zoning requests for the development being approved:

   Project Design. The development will consist of no more than two (2) dwelling units per gross acre for a maximum of 280 estate-style homes and a ten-acre commercial development at the southwest intersection of S.W. 184 Street and S.W. 157 Avenue. The site plan shall assure a high quality, unified development design in accordance with coordinated and cohesive design principles conforming to the following characteristics:
   (a) The proposed buildings shall be designed using compatible and complementary architectural design in the Florida Vernacular cracker-style. Some architectural characteristics that shall serve to unify the development design are large attached front porches, revealed fireplaces, horizontal siding in exteriors, double-hung vertical windows, and steep roof pitches.
   (b) The 280 estate-style homes shall be at least 2,500 square feet in size.
   (c) Estates one-acre or larger shall be situated along the entire perimeter of the Property.
   (d) The ten-acre commercial development shall not exceed 100,000 square feet of gross floor area.

   Educational Facilities Mitigation. A plan to mitigate the impacts on Miami-Dade County Public School educational facilities for review and approval shall be submit to the Director of Planning and Zoning. Such mitigation plan may include, without limitation, the provision of charter school facilities, allocation of land for the future construction of educational facilities, construction of a District owned school, and/or contribution of funds over and above impact fees.

   Transportation Infrastructure. The property owner shall work in good faith with Miami-Dade Public Works and the Florida Department of Transportation, if necessary, to

implement arterial roadway continuity and/or capacity improvements consistent with the latest adopted 2015 and/or 2020 Transportation Plan for roadways that are located within bisect or abut the subject property. Any "off-site" improvements requested by the County or Florida Department of Transportation and agreed by the property owner to be designed, constructed and/or funded in whole or in part by the applicant will be accepted by the County as a contribution in lieu of payment of all or a portion of the required roadway impact fees. The site plan shall: (a) conform with good access management practices; (b) reasonably limit connections to arterial roads; (c) foster and promote safe pedestrian and bicyclist use of roadways; (d) discourage vehicular through-traffic intrusion and unnecessary truck travel on local residential neighborhood streets; and (e) allow for prompt access by all emergency vehicles.

Transit Improvements. The property owner shall work with Miami-Dade Transit in good faith to accommodate future transit facilities within the Property, including bus shelters, pullout bays, and other facilities, by allowing transit-related encroachments onto the Property. The property owner shall also coordinate with Miami-Dade Transit and other agencies, in good faith, in order to facilitate shuttle service between the Property and the Metrorail.

Public Park Contribution.

(a) The property owner will convey a three-acre park to Miami-Dade County. Conveyance shall occur only upon a determination by Miami-Dade County that the value of the donation, including both the value of the land and any proposed improvements, will be accepted by the County as a contribution in lieu of the payment of all or a portion of the required park impact fees.

(b) If the County accepts a proffered park donation, the property owner shall construct on the park passive recreational improvements pursuant to a site plan and specification approved by the Miami-Dade County Parks and Recreation Department.

(c) If the County accepts the proffered park donation, the funding for the improvement and perpetual maintenance of the park areas shall be through a special taxing district, if approved by Miami-Dade County, or similar entity, as approved by Miami-Dade County. In the event the County does not accept the proffered park, the Owner shall improve and maintain this park as private open space for the benefit of the owners and residents of the Property. In this event, funding for the improvement and perpetual maintenance of the park areas shall be through a homeowner's association, special taxing district, if approved by Miami-Dade County, or similar entity, as approved by Miami-Dade County.

Water and Sewer Connection. Both the residential and commercial development shall be served by wells and septic tanks.

While the draft covenant indicates that public water and sewer service will not be needed for 146 of the 305.45 acres, these services may be needed for the remaining acreage.

According to the Miami-Dade Water and Sewer Department, three sewer pump stations will be needed to service the application site.

In the draft covenant, the applicant indicates that the commercial site will be 10 acres in size, have a building or buildings with a maximum of up to 100,000 square feet of gross floor space and no public water or sewer service. With out public water or sewer, the potential for commercial development is very limited on a 10-acre parcel. Where public water is not available, the maximum allowable sewage loading for septic tanks as required by Chapter 24 of the Miami-Dade County is 750 gallons per day per unsubmerged acre. Thus, 10 acres of land could have a total of 7,500 gallons per day. Very limited commercial development could be built with a sewage loading of 7,500 gallons per day. A 75,000 sq. ft. office building or a 75-unit motel could be built on this 10-acre parcel with a sewage loading of 7,500 gallons per day.

8. The subject property may impact historical resources and does impact environmental resources. The Office of Historic Preservation could not access a 1950 home on the application site. However, it is old enough to be eligible for historic review. The subject property is situated in the C-2 Basin where a high hydraulic gradient cannot support flood protection for additional development. Therefore, cut and fill criteria will be required for on-site water management and flood protection.

   The subject application contains several parcels with the real property folio numbers of 30-6905-000-0061, 0072, 0073, 0074, 0075,0076 and 0081 that are designated as Natural Forest Communities (NFCs) by Miami-Dade County, and as such are protected under the environmental regulations contained in Chapter 24 of the Code. NFCs are upland natural areas (Pine Rockland and Hardwood Hammocks) that meet one or more of the following criteria: the presence of endangered, threaten, rare or endemic species; low percentage of the site covered by exotic plant species: high overall plant diversity; wildlife habitat vales; and geologic al features. The Department of Environmental Resources Management has identified specimen-sized trees on portions of the application site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

9. The application proposes to move the UDB to provide for residences that do not address the need for work force housing in Miami-Dade County. With the recent rapid increase in housing costs, there is a need to provide housing to the County's work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income ($46,350 is the 2005 estimate by the U.S. Department of Housing and Urban Development). This translates into a dollar range of $30,128 to $64,890. The corresponding housing purchase prices are $82,852 to $178,448. For rental units, these incomes would allow for a monthly rent of $753 to $1,1622. On the 146 acres of this 305,45-acre site that is owned by the applicant, the draft covenant stated that this portion of the subject property would include 280 estate-style homes at least 2,500 square feet in size.

10. While the Department does not believe that the LUP map of CDMP should be amended and the UDB extended to provide for residential development at this location, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Study Area Description

Study Area E is a large area of approximately 36.68 square miles, which contains the southwesterly fringe of Miami-Dade County's urbanized area. This Study Area is bounded by Tamiami Trail (SW 8 Street) on the north, Homestead Extension of Florida's Turnpike (HEFT) on the east, SW 272 Street on the south, and Levee 31N on the west. The western third of the area remains outside the Urban Development Boundary (UDB) and is designated "Agriculture," "Open Land" or "Institutional and Public Facilities" on the Land Use Plan map. (See Figure E-1.)

All of the land in this Study Area is unincorporated. This Study Area is comprised of three full minor statistical areas (MSA's 6.1, 6.2, and 7.2) for which population and land use data are regularly maintained. These boundaries include sufficient area to reasonably represent the trend of residential and commercial development in that region of the County.

Environmental Conditions and Considerations

The Study Area encompasses the western portions of the Snapper Creek (C-2), Black Creek (C-1), and Cutler Drain (C-100) Canal drainage basins. Natural ground elevations range between five feet above mean sea level (msl) in the northwestern portion of the Study Area and ten to fifteen feet in the southern portion. The average groundwater elevations range from above five feet in the northwest to four feet in the southeast. A summary of Environmental Conditions within this Study Area is provided in Table E-1.

Flood Protection. The area north of Bird Drive and much of the area north of Kendall Drive and west of SW 137 Avenue have traditionally experienced considerable drainage problems. Approximately three quarters of this Study Area are considered flood prone, that is, within the 100-year flood zone as determined by the Federal Emergency Management Agency (FEMA). Additionally, Application No. 10 is located within the Bird Drive Basin, where cut and fill criteria are required. Application Nos. 11, 13, 15, and 16 are within the C-1 Basin. Application Nos. 12 and 14 are located within the C-100 Basin, and Application No. 17 is located in the C-2 Basin. On-site drainage systems will be based on the requirements of Chapter 11C of the Miami-Dade County Code. None of the sites are located in a Hurricane Evacuation Zone.

Wetlands. Isolated jurisdictional wetlands as defined by Chapter 24-5 of the Code of Miami-Dade County are present on the site of Application Nos. 10 and 11. These jurisdictional wetlands would require a County wetland permit prior to any work being done those portions of the property. Additionally, on-site inspections of portions of the property and a review of aerial photographs indicate that a large wetland tree island exists on the southwest portion of Application No. 11. Preservation of this tree island would be required as a condition of a Class IV wetland permit. Any development would need to avoid impacts to the tree island and locate open space buffers and green areas adjacent to the wetland area to minimize possible secondary impacts. Permits from the U.S. Army Corps of Engineers, the Florida Department of Environmental Protection (FDEP) and the South Florida Water Management District (SFWMD) may also be required.

Figure E-1

LOCATION: Study Area E (MSA's 6.1, 6.2 & 7.2)

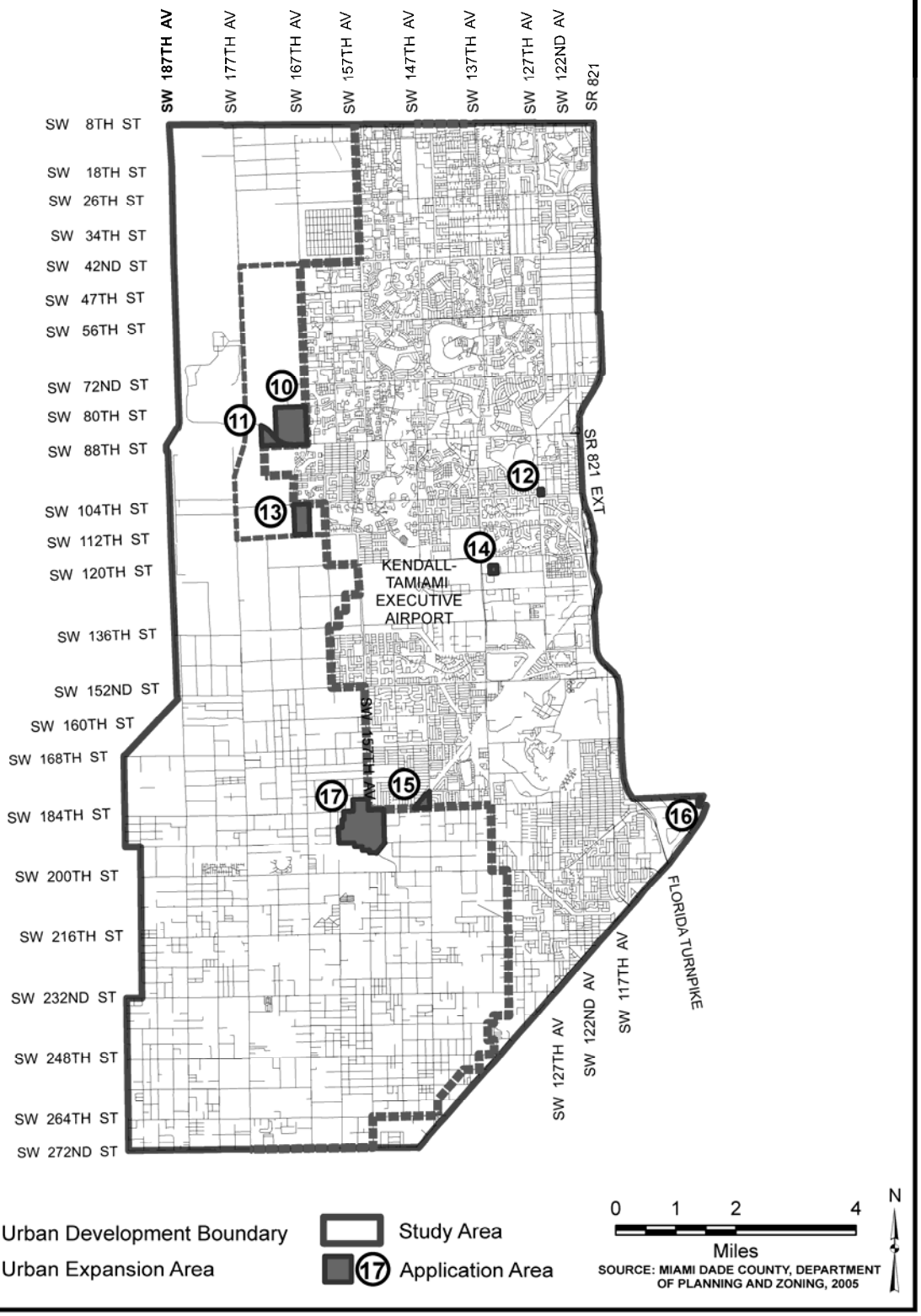


Table E-1
Environmental Conditions
Study Area E

Characteristic	Application Number							
	10	11	12	13	14	15	16	17
Flood Protection								
County Flood Criteria (NGVD)	9.0 feet	9.0 feet	8.0 feet	8.5 feet	9.0 feet	8.0 feet	8.3 feet	8.7 feet
Stormwater Management Permit Requirements	5-year storm	5-year storm	5-year storm	5-year storm	5-year storm	5-year storm	5-year storm	5-year storm
Drainage Basin	Bird Drive	C-1	C-100	C-1	C-100	C-1, C-102	C-1	C-2
Federal Flood Zone	AH	AH	AH	AH	AH	X	X	X
Hurricane Evacuation Zone	NO	NO	NO	NO	NO	NO	C	NO
Biological Conditions								
Wetlands Permits Required	YES	YES	NO	NO	NO	NO	NO	NO
Native Wetland Communities	YES	YES	NO	NO	NO	NO	NO	NO
Natural Forest Communities	NO	NO	NO	NO	NO	NO	NO	YES
Endangered Species Habitat	NO	NO	NO	NO	NO	NO	NO	NO
Other Considerations								
Within Wellfield Protection Area	West	West	Alex. Orr, Snapper Creek, Southwest	West	NO	NO	NO	NO
Archaeological/Historical Resources	NO	NO	NO	NO	NO	NO	NO	NO

Source: Miami-Dade County Department of Environmental Resources Management, Historic Preservation Division; Department of Planning and Zoning, 2005.

Forest Resources. All of the application sites contain tree resources. A Miami-Dade County tree removal permit would be required prior to the removal or relocation of any trees. A tree survey showing all of the tree resources on the sites of the applications would be required prior to the reviewing of any tree removal permit applications. Additionally, DERM would require the preservation of all of the specimen-sized (trunk diameter > 18 inches) trees on the site in keeping with Section 24-49 of the Code of Miami-Dade County. A review of information by DERM indicates that specimen-sized trees are located at Application Nos. 14, 15, and 16.

Application No. 17 contains several parcels that are designated as Natural Forest Community (NFC) by Miami-Dade County and are therefore protected under environmental regulations contained in Chapter 24 of the County Code. NFCs are upland natural areas (Pine Rocklands and Hardwood Hammocks) that meet one or more of the following criteria: the presence of endangered, threatened, rare or endemic species; low percentage of site covered by exotic plant species; high overall plant diversity; wildlife habitat values; and geological features. Proposed development within a NFC is required to meet the standards set forth in Section 24-49.2.

Section 24-49.2 of the Code generally requires that trees and other vegetation, including shrubs and groundcover plants, in or outside of the NFC boundaries must be preserved. A permit is required for any work within NFCs, and permits may only be issued for limited clearing consistent with detailed standards in Section 24-49.2(1)(A). Proposed site actions that are not in accordance with said standards shall receive a recommendation of denial from the DP&Z. Applicants are advised to contact DERM staff for permitting procedures and requirements prior to development of site and landscaping plans.

Wellfield Protection. Study Area E contains wellfields as shown in Chapter 2, Figure 2-5. Within Wellfield Protection Areas, County regulations limit residential density, the use of hazardous materials, and the design of septic tanks, sewers and stormwater systems. Restrictions are increasingly more stringent in proximity to a wellfield. Application Nos. 10, 11, and 13 lie within the Interim Protection Zone of the West Wellfield. This Interim Protection Area is subject to more restrictive land uses through Chapter 24 of the Miami-Dade County Code as a protective measure for future groundwater supplies from development in this area. Application No. 12 lies within the Alexander Orr, Snapper Creek, and Southwest Wellfields average pumpage wellfield protection areas. Section 24-43(4) of the County Code regulates wastewater disposal on properties located in these areas.

Historical and Archaeological. Seven of the eight application sites have a very low probability for on-site archaeological and historic resources. However, as a precaution, ground-disturbing activities should be monitored by the County Archaeologist. On the site of Application No. 17, however, a home constructed in 1950 is eligible for review for historic significance. It is recommended that a professional consultant conduct an assessment to determine the historic significance and provide a record of that significance. A home constructed in 1956 has been altered beyond its original design and is not eligible for review. There are no archaeological concerns on the application site, however.

Land Use Patterns Within Study Area E

This Study Area has significant contrasts. The eastern two-thirds of this study area is suburban in character and contains numerous large residential developments. This area also contains a special agricultural enclave known as "horse country" which is used largely for equestrian-related activities and nurseries. The western third of the study area is primarily used for agriculture or is undeveloped wetland. The urbanizing portion is primarily residential with supporting commercial activities. Residential areas include a range of housing types from detached single-family dwellings to attached multi-family dwelling units at medium density. Most commercial uses have occurred at major intersections and along major thoroughfares such as the Tamiami Trail and North Kendall Drive. The area also contains two major recreation facilities -- Larry and Penny Thompson Memorial Park, and Metrozoo. Warehouses, industrial uses and offices are expanding in the vicinity of Kendall-Tamiami Airport, a major general aviation facility located in the middle of the Study Area. A summary of existing uses is presented in Table E-2

Table E-2
Existing Land Uses Within and Adjacent to Application Area
Study Area E

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
10	Vacant Agriculture Land (GU Interim)	Vacant Agricultural Land (GU)	Single Family Homes	Vacant Agriculture Land (TND, BU-1A)	Vacant Agricultural Land (GU)
11	Vacant Agriculture Land (GU Interim)	Vacant Agricultural Land (GU)	Vacant Agricultural Land (GU)	Vacant Agricultural Land (TND)	Vacant Agricultural Land (GU)
12	Retail Nursery and FPL Easement (GU)	FPL Utility Easement (GU)	Single Family Homes (GU, EU-1)	FPL Utility (RU-1)	Single Family Homes (RU-1)
13	Agriculture (GU and AU)	Single Family Homes, High School (RU-1)	Vacant Agriculture (AU)	Vacant Agriculture (GU)	Vacant Agriculture (GU)
14	Vacant Agriculture (GU)	Vacant (GU) NE is Private School	Industrial and Office Warehouses (IU-C)	Industrial and Office Warehouses (IU-C)	Vacant (GU) Kendall-Tamiami Airport Across SW 137 Ave
15	Agriculture, Avocado Grove	Single Family Homes (RU-1A)	Single Family Estates, Coral Estates (RU-1B)	Single Family Estates, Agricultural Vacant (AU)	Single Family Homes (RU-1A)
16	Parcel A- Vacant (IU-1 and BU-1A) Parcel B- Vacant (BU-3)	A- Miami Health Dept. RU-1, BU-2) B- Vacant SF (RU-2)	Parcel A- Busway, Office Building (BU-2, 3) Parcel B- Warehouses (IU-1)	Parcel A-Vacant Warehouses (IU-1) Parcel B- Warehouses, Adult Stores (IU-1)	A-Vacant SF (RU-2) B-BellSouth (IU-C)
17	Agriculture, Nursery, Banana Plantation, Vacant (AU)	Agriculture (AU)	Agriculture (AU)	Agriculture (AU)	Agriculture (AU)

Note: Zoning on vacant and agriculture parcels is noted in parentheses ( ).

Future Land Use Patterns. The CDMP currently provides primarily for continued residential uses at low and low-medium densities, with industrial and office development bordering the Kendall-Tamiami Airport. Nodes of commercial uses are provided for at certain major intersections centrally located to serve the resident population. The western portions of the Study Area are slated for continued agricultural production, while the extreme northwest corner of the Area is designated as Open Land to protect the West Wellfield, and to reflect the poor drainage of that area.

Application No. 10

This standard application site contains a total of approximately 193.24 acres, located on the northwest corner of SW 88 Street (N. Kendall Drive) and SW 167 Avenue. The applicant is requesting a change in land use on the CDMP LUP map from "Agriculture" to "Low Density Residential (2.5 to 6.0 DU/Ac.)" and inclusion within the UDB to permit the development of a residential development.

Existing Land Use Pattern: Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures E-2 through E-4. The application site currently consists of agricultural land. Zoning for the entire property is GU (Interim). To the north and west of the application site is vacant agricultural land and also zoned GU. Land to the southwest of the application site is also vacant in agricultural use and is zoned GU. This property is the site of Application No. 11. To the south of the application site is land that is within the UDB and currently vacant but zoned for Traditional Neighborhood Development (TND) and intended to become the Kendall Commons development. Additionally, the Shoppes of Paradise Lakes shopping center is at the southwest corner of SW 88 Street and SW 167 Avenue and is zoned BU-1A (Business-Limited). A Walgreens Pharmacy is located at the southeast corner of SW 88 Street and SW 167 Avenue. To the east, a vacant parcel that is zoned BU-1A is located at the northeast corner of SW 88 Street and SW 167 Avenue, and the Mediterranea residential subdivision is under construction directly east and is zoned RU-3M (Minimum Apartment House) and RU-1 (M)(b) (Modified Single Family).

Future Development Patterns: The application site is currently designated on the LUP map as "Agriculture" and is located outside the UDB. The land to the north and west is also designated "Agriculture." To the southwest of the application site, across N. Kendall Drive at the site of Application No. 11, the LUP map designation is also "Agriculture". To the south of the application site across N. Kendall Drive the LUP map designation is "Low Density Residential" (2.5-6.0 DU/Ac.). To the southeast and east, the LUP map designation is "Business and Office". Further to the north, the property is designated "Low Density Residential". The portion of the CDMP Land Use map that depicts the area surrounding this application site is included as Figure E-5.

Figure E-2

AERIAL PHOTO: APPLICATION NO. 10



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANISION AREA

0 0.2 0.4

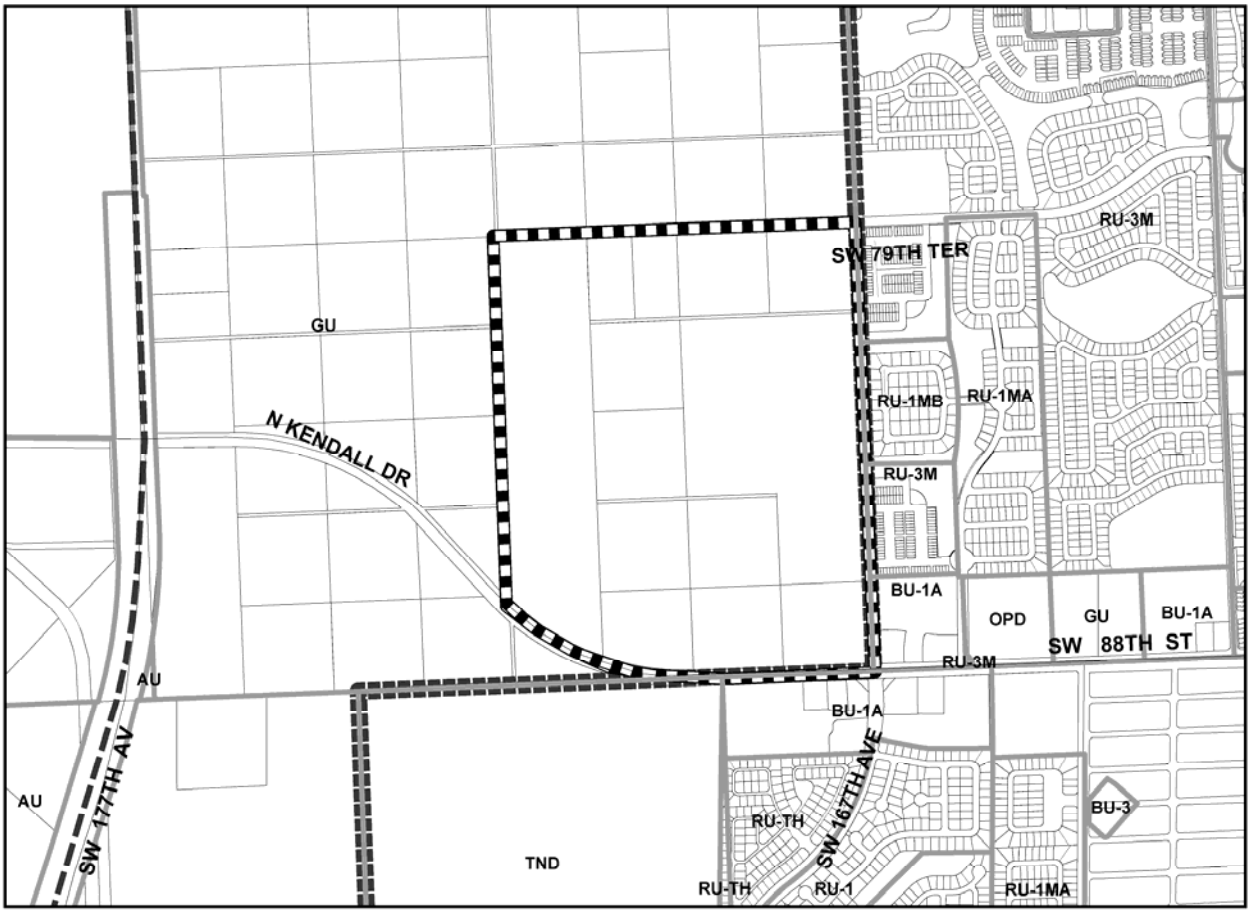
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-3

APPLICATION NO. 10
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET
RU-TH	TOWNHOUSE – 8.5 UNITS / NET ACRE
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
OPD	OFFICE PARK DISTRICT – 3 ACRES GROSS OFFICE BUILDING & LABORATORIES FOR SCIENTIFIC & INDUSTRIAL RESEARCH
TND	TRADITIONAL NEIGHBORHOOD DISTRICT 40 GROSS ACRES MIN. MIXED USES

MIAMI-DADE ZONING DISTRICTS (cont'd)

BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES

0 0.125 0.25 0.5

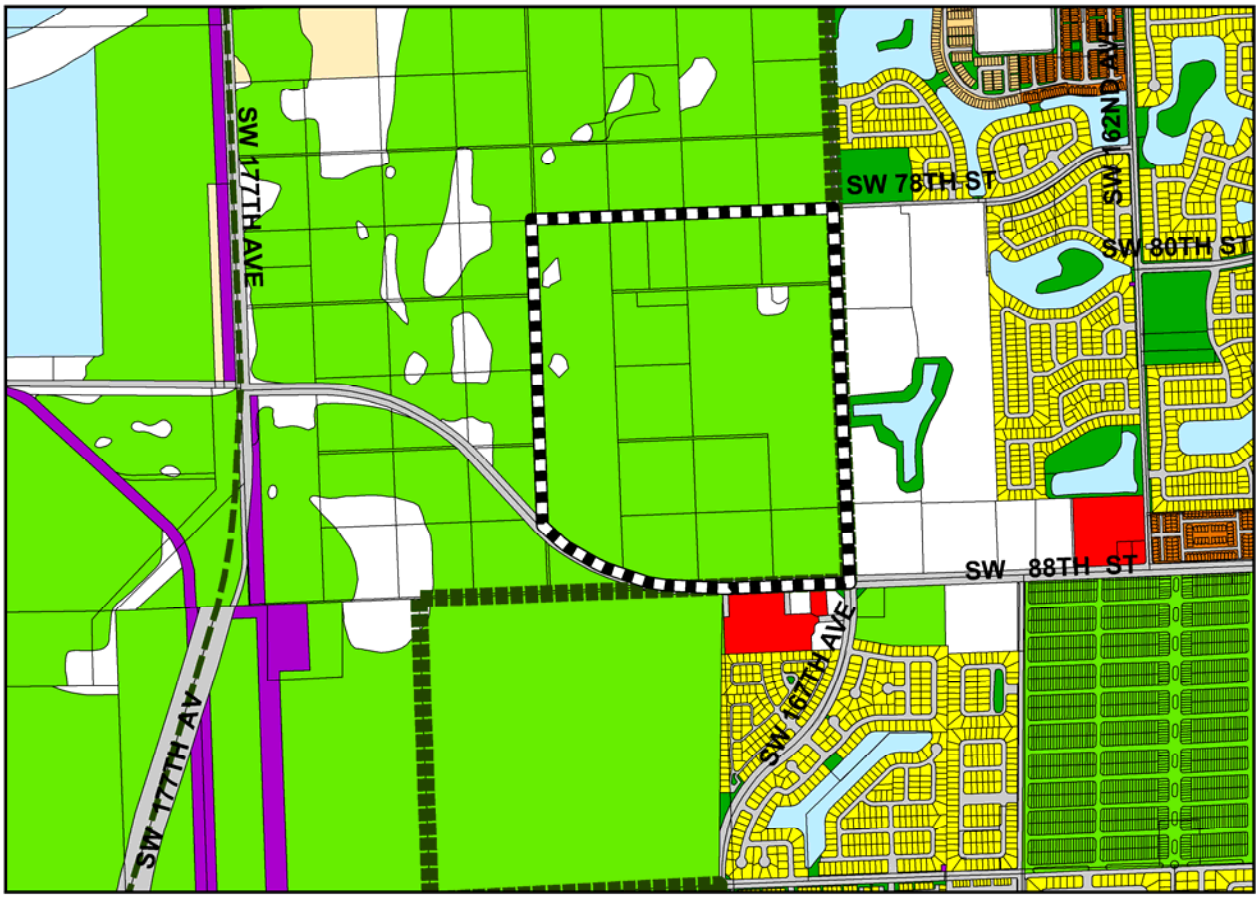
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-4

APPLICATION NO. 10
EXISTING LAND USE MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

0 0.125 0.25 0.5

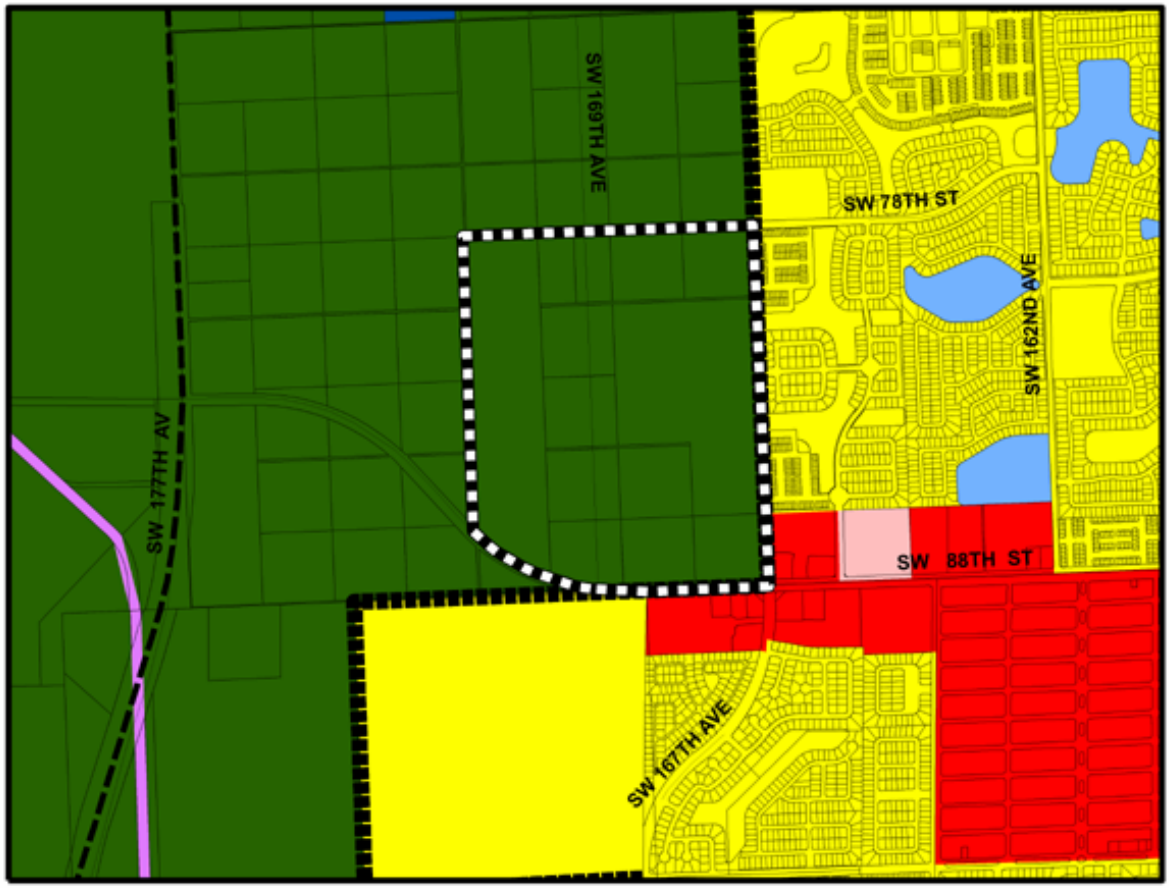
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-5

APPLICATION NO. 10
CDMP LAND USE PLAN



LEGEND

- APPLICATION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY
- 2015 EXPANSION AREA BOUNDARY

CDMP LAND USE

- RESIDENTIAL COMMUNITIES
  - LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- INSTITUTIONAL AND PUBLIC FACILITY
- AGRICULTURE
- WATER
- TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 11

This standard application site contains a total of approximately 38.5 net acres located on the south side of SW 88 Street (North Kendall Drive), west of SW 167 Avenue. The applicant is requesting a change in the CDMP LUP map designation from "Agriculture" to "Business and Office" on Parcel A (29.44 acres) and from "Agriculture" to "Office/Residential" on Parcel B (9.06 acres), with a request to include both parcels within the UDB.

Existing land use Patterns: Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures E-6 through E-8. The application site is currently vacant land zoned GU (Interim) and utilized for agriculture. As noted in the site inspection, an environmentally sensitive tree island is present on the southwest portion of the site. To the north and partially to the east of the site is Application No. 10. Lands to the north, east and west are zoned GU and currently in agricultural use. To the south of the application site is the Kendall Commons Traditional Neighborhood Development (TND), which will provide a mixture of housing and commercial uses.

Future Development Patterns: The CDMP LUP map currently designates the application site as well as land to the north and east across N. Kendall Drive as "Agriculture" and outside the UDB. Land to the west is also designated as "Agriculture" and is outside the UDB. Land to the south is designated as "Low Density Residential Communities (2.5 to 6.0 DU/Ac.)" and is also a TND. The portion of the CDMP Land Use Plan map that depicts the area surrounding this application site is included as Figure E-9.

Figure E-6

AERIAL PHOTO: APPLICATION NO. 11



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

0 0.08 0.16

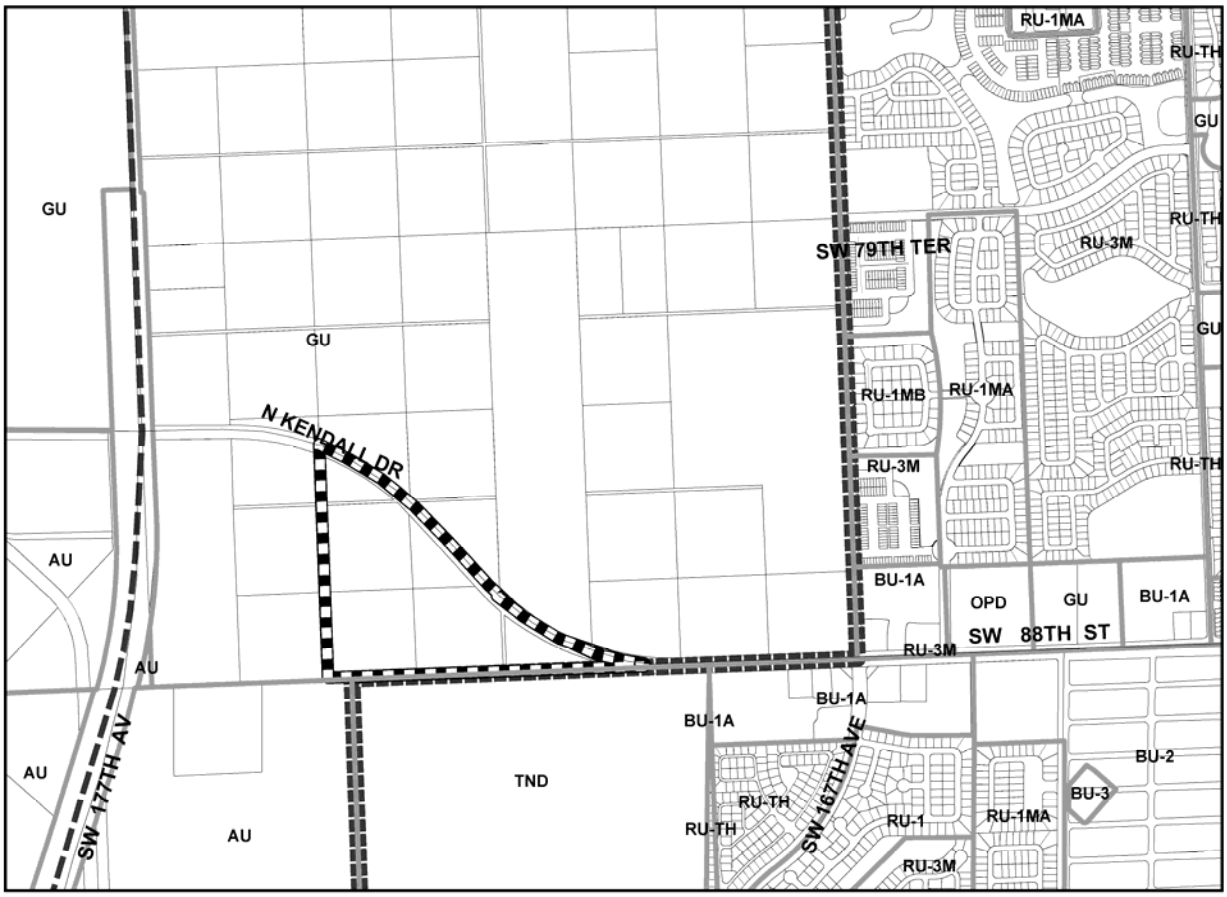
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-7

APPLICATION NO. 11
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET
RU-TH	TOWNHOUSE – 8.5 UNITS / NET ACRE
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
OPD	OFFICE PARK DISTRICT – 3 ACRES GROSS OFFICE BUILDING & LABORATORIES FOR SCIENTIFIC & INDUSTRIAL RESEARCH
TND	TRADITIONAL NEIGHBORHOOD DISTRICT 40 GROSS ACRES MIN. MIXED USES

MIAMI-DADE ZONING DISTRICTS (cont'd)

BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES

0 0.125 0.25 0.5

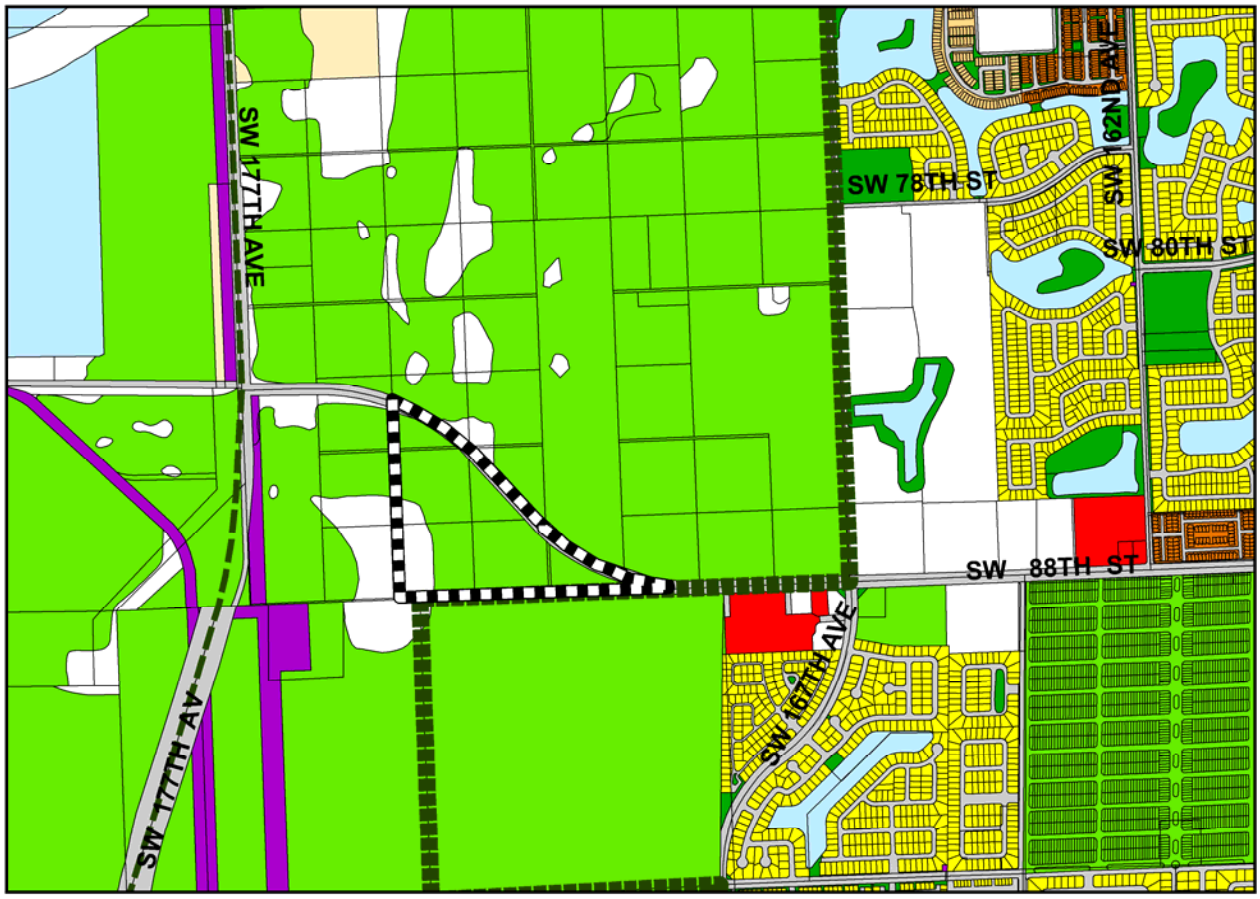
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-8

APPLICATION NO. 11
EXISTING LAND USE MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

0 0.125 0.25 0.5

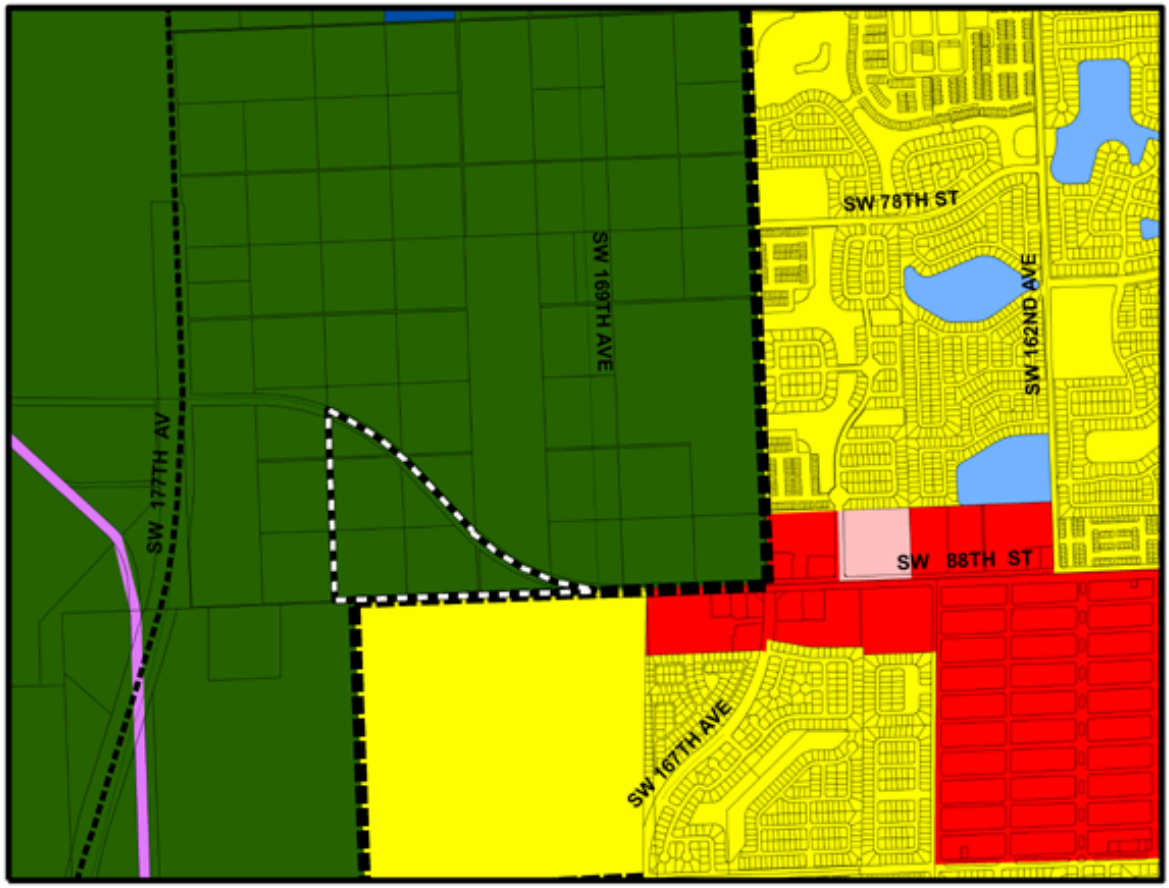
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-9

APPLICATION NO. 11
CDMP LAND USE PLAN



LEGEND

- APPLICATION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY
- 2015 EXPANSION AREA BOUNDARY

CDMP LAND USE

- RESIDENTIAL COMMUNITIES
  - LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- INSTITUTIONAL AND PUBLIC FACILITY
- AGRICULTURE
- WATER
- TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 12

This small-scale application site contains approximately 4.0 acres and is situated on the northeast corner of SW 127 Avenue and SW 104 Street. The applicant is requesting a change in the land use designation on the CDMP LUP map from "Estate Density Residential (1 to 2.5 DU/Ac.)" to "Office/Residential."

Existing land use Patterns: Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures E-10 through E-12. The application site is currently being utilized as a retail nursery, and the western 175 feet contains overhead electrical transmission lines in a Florida Power & Light Company easement. The site is zoned GU (Interim). SW 127 Avenue borders the site to the west and beyond the roadway is a residential area that is zoned RU-1 (Single-Family Residential 7,500 sq. ft. net). Additional residential areas to the southwest and south across SW 104 Street are also zoned RU-1. An area that is generally residential also exists to the east of the application site, and is zoned GU to the east and EU-1 (Estates 1 Family 1 Acre Gross) to the northeast. The FP&L transmission lines and easement continues to the north and is additionally zoned GU.

Future Development Patterns: The site is currently designated on the CDMP LUP map as "Estate Density Residential Communities (1 to 2.5 DU/Ac.)". Land directly north and east of the application site is designated as "Estate Density Residential"), with "Low-Medium Density Residential (5-13 DU/Ac.)" designations located to the west, southwest, and south. The portion of the CDMP Land Use Map that depicts the area surrounding this application site is included as Figure E-13.

Figure E-10

AERIAL PHOTO: APPLICATION NO. 12



APPLICATION AREA

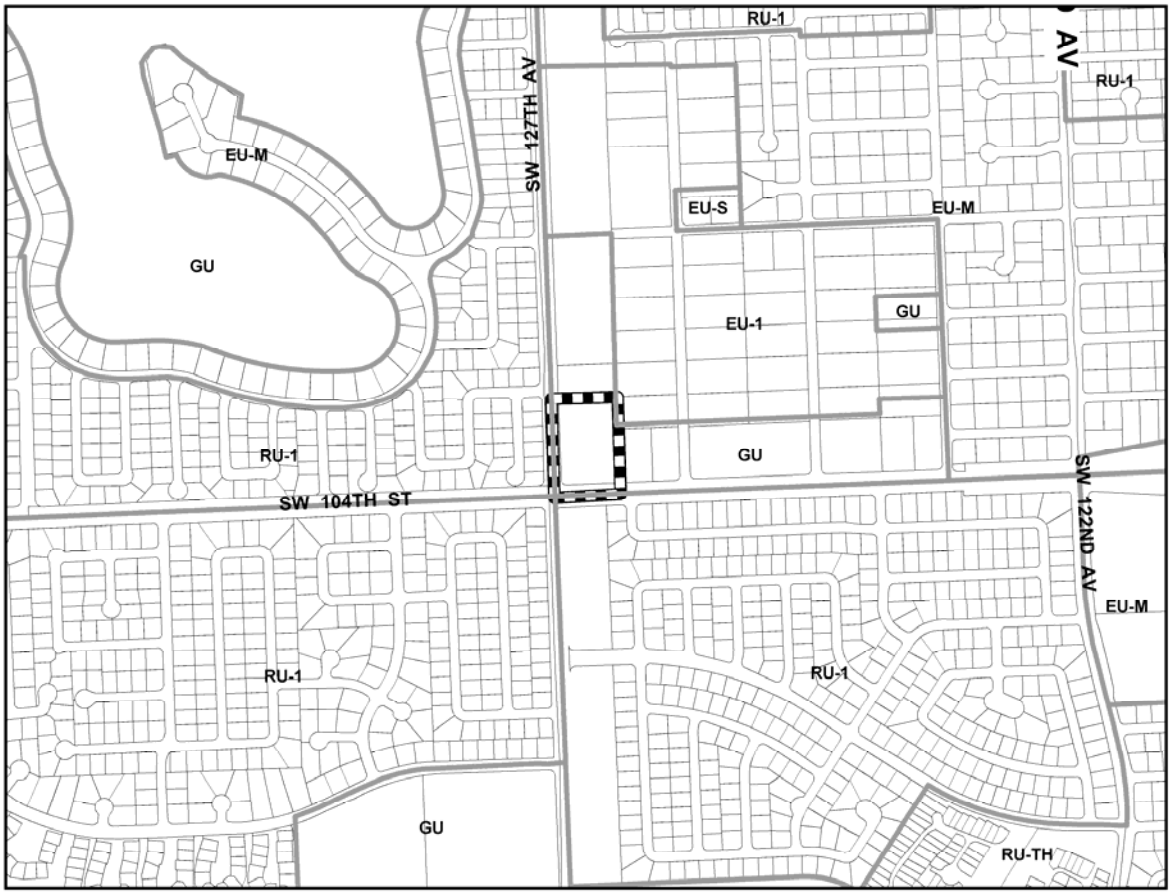
0 0.07 0.14 Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-11

APPLICATION NO. 12
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
EU-M	ESTATES MOD.1 FAMILY 25,000 SQ.FT. NET
EU-1	ESTATE 1 FAMILY 1 ACRES GROSS
EU-S	ESTATE SUB. 1 FAMILY 25,000 SQ. FT GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-TH	TOWNHOUSE – 8.5 UNITS / NET ACRE

0 0.05 0.1 0.2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-12

APPLICATION NO. 12
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

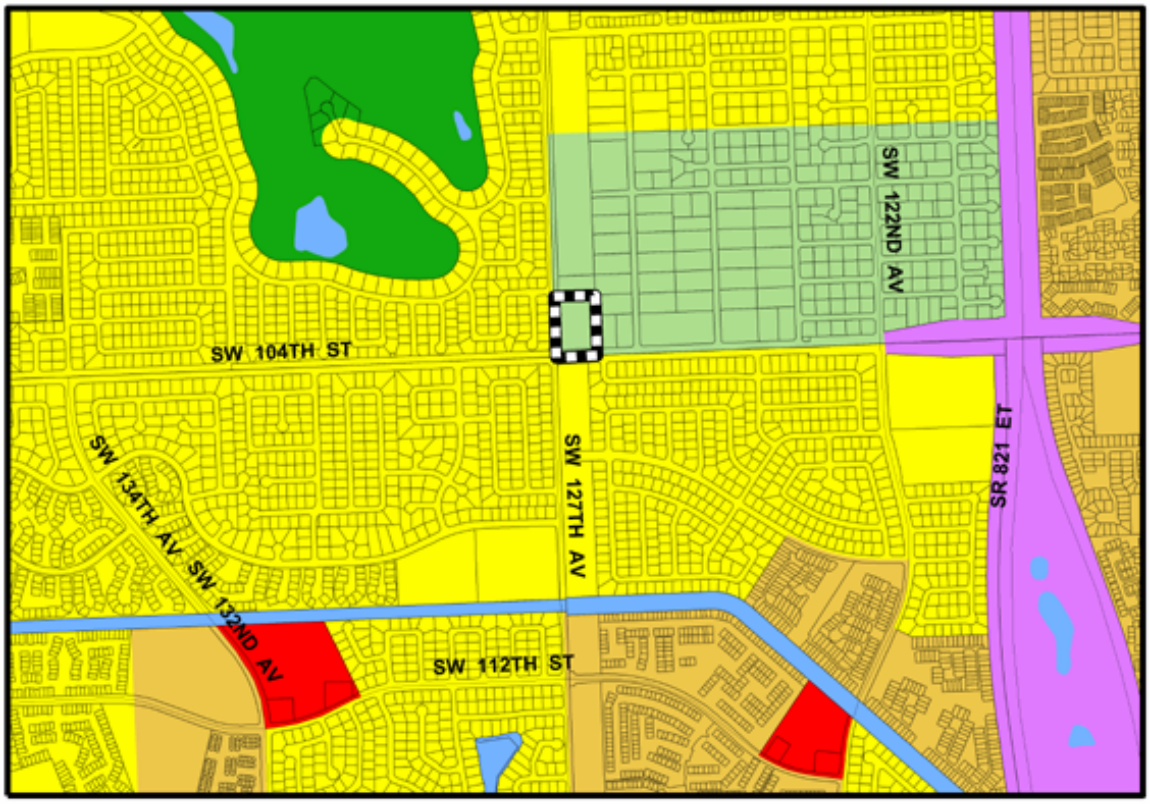
0 0.1 0.2 0.4
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-13

APPLICATION NO. 12
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
BUSINESS AND OFFICE
PARKS AND RECREATION
WATER
TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 13

This large-scale application site contains a total of approximately 81.61 acres located at the southeast corner of SW 104 Street and SW 167 Avenue. The applicant is requesting a change in the land use designation according to the LUP map from "Agriculture" to "Low Density Residential" (2.5 to 6.0 DU/AC)" and inclusion within the UDB.

Existing Land Use Patterns: Current zoning and the development pattern promoted by the Land Use Plan map, including zoning for the Kendall-Tamiami Executive Airport, are depicted in Figures E-14 through E-17. The application site is currently utilized for agriculture with similar uses to the west, south, and east of the site. The application site lies outside the UDB but within the Urban Expansion Area (UEA) and is currently zoned GU (Interim), with a small portion of the western part zoned AU (Agricultural). Lands to the west and southwest and east are also zoned GU and used for agriculture. Located directly south of the property is the C-1 Canal beyond which is additional agricultural land that is zoned GU. To the northeast of the site is a residential area zoned RU-3M (Minimum Apartment House 12.9 units per net acre), to the north of the site is a residential area that is zoned RU-1 (Single Family Residential, 7,500 Square Feet Net). Archbishop Coleman Carroll High School (belonging to the Roman Catholic Archdiocese of Miami) lies to the northwest in an area zoned GU.

The application site is within the Outer Land Use Zone (OLZ) associated with Kendall-Tamiami Executive Airport to the southeast. This zoning district is depicted in Figure E-17. The OLZ requires new residential construction and educational facilities (excluding aviation schools) to incorporate at least a 25 decibel Noise Level Reduction into the design and construction of buildings. The application site is also on the extended centerline for Runway 13/31 of Kendall-Tamiami Airport, which means that the site experiences regular overflights of arriving aircraft at an altitude of approximately 700 feet.

Future Land Use Patterns: The application site is designated as "Agriculture" on the LUP map and is outside the UDB. To the west, south, and east of the site the LUP map designation is also "Agriculture" and outside the UDB. To the north of the site, the LUP map designation is "Low Density Residential (2.5-6.0 DU/Ac.)" and is inside the UDB. The portion of the CDMP Land Use Map that depicts the area surrounding this application site is included as Figure E-18.

Currently the proposed Providence Development of Regional Impact (DRI) lies to the west and south of the property. This proposed DRI is requesting a mixture of land uses, which would allow for over 5,300 single and multi-family residential units, approximately 460,000 square feet of commercial and approximately 250,000 square feet of workshops/offices. This DRI is currently under review by the South Florida Regional Planning Council for sufficiency and has not been formally reviewed by Miami-Dade County.

Figure E-14

AERIAL PHOTO: APPLICATION NO. 13



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANISION AREA

0 0.2 0.4

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-15

APPLICATION NO. 13
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1Z	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
IU-C	INDUSTRIAL-CONDITIONAL

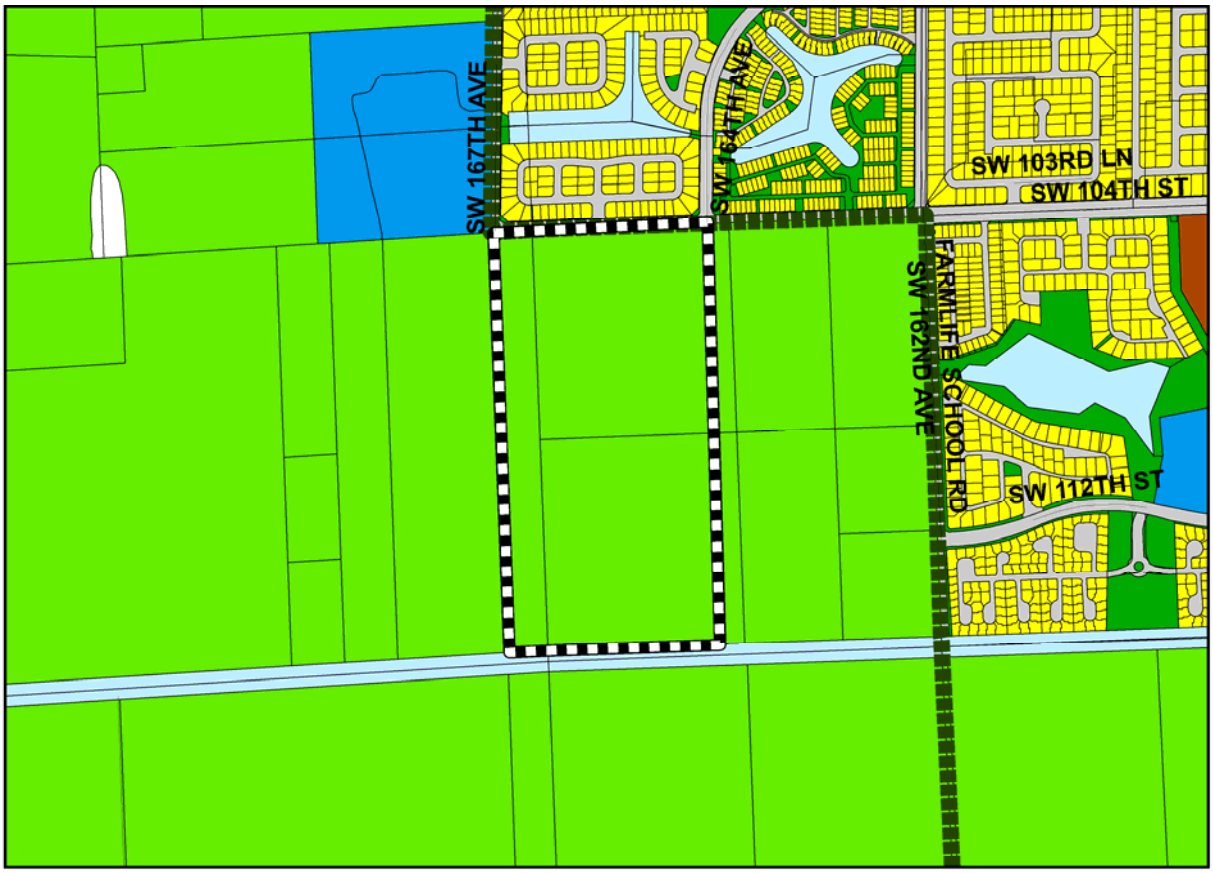
0 0.125 0.25 0.5 Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-16

APPLICATION NO. 13
EXISTING LAND USE MAP



APPLICATION AREA
2005 URBAN DEVELOPMENT BOUNDARY

2003 EXISTING LAND USE
- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

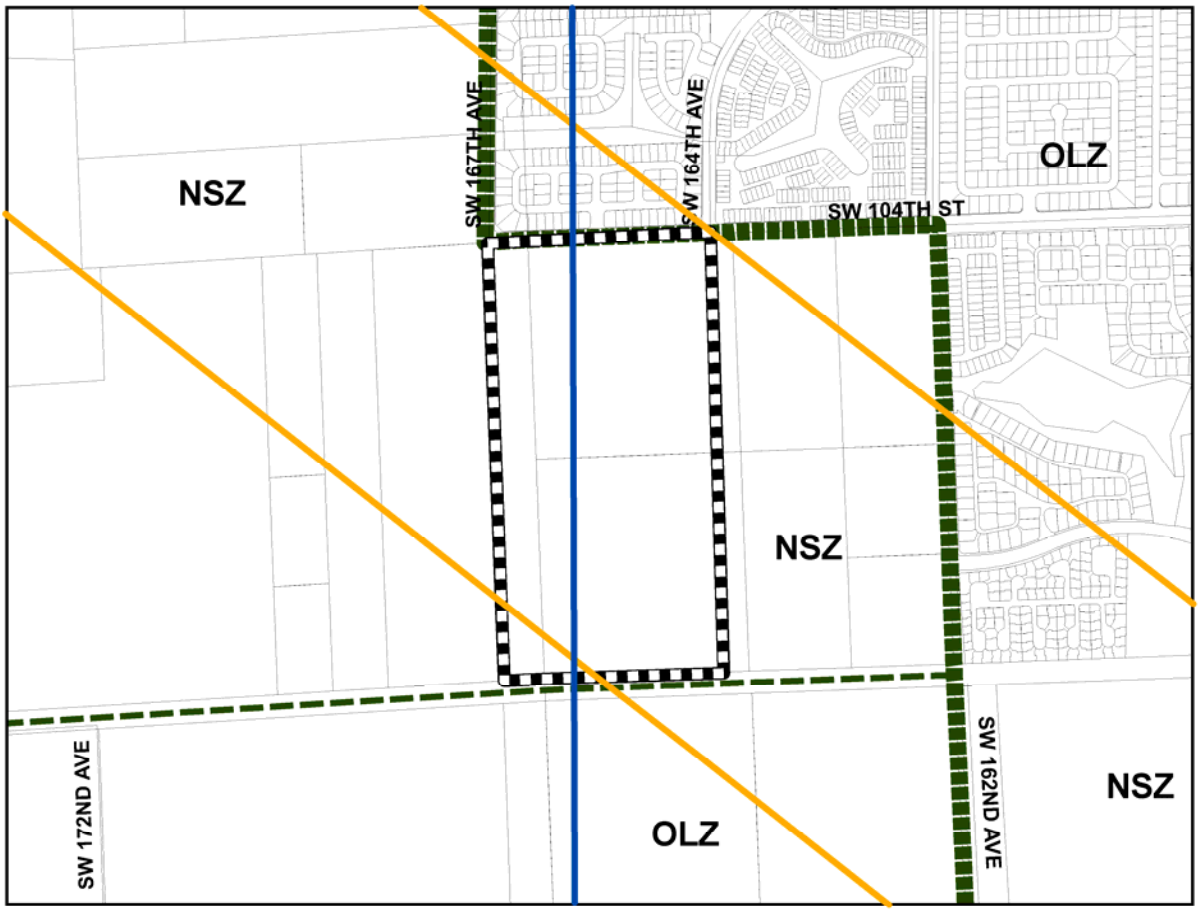
0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-17

KENDALL-TAMIAMI EXECUTIVE AIRPORT OVERLAY ZONING APPLICATION NO. 13



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

OLZ OUTER DISTRICT

NSZ NO SCHOOL ZONE

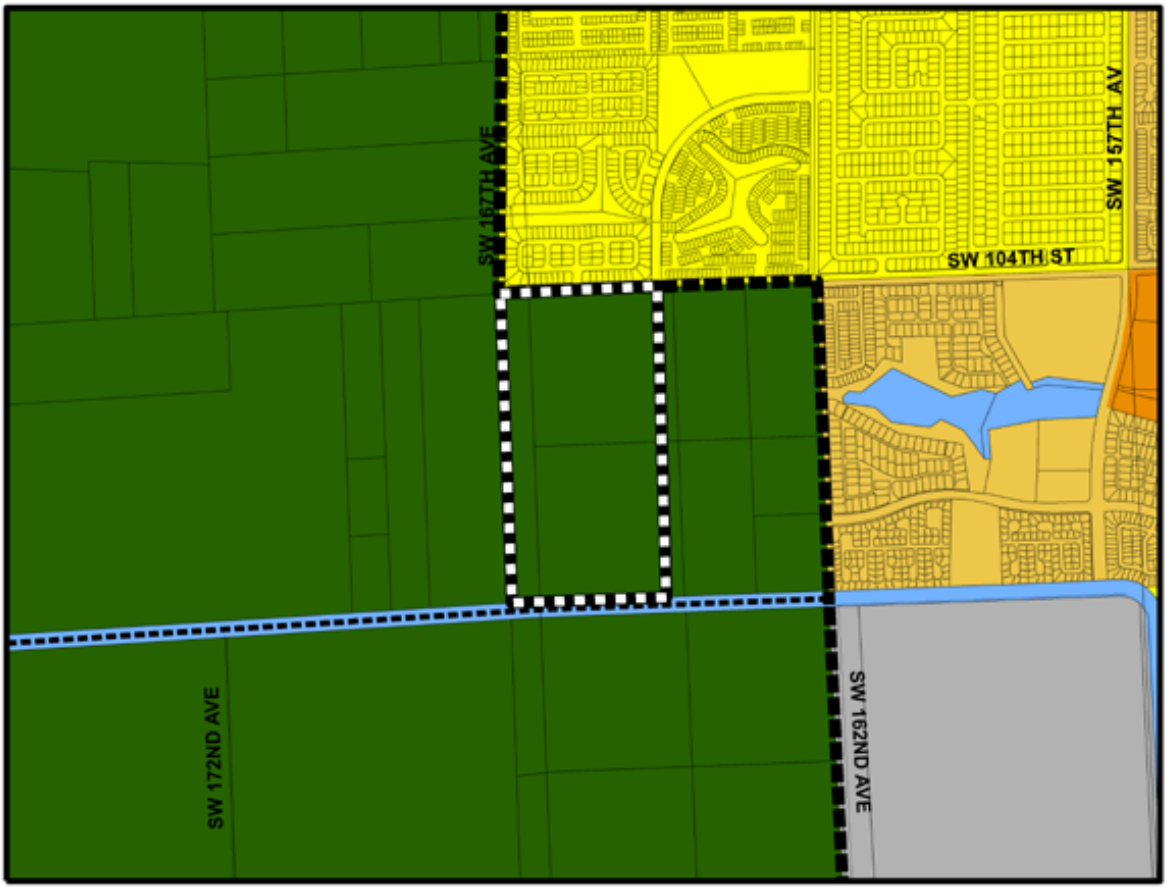
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N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-18

APPLICATION NO. 13
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 EXPANSION AREA BOUNDARY

CDMP LAND USE

RESIDENTIAL COMMUNITIES

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC

MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC

INDUSTRIAL AND OFFICE

AGRICULTURE

WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 14

This small-scale application is a request for land use change from "Industrial and Office" to "Business and Office" on a 9.93-acre parcel.

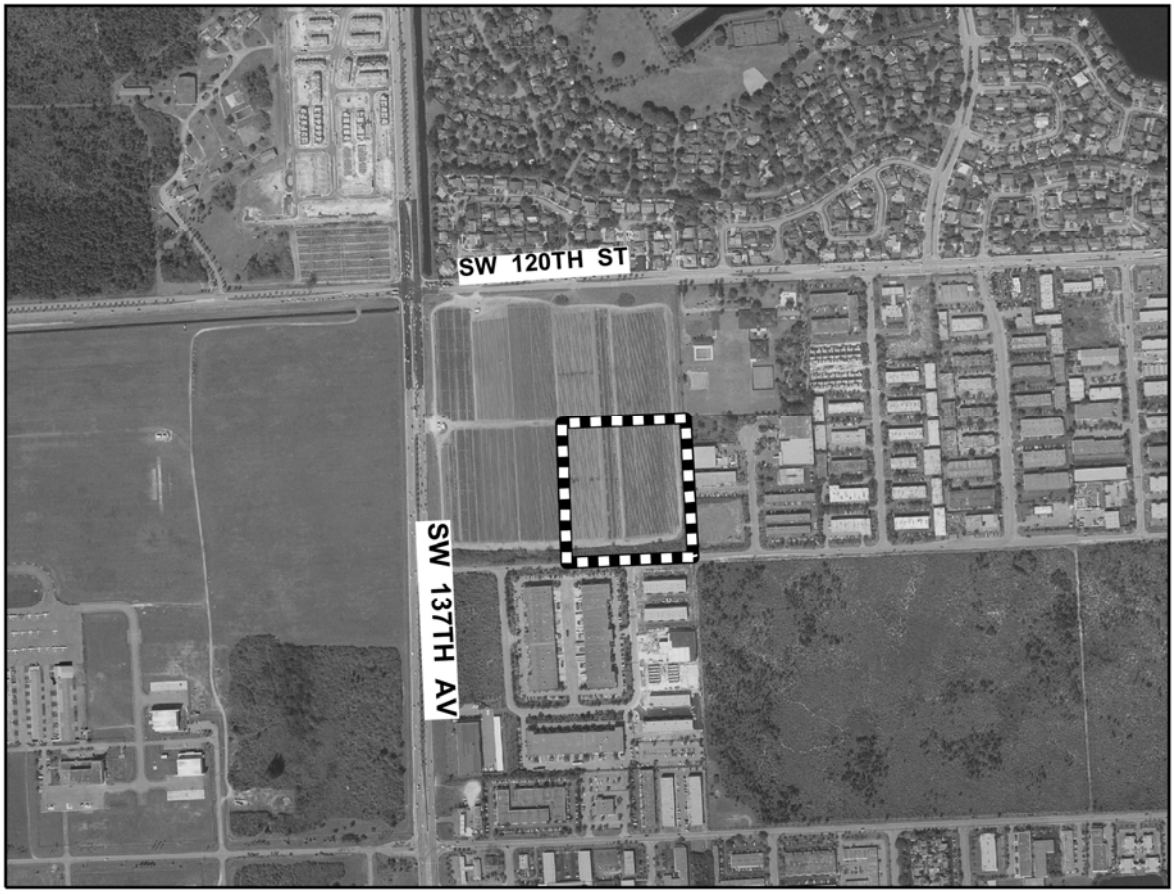
Existing Land Use: Current zoning and the development pattern promoted by the Land Use Plan map, including zoning for the Kendall-Tamiami Executive Airport, are depicted in Figures E-19 through E-22. The application site is currently vacant land that is zoned GU (Interim) and used for agriculture. Land to the northeast, north, northwest and west is zoned GU. The Heritage School of Kendall, a Pre-Kindergarten-8 private school, is located to the northeast; and vacant land utilized for U-Pick activities make up the balance of the lands to the north and west. Land to the south and east is zoned IU-C (Industry-Controlled). To the southwest and southeast is vacant land and warehouses: other industrial buildings are located to the south and east. The Nixon-Smiley Pineland Preserve is also located southeast of the application site. The Kendall-Tamiami Executive Airport is located to the west across SW 137 Avenue.

The application site is located within the Outer Safety Zone (OSZ) for Kendall-Tamiami Airport. This zoning district is depicted in Figure E-22. According to the Airport Zoning Ordinance for the airport, residential development is limited to less than two dwelling units per acre. In addition, educational facilities, excluding aviation schools, and places of public assembly are not permitted in an OSZ. Due to the proximity to the airport, arriving aircraft regularly traverse the application site at an altitude of 200 feet.

Future Land Use Patterns: The application site is designated as "Industrial and Office" on the LUP map. To the north, east, and south of the site the LUP map designation is also "Industrial and Office." The LUP map designates land to the west as "Business and Office." Land to the southeast that is the site of Nixon Smiley Pineland Preserve is designated on the LUP map as "Environmentally Protected Parks." The portion of the CDMP Land Use Map that depicts the area surrounding this application site is included as Figure E-23.

Figure E-19

AERIAL PHOTO: APPLICATION NO. 14



2005 AERIAL

APPLICATION AREA

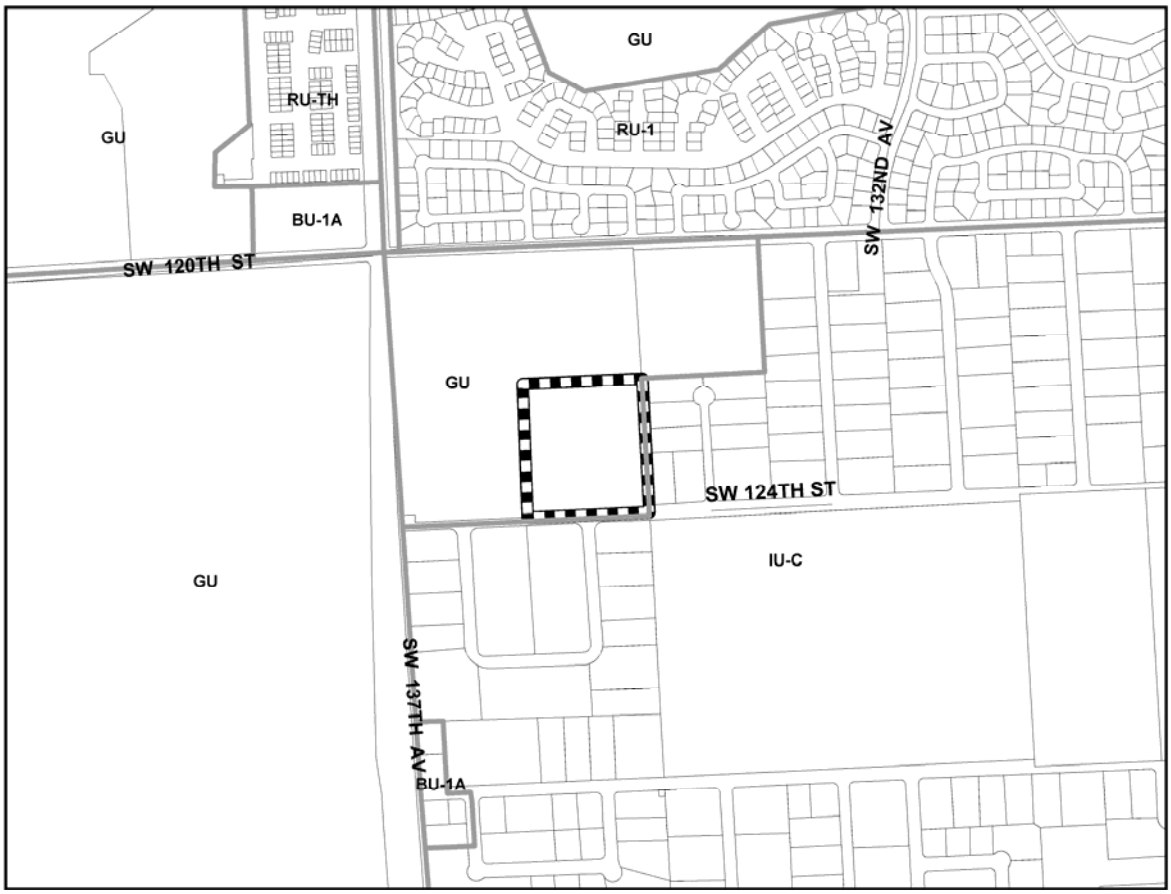
0 0.1 0.2 Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-20

APPLICATION NO. 14
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-TH	TOWNHOUSE – 8.5 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS
IU-C	INDUSTRIAL-CONDITIONAL

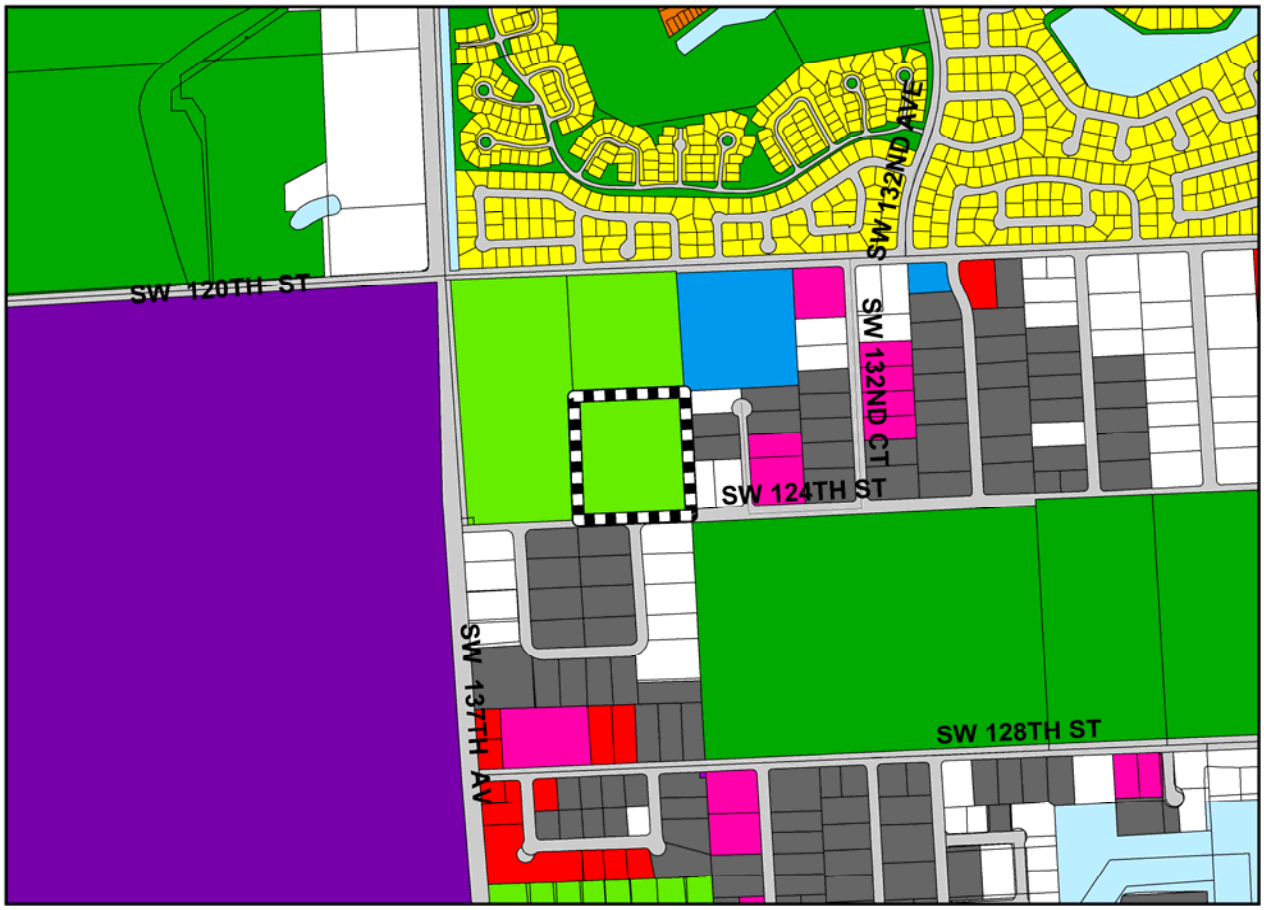
0 0.05 0.1 0.2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-21

APPLICATION NO. 14
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

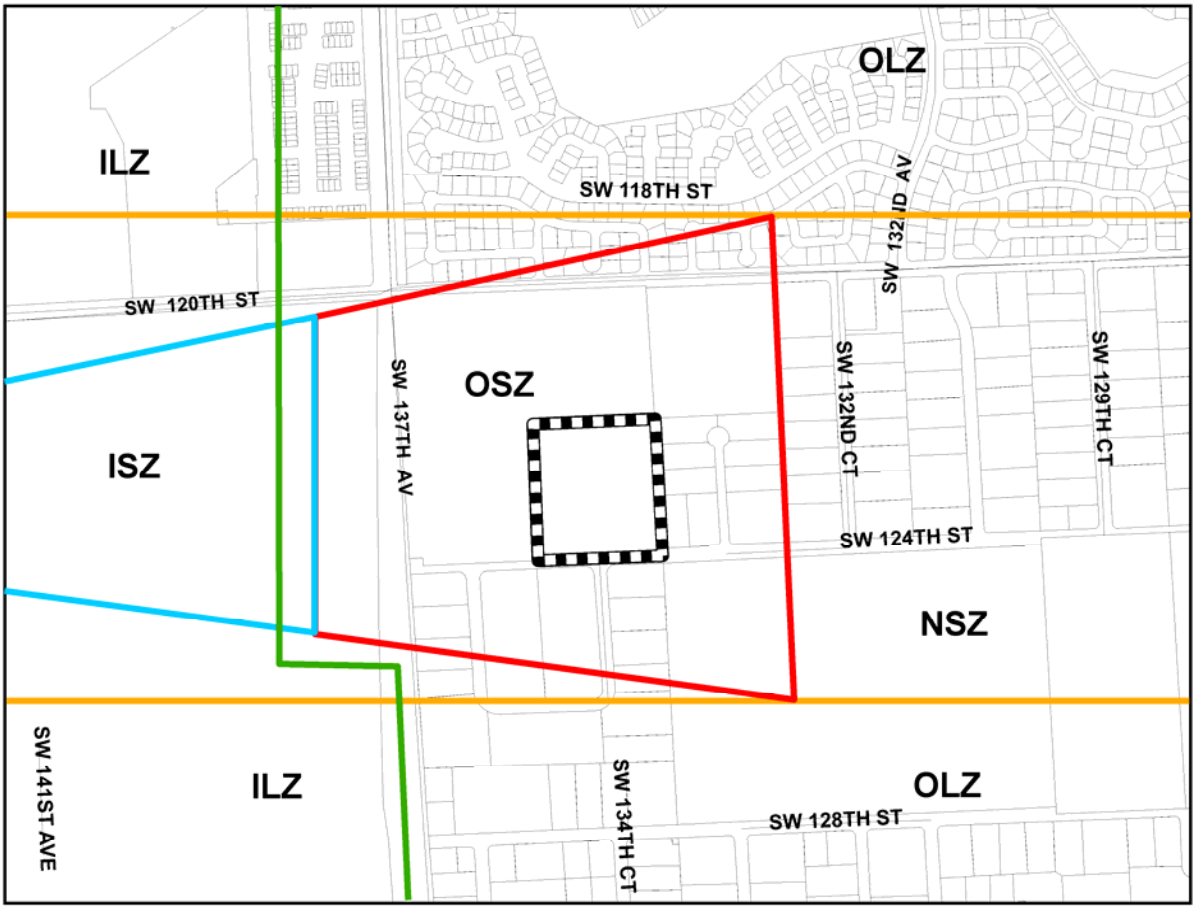
0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-22

KENDALL-TAMIAMI EXECUTIVE AIRPORT OVERLAY ZONING APPLICATION NO. 14



APPLICATION AREA

ILZ — INNER DISTRICT

NO COLOR OLZ — OUTER DISTRICT

NSZ — NO SCHOOL ZONE

ISZ — INNER DISTRICT

OSZ — OUTER DISTRICT

0 0.05 0.1 0.2

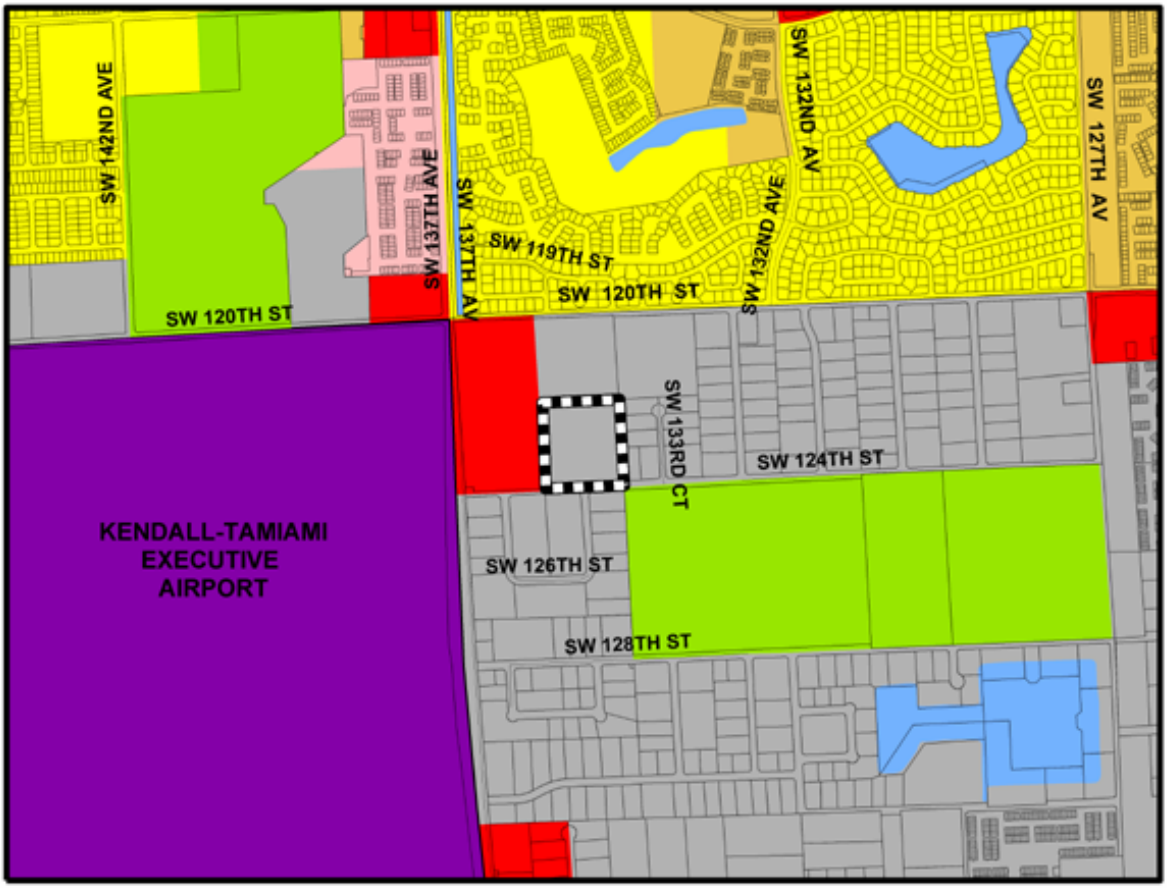
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-23

APPLICATION NO. 14
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
OFFICE/RESIDENTIAL
ENVIRONMENTALLY PROTECTED PARKS
WATER
TERMINALS

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 15

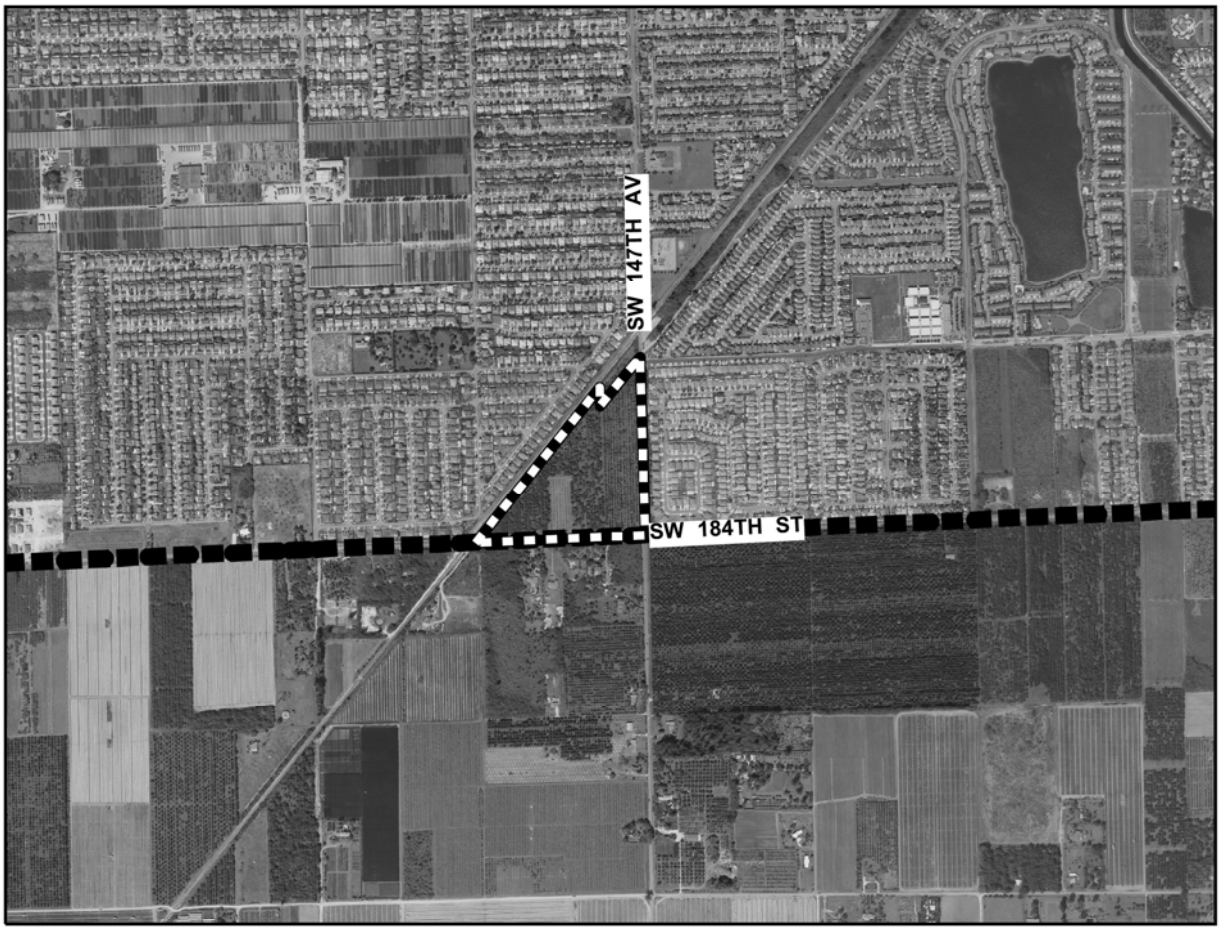
This small-scale application contains a total of approximately 21.62 acres located on a triangular site at the northwest corner of SW 147 Avenue and SW 184 Street. The applicant is requesting a change in the CDMP LUP map designation from "Low Density Residential (2.5 to 6.0 DU/Ac.)" to "Business and Office."

Existing Land Use: Current zoning and the development patterns promoted by the CDMP Land Use Plan map are depicted in Figures E-24 through E-26. The application site is currently vacant agricultural land consisting of groves and is zoned AU (Agriculture). To the northwest of the site are railroad tracks belonging to CSX, and beyond that, single-family residential areas zoned RU-1 and RU-1 (M)(b). To the south of the application site is vacant land and agricultural land containing groves that are zoned AU. To the east of the application site is residential land that is zoned RU-1 (M)(a).

Future Development Patterns: The application site is designated on the CDMP LUP map as "Low Density Residential (2.5 to 6.0 DU/Ac.)" and is inside the UDB. The properties to the north, east, and west are also designated "Low Density Residential." Land to the south across SW 184 Street is designated on the LUP map as "Agriculture" and is outside the UDB. The portion of the CDMP Land Use Map that depicts the area surrounding this application site is included as Figure E-27.

Figure E-24

AERIAL PHOTO: APPLICATION NO. 15



2005 AERIAL

APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

0 0.2 0.4

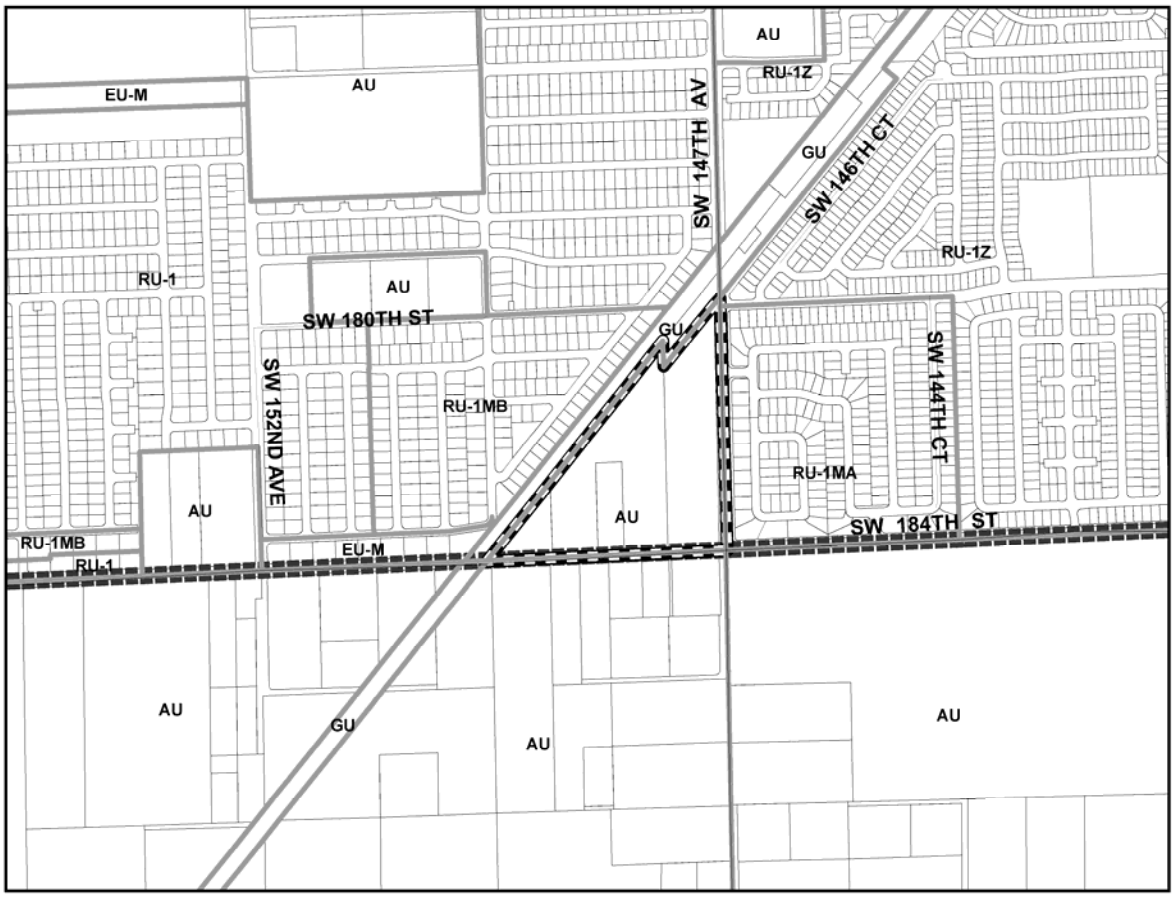
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-25

APPLICATION NO. 15
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
EU-M	ESTATES MOD.1 FAMILY 25,000 SQ.FT. NET
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1Z	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE

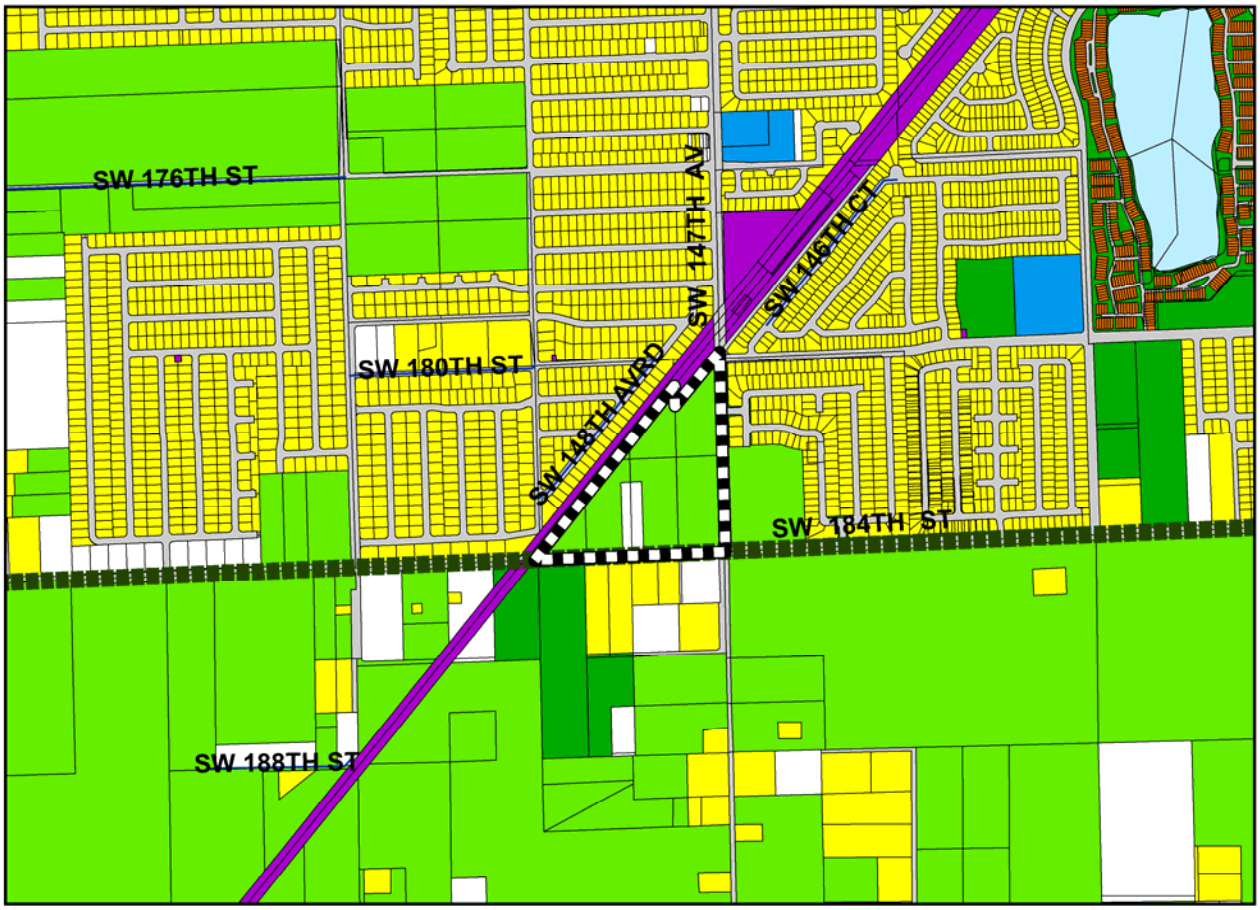
0 0.05 0.1 0.2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-26

APPLICATION NO. 15
EXISTING LAND USE MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

0 0.125 0.25 0.5

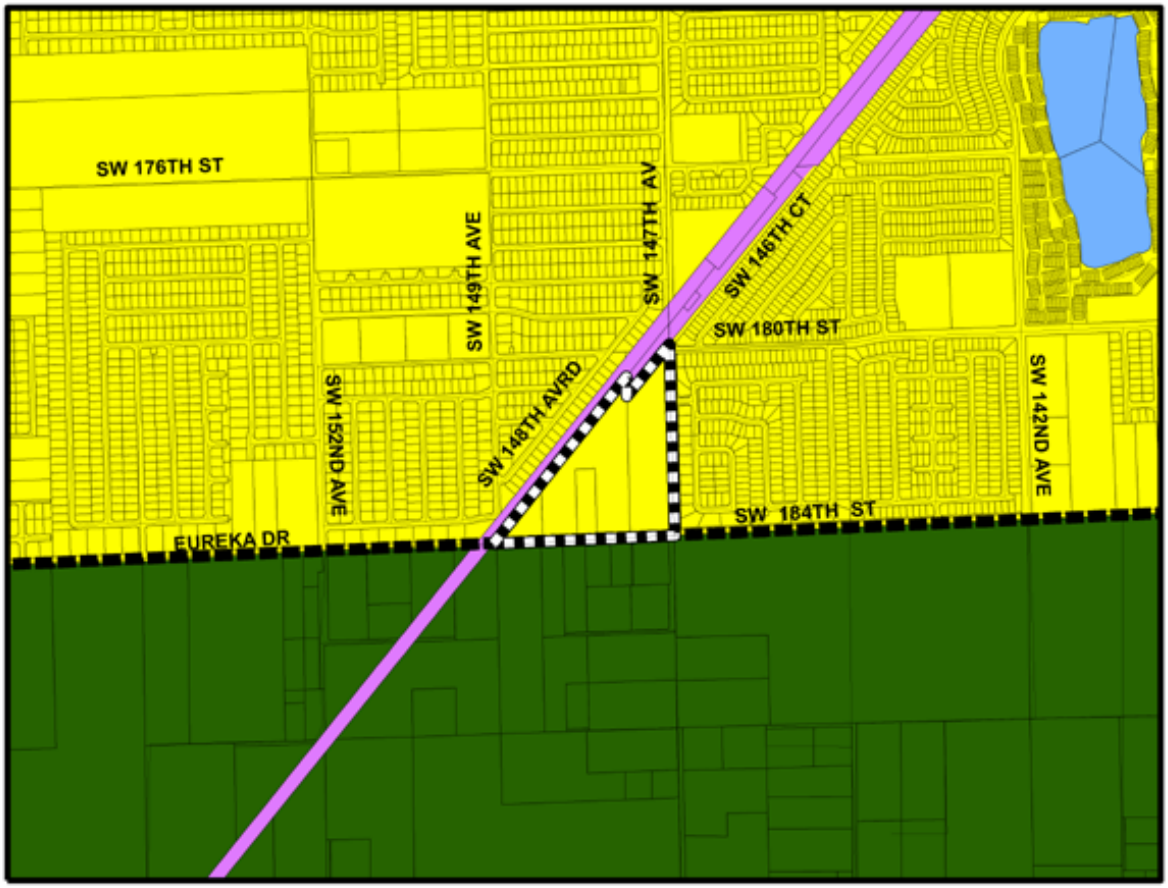
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-27

APPLICATION NO. 15
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE

RESIDENTIAL COMMUNITIES

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

AGRICULTURE

WATER

TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 16

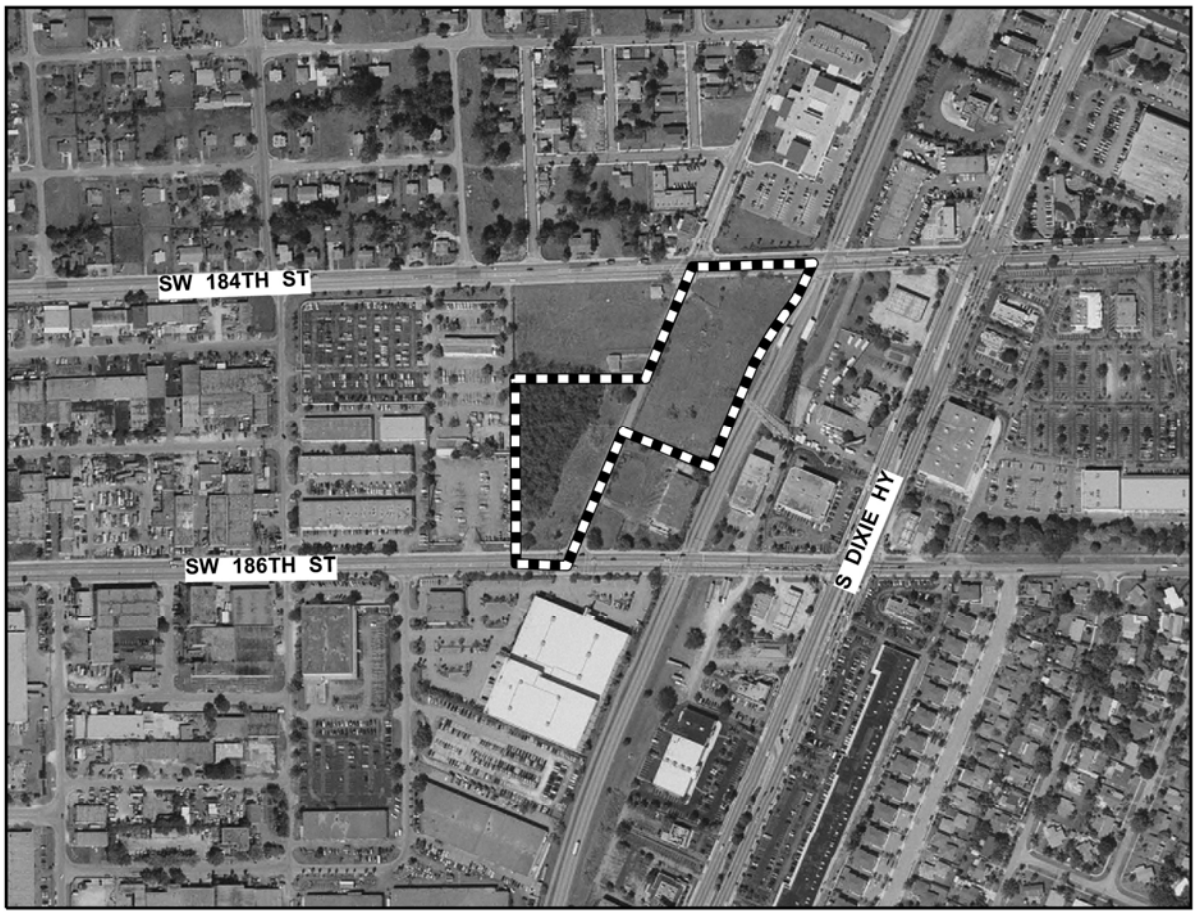
This small-scale application contains a total of approximately 6.59 acres located east and west of Homestead Avenue and between SW 184 and SW 186 Streets. The applicant is requesting a change in the CDMP LUP map designation from "Industrial and Office" to "Business and Office" on Parcel A (3.53 acres), and from "Industrial and Office" to "Medium Density Residential (13 to 25 DU/Ac.)" with Density Increase 1 with good urban design on Parcel B (3.06 acres).

Existing Land Use: Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures E-28 through E-30. The application site is currently vacant. Parcel A of the application site is zoned BU-1A (Business-Limited) and BU-3 (Business-Liberal), and Parcel B is zoned BU-3. A Miami-Dade County Health Department facility is located to the north of Parcel A in RU-1 (Single Family Residential) and BU-2 (Business – Special) zoning districts. To the west is land that is largely vacant and zoned RU-2 (Two family residential). Vacant land and an industrial warehouse are located to the south in an IU-1 (Industrial-Light) zoning district. The South Miami-Dade Busway is located to the east of the site. Vacant land that is zoned RU-2 is located to the north of Parcel B. To the west are BellSouth telephone offices in an area zoned IU-C (Industrial-Controlled). South of Parcel B are additional warehouses and an adult store in an area zoned IU-1.

Future Development Patterns: The application site consists of two parcels which are designated on the CDMP LUP map as "Industrial and Office." The properties to the west and south are also designated as "Industrial and Office." To the east of Parcel A lies the South Miami-Dade Busway and a strip of land designated as "Business and Office, as are the lands lying to the north of the application site. Lands to the east and north of Parcel B are designated as "Industrial and Office". The portion of the CDMP Land Use map that depicts the area surrounding this application site is included as Figure E-31.

Figure E-28

AERIAL PHOTO: APPLICATION NO. 16



2005 AERIAL

APPLICATION AREA

0 0.08 0.16

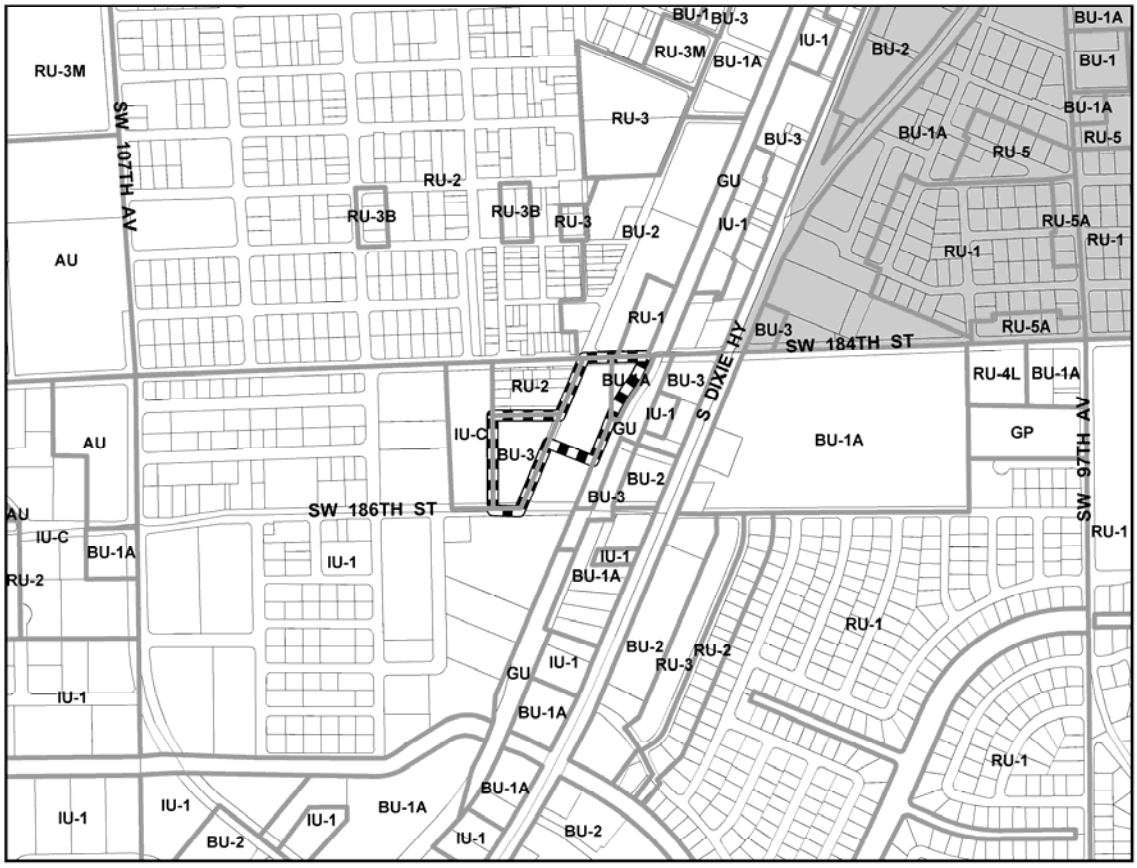
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-29

APPLICATION NO. 16
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

PALMETTO BAY

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT.NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-5	SEMI-PROFESSIONAL OFFICES & APARTMENTS
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-1	BUSINESS - NEIGHBORHOOD
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS

MIAMI-DADE ZONING DISTRICTS (cont'd)

BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES
IU-1	INDUSTRIAL-LIGHT
IU-C	INDUSTRIAL-CONDITIONAL

0 0.05 0.1 0.2

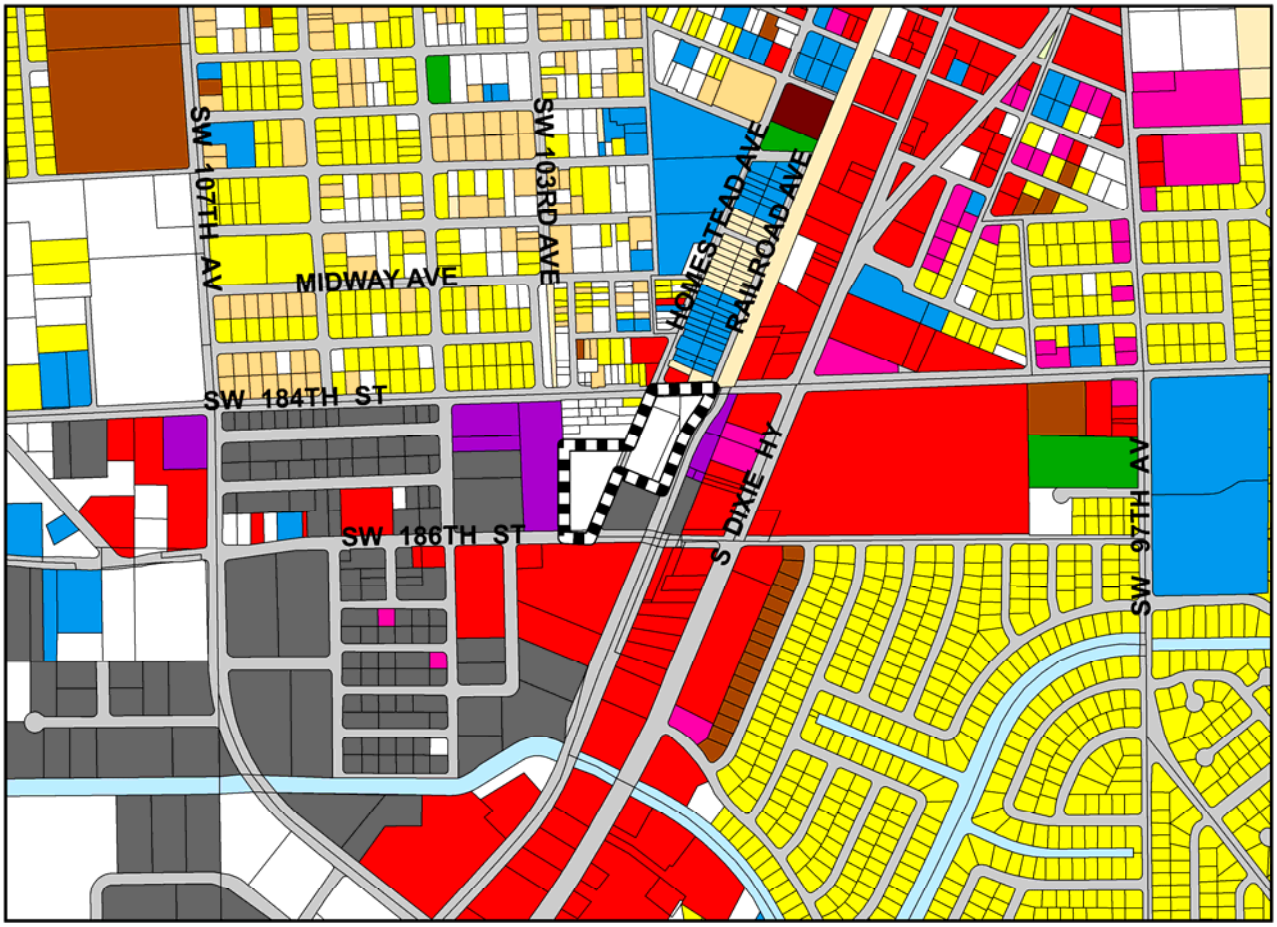
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-30

APPLICATION NO. 16
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

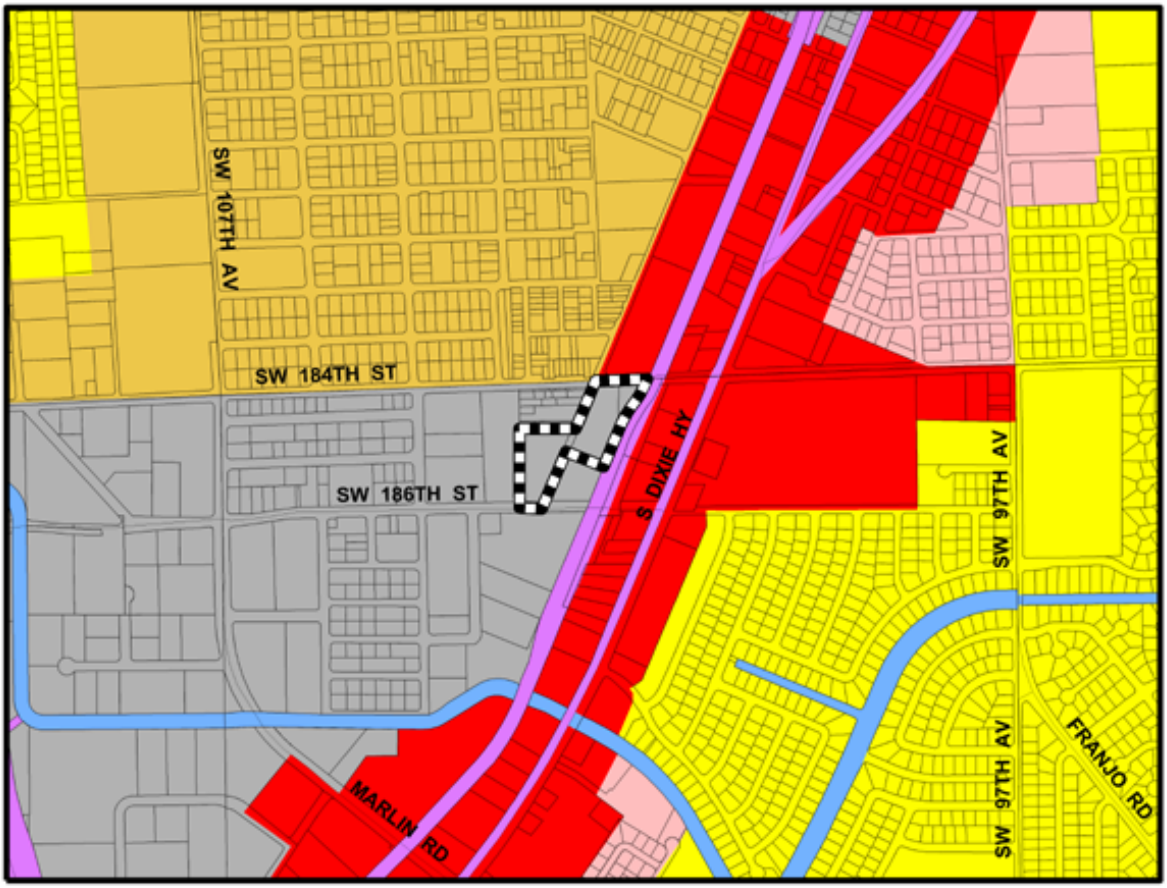
0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-31

APPLICATION NO. 16
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
OFFICE/RESIDENTIAL
WATER
TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.1 0.2 0.4
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 17

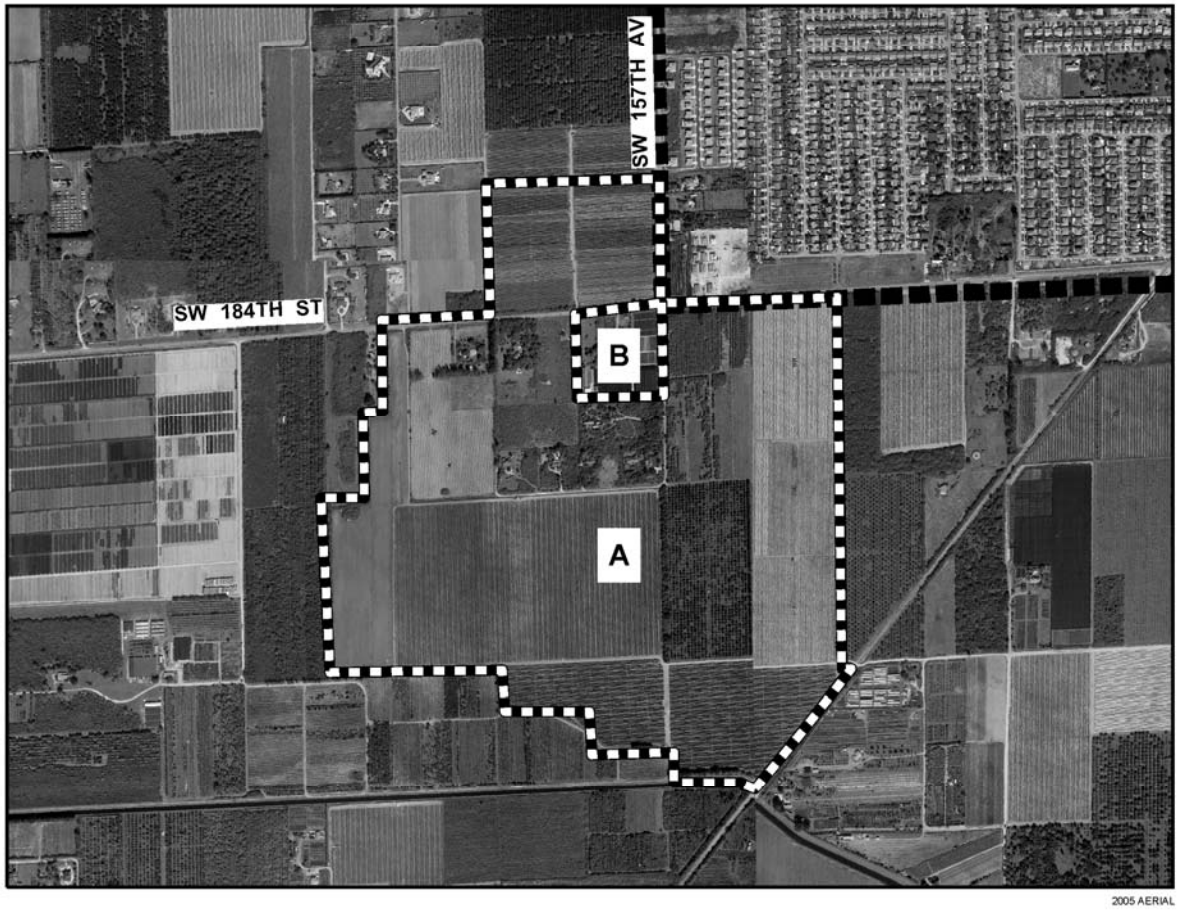
This standard application contains a total of approximately 305.45 acres located at the northwest, southwest, and southeast corners of SW 157 Avenue and SW 184 Street. The applicant is requesting a change in the CDMP LUP map designation from "Agriculture" to "Estate Density Residential (1 to 2.5 DU/Ac.) on Parcel A (295.45 acres) and from "Agriculture" to "Business and Office" on Parcel B (10 acres), and inclusion within the UDB.

Existing Land Use: Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures E-32 through E-34. The application site currently consists of agricultural uses such as a nursery and a banana plantation; however, the northern portion of Parcel A currently consists of vacant agricultural land. Lands surrounding the application site contain active agricultural uses, including an avocado grove located to the north, and are zoned AU (Agricultural – Residential 5 acres gross). To the northeast of the application are various residential units such as the South Point subdivision (zoned RU-1) and other residential parcels zoned RU-1(M)(b) (Modified Single Family Residential) and EU-M (Estates – Modified).

Future Development Patterns: The application site is designated on the LUP map as "Agriculture." The properties to the north, south, east, and west, located outside of the UDB, are designated as "Agriculture". The northeast corner of SW 184 St and SW 157 Ave is designated as "Low Density Residential (2.5 to 6.0 DU/Ac.)". The portion of the LUP map that includes the application area is included as Figure E-35.

Figure E-32

AERIAL PHOTO: APPLICATION NO. 17



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

0 0.2 0.4

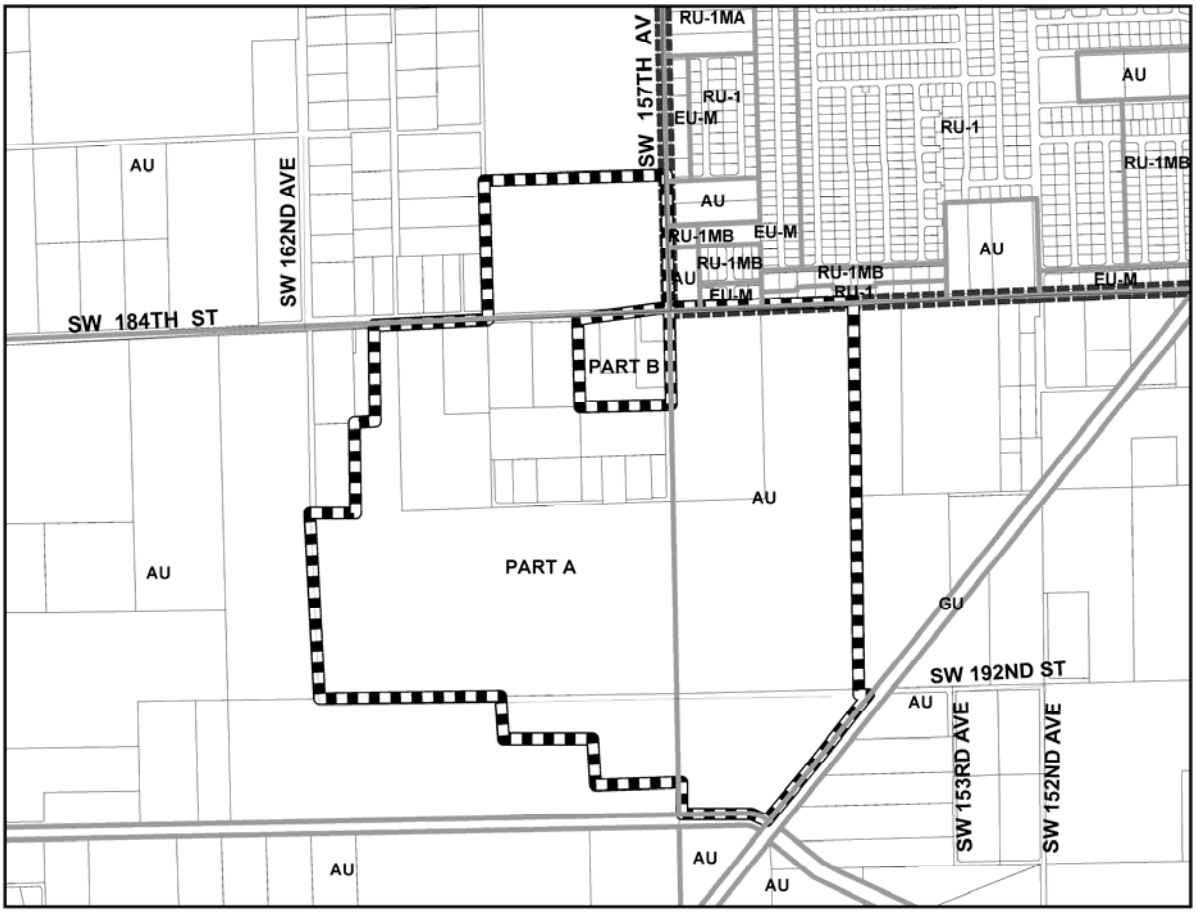
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-33

APPLICATION NO. 17
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
EU-M	ESTATES MOD.1 FAMILY 25,000 SQ.FT. NET
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET

0 0.125 0.25 0.5 Miles

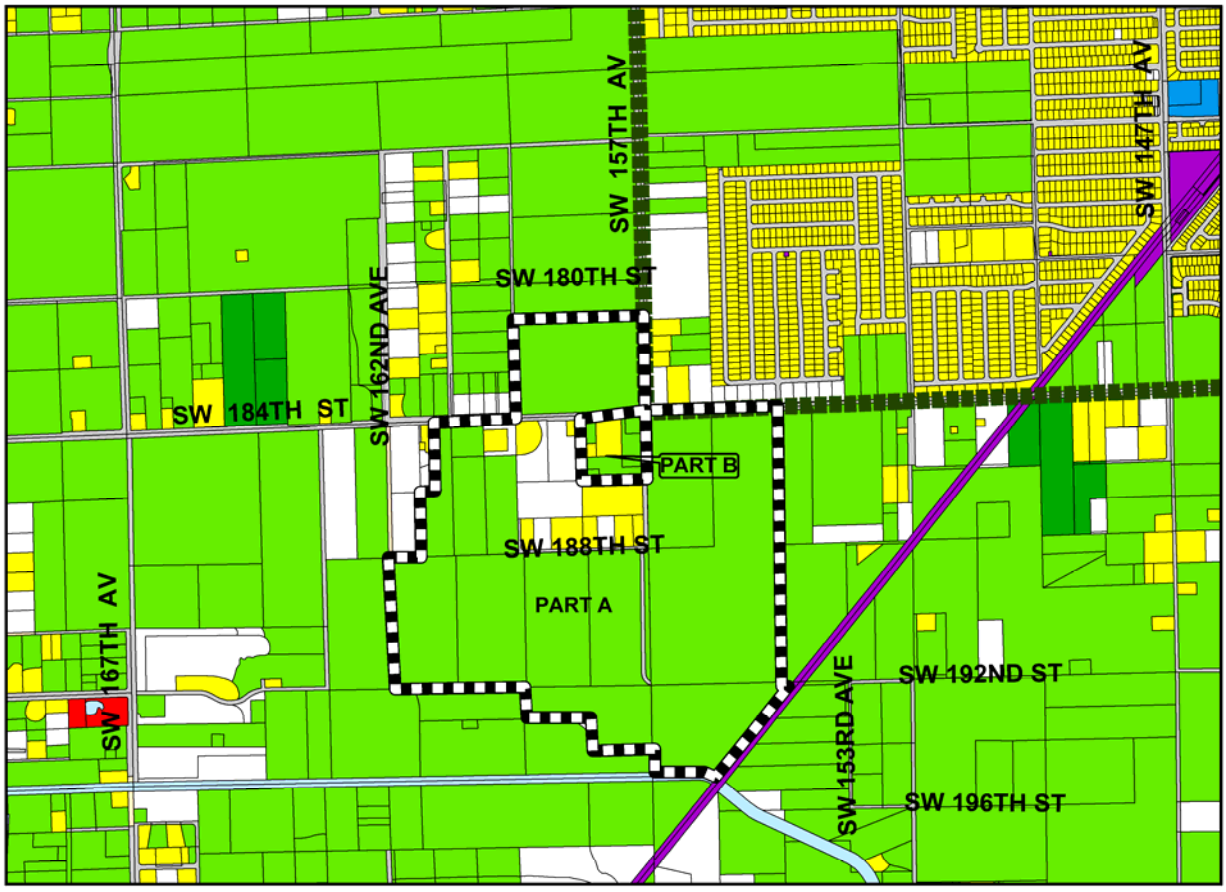
N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-34

APPLICATION NO. 17

EXISTING LAND USE MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

0 0.125 0.25 0.5

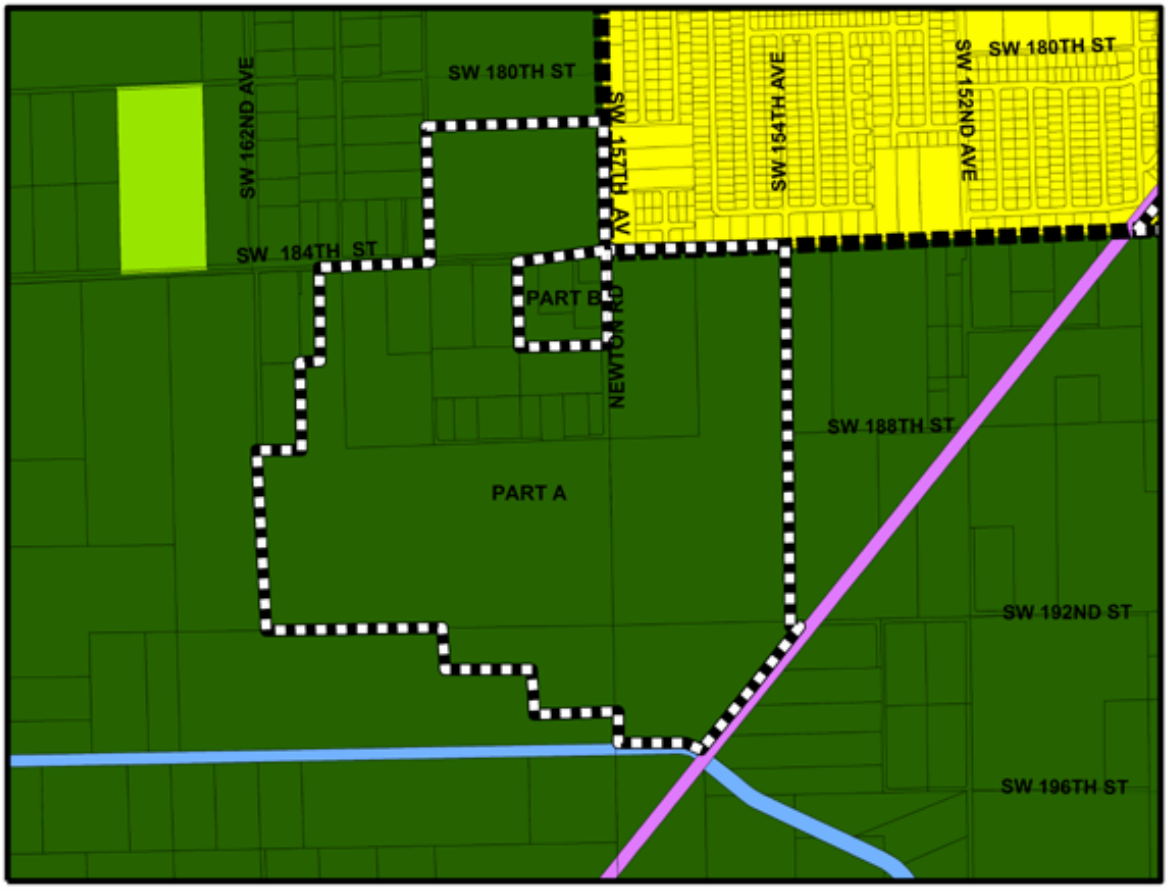
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure E-35

APPLICATION NO. 17
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE

RESIDENTIAL COMMUNITIES

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

AGRICULTURE

WATER

TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

ENVIRONMENTALLY PROTECTED PARKS

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Supply and Demand for Residential Land

Vacant residential land in Study Area E (Minor Statistical Areas 6.1, 6.2, and 7.2) in 2004 was estimated to have a capacity for about 14,900 dwelling units with about 89 percent of this intended for single-family units. The annual average demand is projected to decrease from 2,543 units per year in the 2004-2010 period to 768 units per year in 2020-2025. An analysis of the residential capacity shows absorption occurring in the year 2009 (See Table E-3). About 90 percent of the projected residential demand is for single-family units and this land is projected to be depleted by 2009. The supply of multi-family land is projected to be depleted in 2010.

Table E-3
Residential Land Supply/Demand Analysis
2004 to 2025: Study Area E

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2004	12,330	1,640	13,970
DEMAND 2004-2010	2,744	308	3,052
CAPACITY IN 2010	0	100	0
DEMAND 2010-2015	2,046	225	2,271
CAPACITY IN 2015	0	0	0
DEMAND 2015-2020	1,132	83	1,215
CAPACITY IN 2020	0	0	0
DEMAND 2020-2025	742	26	768
CAPACITY IN 2025	0	0	0
DEPLETION YEAR	2009	2010	2009

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

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

The table above addresses residential land supply and demand in Study Area E without the effect of the proposed CDMP amendments. The eight amendment applications could increase the residential capacity of the area.

- Application No. 10 could add up to 1,159 single-family detached units at 6 units/acre.
- Application No. 11 could add up to 500 single-family attached units at 13 units/acre.
- Application No. 12 could add up to 4 single-family attached units at 6 units/acre.
- Application No. 13 could add up to 473 single-family detached units at 6 units/acre.
- Application No. 14 could add up to 113 single-family attached units at 13 units/acre.
- Application No. 15 could add up to 150 single-family attached units at 13 units/acre.
- Application No. 16 could add up to 168 single-family attached units at 13 units/acre.
- Application No. 17 could add up to 395 multi-family units at 60 units/acre.

Overall, these eight amendments could add up to 3,000 mostly single-family units to the capacity of this area, although four of the eight are requesting "Business and Office" or "Office/Residential" uses that are unlikely to result in much additional residential capacity. The

projected demand here is the highest in the County (2,543 units a year through 2010) and the additional capacity that might be added if all of the applications were approved would add little more than a year to the supply of residential land, extending it to 2010.

Supply and Demand for Commercial Land

Study Area E contained 567.2 acres of vacant land zoned or designated for business uses in 2004. The average annual absorption rate through 2025 is estimated to be 41.04 acres per year. As indicated in Table E-4, MSAs 6.1 and 7.2 will deplete their supply of commercial land before 2015. MSA 6.2 has sufficient commercially zoned or designated land to sustain its projected rate of commercial land development to 2025 and beyond. When considered in its totality, Study Area E has enough commercial land to last to the year 2018 at present absorption rates.

Table E-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area E

Study Area E MSA	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2015	2025
6.1	148.6	454.6	15.02	2014	2.8	2.7
6.2	370.4	409.7	9.55	2025+	4.5	4.4
7.2	48.2	248.6	16.47	2007	4.4	3.1
Total	**567.2**	**1,030.1**	**41.04**	**2018**	**3.6**	**3.4**

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, July 2005.

In addition to the three standard applications, there are three small-scale applications in Study Area E that involve commercial land use. The first is Application No. 12 located at the intersection of SW 127 Avenue and 104 Street that is only four acres in size, presently designated Estate Density with the applicant's request for a change to Office/Residential. Figure E-36 and Table E-5 display the graphic and numeric characteristics of the market area around this parcel.

Table E-5
Trade Area Application No. 12

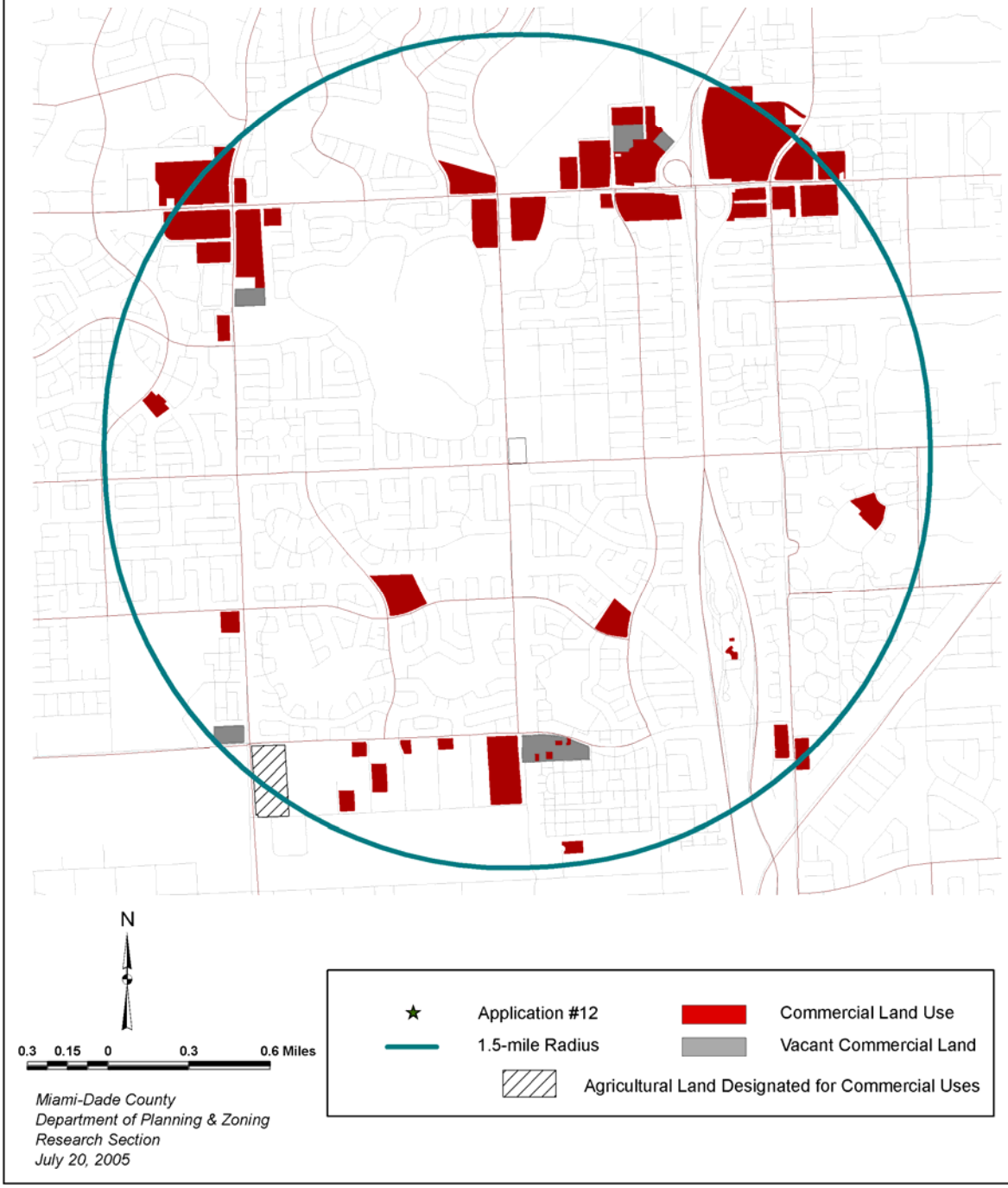
Application No.	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
12	1.5	5,000-40,000	46,341	31.6	342.9

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

The trade area still has about 32 acres of vacant commercial land and is well served by almost 343 acres of existing commercial uses.

Figure E-36

TRADE AREA MAP: APPLICATION 12



Application No. 14 is a somewhat larger site of 9.93 acres east of Kendall-Tamiami Airport. As Table E-6 shows, it has much more vacant and in-use commercial land than Application No. 12. There are over 100 acres of the former and close to 700 of the latter. Figure E-37 presents a graphic perspective. There is considerable overlap of the market areas of these two small-scale applications.

Table E-6
Trade Area Application No. 14

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
14	3	40,000-150,000	154,884	103.5	693.2

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Application No. 16 is 6.6 acres in size, presently designated Industrial and Office. The applicant is requesting that about half of it be changed to Business and Office and the other half Medium Density Residential. Currently within the Trade Area, there are 458.3 acres of occupied commercial land and 46 acres of vacant commercially designated land. The 41,880 people residing in the Trade Area would appear to be well served (See Table E-7 and Figure E-38).

Table E-7
Trade Area Application No. 16

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
16	1.5	5,000-40,000	41,880	46	458.3

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Figure E-37

TRADE AREA MAP: APPLICATION NO. 14

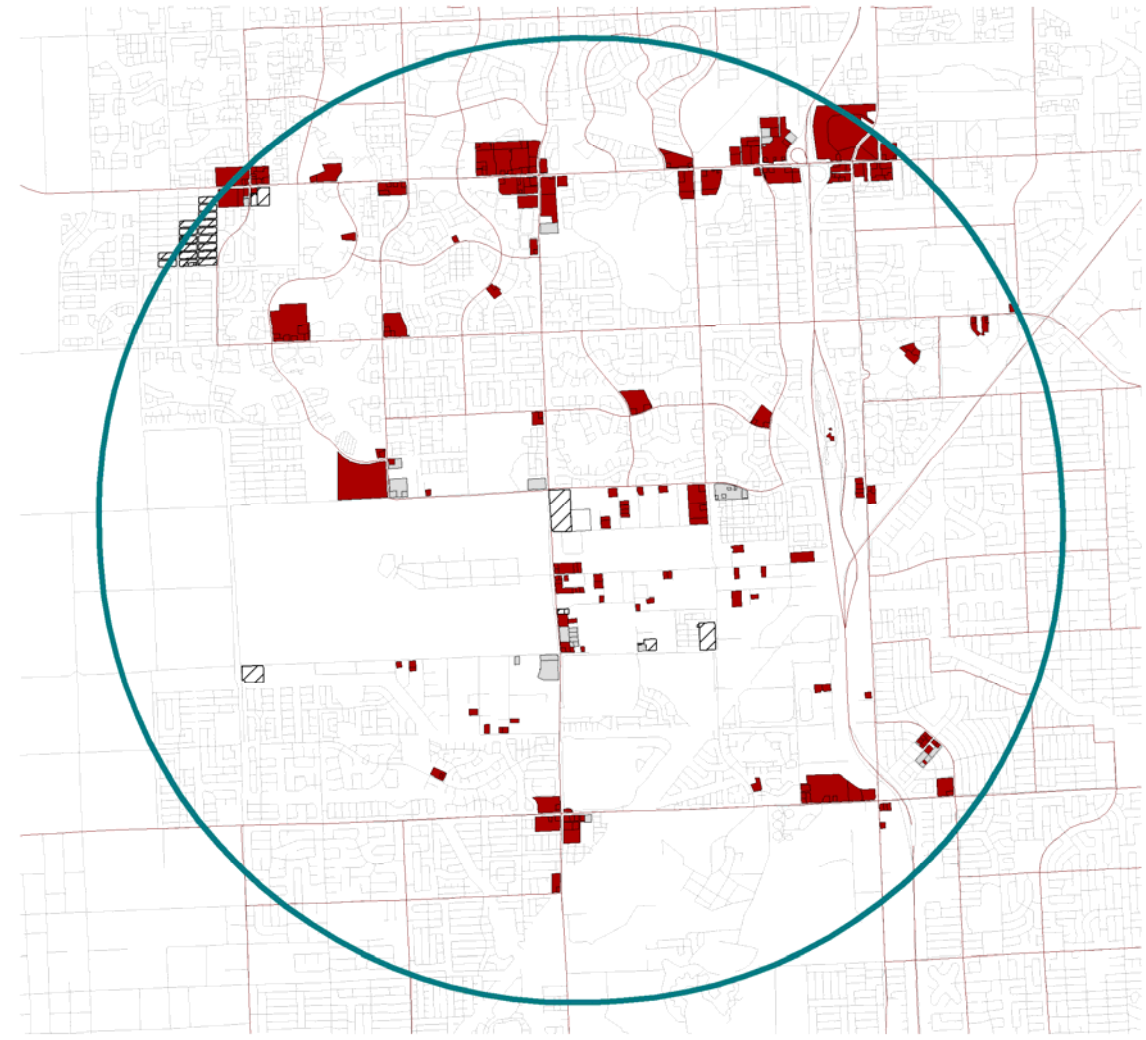
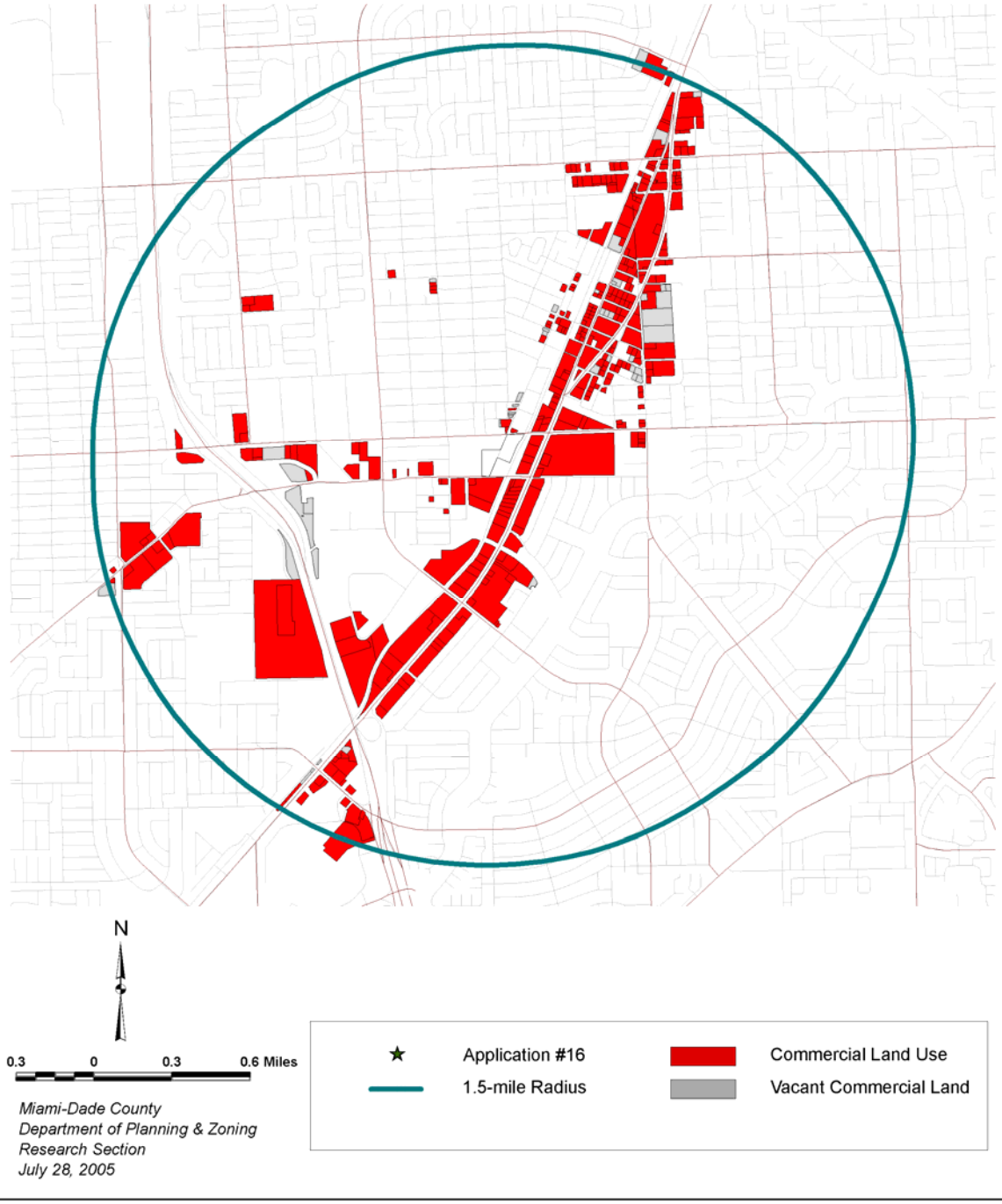


Figure E-38

TRADE AREA MAP: APPLICATION NO.16



Roadways

Existing Conditions

Most of the Study Area is located within the adopted 2005 Urban Development Boundary (UDB), specifically the area east of the cascading line along SW 167, SW 157 and SW 137 Avenues between SW 42 and SW 216 Streets. The area between the 2005 UDB and Krome Avenue from SW 42 to Theoretical SW 112 Streets is located within the 2015 Urban Expansion Area (UEA).

Figure E-39 illustrates the existing roadway network serving this Study Area. East-west expressway and arterials include SW 42, SW 56, SW 72, SW 88 (SR 94), SW 104, SW 112, SW 120, SW 136, SW 152, SW 184, SW 200 (SR 994), and SW 216 Streets. North-south expressways and arterials include the Homestead Extension of the Florida Turnpike (HEFT)/(SR 821), U.S. 1, SW 117, SW 127, SW 137, SW 147, SW 157, SW 167, and SW 177/ Krome (SR 997) Avenues. Such corridors are the major travel corridors that provide accessibility within the study area and to other portions of the County. There is also adequate access to the Homestead Extension of the Florida Turnpike (HEFT) with interchanges at SW 42, SW 88, SW 120, SW 152, SW 184, SW 186 and U.S 1.

Table E-8 lists and Figure E-40 shows the current operating Level of Service (LOS) traffic conditions on the major roadways within the Study Area. Existing traffic conditions within this Study Area are relatively uncongested during the peak periods. However, nine roadway segments are operating at LOS D, three segments at LOS E, and two roadway segments, Krome Avenue between SW 8 and SW 88 Streets, which operating at LOS D, and SW 127 Avenue from SW 88 Street to SW 104 Street, which is operating at LOS F, are violating their adopted LOS standards of LOS C and LOS D, respectively. The balance of the roadway network is operating at acceptable LOS or better.

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions in this Study Area as of July 12, 2005, which considers reserved trips from approved development not yet constructed and programmed roadway capacity improvements, indicates that the following roadway segments have run out of concurrency service capacity:

Roadway Segment	Trips Left
SW 127 Avenue between SW 88 and SW 104 Streets	-268
SW 127 Ave. between SW 184 and SW 200 Streets	-1
SW 137 Ave. between SW 184 and SW 200 Streets	-142
SW 137 Ave between US1 and HEFT	-83
SW 268 Street/ Moody Dr. between SW 112 and 137 Avenues	-34

Source: Miami-Dade County Public Works Department, July 2005.

Figure E-39

ROADWAYS: Application Nos. 10, 11, 12, 13, 14, 15, 16 & 17

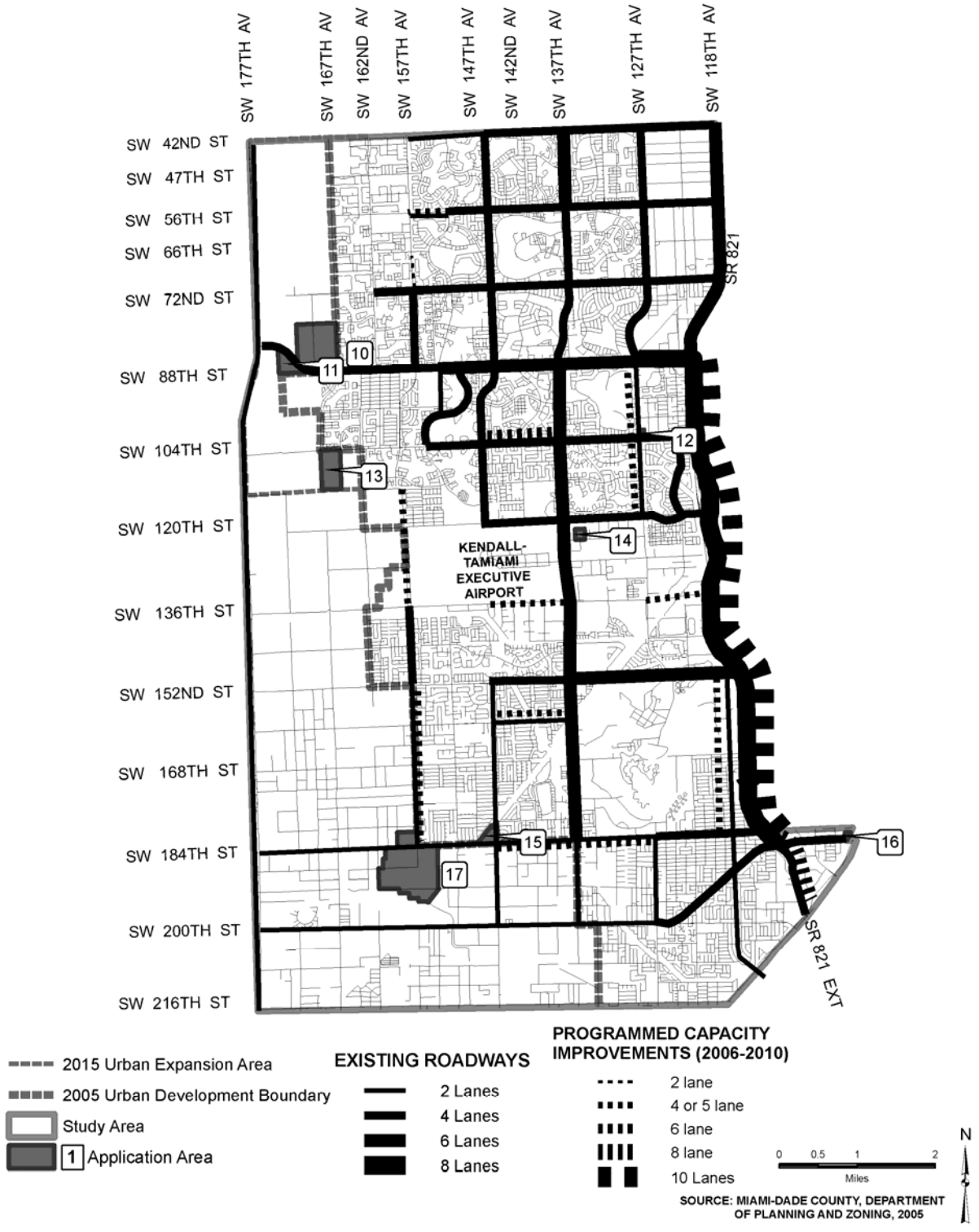


Table E-8
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Peak Period Level of Service (LOS)
Study Area E

Roadway	Location/Link	Lanes	LOS Std.	LOS
HEFT (SR 821)	SW 40 Street to SW 88 Street	6 LA	D	B (96)
	SW 88 Street to SR 874	8 LA	D	A (96)
	SR 874 to SW 152 Street	8 LA	D	C (96)
	SW 152 Street to SW 186 Street	6 LA	D	B (98)
	SW 186 Street to SW 211 Street	4 LA	D	B (98)
SW 122 Avenue	SW 104 Street to SW 123 Terrace	4 DV	E+20%	C (04)
SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
	SW 88 Street to SW 104 Street	2 UD	D	F (04)
	SW 104 Street to SW 120 Street	2UD	D	B (04)
	SW 184 Street to SW 200 Street	2 UD	D	C (04)
SW 137 Avenue	SW 42 Street to SW 56 Street	6 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
	SW 88 Street to SW 104 Street	6 DV	D	C (04)
	SW 104 Street to SW 120 Street	6 DV	D	C (04)
	SW 120 Street to SW 136 Street	6 DV	D	A (04)
	SW 136 Street to SW 152 Street	6 DV	E+20%	C (04)
	SW 152 Street to SW 184 Street	6 DV	E+20%	B (04)
	SW 184 Street to SW 200 Street	2 UD	D	D (04)
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	E	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	B (04)
	SW 72 Street to SW 88 Street	4 DV	D	B (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (04)
	SW 104 Street to SW 120 Street	4 DV	D	B (04)
	SW 152 Street to SW 184 Street	2 UD	D	B (04)
	SW 184 Street to SW 200 Street	2 UD	D	B (04)
SW 152 Avenue	SW 88 Street to SW 96 Street	2 UD	D	D (04)
Hammocks Boulevard	SW 88 Street to SW 104 Street	4 DV	D	C (04)
SW 157 Avenue	SW 72 Street to SW 88 Street	4 DV	E+20%	C (04)
	SW 152 Street to SW 184 Street	2 UD	D	C (04)
SW 177 Avenue	SW 8 Street to SW 88 Street	2 UD	C	D (96)
	SW 88 Street to SW 232 Street	2 UD	C	A (00)
SW 42 St/Bird Rd	SW 157 Ave. to SW 147 Ave.	4DV	E	A (04)
	SW 147 Ave. to SW 137 Ave.	4DV	E+20%	B (04)
	SW 137 Ave. to SW 127 Ave	4DV	E+20%	A (04)

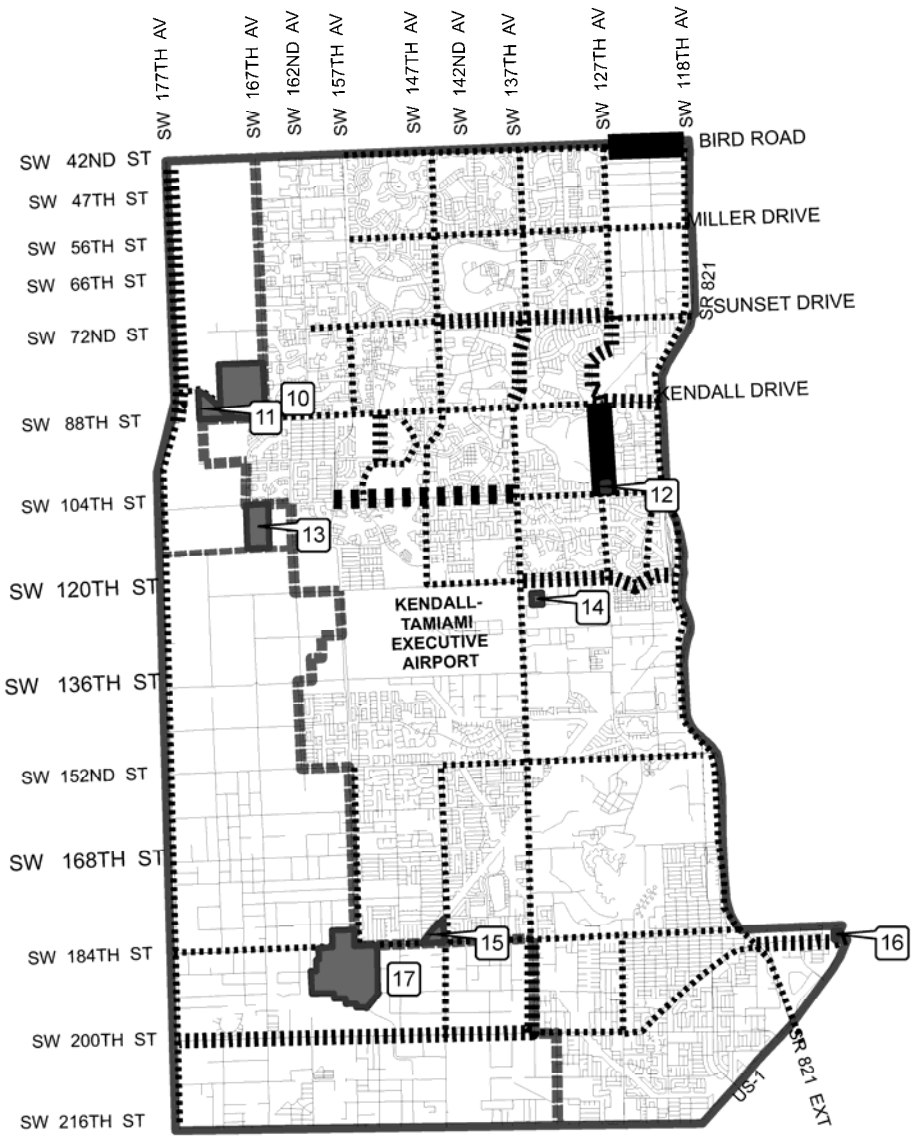
Table E-8
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Peak Period Level of Service (LOS)
Study Area E

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 127 Ave. to HEFT/SR 821	4DV	E+20%	E+10% (04)
SW 56 Street/Miller Drive	SW 157 Avenue to SW 147 Avenue	4 DV	D	B (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	D	C (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	C (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	B (04)
SW 72 Street/Sunset Drive	SW 162 Avenue to SW 157 Avenue	4DV	E+20%	B (04)
	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	B (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	D (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	D (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	B (04)
SW 88 Street/Kendall Drive	SW 177 Avenue to SW 167 Avenue	4 DV	D	A (01)
	SW 167 Avenue to SW 152 Avenue	4 DV	E+20%	A (01)
	SW 152 Avenue to SW 127 Avenue	6 DV	E+20%	C (00)
	SW 127 Avenue to SW 117 Avenue	8 DV	E+20%	D (00)
SW 104 Street	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	E (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	C (04)
	SW 127 Avenue to SW 117 Avenue	6 DV	E+20%	B (04)
SW 120 Street	SW 147 Avenue to SW 137 Avenue	4 DV	D	B (04)
	SW 137 Avenue to SW 117 Avenue	4 DV	D	D (04)
SW 152 Street	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	A (04)
	SW 137 Avenue to SW 124 Avenue	6 DV	E+20%	B (04)
	SW 124 Avenue to SW 117 Avenue	6 DV	E+20%	B (04)
SW 184 Street	SW 177 Avenue to SW 157 Avenue	2 UD	C	B (04)
	SW 157 Avenue to SW 127 Avenue	2 UD	D	A (04)
	SW 127 Avenue to HEFT	4 DV	D	A (04)
	US 1 to SW 87 Avenue	2 UD	D	C (04)
Quail Roost Dr./ SW 186 St.	SW 127 Avenue to HEFT	4 DV	E	C (00)
SR-994	HEFT to US 1	4 DV	E	D (00)
SW 200 Street / SR-994	SW 177 Avenue to SW 137 Avenue	2 UD	D	D (00)
	SW 137 Avenue to SW 127 Avenue	2 UD	E	C (00)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, August 2003.
Note: ( ) in LOS column identifies year traffic count was revised/updated
DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access
*LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.
E+20% means 120 percent of roadway capacity.

Figure E-40

EXISTING ROADWAY LEVEL OF SERVICE:
Application Nos. 10, 11, 12, 13, 14, 15, 16 & 17



2005 Urban Development Boundary
2015 Urban Expansion Area
Study Area
1 Application Area

EXISTING PEAK PERIOD LEVEL OF SERVICE

LEVEL OF SERVICE C or Better
LEVEL OF SERVICE D
LEVEL OF SERVICE E
LEVEL OF SERVICE F

0 0.5 1 2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Furthermore, the traffic concurrency evaluation also reveals that the following roadway segments may soon run out of service capacity:

Roadway Segment	Trips Left
SW 177 Avenue/Krome Avenue between SW 184 and 216 Streets	257
SW 157 Avenue between SW 152 and SW 184 Streets	211
SW 152 Avenue between SW 88 and SW 96 Streets	126
SW 147 Ave./Naranja Road between SW 200 and SW 216 Streets	151
SW 137 Ave./Lindgreen between SW 72 and SW 88 Streets	24
SW 127 Avenue between SW 72 and SW 88 Streets	161
SW 40 Street between HEFT and SW 127 Avenue	208
SW 104 Street between SW 147 and SW 157 Avenues	298
SW 120 Street between SW 117 and SW 137 Avenues	38
SW 186 Street between HEFT and SW 127 Avenue	249
SW 200 Street between US-1 and Quail Roost Dr.	96
SW 216 Street/Hainlin Mill Drive between SW 177 and SW 147 Avenues	66

Source: Miami-Dade County Public Works Department, July 2005
Florida Department of Transportation, July 2004

Figure E-41 shows the concurrency levels of services for roadways in this Study Area and those roadway segments that will exceed the adopted LOS standards applicable to this area.

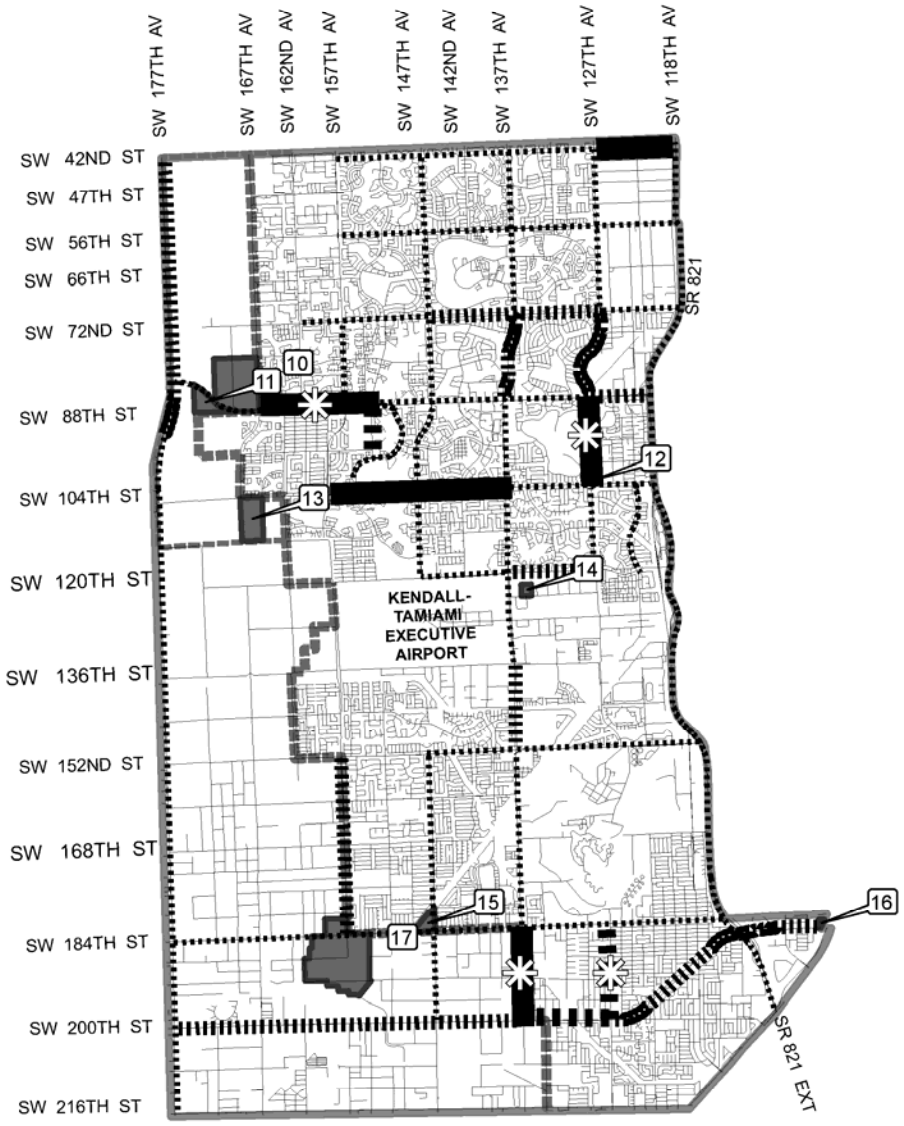
All other expressways and arterials that are currently monitored show acceptable peak period concurrency LOS conditions.

Future Conditions

Table E-9 lists and Figure E-36 shows the roadway capacity improvements programmed in 2006 Transportation Improvement Program (TIP) for construction within this Study Area in Fiscal Years 2006-2010. A number of significant projects are programmed, including the widening of the HEFT between SW 88 and SW 216 Streets, the widening of SW 117 Avenue, SW 127 Avenue, and SW 42, SW 56, SW 104, SW 136, SW 160, and SW 184 Streets, and the construction of new roadway segments along SW 157 Avenue and SW 120 Street.

Figure E-41

ROADWAY CONCURRENCY LEVEL OF SERVICE:
Application Nos. 10, 11, 12, 13, 14, 15, 16 & 17



2005 Urban Development Boundary
2015 Urban Expansion Area
Study Area
1 Application Area

PLANNED YEAR 2015 ROADWAY NETWORK

LEVEL OF SERVICE C
LEVEL OF SERVICE D
LEVEL OF SERVICE E
LEVEL OF SERVICE F
LINK VIOLATES ADOPTED LOS STANDARD

0 1 2 4
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Table E-9
Programmed Road Capacity Improvements
Fiscal Years 2006-2010
Study Area E

Roadway	From	To	Type of Improvement	Fiscal Year
HEFT	SW 88 Street	SW 117 Avenue	Widen to 10 lanes	2007-08
HEFT	SW 117 Avenue	SW 184 Street	Widen to 10 lanes	2009-10
HEFT	SW 184 Street	SW 216 Street	Widen to 8 lanes	2009-10
SW 157 Avenue	SW 70 Street	SW 72 Street	New 2-lane road	2007-08
SW 157 Avenue	SW 112 Street	SW 120 Street	New 4-lane road	2005-06
SW 157 Avenue	SW 120Street	SW 136 Street	New 4-lane road	2005-06
SW 157 Avenue	SW 120 Street	SW 112 Street	New 4-lane	2005-06
SW 157 Avenue	SW 152 Street	SW 184 Street	Widen 4 lanes	2006-07
SW 127 Avenue	SW 120 Street	SW 88 Street	Widen to 5 lanes	2006
SW 117 Avenue	SW 152 Street	SW 184 Street	Widen to 4 lanes	2006-07
SW 42 Street	SW 150 Avenue	SW 149 Avenue	Widen to 4 lanes	2005-06
SW 56 Street	SW 158 Avenue	SW 152 Avenue	Widen to 4-lane	2005-06
SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen to 6 lanes	2005-06
SW 120 Street	Black Creek Canal		New 4-lane bridge	UC
SW 120 Street	SW 157 Avenue	SW 150 Avenue	New 4-lane	UC
SW 136 Street	SW 149 Avenue	SW 139 Court	Widen to 4 lanes	2007-08
SW 136 Street	SW 127 Avenue	HEFT	Widen to 4 lanes	2007-08
SW 160 Street	SW 147 Avenue	SW 137 Avenue	Widen to 4 lanes	2005-06
SW 184 Street	SW 137 Avenue	SW 127 Avenue	Widen to 4 lanes	2003
SW 184 Street	SW 147 Avenue	SW 137 Avenue	Widen to 4 lanes	2007

Source: Transportation Improvement Program 2006, Miami-Dade County Metropolitan Planning Organization, June 2005.
Note: UC means under construction.

According to the Miami-Dade Transportation to the Year 2030, Cost Feasible Plan, a number of additional roadway improvements are planned for this Study Area. As indicated in Table E-10, below, these improvements are listed as Priority I, Priority II projects as well as private sector projects, with construction planned between 2005 and 2015. The year 2015-planned roadway network for this Study Area is shown in Figure E-42, assuming implementation of all programmed and planned roadway capacity improvements.

Table E-10
Planned Year 2015 Roadway Capacity Improvement
Study Area E

Roadway	From	To	Type of Improvement	Priority
Krome Avenue	At SW 136, SW 168, SW 184 and SW 192 Streets.		Add turn lanes	I
SW 137 Avenue	SW 200 Street	U.S. 1	New 2-lane road	I
SW 137 Avenue	U.S. 1	HEFT	Widen to 4 lanes	I
SW 42 Street	SW 167 Avenue	SW 162 Avenue	New 2-lane roads	I
SW 42 Street	SW 162 Avenue	SW 157 Avenue	Widen to 4 lanes	I
SW 56 Street	SW 167 Avenue	SW 158 Avenue	New 2-lane road	I
SW 88 Street	SW 162 Avenue	SW 157 Avenue	Widen to 6 lanes	I
SW 88 Street	SW 157 Avenue	SW 150 Avenue	Widen to 6 lanes	I
SW 120 Street	SW 137 Avenue	SW 117 Avenue	Widen to 6 lanes	I
SW 167 Avenue	SW 56 Street	SW 88 Street	New 2-lane road	II
SW 72 Street	SW 157Avenue	SW 88 Street	Widen to 6 lanes	II
SW 88 Street	SW 177 Avenue	SW 167 Avenue	Widen to 6 lanes	II
SW 172 Avenue	SW 88 Street	SW 96 Street	New 2 ½ lanes	I*
SW 162 Avenue	SW 88 Street	SW 96 Street	New 4-lane road	I*
SW 157 Avenue	SW 94 Street	SW 96 Street	New SB lane	I*
SW 137 Avenue	SW 72 Street	SW 88 Street	Widen to 6 lanes	I*
SW 127 Avenue	SW 124 Street	SW 136 Street	New 2-lane road	I*
SW 96 Street	SW 172 Avenue	SW 167 Avenue	New 2 ½ lanes	I*
SW 96 Street	SW 167 Avenue	SW 157 Avenue	New 4-lane road	I*
SW 88 Street	SW 162 Avenue	SW 167 Avenue	Widen to 6 lanes	I*

Source: Miami-Dade Transportation Plan to the Year 2030, Gannet Fleming, Inc., December 2004; Metropolitan Planning Organization.

Notes: Priority I – Projects scheduled to be funded by 2009. This group of projects include those projects needed to respond to the most pressing and current urban travel problems.
Priority II – Projects planned to be funded between 2010 and 2015.
Private Sector – Construction of these projects are not linked to specific dates, but instead depend on the construction schedule of specific development project, which can vary according to the market and other conditions.
* Roadway improvement by private sector. Construction of improvements is normally not linked to specific dates, but instead is usually dependent upon the construction schedule.

Figure E-43 shows the projected year 2015 traffic conditions for this Study Area. As the map indicates, a number of roadways are projected to exceed their adopted LOS standards, including segments of the east-west arterials SW 56, SW 104, SW 120, SW 136, SW 152, SW 184, SW 200 and SW 216 Streets, and north-south arterials SW 117, SW 127, SW 137, SW 147, SW 157 and SW 177 Avenues, and the HEFT. A list of roadway segments projected to deteriorate to LOS F in the vicinity of Application Nos. 10 through 17 is provided in Table E-11.

Figure E-42

PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NOS. 10, 11, 12, 13, 14, 15, 16, & 17

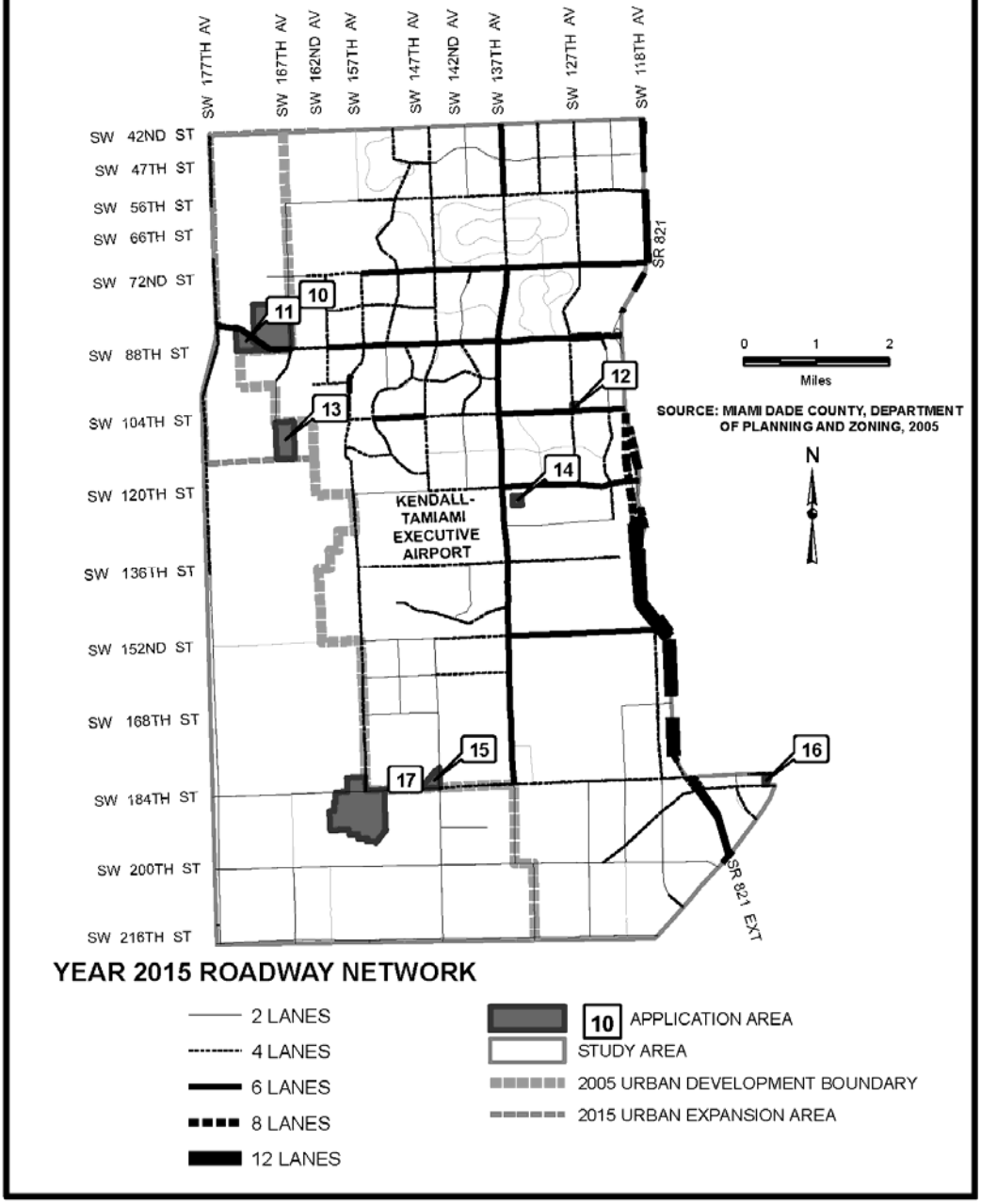


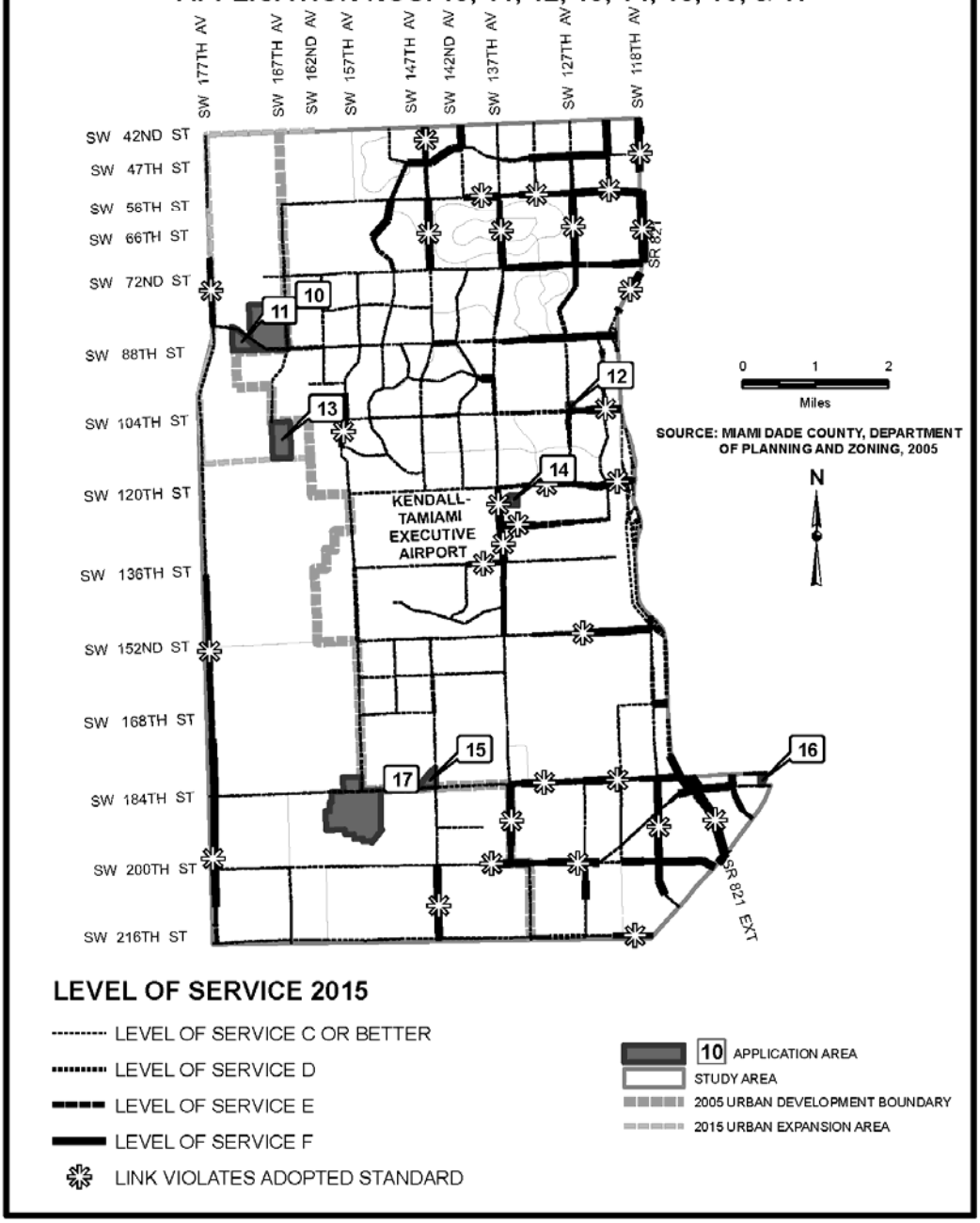
Table E-11
2015 Volume-to-Capacity Ratio
Study Area E

Roadway Segment	V/C Ratio Baseline W/O Applications	V/C Ratio With Application No. 10	V/C Ratio With Application No. 11	V/C Ratio With Application No. 13	V/C Ratio With Application No. 15	**V/C Ratio With Application** No. 17A	V/C Ratio With Application No. 17B
SW 157 Avenue between Theo. SW 96 and SW 104 Streets	0.92	0.92	0.92	0.92	0.92	1.02	1.02
SW 147 Avenue between Theo. SW 26 and SW 42 Streets	1.04	1.08	1.03	1.04	1.04	1.04	0.91-0.93
SW 147 Avenue between SW 56 and SW 72 Streets	1.11-1.13	1.17-1.2	1.13-1.16	1.08-1.11	1.16-1.19	1.11-1.13	1.04
SW 147 Avenue between SW 200 and SW 216 Streets	1.02	1.01	1.02	1.02	1.03	1.01	1.02
SW 142 Avenue between SW 42 and SW 47 Streets	1.29	1.33-1.49	1.29	1.03-1.12	1.03-1.12	1.29	1.29
SW 117 Avenue between SW 47 Street and SW 53 Terrace	0.97	0.97	0.97	0.97	0.97	1.41	1.41
SW 117 Avenue between SW 56 and SW 64 Streets	1.14-1.15	1.14-1.15	1.14-1.15	1.14-1.15	1.14-1.15	1.19	1.19
SW 117 Avenue between SW 79 and SW 88 Streets	1.03-1.07	1.03-1.07	1.03-1.07	1.18-1.26	1.18-1.26	1.03-1.19	1.03-1.19
SW 117 Avenue between SW 88 and SW 95 Streets	0.92	0.92	0.92	1.04-1.23	1.04-1.23	1.05-1.15	1.05-1.15
HEFT/SR 821 between SW 184 and SW 211 Streets	1.23	1.23	1.23	1.23	1.23	1.25	1.24
SW 42 Street between SW 152 and SW 147 Avenues	1.18	1.24	1.18	1.18	1.23	1.19	1.19
SW 42 Street between SW 142 and SW 137 Avenues	1.03	1.03	1.05	1.01-1.06	1.01-1.07	1.04	1.01-1.07
SW 56 St. between SW 142 and SW 137 Avenues	1.04-1.08	1.05-1.09	1.03-1.07	1.03-1.07	1.03-1.07	1.01-1.05	1.07-1.1
SW 104 Street between SW 127 Avenue and HEFT	1.02-1.25	1.02-1.26	1.02-1.25	1.03-1.25	1.02-1.24	1.01-1.33	1.01-1.32
SW 120 St. between SW 127 Ave. and HEFT	1.03-1.24	1.03-1.23	1.03-1.24	1.04-1.26	1.03-1.25	1.01-1.23	1.03-1.25
SW 120 St. between SW 137 and SW 127 Avenues	0.99	1.0	0.83	1.01	0.97	0.99	1.0
SW 184 Street between SW 127 and SW 122 Avenues	1.01	1.01	1.01	1.0	1.01	1.06	1.02-1

Source: Miami-Dade County Metropolitan Planning Organization, July 2005

Figure E-43

PROJECTED YEAR 2015 LEVEL OF SERVICE:
APPLICATION NOS. 10, 11, 12, 13, 14, 15, 16, & 17



Application Impacts

Application No. 10 is a 193.24-acre site located on the northwest corner of SW 88 Street and SW 167 Avenue. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service. Traffic concurrency analysis indicates that the roadway segment of SW 88 Street between SW 167 and SW 152 Avenues, east of the application site, is predicted to operate at LOS E+53%, thus violating the adopted LOS E+20% standard applicable to this roadway. In analyzing the potential trip distribution of the trips generated by the proposed application, it was determined that the requested land use would further deteriorate the level of service of SW 88 Street, from SW 167 Avenue to SW 152 Avenue, to LOS E+76%. This roadway deficiency may be mitigated as a result of the planned roadway capacity improvements outlined in Table E-10, which includes the widening from 4 to 6 lanes of SW 88 Street between SW 150 and SW 167 Avenues, and from SW 167 and SW 177 Avenues. However, these improvements remain unfunded at this time. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table E-12 identifies the estimated number of PM peak hour trips to be generated by the proposed development under the requested land use designation (Low Density Residential) and compares it to the development that could occur under the current CDMP designation (Agriculture). Application No. 10, if developed with single-family housing, would generate approximately 927 more PM peak-hour trips than under the current CDMP designation.

Application No. 11 is a 38.5-acre site located along SW 88 Street, west of SW 167 Avenue. Access to this site, if approved, would be from SW 88 Street. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service. Traffic concurrency analysis indicates that the roadway segment of SW 88 Street between SW 167 and SW 152 Avenues, east of the application site, is predicted to operate at LOS E+53%, thus violating the adopted LOS E+20% standard applicable to this roadway. In analyzing the potential trip distribution of the trips generated by the proposed application, it was determined that the requested land use would further deteriorate the level of service of the subject roadway segment, SW 88 Street from SW 167 Avenue to SW 152 Avenue, to LOS E+85%. This roadway deficiency may be mitigated as a result of the planned roadway capacity improvements outlined in Table E-10, including the widening from 4 to 6 lanes of SW 88 Street between SW 150 and SW 167 Avenues and from SW 167 and SW 177 Avenues. However, these plans remain unfunded at this time. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table E-12 identifies the estimated number of PM peak-hour trips to be generated by the proposed development under the requested land use designation (Business & Office and Office/Residential) and compares it to the development that could occur under the current CDMP designation (Agriculture). Application No. 11, if developed with office use and a shopping center, would generate approximately 1,407 more PM peak-hour trips than under the current CDMP designation.

Application No. 12 is a 4-acre site located on the northeast corner of SW 104 Street and SW 127 Avenue. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, with the exception of SW 127 Avenue between SW 88 and SW 104 Streets, which is operating at LOS F (1.04), thus violating the adopted LOS D Standard applicable to this roadway. Traffic concurrency analysis indicates that the roadway segment of SW 127 Avenue, from SW 88 Street to SW 104 Street, west of the application site, is predicted to operate at LOS F (1.05). In analyzing the potential trip distribution of the trips generated by the proposed application, it was determined that the requested land use would further deteriorate the level of service of the subject roadway segment, SW 127 Avenue from SW 88 Street to SW 104 Street, to LOS F (1.08). This roadway deficiency may be mitigated as a result of the widening from 2 to 4 lanes of SW 127 Avenue from SW 88 Street to SW 120 Street outlined in Table E-9. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table E-12 identifies the estimated number of PM peak-hour trips to be generated by the proposed development under the requested land use designation (Office/Residential) and compares it to the development that could occur under the current CDMP designation (Estate Density Residential). Application No. 12, if developed as an office building, would generate approximately 117 PM more peak-hour trips than under the current CDMP designation.

Application No. 13 is an 81.61-acre site located on the southwest corner of SW 104 Street and Theoretical SW 167 Avenue. Access to this site, if approved, would be from those roads. Roadway sections in the vicinity of the application site are currently operating at acceptable levels of service, including SW 104 Street between SW 147 and SW 157 Avenues, which is operating at LOS E+7%, within the adopted LOS standard (E+20%) applicable to this roadway. Traffic concurrency analysis indicates that the roadway segment of SW 104 Street from SW 157 to SW 147 Avenues, east of the application site, is predicted to operate at LOS E+10%. In analyzing the potential trip distribution of the trips generated by the proposed application, it was determined that the requested land use would further deteriorate the level of service of the subject roadway segment, SW 104 Street between SW 157 and SW 147 Avenues, to LOS E+25%, thus violating the LOS E+20% standard. This roadway deficiency may be mitigated as a result of the programmed roadway capacity improvements outlined in Table E-9, including the widening from 4 to 6 lanes of SW 104 Street between SW 147 and SW 137 Avenues. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table E-12 identifies the estimated number of PM peak hour trips expected to be generated by the proposed development under the requested land use designation (Low Density Residential) and compares it to the development that could occur (single family dwellings) under the current CDMP designation (Agriculture). Application No. 13, if developed with single-family housing, would generate approximately 426 more PM peak-hour trips than under the current CDMP designation.

Application No. 14 is a 9.93-acre site located on the northwest corner of SW 124 Street and Theoretical SW 134 Avenue. Access to this site, if approved, would be from SW 124 Street.

Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, including SW 137 Avenue from SW 120 and SW 136 Streets, which is operating at LOS A, and SW 120 Street between SW 117 and SW 137 Avenues, which is operating at the adopted LOS D standard. Traffic concurrency analysis indicates that SW 120 Street between SW 137 and SW 117 Avenues is predicted to operate at acceptable level of service (LOS D). In analyzing the potential trip distribution of the trips generated by the proposed application, it was determined that the proposed application will cause the subject roadway segment, SW 120 Street from SW 137 and SW 117 Avenues, to operate at LOS E, thus violating its adopted LOS D standard. This roadway deficiency may be mitigated as a result of the planned roadway capacity improvements outlined in Table E-10, including the widening from 4 to 6 lanes of SW 120 Street between SW 117 and 137 Avenues. However, these plans remain unfunded at this time. In the year 2015, roadway segments in the immediate vicinity of the application site that are projected to operate at LOS F, including the segments of SW 120 Street from the HEFT to SW 137 Avenue, and SW 137 Avenue from SW 120 to SW 152 Streets.

Table E-12 identifies the estimated number of PM peak hour trips to be generated by the proposed development under the requested land use designation (Business & Office) and compares it to the development that could occur under the current CDMP designation (Industrial & Office). Application No. 14, if developed as a shopping center, would generate approximately 356 more PM peak- hour trips than under the current CDMP designation.

Application No. 15 is a 21.62-acre site located on the northwest corner of SW 147 Avenue and SW 184 Street. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, including SW 147 Avenue between SW 152 and SW 184 Streets and SW 184 Street between SW 157 and SW 127 Avenues, which are operating at LOS B. Traffic concurrency analysis indicates that the addition of trips generated by the proposed application will have significant impact on SW 147 Avenue, from SW 152 to SW 184 Street, causing the roadway segment to deteriorate from LOS B to LOS F, thus violating the adopted LOS D standard applicable to this roadway. This roadway deficiency may be partially mitigated as a result of the programmed roadway capacity improvements outlined in Table E-9, including the widening from 2 to 4 lanes of SW 184 Street between SW 147 and 127 Avenues. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table E-12 identifies the estimated number of PM peak hour trips to be generated by the proposed development under the requested land use designation (Business & Office) and compares it to the development that could occur under the current CDMP designation (Low Density Residential). Application No. 15, if developed as a shopping center, would generate approximately 751 more PM peak-hour trips than under the current CDMP designation.

Application No. 16 is a 6.59-acre site located east and west of Homestead Avenue between SW 184 and SW 186 Streets. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, LOS C or better, within the adopted LOS D standard applicable to these roadways.

Two development scenarios were analyzed for traffic impact under the requested land use designations (Business and Office and Medium Density Residential). Scenario 1 assumes the application sites developed with a shopping center (46,130 sq. ft.) and multifamily housing (183 apartments). Scenario 2 assumes the application site developed only with multifamily housing (394 apartments). Traffic concurrency analyses indicate that SW 184 Street, from U.S. 1 to SW 87 Avenue, will operate at LOS F (1.03) without the application's impact, thus violating the adopted LOS D standard.

Trip generation analyses indicate that Scenario 1 would generate 170 more PM peak-hour trips than the current CDMP designation, and Scenario 2 would generate 67 more PM peak-hour trips than the current CDMP designation. In analyzing potential trip distribution, it was determined that the impact of the requested land use changes for each development scenario will be minimal on the adjoining roadway system and, therefore, will cause the concurrency LOS condition on Eureka Drive (SW 184 Street), between U.S. 1 and SW 87 Avenue, to deteriorate from LOS F (1.02) to LOS F (1.03), thus violating the adopted LOS D standard applicable to this road. No capacity improvements are programmed or planned for this roadway. In the year 2015, roadway segments in the immediate vicinity of the application site that are projected to operate at LOS F, including the HEFT from SW 184 to SW 211 Streets.

Table E-12 identifies the estimated number of PM peak hour trips expected to be generated by the proposed development under the requested land use designations (Business & Office and Medium Density Residential) and compares it to the development that could occur under the current CDMP designation (Industrial and Office). Application No. 16, if developed as a shopping center, mid-rise apartment, or some combination thereof, would generate approximately 67 or 170 more PM peak-hour trips than under the current CDMP designation.

Application No. 17 is a 305.45-acre site located on the northwest, southeast and southwest corners of SW 184 Street and SW 157 Avenue. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, LOS C or better.

Two development scenarios were analyzed for traffic impacts under the requested land use designations (Estate Density Residential and Business and Office). Scenario 1 assumes the application sites developed with single-family housing (738 units) and a shopping center (130,680 sq. ft.). Scenario 2 assumes the application site developed only with single-family housing (798 units). Traffic concurrency analysis indicates that SW 184 Street, from SW 177 to SW 157 Avenues and from SW 157 to SW 127 Avenues, will operate at B or better, and SW 157 Avenue, between SW 152 and SW 184 Streets, will operate at LOS D without the application's impacts, within the adopted LOS C and D standards applicable to these roadways.

Trip generation analysis indicates that Scenario 1 would generate 1,057 more PM peak-hour trips than the current CDMP designation, and Scenario 2 would generate 631 more PM peak-hour trips than the current CDMP designation. In analyzing potential trip distribution, it was determined that the impact of the requested land use changes for each development scenario will be minimal and, therefore, will not significantly impact the adjoining roadway system, including SW 157 Avenue, between SW 152 and SW 184 Streets, and SW 184 Street, from SW 177 to SW

157 Avenues, which are predicted to operate at LOS D and LOS B, respectively. In addition, any impacts to the surrounding roadways may be mitigated as a result of programmed roadway capacity improvements outlined in Table E-9, including the widening from 2 to 4 lanes of SW 184 Street, from SW 147 to SW 127 Avenues, and SW 157 Avenue, between SW 152 and SW 184 Streets. Moreover, in the year 2015, no roadway segments in the immediate vicinity of the application site are projected to fail their adopted LOS standards.

Table E-12 identifies the estimated number of PM peak hour trips expected to be generated by the proposed developments under the requested land use designation (Estate Density Residential and Business and Office) and compares it to the development that could occur under the current CDMP designation (Agriculture). Application No. 17, if developed as a shopping center, single-family homes, or some combination thereof, would generate approximately 631 or 1,057 more PM peak-hour trips than under the current CDMP designation

Table E-12
Estimated Peak Hour Trip Generation
By Current and Requested CDMP Use Designations
Study Area E

Application Number	Assumed Use for Current CDMP Use Designation/ Estimated No. of Trips	Assumed Use for Requested CDMP Use Designation/ Estimated No. of Trips	Trip Difference Between Current and Requested CDMP Use Designation
10	Agriculture – Single Fam. Resid. (38 units)	Low Density Residential – Single Fam. Resid. (1159 units)	
	45	972	+927
11	Agriculture – Single Fam. Resid. (7 units)	Business & Office and Office/Residential – Shopping Ctr. (384,721 sq. ft.) General Office (197,326 sq. ft.)	
	10	1417	+1407
12	Estate Density Residential - Single Fam. Resid. (10 units)	Office/residential – General Office (87,120 sq. ft.)	
	13	130	+117
13	Agriculture – Single Fam. Resid. (16 units)	Low Density Residential – Single Fam. Resid. (489 units)	
	21	447	+426
14	Industrial & Office – Warehouses (216,275 sq. ft.)	Business & Office – Shopping Ctr. (129,765 sq. ft.)	
	120	476	+356
15	Low Density Residential – Single Fam. Resid. (129 Units)	Business & Office – Shopping Ctr. (282,530 sq. ft.)	
	135	886	+751
16 (Scenario 1)	Industrial & Office – Warehouses (143,530 sq. ft.)	Business & Office and Medium Density Residential – Shopping Ctr. (46,130 sq. ft.) & Apartments (183 units)	
	100	270	+170
16 (Scenario 2)	Industrial & Office – Warehouses (143,530 sq. ft.)	Business & Office – Apartments (395 units)	
	100	167	+67
17 (Scenario 1)	Agriculture – Single Family Residential (61 units)	Estate Density Residential and Business & Office – Single Fam. Resid. (738Units) Shopping Ctr. (130,680 sq. ft.)	
	69	1,126	+1,057
17 (Scenario 2)	Agriculture – Single Fam. Resid. (61 units)	Estate Density Residential and Business & Office – Single Fam. Resid. (798 Units)	
	69	695	+631

Source: Institute of Transportation Engineers, Trip Generation, and 7th Edition, 2003.
Miami-Dade County Public Works Department, July 2005.

Transit

Existing Service

Metrobus Routes 1, 35, 40, 52, 56, 72, 88, 104, 147, 200, Bird Road MAX, Busway Flyer, Busway Local, Busway MAX, Goulds Connection, Kendall KAT, Killian KAT, Sunset KAT, and the West-Dade Connection serve Study Area E. Table E-13 shows the existing service frequency in summary form.

Future Conditions

Transit improvements to the existing transit service in Study Area E, such as improved headways and extensions to the current routes are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table E-14 shows service improvements programmed for existing routes within Study Area E as well as the new routes proposed for the area.

The projected transit improvements for Study Area E are estimated to cost approximately $11,106,560 in annual operating cost and a one time capital cost of $16,829,670 for a total cost of $27,936,230. These costs reflect only the cost of that portion of route improvements within Study Area E.

Major Transit Projects

Regarding future transit projects within this area, the Busway Extension is an 11.5-mile Bus Rapid Transit facility running along US-1/ South Dixie Highway from Cutler Ridge to SW 344th St. in Florida City. This project includes the on-going reconstruction project of US-1 from SW 112th Avenue to SW 264th Street.

In addition, a rail extension to Florida City will be studied as part of the People's Transportation Plan Rapid Transit Improvements. It consists of a 21-mile corridor along US 1, with two segments: one from Dadeland South Metrorail Station to Cutler Ridge; a second from Cutler Ridge to Florida City.

The Kendall Corridor Study will be conducted under the supervision of the Metropolitan Planning Organization (MPO). This Alternative Analysis Study will also be studied as part of the People Transportation Plan Rapid Transit Improvements. The corridor encompasses an east-west leg along SW 88 Street (Kendall Drive), from SW 157 Avenue to the Dadeland North Metrorail Station. There are two north-south legs that will be studied to connect to the East-West corridor, one along the Palmetto Expressway and another further west along the Homestead Extension of the Florida Turnpike (HEFT).

Table E-13
Metro Bus Route Service
Study Area E

Route No.	Weekday Headway*		Proximity in miles to App. No. 10	Proximity in miles to App. No. 11	Proximity in miles to App. No. 12	Proximity in miles to App. No. 13	Proximity in miles to App. No. 14	Proximity in miles to App. No. 15	Proximity in miles to App. No. 16	Proximity in miles to App. No. 17	Feeder, Local or Express
	Peak	Off-Peak									
1	20	40	12.5	13	9.5	11.5	7.25	4.25	1	4	F/L/E
35	30	30	12.75	13	9.75	11.5	7.5	4.5	0	4.25	L
40	30	40	3.75	4	4	5.25	4.75	9.5	12	10.25	L/F
52	30	30	11.25	11.5	8.25	10	6	3	1	2.75	F/L/E
56	60	60	2.25	2.5	3.5	3.75	4.25	9	11.5	9.75	L/F
72	60	60	1	1.25	2	1.75	3.25	8	10.5	8.75	L/F
88	20	60	1	1.25	1	1.75	2.25	7	9.5	7.75	L/F
104	30	30	1	1.25	0	1	1.25	6	8.5	6.75	L/F
147	30	60	2	2.25	1.5	1	0.25	5	7.5	5.75	L
200	30	30	10	10.25	7	8.75	4.75	1	1.5	0.5	L
Bird Road MAX	20	40	3.25	3.5	4	4.75	4.75	9.5	12	10.25	F/E
Busway Flyer	20	N/a	12.75	13	9.75	11.75	7.5	4.5	0	4.25	F/E
Busway Local	15	30	12.75	13	9.75	11.75	7.5	4.5	0	4.25	F/E
Busway MAX	15	30	12.75	13	9.75	11.75	7.5	4.5	0	4.25	F/E
Coral Reef MAX	15	30	6.25	6.5	3.5	5.25	1.25	1.25	3.5	1.75	L/F/E
Goulds Conn.	30	30	11.25	11.5	8.25	10	6	3	1.5	2.75	L
Kendall KAT	12	N/a	0	0.25	1	1	2.25	7	9.5	7.75	F/E
Killian KAT	6	N/a	0	0.25	0	0	1.25	6	8.5	6.75	F/E
Sunset KAT	7.5	45	0	0.25	2	1	3.25	8	10.5	8.75	F/E
West-Dade Conn.	30	30	2.75	3	1	2.75	0	0.25	1.5	1.25	L

Source: Miami-Dade Transit Agency, July 2005.
Notes: F means feeder service to Metrorail
L means local service route
E means express service
N/A means none available
*****Headway time in minutes.

Table E-14
Planned Transit Improvements
Study Area E

Route	Improvement Description
1	Extend Service to Quail Roost Drive and SW 137 Ave.
31Busway Local	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension. Re-align route to service Goulds area. Weekday-full size bus. Improve midday headways from 30 to 15 minutes. Improve weekend headways from 30 to 20 minutes.
35	Re-align along South Miami-Dade Busway Extension. Improve peak headways from 30 to 15 minutes.
38 Busway MAX	Extend alignment to the Village of Homestead community.
52	All night service, every 60 minutes, seven days a week. Serves the Dadeland South, South Miami and University stations. Improve peak period headways from 30 to 15 minutes.
56	Improve peak headways from 30 to 15 minutes. Introduce weekend service.
72	Improve peak headways from 30 to 15 minutes.
88	Straighten route and extend westward to the West Kendall Terminal, eliminate the 142 Avenue branch.
104	Extend route westward to future West Kendall Terminal. Improve peak headways from 30 to 15 minutes.
137 West Dade Connection	Improve peak headways from 30 to 15 minutes.
147	Improve peak headway from 30 to 20 minutes. Improve midday headway from 60 to 30 minutes. Improve peak headway from 20 to 15 minutes.
204 Killian KAT	Extend route westward to the future West Kendall Bus Terminal.
216 Goulds Connection	Improve peak headways from 20 to 15 minutes
240 Bird Road MAX	Improve peak headways from 20 to 15 minutes. Introduce weekend service. Discontinue midday service. Last morning trip at 7:50 am WB and 8:35 am EB. First afternoon trip at 3:10 pm WB and 3:56 pm EB. (CBOA)
252 Coral Reef MAX	Extend SW 162 Avenue loop to evening service. Operate weekday long trips to and from 162 Av directly via SW 152 St., operating non-stop from SW 152 Ave. to SW 137 Ave. (CBOA)
272 Sunset KAT	Extend route westward to future West Kendall Bus Terminal.
288 Kendall KAT	Extend route to the future West Kendall Bus Terminal.

Source: Miami-Dade Transit, July 2005.

There are also new routes programmed for this area. They are:

New Route	Improvement Description
Kendale Lakes Connection	This route would operate daily on SW 122 Ave. and SW 62 St within Kendale Lakes between the West Dade Bus Terminal and Lakes of the Meadows.
Kendall Circulator	New weekday only route operating from SW 133 Ave to SW 157 Ave on SW 96 St. and Hammocks Boulevard to the south and SW 80/82 St to the north.
Kendall Circulator	Improve peak headway from 20 to 15 minutes
Route 122	This route would provide weekday local service to the west Kendall area primarily along SW 122 and 127 Avenues, extending from SW 120 Street to the proposed West Dade Terminal at the Miami International Mall.
80 Street MAX	Limited-stop weekday service between the future Kendall Town Center and Dadeland North during the morning and evening peak.
96 Street MAX	Limited-stop weekday service between the future Kendall Town and Dadeland North during the morning and evening peak.
Red Road MAX	Limited-stop weekday service during the morning and evening peak periods at 15 minute headways
West Kendall Crosstown	New route operating seven days a week from the West Dade Bus Terminal to Coral Reef Drive and SW 137 Avenue primarily along SW 147, 152, 157 and 162 Avenues.
Fl Turnpike/ SR 836 (SULS)	This premium transit route will be a combination of several express routes: West Kendal to CBD, West Kendall to MIC, West Kendall to CBD via Dolphin Mall/Miami International Mall, and Dolphin Mall/Miami International Mall to the MIC.
SR 826	A new express route from Dadeland area to the Palmetto Metrorail Station and Westland Mall via the Palmetto Expressway, serving Dadeland Mall and the Dadeland Metrorail Station
Quail Roost MAX	Introduce a MAX route on SW 184 Street and Quail Roost Drive.
Coconut Palm Connection	Introduce a feeder route from SW 248 Street into the Busway with connections to the Cutler Ridge Terminal via SW 112 Avenue.
Florida City/ Medley MAX	Introduce peak hour express service between the Florida City/Homestead area to Medley. Provide 3 trips in the am and 3 in the pm
Busway Express (Busway Flier) (SULS)	New peak hour service from Key Largo area, through Florida City to the Dadeland South Metrorail Station via the Busway.

Source: Miami-Dade Transit, July 2005.

Applications Impacts

For Study Area E, eight application requests were submitted to amend the CDMP (Applications Nos. 10, 11, 12, 13, 14, 15, 16, and 17).

A trip-generation analysis was performed in each of the Traffic Analysis Zones (TAZ) where the Applications are being requested. In TAZ 844 where Application No. 10 is located, the analysis indicates that this application, if granted, would generate 213 additional transit trips. There are many transit improvements programmed for this area; therefore, no expected changes beyond those already planned for the area will be necessary. However, a new bus stop would be created

for this application and for the buses that transverse this area and pull-out bus bays will be necessary at this location and required in the future from the applicant.

In TAZ 1251 where Application No. 11 is requested, the analysis indicates that this application would add four more transit trips and, therefore, no expected changes beyond those already planned for the area would be warranted.

In TAZ 1229 where Application No. 12 is located, the analysis indicates that the transit impact generated by this application will cause no variation on the transit trip generation of this TAZ and, therefore, no changes beyond those already planned for the area are necessary.

In TAZs 1254 and 1255 where Application No. 13 is requested, the analysis indicates that the transit impact produced by this application would generate 26 additional transit trips; however, this impact wouldn't warrant additional changes in transit service beyond those already planned for the area.

In TAZ 1216 where Application No. 14 is being requested, the analysis indicates that the transit impact produced by this application will cause no variation on the transit trip generation and, therefore, no changes beyond those already planned for the area are warranted.

In TAZ 1285 where Application No. 15 is requested, the analysis indicates that the requested application will generate 80 additional transit trips. Many improvements are planned for the study area, including a new route, the Quail Roost MAX, which will serve the nearby area and, therefore, no additional changes beyond those already planned for the area would be necessary.

In TAZs 1194 and 1326 where Application No. 16 is located, the analysis indicates that the requested application will cause no variation on the transit trip generation and, therefore, no expected changes beyond those already planned for the area will be warranted.

Finally, in the TAZs 1287 and 1296 where Application No. 17 is located, the analysis indicates that the requested application will cause no variation on the transit trip generation and, therefore, no expected changes beyond those already planned for the area will be necessary.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provides water and sewer service to Study Area E. Much of the area is characterized by large residential developments, and water and sewer mains were constructed by large-scale developers in many cases; virtually all of the developed areas are served by water and sewer service.

Potable Water Supply

Treated water is supplied to the Study Area from WASD's Alexander Orr Water Treatment Facility, which at this time has adequate capacity to meet projected demands from the applications. Water produced by the plant meets required drinking water standards, according to DERM. Raw water from wells located at the plant and at the Snapper Creek, Southwest and West Wellfields is treated at the Alexander Orr facility; water is also supplied from Aquifer Storage and Recovery (ASR) wells located at the West Wellfield. The Alexander Orr facility has a permitted capacity of 241.7 million gallons per day (mgd), and had an average daily production in 2004-2005 of 175.3 mgd. Pending this plant's performance demonstration, it is anticipated by WASD that the plant will be rated for a treatment capacity of 248 mgd. Most of the developed portions of the Study Area are provided with potable water service by the WASD system.

Sewer Service

Wastewater from the Study Area is treated at the South District Wastewater Treatment Plant (WWTP) located near Black Point. This plant has an average flow design capacity of 112.5 mgd. The effluent produced by this facility meets all federal, State and County standards. As of May 2005, this plant is treating sewage at an average daily rate of about 79 percent of its permitted capacity. Most of the developed portions of the Study Area are provided with sanitary sewers, although there are some areas that are served by septic tanks.

Wastewater System Improvements

As a result of concerns over sewer overflow conditions during major storm events, the County entered into a Settlement Agreement with the Florida Department of Environmental Protection in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April, 1994. Under these agreements, the County agreed to make $1.169 billion worth of improvements in its regional wastewater system. WASD completed a 25 mgd expansion of its South District WWTP in 1995. Programmed expansion of this facility will increase its capacity to 112.5 mgd. Extensive improvements to the sewage pump stations throughout the regional wastewater system are also planned. The County will also shift some of the demand south to Homestead and to an acquired facility in Perrine. Countywide, a total of $1.31 billion in wastewater collection and treatment system capital expenditures is planned for the period 2005-2011 in the 2005-2006 Proposed Resource Allocation and Multi-Year Capital Plan.

Water and Sewer Service to Application Areas

Amendment Application Nos. 10, 11, 12, 13, 14, 15, 16, and 17 are located in Study Area E. The locations of the most proximate water and sewer connections to the site are detailed in Table E-15. The effects of the amendments on water and sewer demand based on change from the current designations to the proposed uses are specified in Table E-16.

Table E-15
Available Water and Sewer Connections for Applications in Study Area E

	Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	10	Adjacent	30	SW 169 Avenue and SW 88 Street	WASD
	11	1,800 feet	30	SW 169 Avenue and SW 88 Street	WASD
	12	Adjacent	16	SW 127 Avenue	WASD
	13	Adjacent	20	SW 167 Avenue and SW 104 Street	WASD
	14	Adjacent	12	SW 124 Street	WASD
	15	Adjacent	24	SW 147 Avenue and SW 184 Street	WASD
	16	Adjacent	12 (2)	Homestead Ave.	WASD
	17	Adjacent	16	SW 157 Avenue and SW 184 Street	WASD
SEWER					
	10	Adjacent	30F	SW 167 Avenue and SW 88 Street	WASD
	11	1,800 feet	30F	SW 167 Avenue and SW 88 Street	WASD
	12	2,500 feet	Manhole	SW 127 Avenue and SW 96 Street	WASD
	13	1,800 feet	12F	SW 160 Avenue and SW 104 Street	WASD
	14	1,800 feet	Manhole	SW 124 Street and SW 134 Court	WASD
	15	300 feet	8G	SW 146 Court and SW 184 Street	WASD
	16	At site	8G	Homestead Avenue	WASD
	17	*Connection To Be Determined (3)*			WASD

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
(2) This is a proposed water main extension. If extension is not completed, developer will be responsible for its construction.
(3) Subject to agreement between developer and MDWASD to install public pump stations.
Source: Department of Environmental Resources Management, 2005
Miami-Dade Water and Sewer Department, 2005.

Application No. 10. The closest available public water supply line is an existing 30-inch water main at North Kendall Drive (SW 88 Street) and SW 169 Avenue, from which extension of a new 30-inch main to SW 172 would be required. A new 12-inch water main along SW 172 Avenue to the northwest corner of the developer's property and along SW 80 Street from SW 167 Avenue to SW 172 Avenue would be required, as well as extending a new 16-inch water main along SW 167 Avenue from North Kendall Drive to SW 78 Street. The Alexander Orr Treatment Plant currently has capacity to serve this project.

Connection to the sanitary sewer system would require the construction of two public pump stations, one to serve the quarter section south of SW 80 Street and the other to serve north of SW 80 Street. Connection may be made to an existing 30-inch force main that runs along SW 167 Avenue. A force main extension may also be required along SW 88 Street. Any proposed extension on both quarter sections should be 10 inches and 8 inches minimum, according to WASD. The force main along SW 167 Avenue directs flow to Pump Station 30-0536, the 30-Tandem, and then to the South District WWTP. All mentioned pump stations are operating within the mandated criteria set forth in the First Partial Consent Decree, and the South District WWTP has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Application No. 11. Connection may be made to an existing 30-inch water main at SW 88 Street and SW 169 Avenue and extended west along SW 88 Street to the northwest corner of the developer's property. The Alexander Orr Treatment Plant currently has capacity to serve this project.

Connection to the sanitary sewer system would required a public pump station that may connect to an existing 30-inch force main at SW 88 street and SW 167 Avenue. Flow is directed downstream from the 30-inch main to pump Station 30-0536, the 30-Tandem, and then to the South District WWTP. All mentioned pump stations are operating within the mandated criteria set forth in the First Partial Consent Decree, and the South District WWTP has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Application No. 12. There is an existing 12-inch and 16-inch water main along SW 104 Street and SW 127 Avenue to which connection could be made. The Alexander Orr Treatment Plant currently has capacity to serve this project.

Connection to the sanitary sewer system may be made at an existing manhole at SW 127 Avenue north of the northwest corner of the developer's property. Flow is directed downstream to pump Station 30-866, which has a Nominal Average Pump Operating Time of 1.78 hours per day-projected, according to WASD, and which DERM reports is operating within the mandated criteria set forth in the First Partial Consent Decree. Flow is then to the South District WWTP, which has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Application No. 13. The closest available public water supply line is an existing 20-inch water main at SW 167 Avenue and SW 104 Street from which an extension southward along SW 167 Avenue a new 16-inch water main to the southeast corner of the developer's property could be installed, according to WASD. The Alexander Orr Treatment Plant currently has capacity to serve this project.

A public pump station would be required to provide connection to the sanitary sewer system at a 12-inch force main at SW 104 Street and SW 160 Avenue. The point of connection can be changed at the time that the developer enters into agreement with WASD. Flow would be directed downstream from the new pump station to the South District WWTP, which has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Application No. 14. The closest available public water supply line is an existing 12-inch water main along SW 124 Street to which connection could be made. The Alexander Orr Treatment Plant currently has capacity to serve this project.

Connection to the sanitary sewer system may be made to an existing manhole at SW 124 Street and SW 134 Court, extending west along SW 124 Street a new 8-inch gravity main to the southwest corner of the developer's property. Any proposed extension inside the developer's property shall be 8-inches minimum. Flow is directed downstream from the manhole to Pump Station 552, which has a Nominal Average Pump Operating Time of 4.63 hours per day-projected which the proposed development would bring to 5.35 hours per day and that is within the mandated criteria set by EPA in the First Partial Consent Decree, and then to the South District WWTP, which has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Application No. 15. The closest available public water supply line is an existing 24-inch water main at SW 147 Avenue and SW 184 Street from which extension westward along SW 184 Street may be made. The Alexander Orr Treatment Plant currently has capacity to serve this project.

Connection to the sanitary sewer system may be made to an existing 8-inch gravity main at SW 146 Court and SW 184 Street, by extending a new 8-inch gravity main to serve the developer's property. This point of connection can be changed at the time that the developer enters into agreement with WASD. Flow is directed downstream to pump Station 30-1086, then directed to pump station 30-0536 and TANDEM and then to the South District WWTP, which has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Application No. 16. WASD's Needs Assessment Program MISC-9 proposes a 12-inch water main along Homestead Avenue from SW 184 Street to SW 186 Street, to which connection could be made. Otherwise, connection would have to be made by the developer. The Alexander Orr Treatment Plant currently has capacity to serve this project.

Connection to the sanitary sewer system may be made to an existing 8-inch gravity main at Homestead Avenue that is inside Part A of the application site. Flow is directed downstream from the 8-inch gravity main to pump Station 30-0601 and then to the South District WWTP, which has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Application No. 17. The closest available public water supply line is an existing 16-inch water main at SW 184 Street and SW 157 Avenue. A 16-inch extension to this line may be made westward along SW 184 Street and southward along SW 157 Avenue to provide service to the property. A 12-inch extension should also be made along SW 162 Avenue and SW 192 Street to provide additional water cover for the property. The Alexander Orr Treatment Plant currently has capacity to serve this project.

Connection to the sanitary sewer system would require three public pump stations, one located east and one located west of SW 157 Avenue, south of SW 184 Street, and a third located north of SW 184 Street and west of SW 157 Avenue. The size of force mains and points of connection would require later determination by WASD. Flow would be directed to the South District WWTP, which has sufficient capacity to treat current discharge. The sanitary sewer system has adequate collection/transmission and treatment capacity for the subject application.

Table E-16
Water and Sewer Demand for Application in Study Area E
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
10	405,650	+392,350
11	100,000	+97,550
12	8,712	+5,212
13	171,150	+165,550
14	12,977	+8,651
15	56,200	+11,050
16	36,600	+26,860
17	279,300	+257,950

Source: Miami-Dade Department of Environmental Resources Management, 2005
Miami-Dade Department of Planning and Zoning, 2005

WASD's regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the Environmental Protection Agency consent decree.

Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted for applications until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity alternative

means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

At the present time, the potable water supply and public sanitary sewer systems meet the Level of Service standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County CDMP.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly four years (See Solid Waste section in Chapter 2 of this report).

Application Nos. 12, 14, 15, and 16 lay within the 2005 Urban Development Boundary (UDB) and the DSWM's waste service area for garbage and trash collections. Application Nos. 10, 11, 13, and 17 lie outside the UDB but within the DSWM's waste service area. The closest DSWM facility for Application Nos. 10, 11, 12, 13, and 14 is the Sunset Kendall Trash and Recycling Center, located at 8000 SW 107 Avenue, which is approximately seven, seven, four, eight, and six miles away, respectively. Under the DSWM's current policy only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the request, there is minimal to no impact on collection services, depending upon the residential use involved. The impact on the disposal and transfer facilities would be the incremental and cumulative costs of providing disposal capacity to DSWM Collections, private haulers, and municipalities, which is paid for by the users. The DSWM is capable of providing such disposal service.

The closest DSWM facility for Application No. 15, 16, and 17 is the Eureka Drive Trash and Recycling Center, located at 9401 SW 184 Street, which is approximately six, one, and six miles away, respectively. Under the DSWM's current policy only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the request, there is minimal to no impact on collection services, depending upon the residential use involved. The impact on the disposal and transfer facilities would be the incremental and cumulative costs of providing disposal service to DSWM Collections, private haulers, and municipalities, which is paid for by the users. The DSWM is capable of providing such disposal service.

Application Nos. 10, 11, 13, and 17 lie outside the UDB but within the DSWM's waste service area for garbage and trash collections.

Fire and Rescue Service

Study Area E is served by Fire Stations 24, 36, 37, 43, 52, 56, and 57 (see Figure E-44). Eureka Station L is scheduled for construction in fiscal year 2008-09 in the vicinity of SW 184 Street between SW 147 and SW 157 Avenues, and would mitigate impacts to existing fire rescue services. Average travel time to alarms at the various application sites is given below. As noted in this table, only Application No. 17 exceeds the desired Fire Department response time of 8 minutes.

Fire Response Times – Study Area E

Application No.	Average Travel Time to Alarms (in minutes)	Life Threatening Emergencies (in minutes)	Structural Fires (in minutes)
10	6.1	7.0	5.2
11	6.8	7.4	6.2
12	5.25	6.0	4.5
13	4.8	5.3	4.3
14	4.95	5.4	4.5
15	7.95	8.4	7.5
16	5.5	6.0	5.0
17	9.65	10.3	9.0

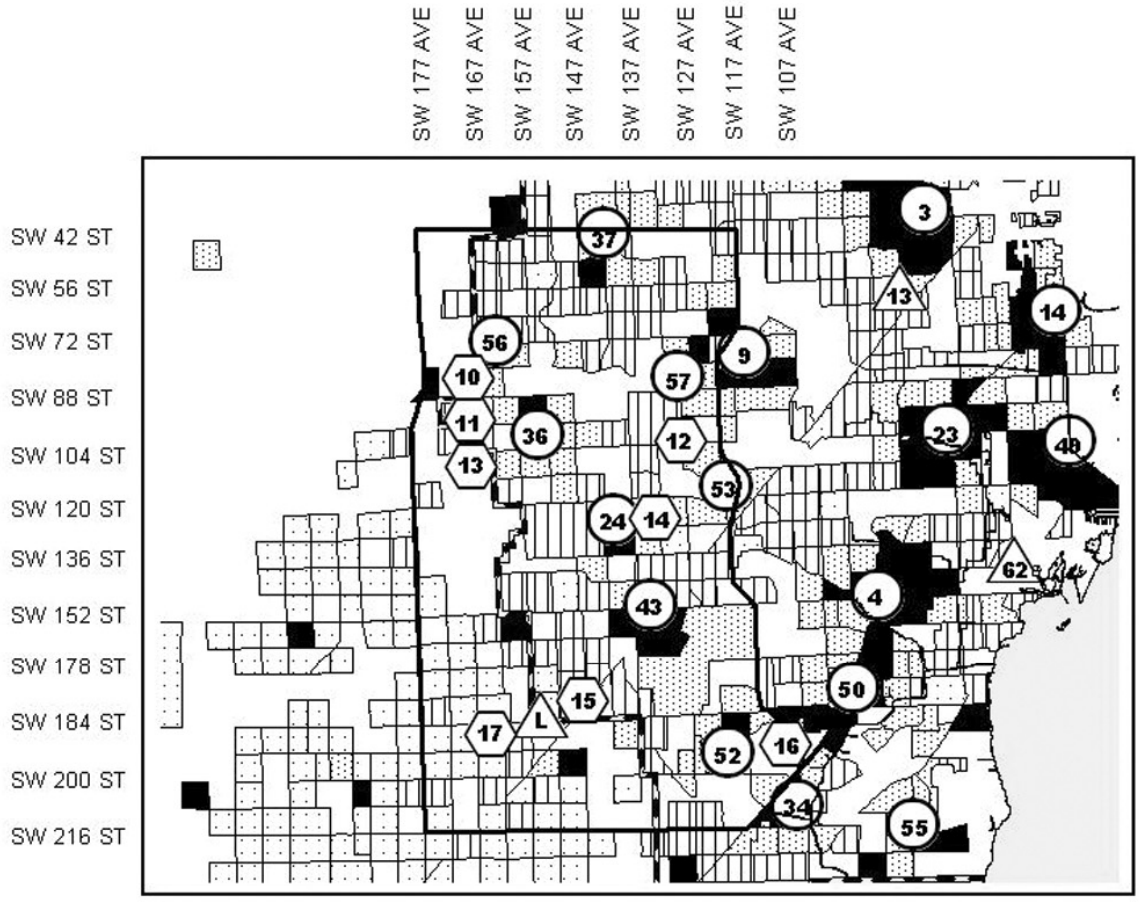
The required fire flow for Application Nos. 10 and 17 is 1,500 gpm. Each fire hydrant requires delivery of 500 gpm. A 30-inch water main in SW 88 Street on the southern boundary of the application site may provide service for Application No. 10. Available fire flow in the vicinity of this application is indicated to be 20 pounds per square inch per gallon of 4,179 gpm and a hydrant flow of 1,976 gpm. An 8-inch water main in SW 184 Street may provide service for Application No. 17. No fire flow reports are available in the location of this application.

The required fire flow for Application Nos. 11, 12, 14, 15 and 16 is 3,000 gpm. Each fire hydrant requires delivery of 1,000 gpm. A 30-inch water main in SW 88 Street on the southern boundary of the application site may provide service to Application No. 11. Application No. 12 may have service provided by a 16-inch water main located in SW 127 Avenue and a 12-inch water main located along SW 104 Street service. Application No. 14 may have service provided by a 36-inch water main in SW 137 Avenue and a 12-inch water main in SW 124 Street. Application No. 15 may have service provided by a 16-inch water main in SW 147 Avenue. A 12-inch water main in SW 184 Street and a 16-inch water main on SW 186 Street may provide service to Application No. 16. No fire flow reports are available in the vicinity of Application Nos. 12, 14 or 15. Available fire flow in the vicinity of this application is indicated to be 20 pounds per square inch per gallon of 4,179 gpm and a hydrant flow of 1,976 gpm. Fire flow in the vicinity of Application No. 16 indicates a fire flow at 20 psig of 10,243 gpm and a hydrant flow of 1,632 gpm.

The required fire flow for Application No. 13 is 750 gpm. Each fire hydrant requires delivery of 500 gpm. A 20-inch water main in SW 104 Street may provide service to this application site. . No fire flow reports are available in the vicinity of Application No. 13.

Figure E-44

FIRE AND RESCUE: APPLICATION NOS. 10, 11, 12, 13, 14, 15, 16, & 17



SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, AND MIAMI-DADE FIRE DEPARTMENT, 2005

County Parks

County-owned park and recreational facilities serving Study Area E are shown on Figure E-45. These parks are described on Table E-17, which lists the name and acreage for each park site. The nearest park site to Application Nos. 10 and 11 is Sun Lakes Park, a 7.12-acre neighborhood park located at SW 167 Avenue and SW 78 Street. The nearest park to Application No. 12 is Arvida Park, a 12-acre neighborhood park located at SW 108 Street and SW 128 Avenue. The nearest park to Application No. 13 is Forest Lakes Park, a 6.0-acre Neighborhood Park located at SW 164 Avenue and SW 96 Street. The nearest park to Application No. 14 is Nixon Smiley Pineland Preserve, a 129-acre Natural Area Preserve located at SW 124 Street and SW 135 Avenue. The nearest park to Application Nos. 15 and 17 is Eureka Villas Park, a 5.0-acre Neighborhood Park located at 14301 SW 180 Street. The nearest park to Application No. 16 is West Perrine Senior Center, a 7.0-acre Special Purpose Park located at 17801 Homestead Avenue.

Study Area E is located in Park Benefit Districts (PBD) 2 and 3, which have surplus capacities of 584.83 acres and 206.18 acres, respectively, when measured by the County concurrency level-of-services standard. The impact of Application No. 10 would increase the potential population in PBD 2 by 3,845. Approval of this application would decrease the available reserve capacity by 10.57 acres to a total of 574.26 acres and require dedication of additional local park land. The impact of Application No. 11 would increase the potential population in PBD 2 by 1,356. Approval of this application would decrease the available reserve capacity by 3.73 acres to a total of 581.1 acres and possibly necessitate park dedication. The impact of Application No. 13 would increase the potential population in PBD 2 by 1,609 and require park land dedication. Approval of this application would decrease the available reserve capacity by 4.42 acres to a total of 580.41 acres and necessitate a park dedication. The impact of Application No. 15 could increase the potential population in PBD 3 by 337. Approval of this application could decrease the available reserve capacity by .926 acres to a total of 205.25 acres. The impact of Application No. 16 would increase the potential population in PBD 3 by 547. Approval of this application would decrease the available reserve capacity by 1.5 acres to a total of 204.68 acres and necessitate a park dedication. The impact of Application No. 17 could increase the potential population in PBD 3 by 2,432. Approval of the application would decrease the available reserve capacity by 6.69 acres to a total of 199.49 acres and necessitate a park dedication. Approval of Application Nos. 10, 11, 13, and 17 would extend the UDB, increasing the area within which local park services must be provided and further stretching limited PARD resources. Due to the nature of Application Nos. 12 and 14, there is likely to be no residential impact and no change in the available reserve capacity of PBD 2.

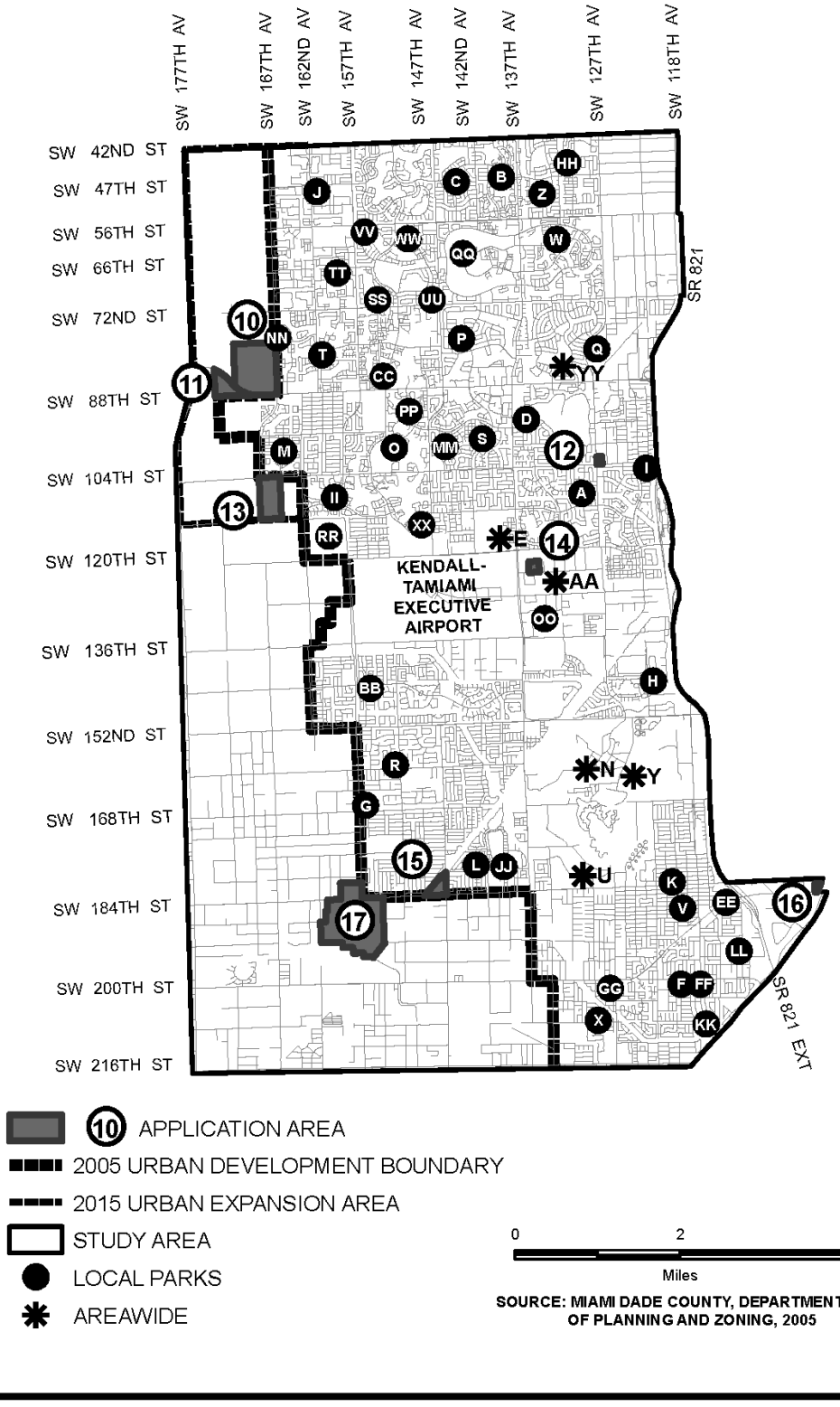
Table E-17
County Park and Recreation Open Space Facilities: Study Area E

Park Identifier (Figure E-45)	Name of Park	Park Classification	Acreage
A	Arvida	Neighborhood	8
B	Bent Tree	Neighborhood	6
C	Bird Lakes	Community	9
D	Clusa Club Estates	Neighborhood	7
E	Camp Matecumbe	Special Activity	98
F	Caribbean	Neighborhood	5
G	Chuck Pezoidt	Community	40
H	Deerwood	Community	11
I	Devon Aire	Community	13
J	Eden Lakes	Neighborhood	10
K	Eureka	Community	5
L	Eureka Villas	Neighborhood	5
M	Forest Lakes	Neighborhood	6
N	Gold Coast Railroad Museum	Special Activity	60
O	Hammocks Community	Community	15
P	Kendall Lakes	Community	16
Q	Kendall Soccer	Special Purpose	42
R	Kings Grant	Neighborhood	7
S	Kings Meadow	Neighborhood	6
T	Lago Mar	Neighborhood	12
U	Larry & Penny Thompson	Metropolitian	403
V	Losner	Mini	1
W	McMillan	Special Purpose	13
X	Med South	Neighborhood	4
Y	Miami Metrozoo	Special Activity	740
Z	Millers Pond	Community	13
AA	Nixon Smiley Pineland Preserve	Natural Preserve	129
BB	Oak Creek	Neighborhood	5
CC	Olympic	Neighborhood	9
DD	Quail Roost	Neighborhood	3
EE	Roberta Hunter	Neighborhood	15
FF	Rock Pit #77	Neighborhood	4
GG	Royale Green	Neighborhood	3
HH	Sandpiper	Neighborhood	5
II	Serena Lakes	Neighborhood	5
JJ	South Miami Heights	Neighborhood	6
KK	Southridge	Special Purpose	20
LL	Sugarwood	Neighborhood	8
MM	Sun Lakes	Neighborhood	7
NN	Three Lakes	Special Purpose	15
OO	Water Oaks	Neighborhood	5
PP	West Kendall Lakes	Neighborhood	5
QQ	West Kendall District	District	164
RR	Westwind Lakes	Community	21
SS	Westwind Lakes SP TX DIST TR A	Neighborhood	10
TT	Westwind Lakes SP TX DIST TR FP2	Neighborhood	3
UU	Westwind Lakes SP TX DIST TR G	Neighborhood	5
VV	Westwind Lakes SP TX DIST TR GP1	Neighborhood	5
WW	Wild Lime	Community	12
XX	Winston Linear	Green Way	28

Source: Miami-Dade County Park and Recreation Department, 2005

Figure E-45

COUNTY PARKS: APPLICATION NOS. 10, 11, 12, 13, 14, 15, 16, & 17



Public Schools

Table E-18 lists the mainstream public schools in the mapped portion of Study Area E, indicating school name and type, October 2004 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure E-46. As can be seen, elementary schools in Study Area E had an October 2004 enrollment of 18,073, a FISH Design Capacity of 14,586 and a FISH percent of 124%. Middle schools had an October 2004 enrollment of 9,198 a FISH Design Capacity of 7,016 and a FISH percent of 131%. Finally, senior high schools in the Study Area had an October 2004 enrollment of 12,769, a FISH Design Capacity of 11,225, and a FISH percent of 114%. The total October 2004 enrollment is 40,040, a FISH Design Capacity of 32,827 and a FISH percent of 122% for Study Area E. It is important to note that some students generated by residential development in this study area may attend a public school located outside this study area.

Application No. 10, if approved, would increase the potential student population in Study Area E by 616 students. Approximately 283 students would attend Christina M. Eve Elementary, increasing the FISH from 105% to 144%, 154 students would attend Lamar Louise Curry Middle, increasing the FISH from 69% to 82%, and 179 students would attend John A. Ferguson Senior High, increasing the FISH from 66% to 74%.

Application No. 11, if approved, could potentially include 339 additional townhouses and increase the student population in Study Area E by 158 students. Approximately 73 of these students would attend Christina M. Eve Elementary, increasing the FISH from 105% to 115%, 39 students would attend Hammocks Middle, increasing the FISH from 146% to 148%, and 46 students would attend Felix Varela Senior High, increasing the FISH from 153% to 154%.

Application No. 12, if approved, may include four additional single-family units and generate 5 potential students in Study Area E. Approximately 3 students from the site of this application would attend Christina M. Eve Elementary, with a FISH of 105%, 1 student would attend Arvida Middle, with a FISH of 171%, and 1 student would attend Miami Killian Senior High, with a FISH of 140%.

Application No. 13, if approved, may include 473 additional single-family units, generating a projected 308 additional students in Study Area E. Approximately 142 of these students would attend Dr. Gilbert L. Porter Elementary, increasing the FISH from 137% to 152%, 77 students would attend Hammocks Middle, increasing the FISH from 146% to 150%, and 89 students would attend Felix Varela Senior High, increasing the FISH from 153% to 156%.

Application No. 14 is not projected to have an impact on student population in Study Area E.

Application No. 15, if approved, could potentially include 152 additional townhouse units, generating a projected 48 additional students in Study Area E. Approximately 22 of these students would attend Miami Heights Elementary, increasing the FISH from 141% to 144%, 12 students would attend Redland Middle, increasing the FISH from 168% to 169%, and 14 students would attend South Dade Senior High, increasing the FISH from 131% to 132%.

Application No. 16, if approved, may include an additional 395 multi-family units that is projected to generate 158 students in Study Area E. Approximately 73 of these students would attend R.R. Moton Elementary, which is located outside Study Area E, increasing the FISH from 92% to 102%, 39 students would attend Southwood Middle, which is located outside Study Area E, increasing the FISH from 153% to 157%, and 46 students would attend Miami Palmetto Senior High, which is located outside Study Area E, increasing the FISH from 155% to 156%.

Application No. 17, if approved, could include an additional 737 single-family units that are projected to generate 494 students in Study Area E. Approximately 227 of these students would attend Miami Heights Elementary, increasing the October 2004 FISH from 141% to 154%, and Redland Elementary, increasing the FISH 161% to 177%, 124 students would attend Redland Middle, increasing the FISH from 168% to 181%, and 143 students would attend South Dade Senior High, increasing the FISH from 131% to 138%.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Table E-18
2004 Public School FISH Rates:
Study Area E

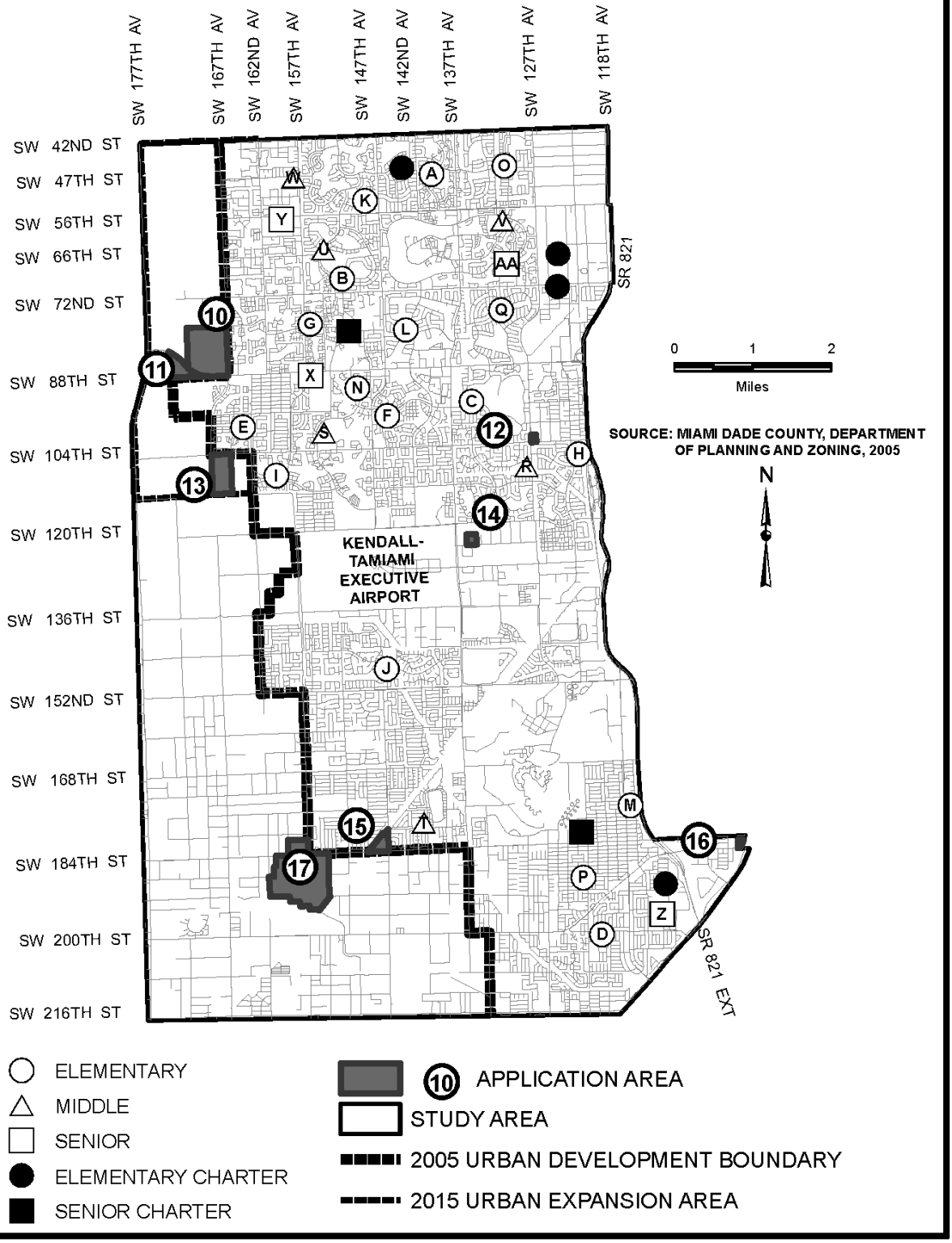
School Identifier (Figure E-46)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percent
	ELEMENTARY SCHOOLS			
A	Bent Tree	675	643	105
B	Bowman Foster Ashe	1,259	1,046	120
C	Calusa	894	792	113
D	Caribbean	843	765	110
E	Christina Eve	774	734	105
F	Claude Pepper	1,066	808	132
G	Dante B. Fascell	1,128	796	142
H	Devon Aire	917	672	136
I	Gilbert L Porter	1,280	933	137
J	Jack D. Gordon[1]	1,897	1,214	156
K	Jane S. Roberts	1,471	1,099	134
L	Kendall Lakes	1,024	866	118
M	Miami Heights	1,260	891	141
N	Oliver Hoover	1,115	1,092	102
O	Royal Green	812	780	104
P	South Miami Heights	711	771	92
Q	Winston Park	947	684	138
TOTAL ELEMENTARY		18,073	14,586	124
	MIDDLE SCHOOLS			
R	Arvida	1,798	1,050	171
S	Hammocks	2,509	1,724	146
T	Herbert A. Ammons	1,143	970	118
U	Howard A. Doolin	1,458	1,105	132
V	Howard D. McMillian	1,503	1,024	147
W	Lamar Lousie Curry	787	1,143	69
TOTAL MIDDLE		9,198	7,016	131
	SENIOR HIGH SCHOOLS			
X	Felix Varela	4,307	2,824	153
Y	John A. Ferguson	1,489	2,269	66
Z	Miami Southridge	3,623	2,797	130
AA	Miami Sunset	3,350	3,335	100
TOTAL SENIOR HIGH		12,769	11,225	114
STUDY AREA TOTAL		40,040	32,827	122

Source: Miami-Dade County Department of Planning and Zoning, 2005, Miami-Dade County Public Schools, 2005
** School Located Outside Study Area

[1] Primary Learning Center "S"

Figure E-46

PUBLIC SCHOOLS: APPLICATION NOS. 10, 11, 12, 13, 14, 15, 16, & 17



Study Area F

Recommendations and Principal Reasons

Study Area F is located in southwestern Miami-Dade County and is bounded by SW 184 Street on the north, South Dixie Highway on the west, SW 248 Street on the south, and the Biscayne Bay coastline on the east. Three private small-scale applications, Application Nos. 19, 20, and 21, and two private standard applications, Application Nos. 18 and 22, were filed in this study area to amend the Land Use Plan map.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
18	GCF Investments, Inc., Juan J. Mayol, Esq., and Stephen M. James, Esq. East side of Old Cutler Road between SW 208 and SW 212 Streets (35.61 Net Acres). FROM: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: BUSINESS AND OFFICE	DENY TRANSMIT
19	Pinto Realty Company, Chad Williard, Esq. Northeast corner of SW 216 Street and SW 99 Avenue (1.8 Gross Acres). FROM: LOW DENSITY RESIDENTIAL (2.5 to 6.0 DU/Ac.) TO: BUSINESS AND OFFICE Small-Scale Amendment	DENY
20	J. L. Brown Development Corporation, James L. Brown, Sr. Northwest corner of SW 112 Avenue and SW 216 Street (3.08 Gross Acres). FROM: MEDIUM DENSITY RESIDENTIAL (13 to 25 DU/Ac.) TO: BUSINESS AND OFFICE Small-Scale Amendment	DENY

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
21	Kaza 112 Property Corporation, Andy Zitman Southeast corner of SW 112 Avenue and SW 224 Street (0.62 Net Acres). FROM: LOW DENSITY RESIDENTIAL (2.5 to 6.0 DU/Ac.) TO: BUSINESS AND OFFICE Small-Scale Amendment	DENY
22	Princeton Land Investments, LLC, Jeffrey Bercow, Esq., and Graham Penn, Esq. Northwest and southeast corners of SW 127 Avenue and SW 240 Street (58.0 Gross Acres). FROM: LOW DENSITY RESIDETNTIAL (2.5 to 6.0 DU/Ac.) TO: (PARCEL A) MEDIUM DENSITY RESIDENTIAL (13 to 25 DU/Ac.), 38.32 Acres (PARCEL B) LOW-MEDIUM DENSITY RESIDENTIAL (2.5 to 6.0 DU/Ac.), 20.19 Acres	ADOPT TRANSMIT

Application No. 18

Location: East side of Old Cutler Road between SW 208 and SW 212 Streets (35.61 gross acres)

Requested Amendment to the Land Use Plan Map:
From: Low Density Residential (2.5 to 6.0 DU/Ac.)
To: Business and Office

Recommendation: DENY and TRANSMIT

Principal Reasons for Recommendation:

1. The application does not provide any details on the proposed development but does state that the site will be developed with commercial and office uses. The application also indicates that it would be likely to include both commercial and residential components. A representative of the applicant has verbally stated that the development will be similar to the proposal for the property in the Charrette Report for Old Cutler Road. However, the Department has not received a draft covenant limiting development to a specific proposal.

The request to redesignate the entire site as "Business and Office" is not consistent with the Charrette Report for Old Cutler Road, which was accepted by the Board of Commissioners on April 13, 2004. This parcel, known as the old potato field, is designated as the center of the Old Cutler community with a public plaza, mixed uses or apartment buildings fronting the plaza and rowhouses on the remainder of the parcel. The report also recognizes that the Florida Legislature designated in 1974 Old Cutler Road as a "State Historic Road" and as a "State Scenic Highway" and prohibited this two-lane roadway from being widened. This report on page 2 states *"The historic designation of Old Cutler Road requires that its "historical" path appearance be kept throughout its width, but also, and most importantly, in the appearance of the elements that line it. This section of Old Cutler Road* {the 2.5-mile section between Franjo Road and SW 92 Avenue} *is flanked by commercial buildings. Historic paths can be commercial in character and equipped for these functions. But property and business owners need to make a commitment to the principle of character preservation."*

The application proposes to redesignate 35.61gross acres to "Business and Office" on the adopted Land Use Plan (LUP) map. Parcels of this size are too large for neighborhood shopping centers but are typical of community shopping centers that are characterized by the selling of a wide range of goods including apparel and furniture. This type of shopping center may include a supermarket as an anchor but also may include a specialty store such as a Barnes and Noble or a discount store such as Target or Wal-Mart as anchors. A shopping center of this magnitude would be out of character for a historic road that can't be widened.

2. The application is situated in an area that already has commercial facilities providing convenience goods and services to the residents. This site is approximately 1,500 feet southwest of an existing retail cluster located at the intersection of Franjo Road and Old Cutler Road. This retail cluster has a Publix Supermarket in the Old Cutler Towne Center and two pharmacies, Walgreen's and CVS, as anchors.

   The CDMP "Guidelines for Urban Form" provide that intersections of section-line roadways should be planned to serve as activity nodes for the surrounding residential communities. These activity nodes would be the location of the non-residential activities in a neighborhood because section-line roads function as the principal roadways providing access to most neighborhoods.

   This application site is served by one section-line road, SW 97 Avenue. However, SW 97 Avenue at this location does not provide access from this area to any other neighborhood and is not identified as an arterial or collector roadway on either the "Planned Year 2015 Roadway Network" or "Roadway Functional Classification-1995" maps in the Transportation Element of the CDMP. Franjo and Old Cutler Roads are the principal roadways providing access to this community from other neighborhoods and are identified in the Transportation Element as the roadways providing access to this area. Thus, the existing retail cluster at the intersection of Franjo and Old Cutler Roads is the proper location for the activity center for this neighborhood.

3. The Study Area has a substantial supply of vacant or agricultural land that is zoned or designated for commercial uses. Study Area F (MSA 7.1) contained 304.8 acres of in-use commercial uses in 2004 and an additional 118.3 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2003-2005 period is 5.83 acres per year. At the projected rate of absorption reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned or designated land in the year 2024.

4. The existing Level-of-Service (LOS) on Old Cutler Road is categorized as "F", which means the traffic on the roadway is extremely congested during peak periods. Development of a commercial use at this location will further deteriorate the traffic situation on a historic roadway that cannot be widened for increased capacity.

   This application will generate approximately 1,086 net new peak period trips. Old Cutler Road between Franjo Road and SW 216 Street has depleted its service capacity and operates at LOS F according to the records maintained by the Public Works Department. In addition, Old Cutler Road between SW 184 Street and Franjo Road, just northeast of the application site, has only 160 peak period trips remaining. Southwest of the application site along Old Cutler Road between SW 216 Street and US 1 only 214 peak period trips remain. There are no programmed roadway improvements within the next five years that would increase capacity within the area of the application site.

   For other public services, the site has limited impact. A minor extension of Metrobus Route 70 would be recommended to properly serve the area. Pullout bus bays will be necessary at this location.

   The issue of public schools must be dealt with for any potential residential component to the project. The high school serving this site currently exceeds the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. With any potential residential development in this application site, the elementary school will also exceed this capacity standard. The capital plan does include new facilities to address this concern.

5. While the Department does not believe that the CDMP should be amended to provide for development of a shopping center at this location, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Application No. 19

Location: Northeast corner of SW 216 Street and SW 99 Avenue (1.8 Gross Acres)

Requested Small-Scale Amendment to the Land Use Plan Map:
From: "Low Density Residential Communities" (2.5 to 6 DU/ Gross Acre)
To: "Business and Office"

Recommendation: DENY

Principal Reasons for Recommendation:

1. The proposed LUP map designation for the roughly triangular-shaped application site is not in scale or character with the surrounding residential neighborhood. The site is located in the Lincoln City Subdivision with a park site to the northeast of the application site and single-family housing to the northeast and southwest. Cutler Ridge Section Seven Subdivision is situated to the west with two recently built single-family homes adjacent to the application site along SW 99 Avenue which currently dead ends prior to reaching SW 216 Street. Cluster homes in Old Cutler Common and Lakes by the Bay are located to the east and southeast.

   The requested amendment is not consistent with the Guidelines for Urban Form. The site is not located where two section line roads intersect at right angles as shown in the graphic for the guidelines but where one east-west section-line road, SW 216 Street, intersects with a diagonal northeast-southwest collector road, Old Cutler Road. The frontages of the application site along Old Cutler Road and the local roads of SW 99 Avenue, Ingraham Avenue Road and theoretical SW 215 Street are all greater than the frontage along SW 216 Street, the section-line road.

2. The application site is located within the area covered by the Old Cutler Road Charrette Report (March 2003). The Report, which was accepted by the Board of Commissioners on April 13, 2004. defines the commercial core for the roadway to exist between SW 87 Avenue and SW 97 Avenue, and recommends that roundabouts be constructed at Old Cutler Road and SW 87 Street and at Old Cutler Road and SW 212 Street to demarcate the commercial corridor. The roundabouts would serve as "bookends" that define and contain the commercial growth along the Old Cutler Road corridor, slow traffic, and create a pedestrian-friendly environment. The application site is four blocks south of the roundabout at SW 212 Street. Thus, the site is not located in an area identified by the Charrette as a commercial area. The charrette shows the application site as part of a park with ball fields but the Park and Recreation Department does not have the funding for expanding the existing park site.

3. The principal road providing access to the application site is a two-lane roadway, Old Cutler Road, which cannot be widened. This roadway was declared in 1974 by the Florida Legislature as a State Historic Highway and subsequently designated by the state as a "State Scenic Highway," which requires that no state funds shall be expended by any public agency for any purpose that would change or impact the historic character of the road, including no road widening, tree removal, and changes to the physical dimensions of the existing roadway. The existing Level-of-Service (LOS) on this roadway is categorized as "F", which means the traffic on the roadway is extremely congested during peak periods. Development of a commercial use at this location will further deteriorate the traffic situation on this historic roadway.

   This application will generate approximately 63 net new peak period trips. Old Cutler Road between Franjo Road and SW 216 Street has depleted its service capacity and operates at LOS F according to the records maintained by the Public Works Department.

Southwest of the application site along Old Cutler Road between SW 216 Street and US 1 only 214 peak period trips remain. There are no programmed roadway improvements within the next five years that would increase capacity within the area of the application site.

4. There is no shortage of commercial space in the area. The application site is located less than one linear mile southeast of Southland Mall, which is a designated Metropolitan Urban Center on the LUP map. Another area designated as "Business and Office" is located less than one mile to the northeast along the southern side of Old Cutler Road and west of SW 87 Avenue.

   The Study Area has a substantial supply of vacant or agricultural land that is zone or designated for commercial uses. Study Area F (MSA 7.1) contained 304.8 acres of in-use commercial uses in 2004 and an additional 118.3 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2003-2005 period is 5.83 acres per year. At the projected rate of absorption reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned or designated land in the year 2024. Within the 1.5-mile trade area surrounding the site, there were 38.9 acres of vacant commercial land in 2004 and 257 acres in use for commercial purposes.

Application No. 20

Location: Northwest corner of SW 112 Avenue and SW 216 Street (3.08 Net Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:
From: "Medium Density Residential Communities" (13 to 25 DU/ Gross Acre)
To: "Business and Office"

Recommendation: DENY
Principal Reasons for Recommendation:

1. The application site is not needed to address commercial needs in this area. The site is located less than one-half mile south of Southland Mall and the associated Metropolitan Urban Center. A number of strip commercial centers are located along South Dixie Highway both within the Urban Center as well as to the north and south, and are designated on the LUP map as "Business and Office."

   There is no shortage of commercial space in the area. The Study Area depletion date for commercial space is projected to be 2024, one year after the projected depletion date for residential land, notwithstanding that the Business and Office designation would also permit residential use up to one density category higher than adjacent or adjoining residential land use category, which would increase residential supply by 77 to 184 dwelling units. The Study Area had 118.3 acres of vacant commercial land in 2004 and nearly 305 acres of commercial land in use, with an annual absorption rate projected for the period 2003-2025 of 5.83 acres per year. Within the 1.5-mile trade area surrounding

the site, there were 26.8 acres of vacant commercial land in 2004 and 294.3 acres in use for commercial purposes.

2. The site includes a residential structure that is over 50 years of age. The house was the home of the Maycox family, who were pioneer settlers of Bahamian origin. The house is likely to be post-1938 (not 1930 as recorded in the Tax Assessor's database. The structure was not listed in the original County Historic Sites Survey (1978-81); however, the structure has probably historic significance. A professional consultant should conduct an assessment and recording of results, and any design plans for future development of the property should tie in to historical and environmental themes of the area.

Application No. 21

Location: Southeast corner of SW 112 Avenue and SW 224 Street (0.91 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:
From: "Low Density Residential Communities" (2.5 to 6.0 DU/ Gross Acre)
To: "Business and Office"

Recommendation: DENY
Principal Reasons for Recommendation:

1. The CDMP "Guidelines for Urban Form" provide that intersections of section-line roadways should be planned to serve as activity nodes for the surrounding residential communities. These activity nodes would be the location of the non-residential activities in a neighborhood because section-line roads function as the principal roadways providing access to most neighborhoods.

   The application site is not located at the intersection of two section line roads. Although SW 112 Street is designated on the LUP map as a "major" roadway, SW 224 Street is not, nor is it designated a "minor" roadway, as Old Cutler Road is. A commercial node at the intersection of SW 112 Avenue and SW 224 Street is therefore unwarranted.

2. There is no shortage of commercial space in the area. A grocery store and small strip-shopping center is located across from the application site on the northeast corner of SW 112 Avenue and SW 224 Street. During a site visit in July 2005, three of the five storefronts in the strip shopping center were vacant.

   The study area has plenty of vacant commercial land. The depletion date for commercial space is projected to be 2024. The Study Area had 118.3 acres of vacant commercial land in 2004 and nearly 305 acres of commercial land in use, with an annual absorption rate projected for the period 2003-2025 of 5.83 acres per year. Within the 1.5-mile trade area surrounding the site, there were 41.4 acres of vacant commercial land in 2004 and 209.5 acres in use for commercial purposes.

Application No. 22

Location: Northwest and southeast corners of SW 127 Avenue and SW 240 Street (58.51 gross acres)

Requested Amendment to the Land Use Plan Map:

Parcel A (38.32 Ac)
From: Low Density Residential (2.5 to 6.0 DU/Ac.)
To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel B. (20.19 Ac.)
From: Low Density Residential (2.5 to 6.0 DU/Ac.)
To: Low-Medium Density Residential (2.5 to 6.0 DU/Ac)

Recommendation: ADOPT and TRANSMIT

Principal Reasons for Recommendation:

1. This application site is adjacent to the Princeton Community Urban Center (CUC) in which a Charrette Report has been prepared. The Board of County Commissioners accepted this report on September 9, 2004. The Princeton CUC Zoning district, which implements a portion of the report, was adopted on July 7, 2005. The zoning will permit up to 18 dwelling units per net acre on properties adjacent to the application site. Thus the proposed project is compatible with the adjacent zoning.

   The applicant has submitted a proposed covenant that provides for consistency with Princeton Community Urban Center and the County's Urban Design Manual and addresses several issues with this development proposal. However, caveats were provided in the draft covenant. In the event of a conflict between the PCUC regulations and the standards of the Property zoning district(s), the Property's zoning regulations shall prevail. In addition, the provisions of the draft covenant shall be inapplicable to any portion of the Property developed in accordance with the existing site plan approved pursuant to Zoning Resolution Z-15-05. The following conditions are included to address some concerns with the proposed development:

   Roadway Network. All roadways within the subject property will align as much as possible with corresponding roads in the PCUC in order to form a unified grid network.

   Design of Development. The design of any development on the subject property shall, to the extent practicable and feasible, be consistent with as many of the requirements of the PCUC's "Residential", "Residential Modified," or "Mixed Use Main Street" districts as possible. These requirements shall include, but not be limited to, residential density and right-of-way design. However, the property owner shall not be required to apply for variances of the zoning regulations for the subject property's requested zoning district(s).

Public Open Space. The Property shall be developed with at least two (2) acres of public open space, in the form of plazas, greens, or squares as defined under the Miami-Dade County Standard Urban Center District Regulations.

Urban Design Manual. The development pattern of the subject property shall also incorporate elements of the Miami-Dade County Urban Design Manual, subject to the limitations of the Property's zoning district(s).

Workforce Housing. A minimum of 10% of the residential units on the Property shall be designated for workforce housing and shall meet the criteria of workforce housing in Miami-Dade County. Workforce housing shall be deemed to be the sale or rental of property for persons within the income range of 65% to 140% of the median family income for Miami-Dade County as published annually by the U.S. Department of Housing and Urban Development.

Educational Facilities Mitigation**.** In order to help meet the future educational facility needs generated by the Application, the property owner shall submit to the Director of Planning and Zoning a plan to mitigate the impacts on Miami-Dade County Public School educational facilities for review and approval at the time the property owner files an application for a district boundary change on the Property to a residential zoning district more intense than Modified Single Family Residential (RU-1MA). Such mitigation plan may include, without limitation, the provision of charter school facilities, allocation of land for the future construction of educational facilities, construction of a District owned school, and/or contribution of funds over and above impact fees.

Transit Improvements**.** In an effort to promote public transportation in the area, prior to the approval of a final plat for the subject property, the property owner shall work with Miami-Dade Transit in good faith to accommodate future transit facilities within the subject property (including bus shelters, pull-out bays, and other facilities) by allowing transit-related encroachments onto the subject property. This obligation shall be extinguished upon the approval of a final plat for the subject property.

Traffic Impact**.** The property owner shall work in good faith with the Miami-Dade County Public Works Department and Department of Planning and Zoning to ensure that adequate infrastructure will be available to accommodate the traffic trips generated by the development of the subject property.

2. The application site has limited impact on environmental or historical resources. The Department of Environmental Resources Management has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

3. The site has limited impact on public services. The middle school serving this site substantially exceeds the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. With this development, the elementary school will exceed this capacity standard. Thus prior to zoning action, this issue will need to be addressed.

4. Access to this site, if approved, would be from either SW 127 Avenue or SW 240 Street. No traffic count stations are currently available for SW 127 Avenue and SW 240 Street in the vicinity of the application site; therefore, the traffic concurrency analysis was performed for US 1, between SW 304 Street and SW 112 Avenue. US 1 from SW 112 Avenue and SW 304 Street is currently operating at LOS A, above the adopted LOS E+20% standard. The concurrency analysis indicates that the segment of US1 from SW 112 Avenue to SW 304 Street would operate at Level-of-Service (LOS) A. LOS 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. Application No. 22, if developed as Low Medium and Medium Density Residential, would generate approximately 355 more PM peak-hour trips than under the current CDMP designation of Low Density Residential. In analyzing the potential trip distribution, the proposed use would slightly impact the projected operating LOS condition on the segment of US 1 from SW 304 Street to SW 112 Avenue, which would continue to operate at LOS A. In 2015, US 1, between SW 211 Street and SW 232 Street, is projected to operate at LOS F (1.07 - 1.35) violating the adopted LOS E+20% standard applicable to this roadway.

   In addition, the proposed residential development will impact traffic on SW 112 Avenue between US 1 and the Homestead Extension of the Florida Turnpike, which currently has an operating Level-of-Service (LOS) of "B." With the application, traffic is expected to deteriorate further on this roadway to LOS "E + 45 percent." Since this roadway segment is located between the Urban Infill Area and the UDB and has extraordinary transit service, the adopted LOS standard is "E + 20 percent." Thus, the roadway segment with the application will violate the adopted LOS standard. There are no programmed or planned roadway improvements to address the problem. The applicant stated in the draft covenant that the property owner shall work in good faith with the Miami-Dade County Public Works Department and Department of Planning and Zoning to ensure that adequate infrastructure will be available to accommodate the traffic trips generated by the development of the Property.

Study Area F Description

Study Area F encompasses approximately 19.15 square miles of the urbanizing unincorporated southeastern Miami-Dade County. This Study Area is bounded by SW 184 Street (Eureka Drive) on the north, South Dixie Highway (US 1) on the west, SW 248 Street (Coconut Palm drive) on the south, and the Biscayne Bay coastline on the east. (See Figure F-1).

All of the land in this Study Area is unincorporated. The Study Area comprises the County's Minor Statistical Area (MSA 7.1) for which population and land use data are regularly maintained. The boundaries of this MSA 7.11 include sufficient area to reasonably represent the trend of development in vicinity of the land use plan map applications addressed below. The Study Area shares its northern boundary with the southern boundary of the City of Palmetto Bay. The lower portion of the Study Area south of SW 232nd Street and east of HEFT (SR 821) is outside the Urban Development Boundary (UDB) with various land use designations including Environmental Protection, Environmentally Protected Parks, Institutional and Public Facility, and Agriculture. The remaining areas are predominantly suburban residential communities with a Regional Urban Center between HEFT, SW 112 Avenue, and SW 200 Street, and a few strip commercial land uses along US 1. Southeast of the Study Area west of SW 97 Avenue is the South Miami-Dade County Landfill.

Environmental Conditions and Considerations

In Study Area F, soils are Krome and Chekika gravelly loams west of the Turnpike. Urban Land soil complexes exist in developed areas. A summary of Environmental Conditions within this Study Area is provided in Table F-1.

Flood Protection

In most of the area in Study Area E between US 1 and SW 137 Avenue, ground elevations range from ten to fifteen feet above mean sea level (msl) on the ridge and from five to ten feet in the former transverse glades. The area east of the Turnpike is lower than five feet mean sea level (msl). Saltwater intrusion into the Biscayne Aquifer extends two to five miles from the shoreline in this low-lying area.

The Black Creek Canal (C-1), C-4 C-102, C-102N, C-100 S, and the L-31E levee canal drain much of the Study Area. East of the Turnpike the highest average groundwater elevations are at, or above, the ground surface throughout most of the area. This "east glade" area has recurring flooding and drainage problems due to its low elevation and flat gradient.

Application No. 18 is located within the Federal Flood Zone AE-7 (within the 100-year flood zone), while Applications Nos. 19, 20, 21 and 22 are located within Federal Zone X (within the 100 year flood zone but inundated with less than one foot of water.

Figure F-1

LOCATION: Study Area F (MSA 7.1)

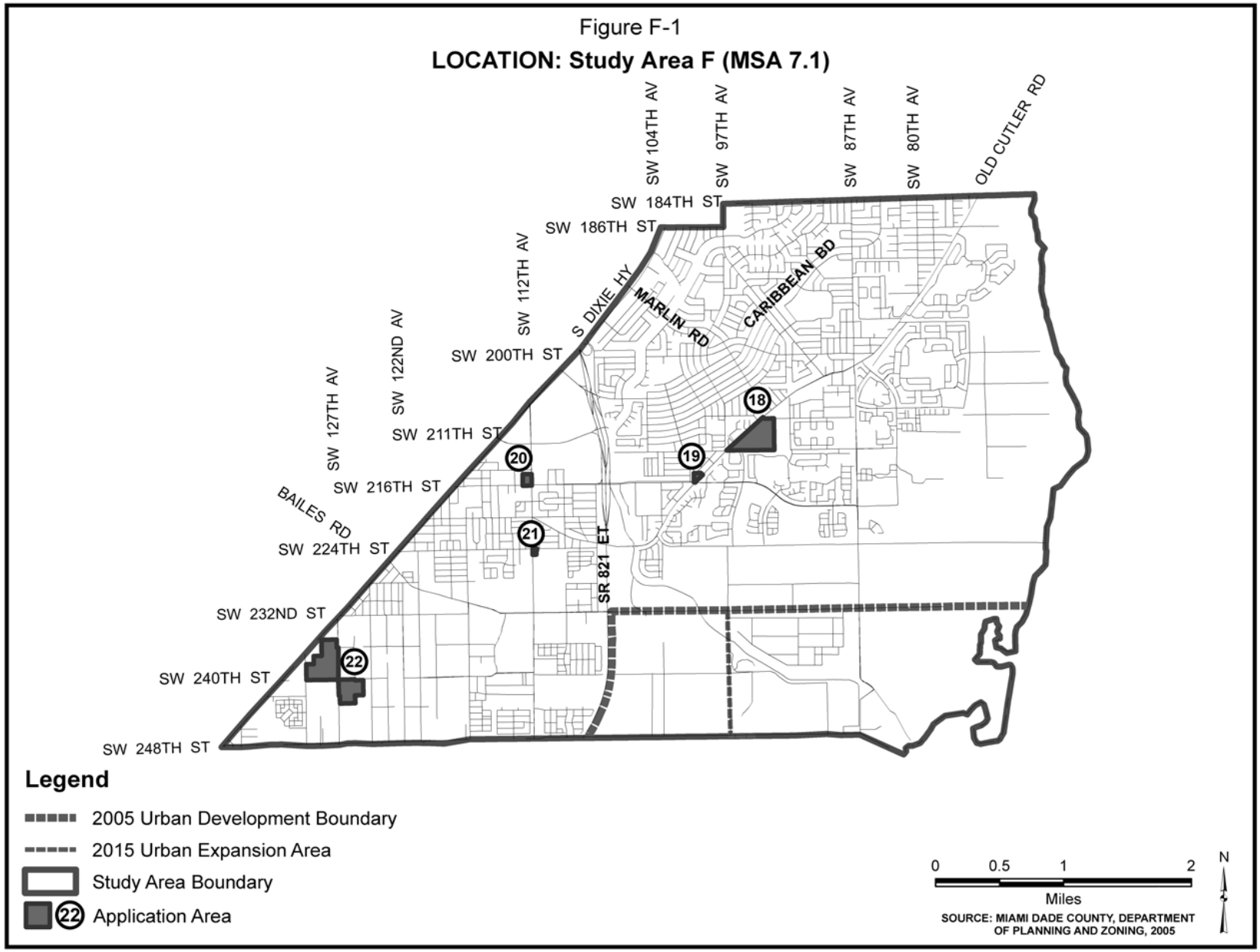


Table F-1
Environmental Conditions
Study Area F

Characteristic	Application				
	18	19	20	21	22
Flood Protection					
County Flood Criteria (NGVD)	7.0 feet	6.0 feet	5.50 feet	5.50 feet	6.0 feet
Stormwater Management Permit Requirements	Env. Res. Individual Permit	Env. Res. Individual Permit	General Permit	General Permit	Env. Res. Individual Permit
Drainage Basin	C-1 Basin, C-1 Canal) C-100 S & L-31E levee canal	C-4 Basin C-1 Canal, C-100 S & L-31E levee	C-1 Basin, C-1 Canal	C-1 Basin, C-1 & C-2 Canals	C-102 Basin, C-102N & C-102 Canals
Federal Flood Zone	AE-7	X	X	X	X
Hurricane Evacuation Zone	B	C	C	C	C
Biological Conditions					
Wetlands Permits Required	NO	NO	NO	NO	NO
Native Wetland Communities	NO	NO	NO	NO	NO
Natural Forest Communities	NO	NO	NO	NO	NO
Endangered Species Habitat	NO	NO	NO	NO	NO
Other Considerations					
Within Wellfield Protection Area	NO	NO	NO	NO	NO
Archaeological/Historical Resources	NO	NO	YES (1)	NO	NO

Source: Miami-Dade County Department of Environmental Resources Management, Historic Preservation Division, Department of Planning and Zoning, 2005

Drainage in Study Area F is generally good. However, all of the Applications sites shall be required to provide full on-site retention of 5-year storm through a combination of exfiltration and/or infiltration systems. Stormwater runoff for each of the five Application sites must be fully contained on-site without adverse impact to adjacent properties.

All the properties subject to the application sites in Study Area F are located within the Zone C of the Hurricane Evacuation Area, except Application No. 18, which is in Zone B.

Wetlands

The properties subject to Application 18, 19, 20 21 and 22 do not contain jurisdictional wetlands as defined by Section 24-5 of the County Code. Therefore, Miami-Dade County will not require a Class IV Permit for work on the application sites. Permits from the Army Corps of Engineers (305-526-7181), the Florida Department of Environmental Protection (561-681-6600) and the South Florida Water Management District (1-800-432-2045) may be required for the proposed projects. It is the applicants' responsibility to contact these agencies.

Forest Resources

The properties subject to Applications Nos. 18 and 22 contain specimen-sized (trunk-diameter more than 18 inches) trees while the properties subject to Applications nos. 19, 20 and 21 contain regular tree resources. Section 24-49 of the Code of Miami-Dade County requires the preservation of tree resources and removal of all prohibited trees from the sites prior to development. However, a tree survey showing all the tree resources on site will be required prior to reviewing the tree removal permit application.

Wellfield Protection

None of the applications in Study Area F lie within a wellfield protection area.

Historical and Archeological

All but Application No. 20 has no archaeological or historical concerns or resources on-sties. Application No. 20 contains a post-1938 residential structure – Maycox House located at 11201 S.W. 216th Street. An assessment and recordation by a professional consultant may be required during the permitting process.

Land Use Patterns Within Study Area F

Existing Land Use Patterns

The study area has significant contrast. The northern portion is primarily suburban development concentrated within the Cutler Ridge area in the north. The suburban development is primarily residential with supporting commercial uses. Although most of the housing comprises detached single-family dwelling units, some residential areas include multifamily dwelling units at low to medium density. The principal commercial area is in Cutler Ridge and smaller community and neighborhood business areas in the study area occur primarily along US 1. Agricultural crop production and foliage nurseries are the dominant land use in the south while the eastern margin of the study area is floodplain and primarily undeveloped. The South Miami-Dade County landfill is located in the southeastern portion of the Study Area. A summary of the Existing Land Uses for the Application Sites is presented in Table F-2.

Table F-2
Existing Land Uses Within and Adjacent to Application Area
Study Area F

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
18	Vacant (RU-2, AU & GU)	Institutional – Church and Hospital Single family homes housing,	Vacant	Single family homes,	Single family homes, Gas station (# 1)
19	Vacant (RU-1)	Vacant, Single family homes	Single family homes,	Single family homes – Parks,	Single family homes, Office
20	Vacant (RU-2)	Church, Vacant, Single family homes	Gas station, Single family homes	Gas station, Single family homes, Vacant	Goulds SDC, Vacant, Multi-family homes
21	Vacant (AU)	Multi-family homes, Retail, Single family homes	Vacant, Single family homes,	Agriculture, Vacant	Vacant, Church
22A	Agriculture (AU)	Parcel B, Single family housing, Vacant	Single family housing, Vacant	Single family housing, Vacant, Agriculture	Academic and laboratory-research facilities (Parcel B)
22B	Agriculture (AU)	Vacant, US-1, Agriculture	Single family homes, Vacant	Parcel A, Agriculture, Single family homes	Commercial mixed use, US-1, light manufacturing, Agriculture

Future Land Use Patterns

The adopted CDMP currently provides for residential expansion between US 1 and the Turnpike Extension primarily at low density for this study area. Continuation of commercial development is allowed along US 1, and at some major intersections in the planned residential community areas. Increased intensities and mixed use development are encouraged in the form of "Urban Centers" at the metropolitan or community scale in Cutler Ridge. In addition, the former Air Force Base property near SW 288 Street and SW 127 Avenue will be subject to large-scale redevelopment. The areas outside of, but contiguous to, the year 2005 Urban Development Boundary (UDB) are, for the most part, designated Agriculture, with land farther to the south and east designated as Estate Density residential, Environmental Protection.

Application No. 18

The approximately 35.61 acres application site is located on the East side of Old Cutler Road between SW 208 and SW 212 Streets. The application requests a change in the CDMP LUP map designation from "Low Density Residential" (2.5 to 6.0 DU/Ac.) to "Business and Office."

Existing Land Use Patterns. Current zoning and development pattern promoted by the CDMP Land Use Plan map are depicted in Figures F-2, F-3, and F-4. The application site is vacant and contains three separate parcels zoned RU-2, GU and AU (See Figure F-4. zoning map). City Gas Pump Sub-Station Number 3 occupies the southeastern corner of the site at the intersection of Old Cutler Road and SW 216 Street. To the north of the application site are the Health South Schooling Hospital zoned GU, the Cutler Ridge Memorial Chapel United Methodist Church and the Shady Ridge residential subdivision zoned RU-2. East of the application site is vacant but further east is the Pelican Bay residential development currently under construction, both zoned RU-1Z. To the south are the Lakes by the Bay and Villas of Old Cutler residential developments zoned RU-TH. To the west of the application site are the Ridges and Aurora Park residential developments zoned RU-1.

Future Development Patterns. The application site and surrounding lands (north, south, east and west) are designated Low Density Residential Communities on the Land Use Plan map of the CDMP (See Figure F-5). Areas in the vicinity of the application site designated on the Land Use Plan map as "Business and Office" uses occurs at the intersection of Franjo Road and Old Cutler Road and extending along Old Cutler Road to the intersection of SW 92 Avenue referred to as the Old Cutler Center and at the southwestern area of the intersection of Old Cutler Road and SW 216 Street.

Figure F-2

AERIAL PHOTO: APPLICATION NO. 18



2005 AERIAL

APPLICATION AREA

0 0.1 0.2

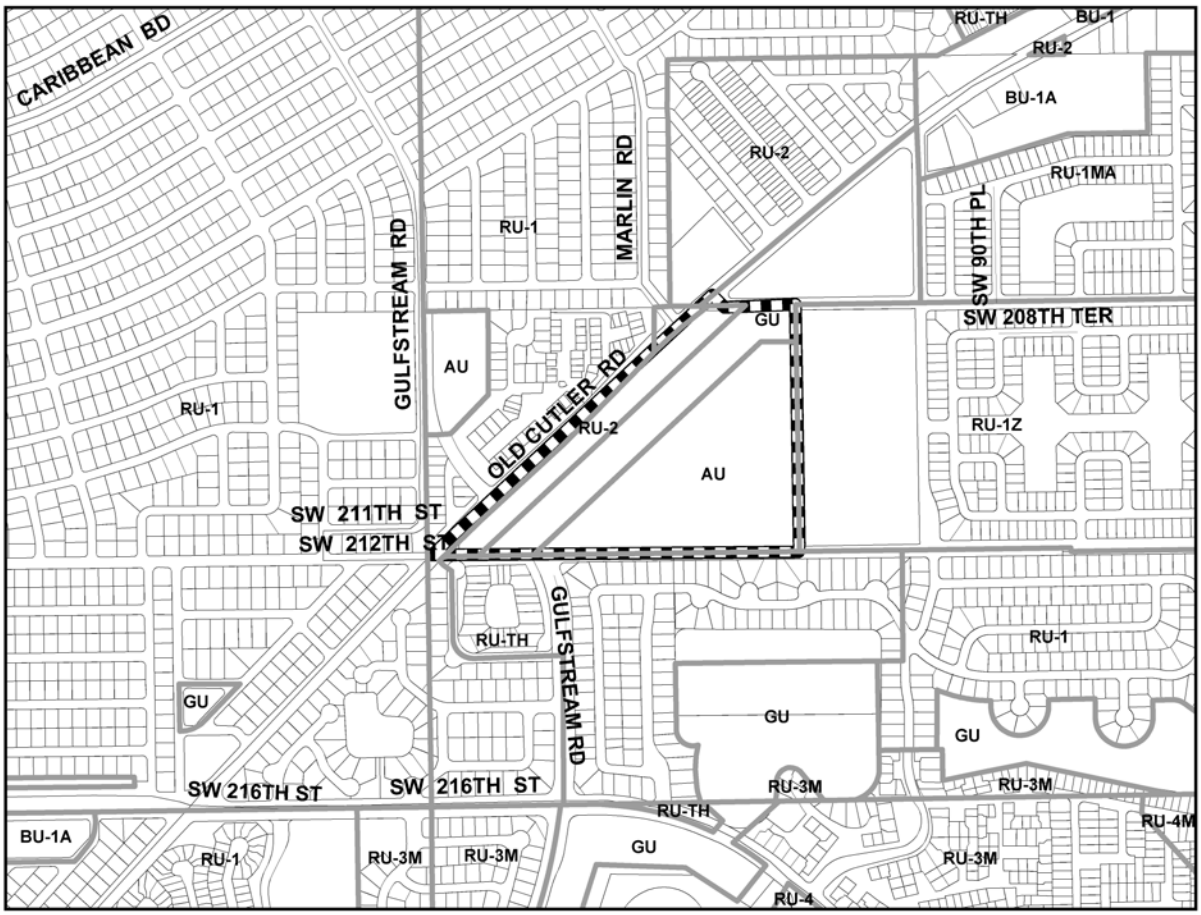
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure F-3

APPLICATION NO. 18
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-TH	TOWNHOUSE – 8.5 UNITS / NET ACRE
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS

0 0.05 0.1 0.2
Miles

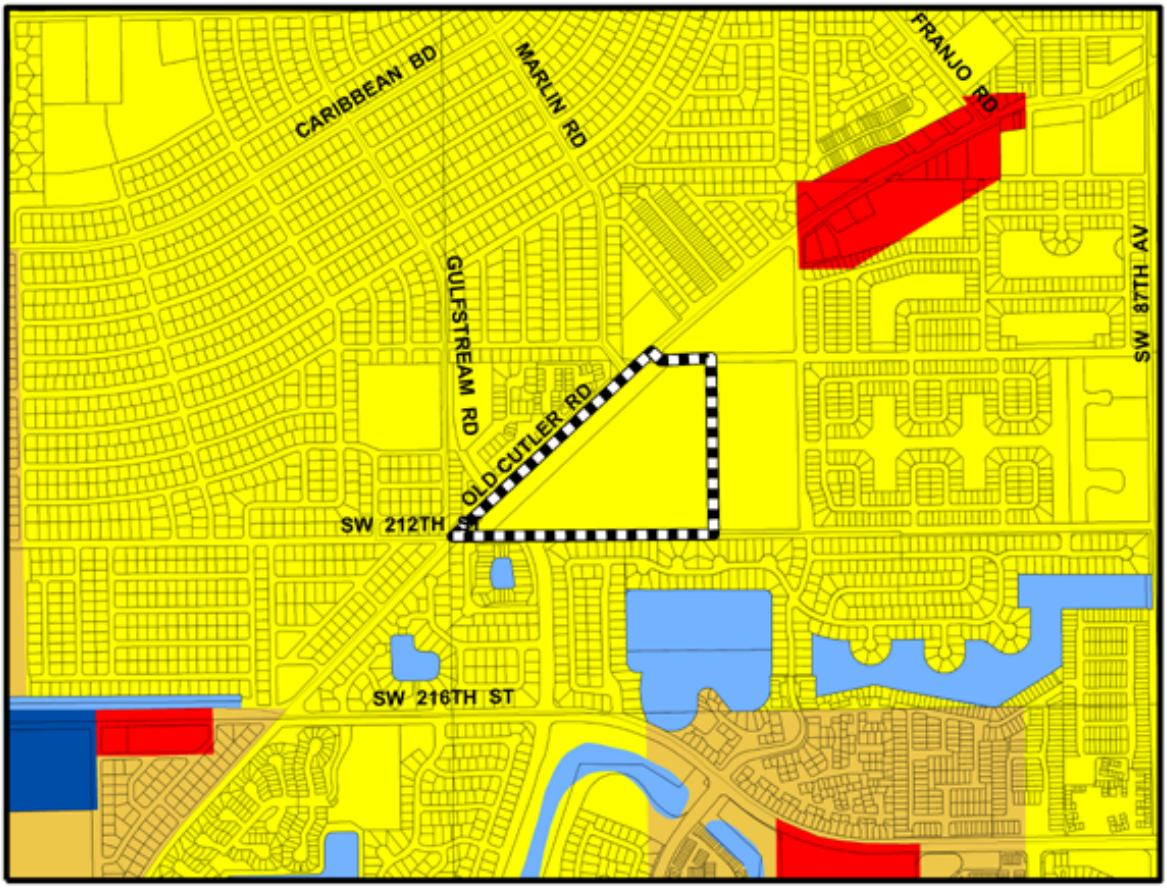
N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure F-5

APPLICATION NO. 18
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
INSTITUTIONAL AND PUBLIC FACILITY
BUSINESS AND OFFICE
WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 19

This small-scale application site contains approximately 1.84 gross acres located on the northeast corner of SW 216 Street and SW 99 Avenue intersection. The application requests a change in the CDMP LUP map designation from "Low Density Residential" (2.5 to 6.0 DU/Ac.) to "Business and Office".

Existing Land Use Patterns. Current zoning and development pattern promoted by the CDMP Land Use Plan map are depicted in Figures F-6, F-7, and F-8. The application site is currently vacant and zoned RU-1 and is located in a predominantly single family residential area. To the north of the application site is a vacant lot zoned GU and to the northeast along Old Cutler Road are vacant residential lots zoned RU-1. Further north of the vacant lots are single family residential. To the east of application site is the Old Cutler Common residential development. To the south of the site and across SW 216 Street is the Lakes by the Bay residential development Zoned RU-1. To the southwest of the site across SW 216 Street are two parcels zoned BU-1A and BU-1 currently used as a health facility and commercial area respectively. To the west of the application site across Old Cutler Road is the Cutler Ridge residential development zoned RU-1.
Future Development Patterns

Future Development Patterns. The application site and adjoining areas are designated on the CDMP Land Use Plan map as “Low Density Residential” (2.5-6 DU/Ac.) except for the southwest portion of the Old Cutler Road and SW 216 Street intersection. This area is designated “Medium Density Residential” (13 to 25 DU/Ac.), “Business and Office.” These future uses are depicted in Figure F-9.

Figure F-6

AERIAL PHOTO: APPLICATION NO. 19



APPLICATION AREA

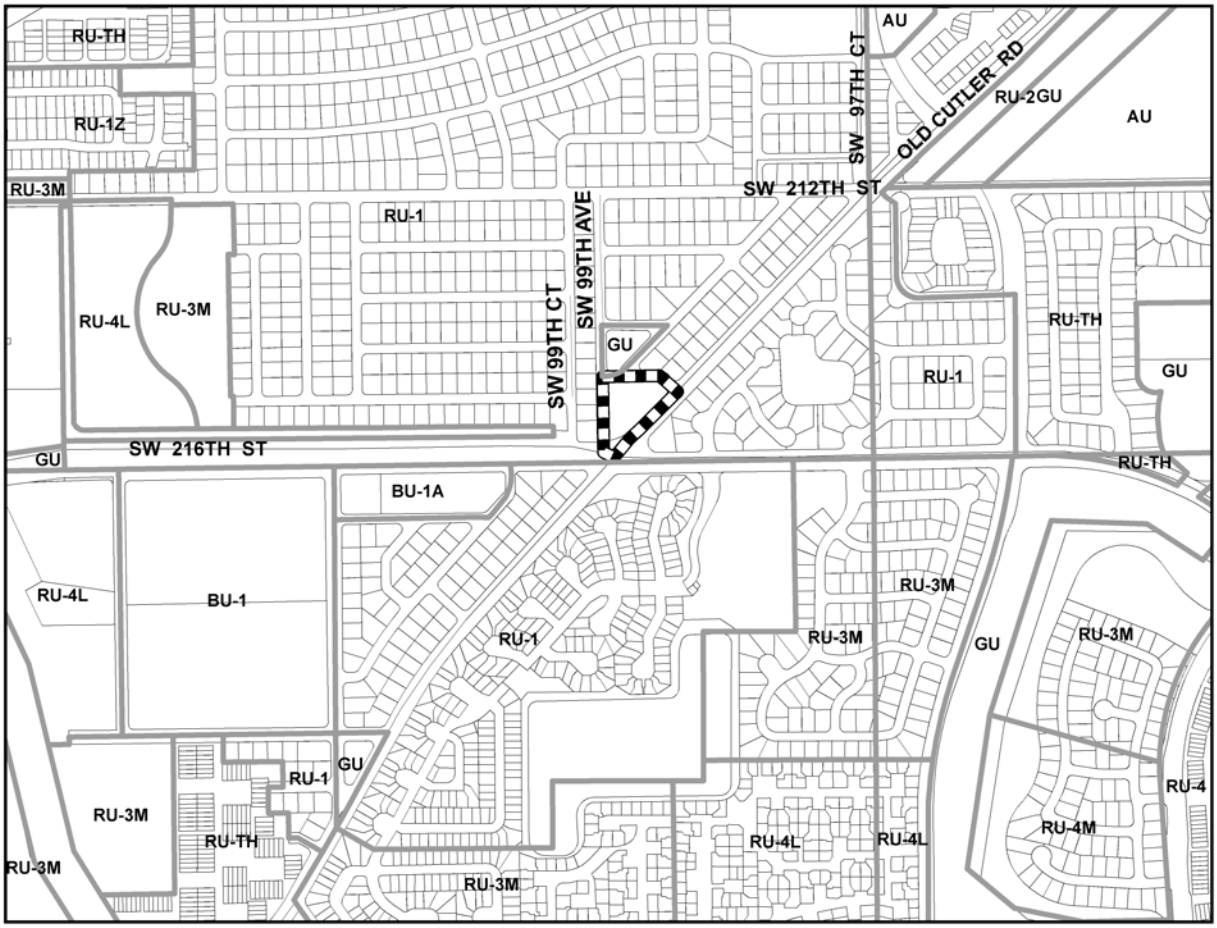
0 0.05 0.1 Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure F-7

APPLICATION NO. 19
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1Z	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-TH	TOWNHOUSE – 8.5 UNITS / NET ACRE
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS

0 0.05 0.1 0.2
Miles

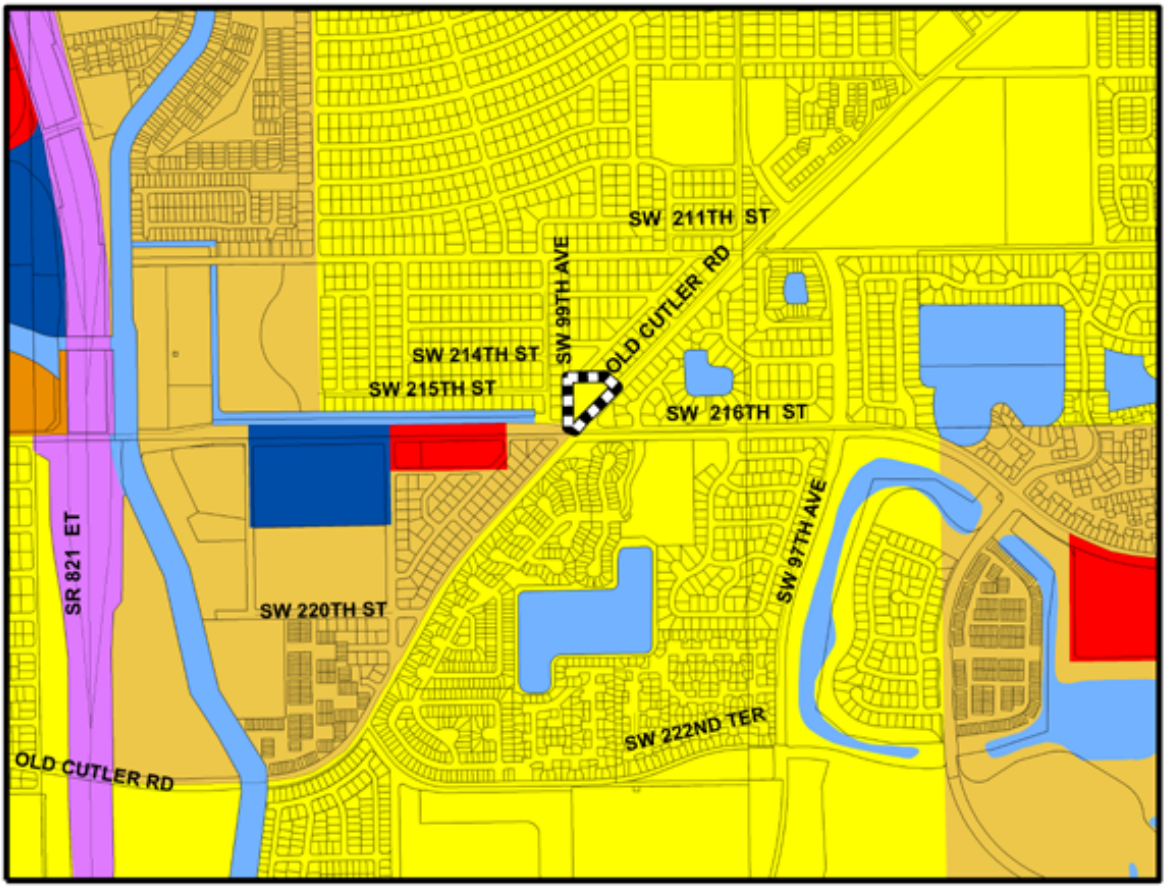
N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure F-9

APPLICATION NO. 19
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC
BUSINESS AND OFFICE
INSTITUTIONAL AND PUBLIC FACILITY
WATER
TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 20

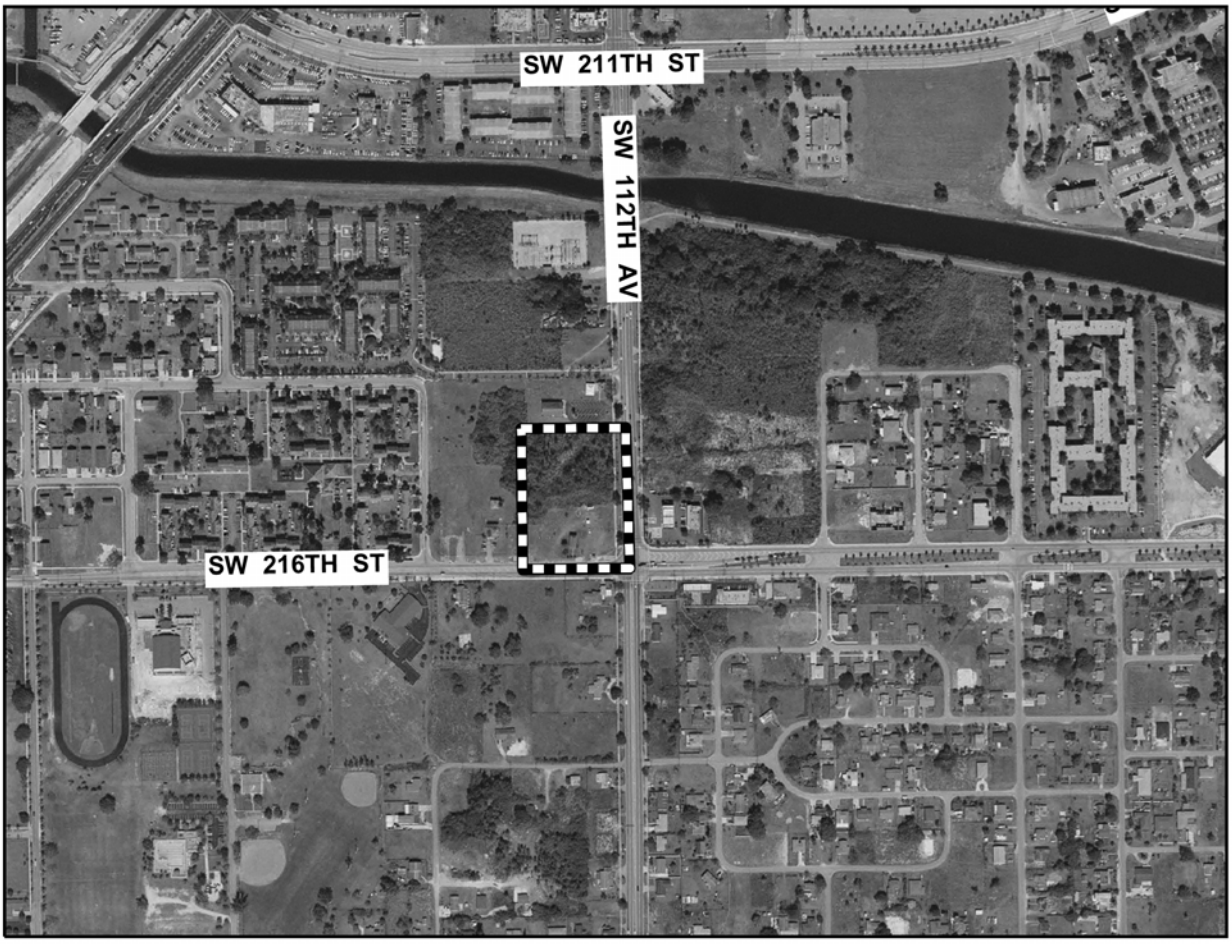
This small-scale application site contains approximately 3.08 gross acres located on the northwest corner of SW 216 Street and SW 112 Avenue intersection. The application requests a change in the CDMP LUP map designation from "Medium Density Residential" (13 to 25 DU/Ac.) to "Business and Office".

Existing Land Use Patterns. Current zoning and development pattern promoted by the CDMP Land Use Plan map are depicted in Figures F-10, F-11, and F-12. The application site is Zoned RU-2 and has a single-family house. Zoning immediately to the north of the application site includes RU-5A (Semi-Professional Offices, 10,000 sq. ft. net) and RU-2 (Two Family Residential, 7,500 sq. ft. net). To the east of application site and across SW 112 Avenue are zoned RU-5A, RU-2 and BU-1A. The southeast corner of SW 216 Street and SW 112 Avenue intersection is zoned BU-1A and contains a gas station and other commercial uses while the remaining area south of SW 216 Street is zoned RU-1. To the west of the application site is RU-3M zoned containing the Goulds South Dade Center and multifamily homes.

Future Development Patterns: The application site and adjoining northeast, north and west areas are designated on the CDMP Land Use Plan map as "Medium Density Residential" (13 to 25 DU/Ac.). East and a little southeast of the subject site are designated “Business and Office”. South of the application site and across SW 216 Street is designated “Low Density Residential”. The future uses are depicted in Figure F-13.

Figure F-10

AERIAL PHOTO: APPLICATION NO. 20



2005 AERIAL

APPLICATION AREA

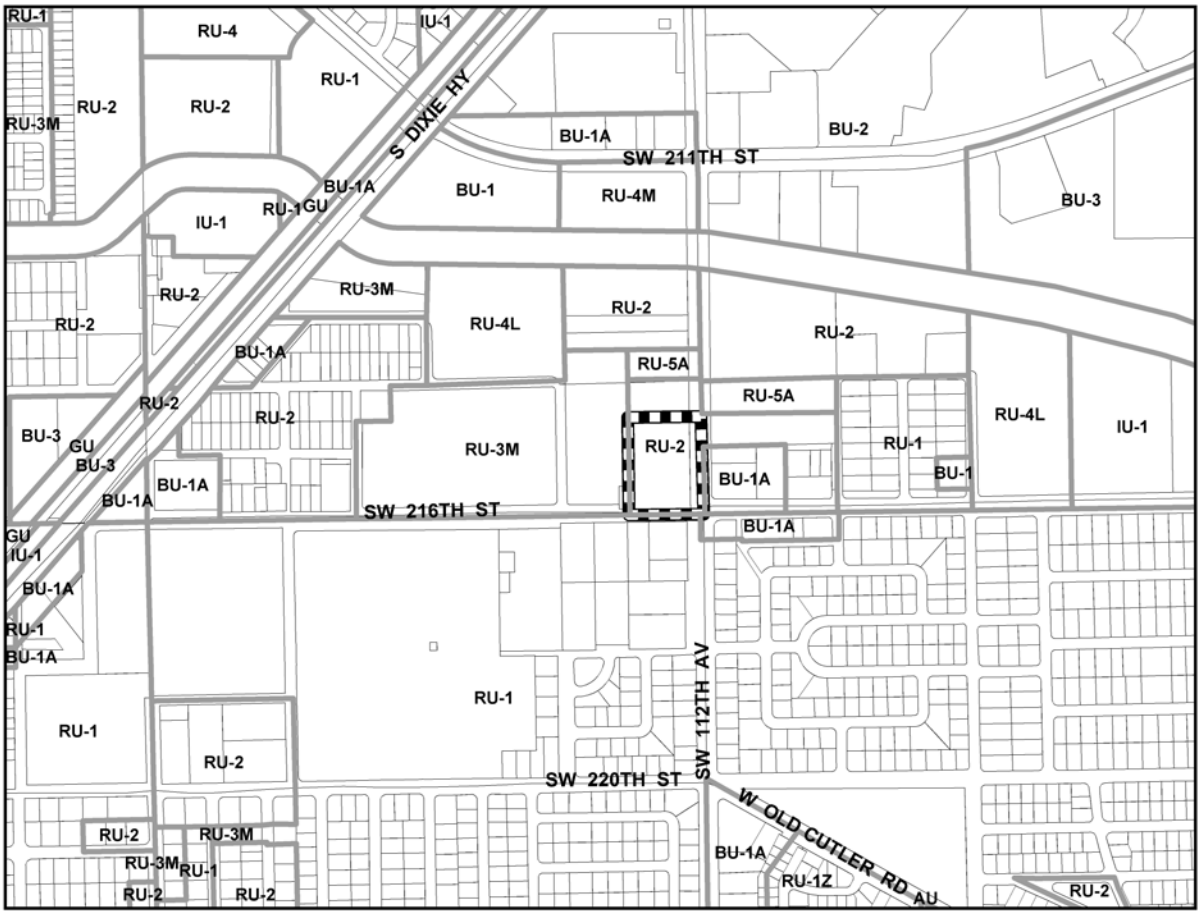
0 0.075 0.15 Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure F-11

APPLICATION NO. 20
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1Z	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-1A	LIMITED BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES
IU-1	INDUSTRIAL-LIGHT

0 0.05 0.1 0.2
Miles

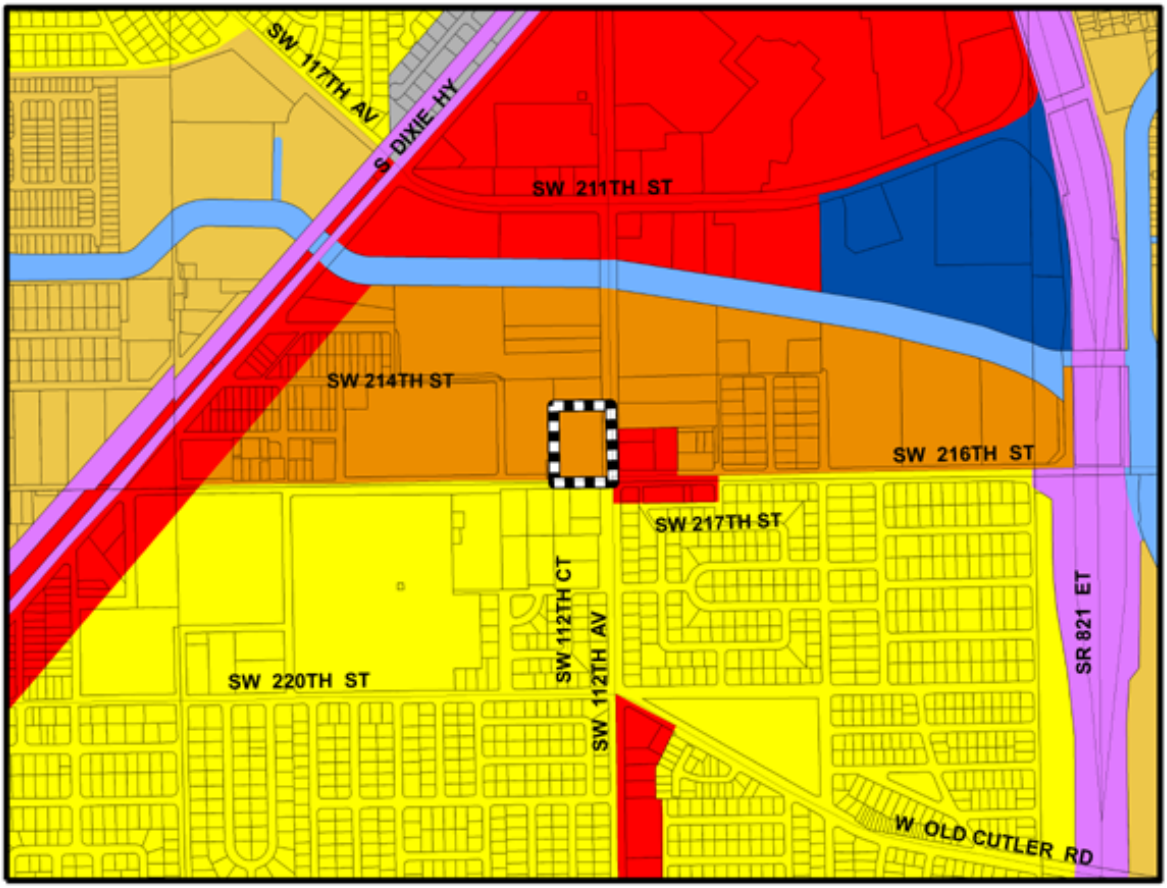
N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure F-13

APPLICATION NO. 20
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC
INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
INSTITUTIONAL AND PUBLIC FACILITY
WATER
TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.1 0.2 0.4
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 21

This small-scale application site contains approximately 0.91 gross acres located on the southeast corner of SW 112 Avenue and SW 224 Street intersection. The application requests a change in the CDMP LUP map designation from "Low Density Residential" (2.5 to 6.0 DU/Ac.) to "Business and Office".

Existing Land Use Patterns: Current zoning and development pattern promoted by the CDMP Land Use Plan map are depicted in Figures F-14, F-15, and F-16. The application site is currently vacant and zoned AU. To the north of the application site and across SW 224 Street zoning include BU-2, BU-1A, RU-1 and RU-1Z. To the east of the application site the land is vacant and further east is located the Hardin Hammock multifamily residential neighborhood. To the south of the site are vacant agricultural land, a health facility and a religious facility. To the west of the site are also located vacant land zoned AU, a religious facility and further west single-family residential homes.

Future Development Patterns: The application site and adjoining areas are designated on the CDMP Land Use Plan map as "Low Density Residential" (2.5 to 6.0 DU/Ac.) except for the area north of the site. This area is designated "Business and Office" and is located between SW 111 Avenue and SW 112 Avenue and extends from SW 224 Street to West Old Cutler Road. The future uses are depicted in Figure F-17.

Figure F-14

AERIAL PHOTO: APPLICATION NO. 21



APPLICATION AREA

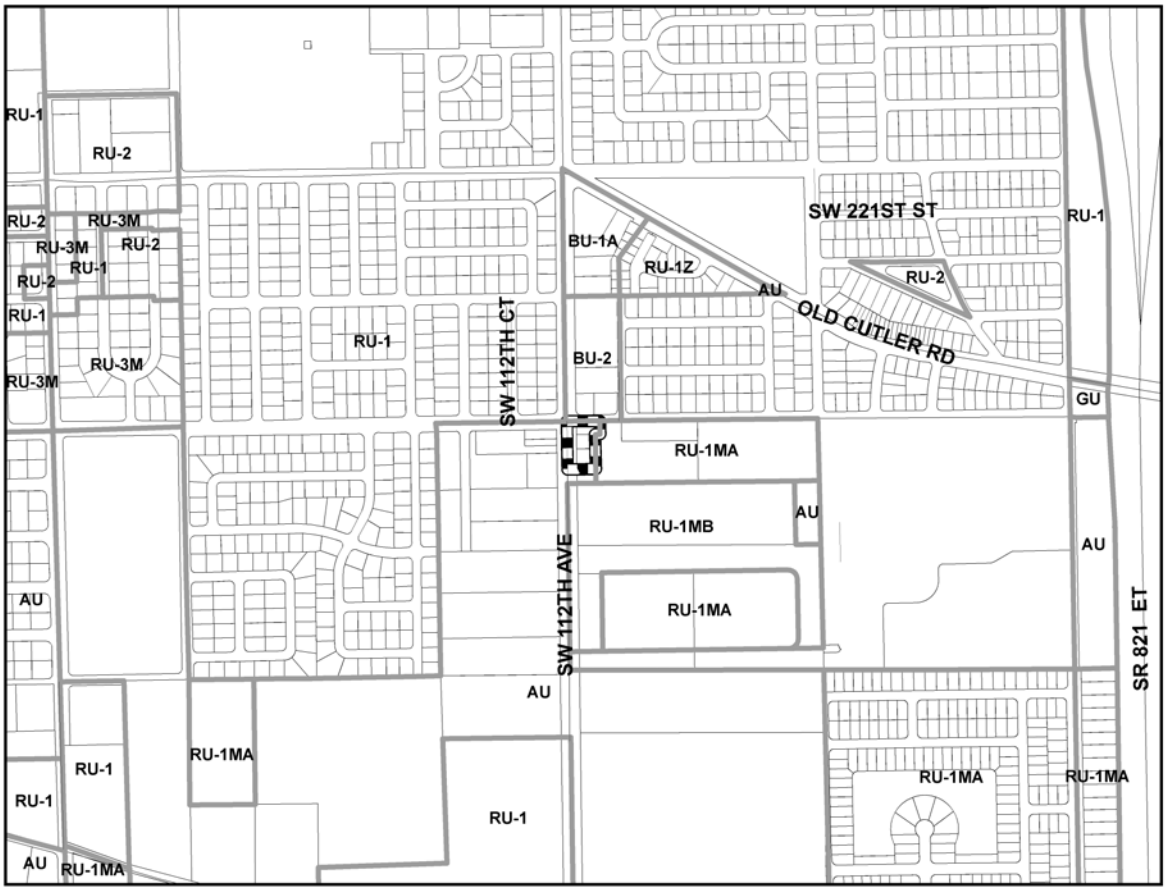
0 0.05 0.1 Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure F-15

APPLICATION NO. 21
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1Z	SINGLE FAMILY ZERO LOT LINE 4,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
RU-1 (M) (b)	MODIFIED SINGLE FAMILY 6,000 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
BU-1	BUSINESS - NEIGHBORHOOD
BU-1A	LIMITED BUSINESS

0 0.05 0.1 0.2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

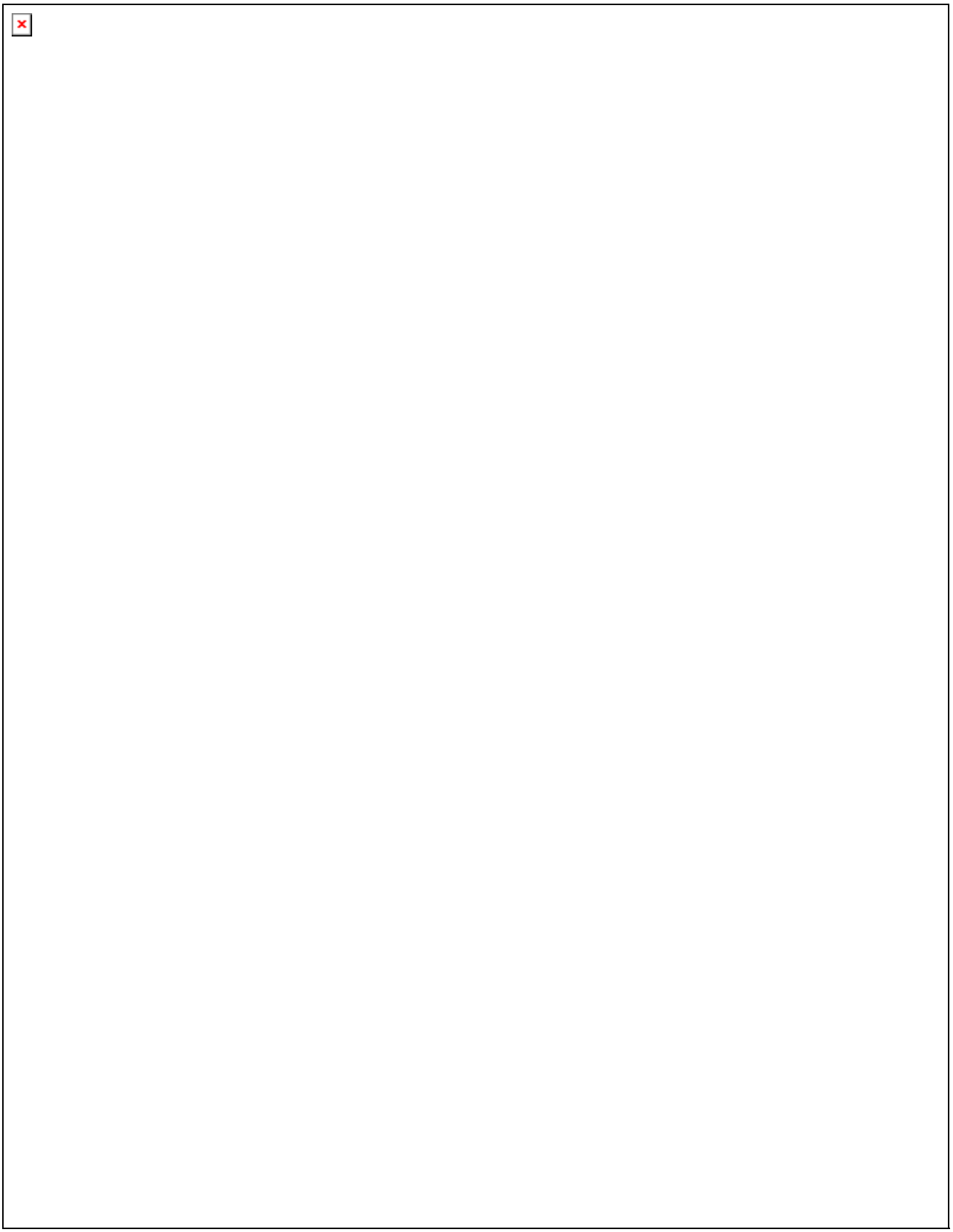
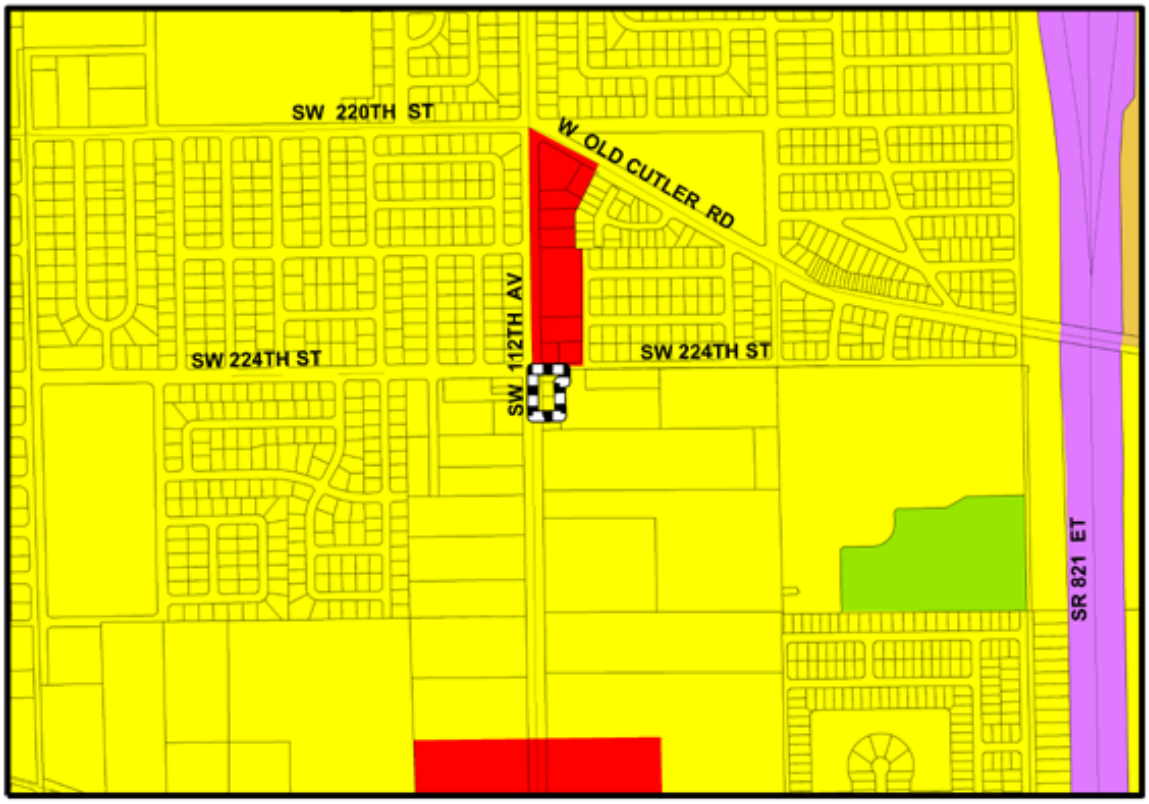


Figure F-17

APPLICATION NO. 21
CDMP LAND USE PLAN



NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
BUSINESS AND OFFICE
ENVIRONMENTALLY PROTECTED PARKS
TRANSPORTATION

0 0.045 0.09 0.18
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 22

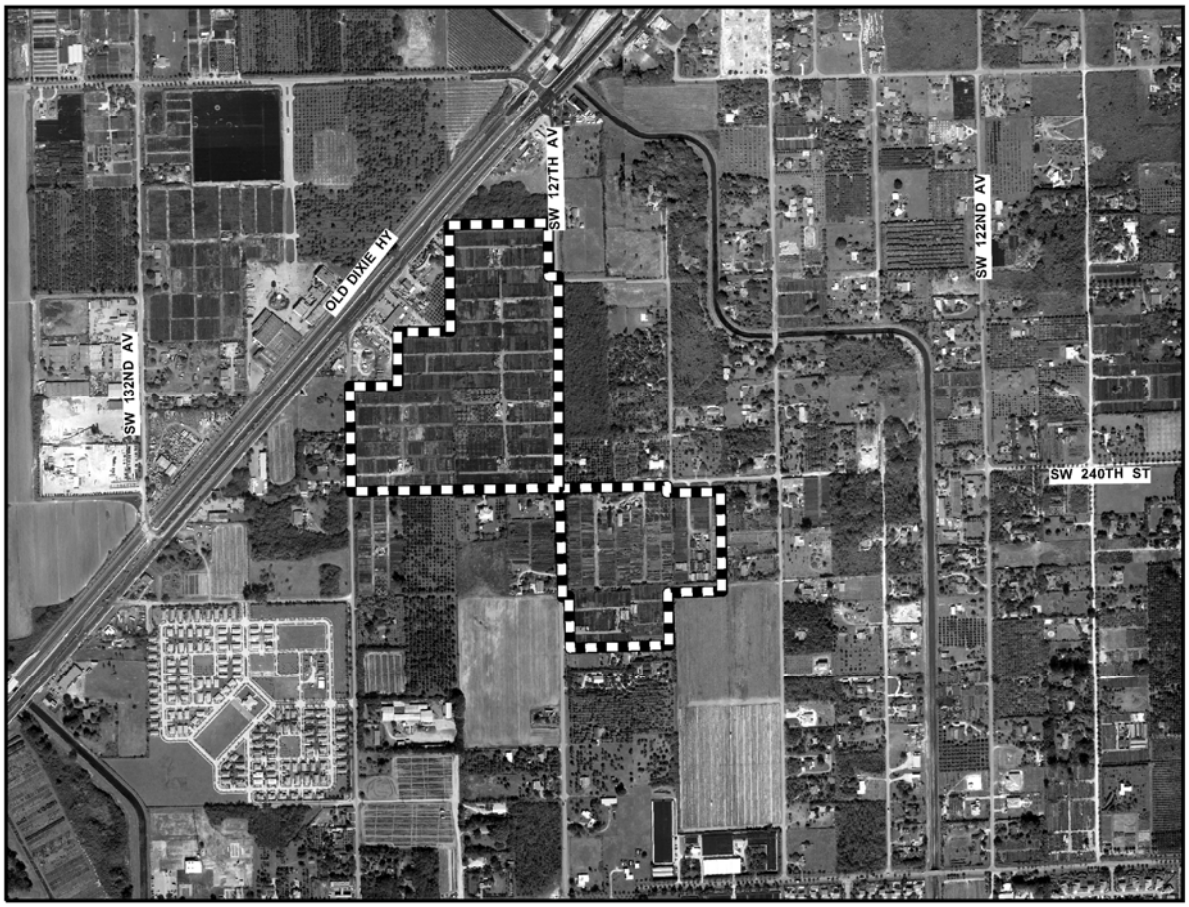
This standard application site contains two parcels A & B of approximately 38.32 acres and 20.19 acres respectively and located northwest and southeast corners of SW 127 Avenue and SW 240 Street. Parcel A requests a change in the CDMP LUP map designation from "Low Density Residential" (2.5 to 6.0 DU/Ac.) to “Medium Density Residential” (13 to 25 DU/Ac.). Parcel B requests a change in the CDMP LUP map designation from "Low Density Residential" (2.5 to 6.0 DU/Ac.) to “Low-Medium Density Residential” (2.5 to 6.0 DU/Ac).

Existing Land Use Patterns: Current zoning and development pattern promoted by the CDMP Land Use Plan map are depicted in Figures F-18, F-19, and F-20. The application site is currently used as plant nurseries and zoned AU. To the north of the application site and on the east side of South Dixie Highway zoning include AU, BU-1A and GU while on the west side of South Dixie Highway zoning include GU, IU-1and BU3. To the east and south zoning is AU and southwest of the site is the Jordan Commons residential development zoned PAD.

Future Development Patterns: The application site and adjoining areas to the northeast and south are designated on the CDMP Land Use Plan map as "Low Density Residential" (2.5 to 6.0 DU/Ac.). To the east of the application site is designated "Low Density Residential" (2.5 to 6.0 DU/Ac.) and further east is designated “Estate Density Residential” (1 to 2.5 DU/Ac.). To the west of the site is designated "Low Density Residential" (2.5 to 6.0 DU/Ac.) and further west along South Dixie Highway is designated “Business and Office”. Further west and across South Dixie Highway is designated “Industrial and Office”. The future uses are depicted in Figure F-21.

Figure F-18

AERIAL PHOTO: APPLICATION NO. 22



2005 AERIAL

APPLICATION AREA

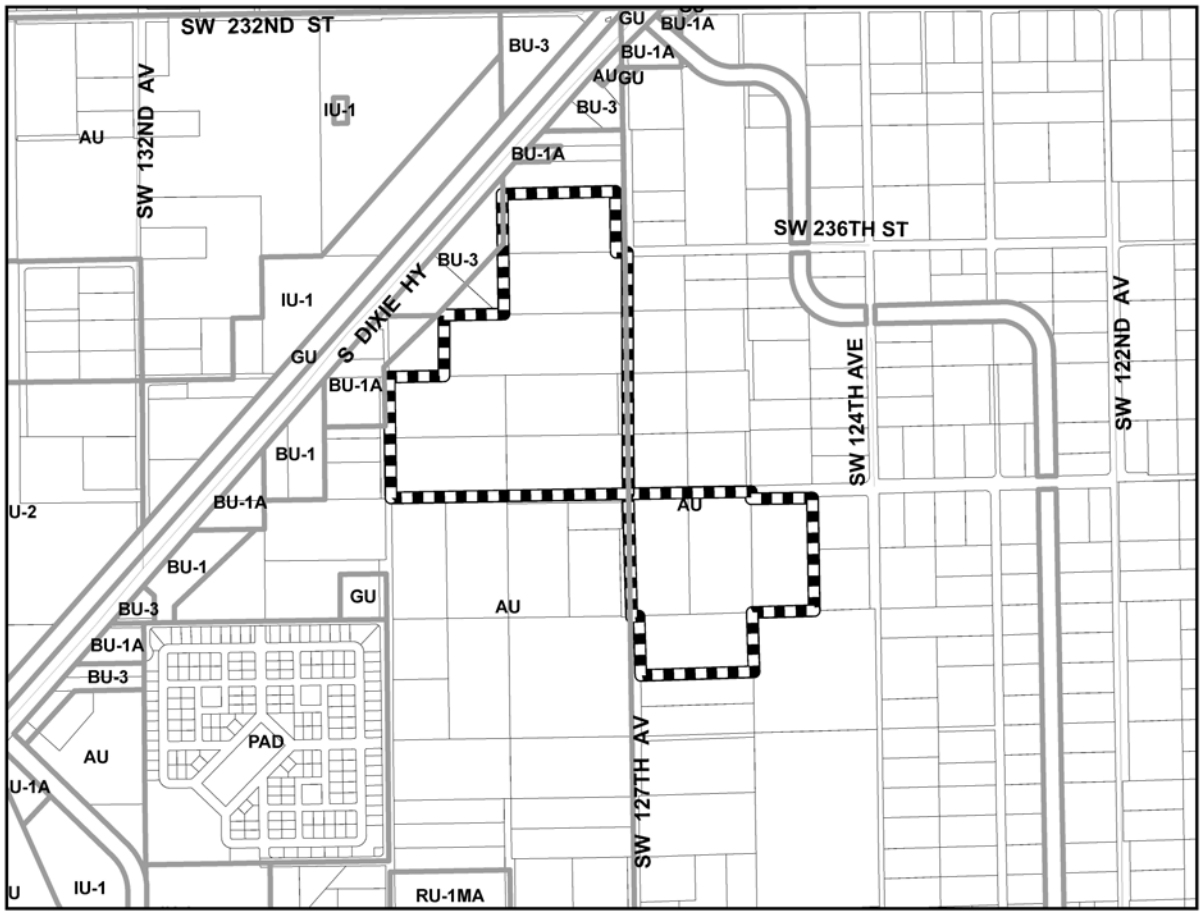
0 0.1 0.2 Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure F-19

APPLICATION NO. 22
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-1 (M) (a)	MODIFIED SINGLE FAMILY 5,000 SQ. FT. NET
PAD	PLANNED AREA DEVELOPMENT – 420 ACRES MIN. MIXED RESIDENTIAL AND CONVENIENCE RETAIL SERVICES. DENSITY DEPENDS ON MASTER PLAN, NEIGHBORHOOD STUDIES, AND NEIGHBORING DEVELOPMENT.
BU-1	BUSINESS - NEIGHBORHOOD
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS – LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES
IU-1	INDUSTRIAL-LIGHT
IU-2	INDUSTRIAL-HEAVY

0 0.05 0.1 0.2
Miles

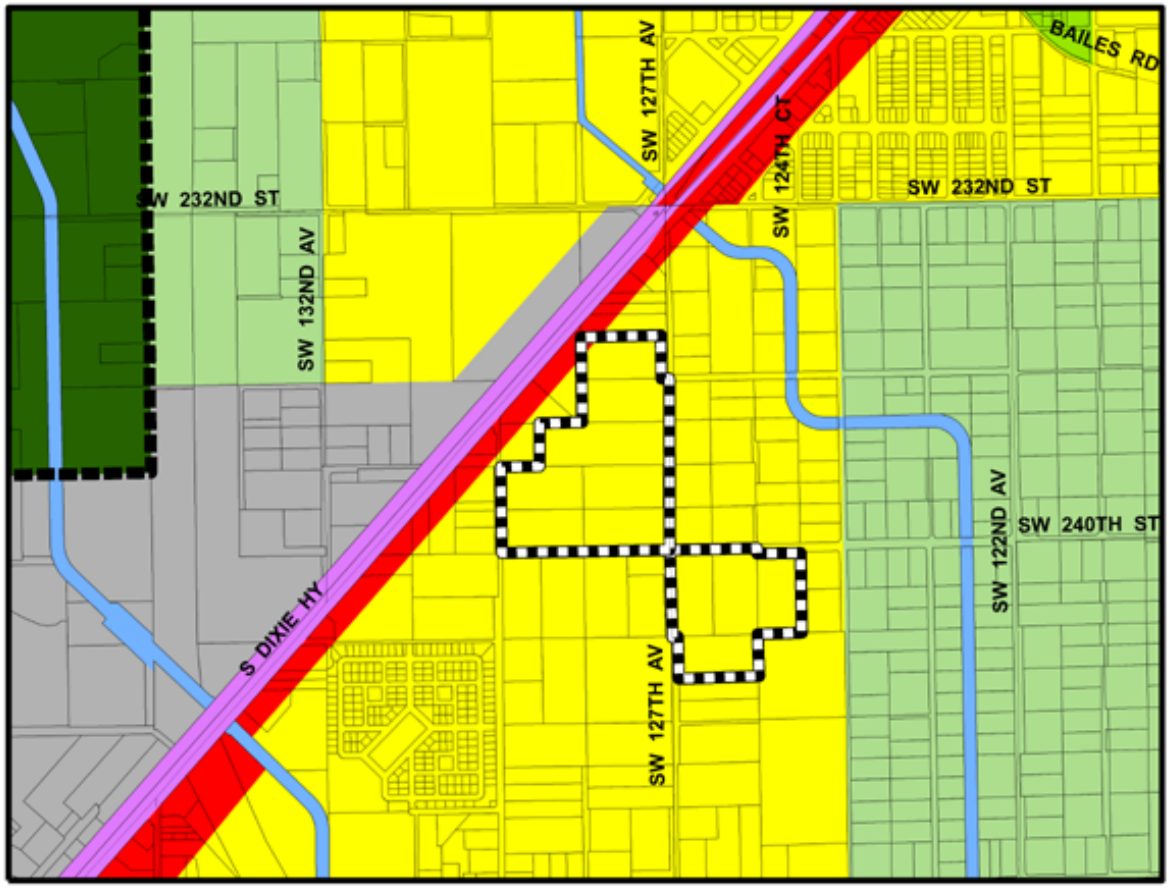
N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure F-21

APPLICATION NO. 22
CDMP LAND USE PLAN



LEGEND

APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE

RESIDENTIAL COMMUNITIES

ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC

LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC

INDUSTRIAL AND OFFICE

BUSINESS AND OFFICE

AGRICULTURE

ENVIRONMENTALLY PROTECTED PARKS

WATER

TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5

Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Supply and Demand for Residential Land

Vacant residential land in Study Area F (Minor Statistical Area 7.1) in 2005 was estimated to have a capacity for about 24,600 dwelling units with about 38 percent of this intended for single-family units. The annual average demand is projected to increase from 367 units per year in the 2005-2010 period to 1,180 units in 2020-2025. An analysis of the residential capacity shows absorption occurring beyond the year 2025 (see Table F-3). About 75 percent of the projected residential demand is for single-family units and this land is projected to be depleted by 2021. The supply of multi-family land is projected to be depleted beyond the year 2025.

Table F-3
Residential Land Supply/Demand Analysis
2004 to 2025: Study Area F

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2005	9,366	15,229	24,595
DEMAND 2005-2010	330	111	441
CAPACITY IN 2010	7,716	14,674	22,390
DEMAND 2010-2015	369	124	493
CAPACITY 2015	5,871	14,054	19,925
DEMAND 2015-2020	837	280	1,117
CAPACITY 2020	1,686	12,654	14,340
DEMAND 2020-2025	884	296	1,180
CAPACITY 2025	0	11,174	8,440
DEPLETION YEAR	2021	>2025	>2025

Residential capacity is expressed in terms of housing units as of January.
Housing demand is an annual average figure based on current population projections.
Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

There are five proposed amendments in this area. Three of them are small scale. Four propose the conversion of residentially designated land to Business and Office uses; the fifth proposes the conversion of low-density residential land to “Low-Medium” and “Medium” density residential land. If the Business and Office land excludes residential the net result of approving the amendments would be the addition of capacity for about 350 multi-family units. If some of the Business and Office land were used for residential units then the supply of residential land would be extended.

Supply and Demand for Commercial Land

Study Area F (MSA 7.1) contained 304.8 acres of in-use commercial uses in 2004 and an additional 118.3 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2003-2005 period is 5.83 acres per year. At the projected rate of absorption reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned or designated land in the year 2024 (See Table F-4)

Table F-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area F

Study Area F MSA 7.1	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons 2015	2025
Total	**118.3**	**304.8**	**5.83**	**2024**	**7.1**	**4.6**

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, July 2005.

In addition to standard Application No. 18, there are three small-scale applications involving commercial land within Study Area F. Together, they comprise only 5.1 acres of land. The first is Application No. 19 which requests a change to Business and Office from Low Density Residential on a 1.8 acre site at SW 216 Street and SW 99th Avenue. Within its Trade Area, there are 257 acres of commercial land in use, 38.9 acres of vacant commercial land, and 13.9 acres of agricultural land designated for future commercial use.

Application No. 20 is the largest of the three at approximately 3.08 gross. Within its Trade Area are located 294.3 acres of in-use commercial land, 26.8 acres of vacant, and 31 acres of agricultural land designated for commercial use. This property is presently designated Medium-Density Residential being requested to change to Business and Office. Lastly, there is the tiny 0.91-acre parcel of Application No. 21 which the applicant hopes to change from Low-Density Residential to Business and Office. The Trade Area is almost the same as for Application No. 20 and shows 209.5 acres of existing commercial land, 41.4 acres vacant, and 55.1 acres agriculture destined ultimately for commercial use.

Table F-5 contains the relevant data for all three applications and Figures F-22 through F-24 give the graphic perspective.

Table F-5
Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
19	1.5	5,000-40,000	29,514	38.9	257.0
20	1.5	5,000-40,000	37,752	26.8	294.3
21	1.5	5,000-40,000	23,764	41.4	209.5

Note: Application 19 also has 13.9 acres of agricultural land designated for commercial use, Number 20 has 31 such acres, and Number 21 has 55.1 acres.

Source: Miami-Dade Department of Planning and Zoning, Planning Division, Research Section, August 2005.

Figure F-22

TRADE AREA MAP: APPLICATION NO. 19

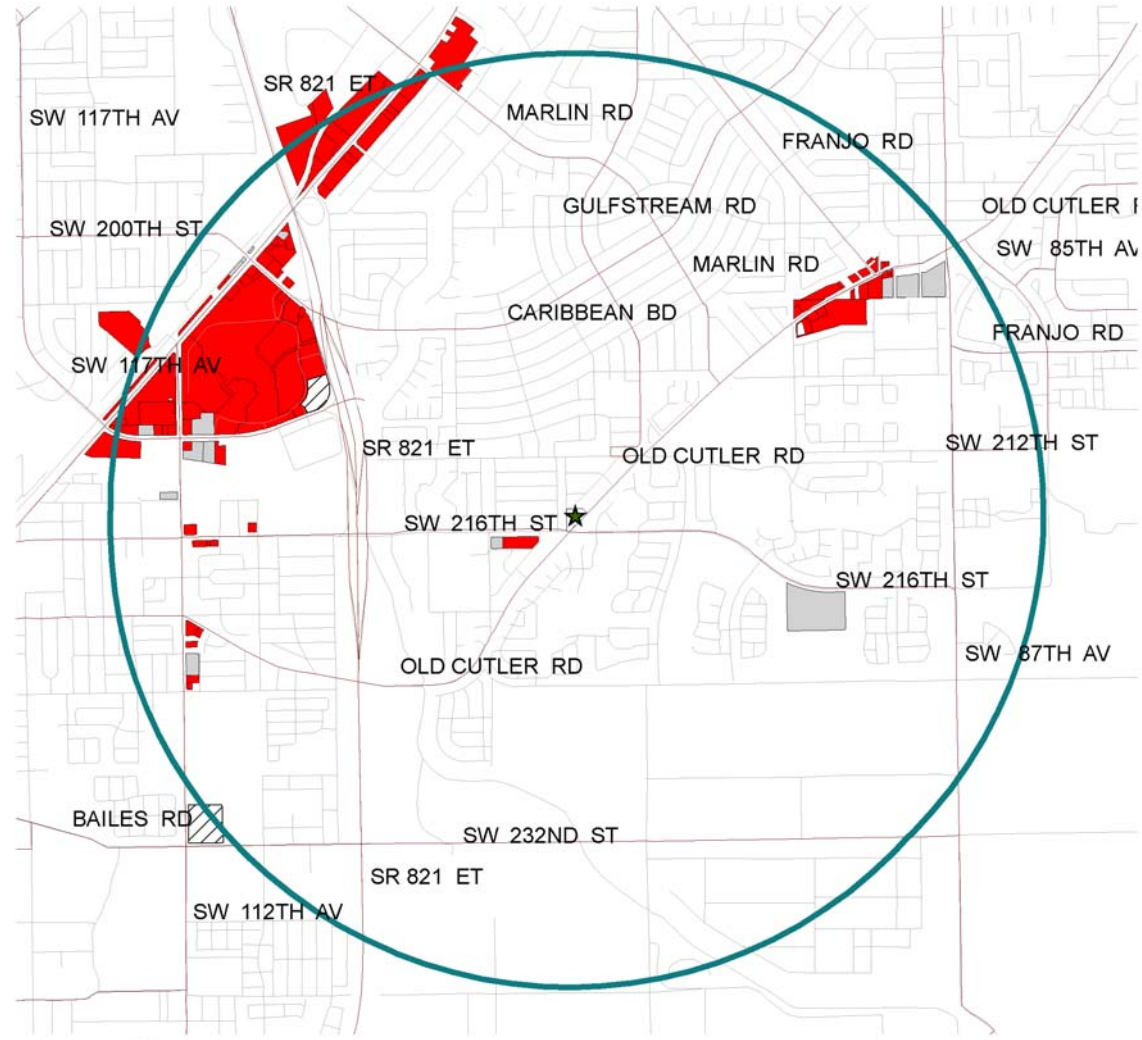
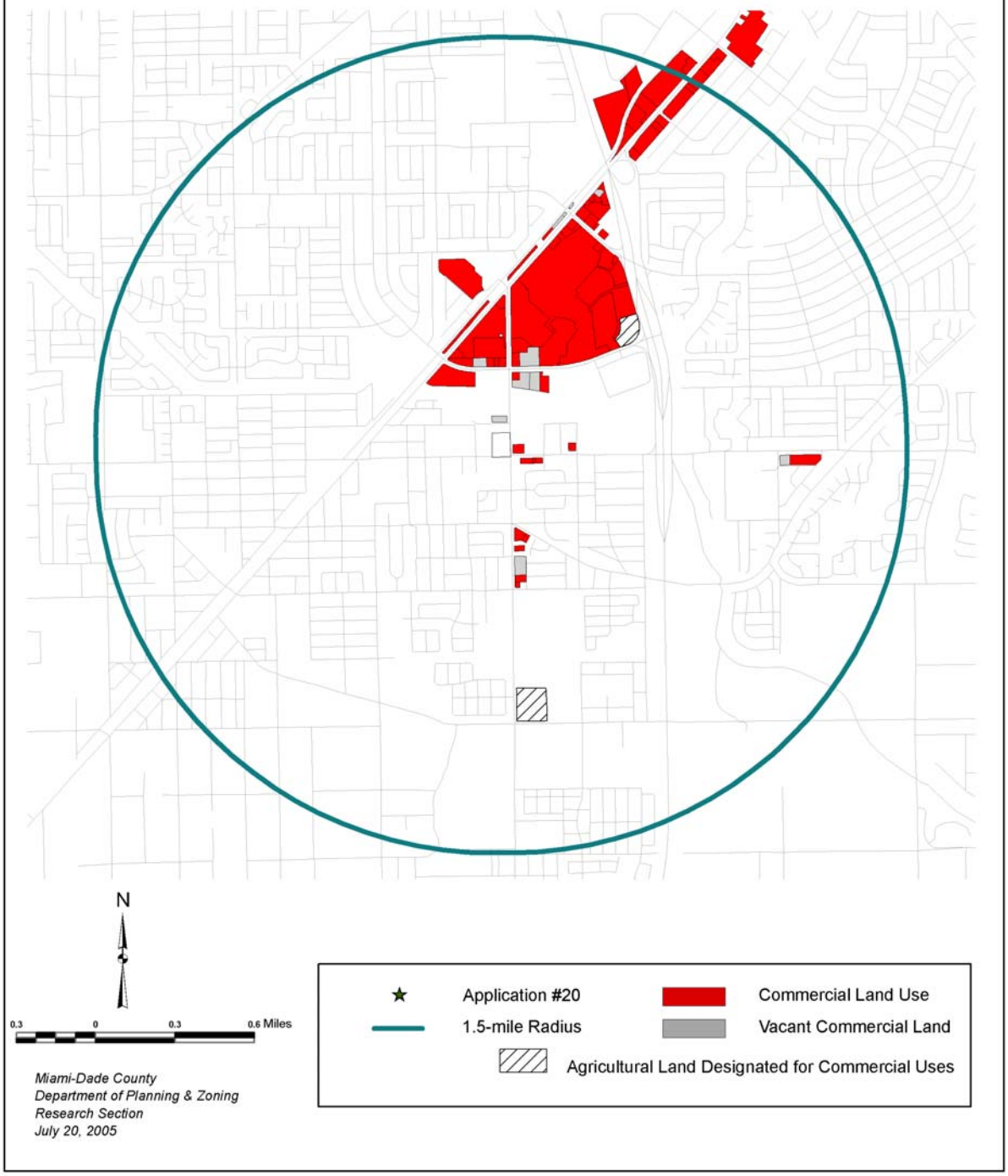


Figure F-23

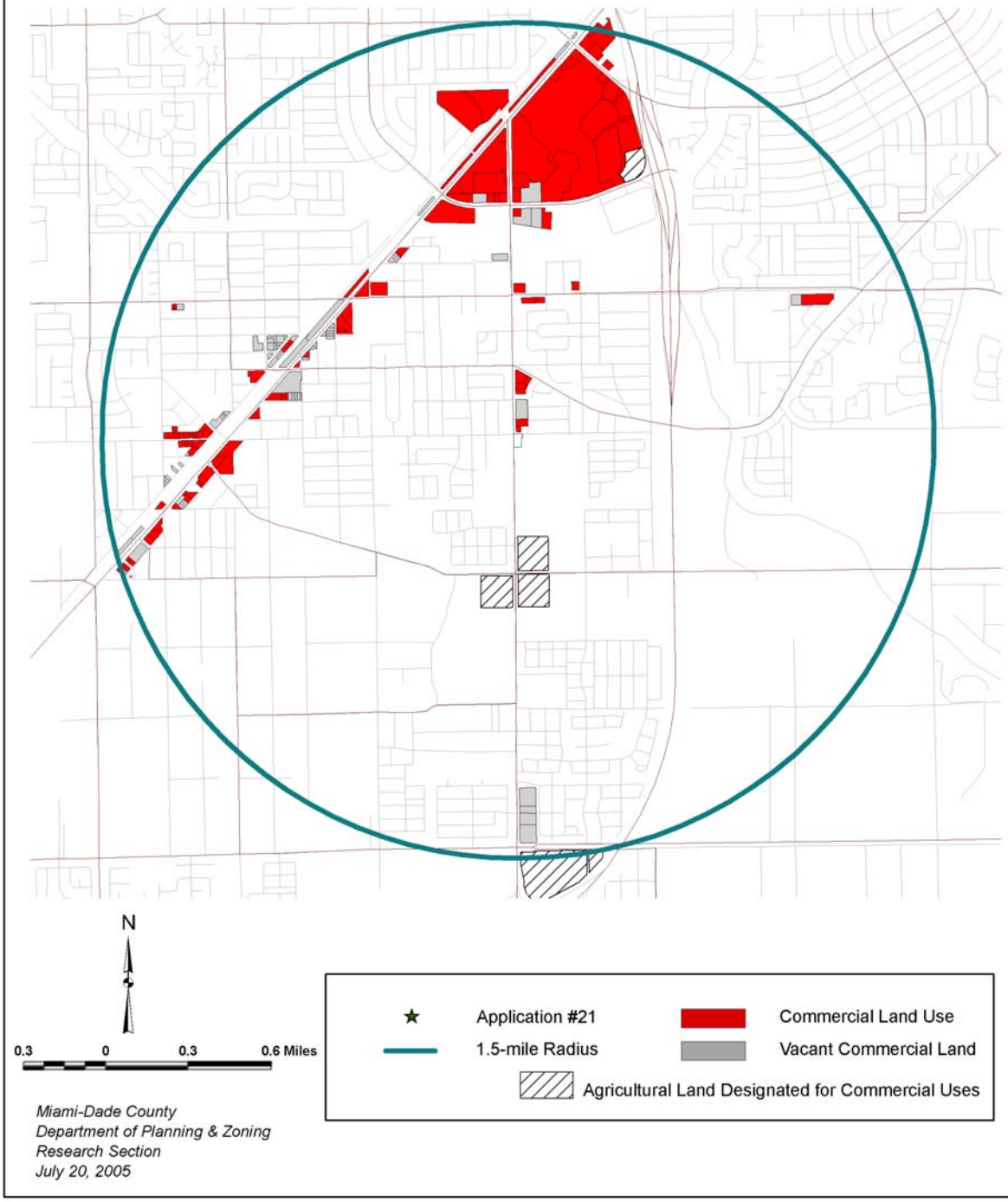
TRADE AREA MAPS: APPLICATION 20



Miami-Dade County
Department of Planning & Zoning
Research Section
July 20, 2005

Figure F-24

TRADE AREA MAP: APPLICATION 21



Roadways

Existing Conditions

Figure F-25 illustrates the existing arterial roadway network in this Study Area. East-west arterials serving this area include SW 184, SW 211, SW 216, SW 220, SW 232 and SW 248 Streets. North-south arterials and expressways include South Dixie Hwy (SR 5), SW 85, SW 87, SW 97/Franjo Road and SW 112 (SR 989), Caribbean Boulevard and the Homestead Extension of the Florida Turnpike (HEFT).

Figure F-26 shows and Table F-6 lists the existing traffic operating conditions on major roadways within the Study Area. Roadways in this Study Area are uncongested during the peak periods, and only the roadway segment of Caribbean Boulevard between the HEFT and Franjo Road is reported to be failing. Most roadway segments show acceptable peak-period level of service (LOS) conditions, LOS C or better; however, the roadway segment of Caribbean Boulevard between the HEFT and Franjo Road is reported to be operating at LOS F (very congested).

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions, as of July 12, 2005, in this Study Area, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements, predicts that most roadway segments have sufficient service capacity, The exceptions are the roadway segments of SW 184 Street from US 1 to SW 87 Avenue, Caribbean Boulevard between the HEFT and Franjo Road, Old Cutler Road from Franjo Road to SW 216 Street, SW 112 Avenue (SR 989) between US 1 and the HEFT, and SW 216 Street between SW 112 Avenue and Old Cutler Road (see table below and Figure F-27).

Roadway Segment With Depleted Service Capacity

Roadway Segment	Trips Left
Caribbean Blvd. between the HEFT and Franjo Road	-233
SW 184 Street between US 1 to SW 87 Avenue	-163
Old Cutler Road between Franjo Road to SW 216 Street	-107
SW 112 Avenue (SR 989) between US 1 to HEFT	-441
SW 216 Street between SW 112 Avenue to Old Cutler Road	-29

Source: Miami-Dade County Public Works Department. July 2005.

Furthermore, the evaluation revealed that the following roadway segments might soon run out of service capacity. These roadway segments are listed in the table below.

Roadway Segment Soon to Run Out of Service Capacity

Roadway Segment		Trips Left
Old Cutler Road	SW 184 Street to Franjo Road	160
SW 97 Avenue/Franjo Road	US 1 to Old Cutler Road	70
SW 220 St/Old Cutler Rd	US 1 to SW 216 Street	214
SW 232 Street	US 1 to SW 117 Avenue	14

Source : Miami-Dade County Public Works Department, July 2005.

Figure F-25

ROADWAYS: Application Nos. 18, 19, 20, 21 & 22

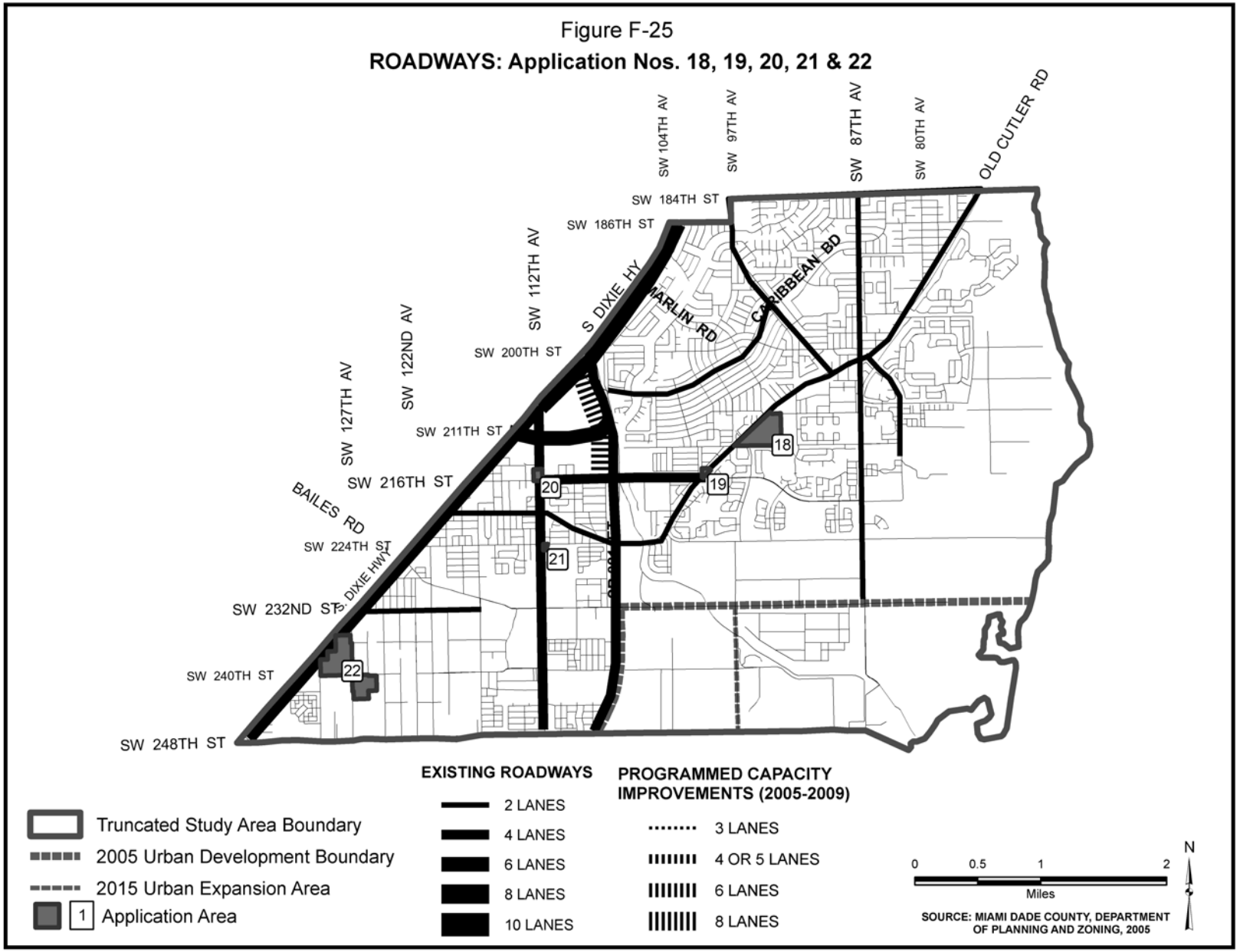


Table F-6
Existing Traffic Conditions
Roadway Lanes and Peak-Period Level of Service (LOS)
Study Area F

Roadway	Location	Lanes	LOS Std	LOS
HEFT (SR 821)	SW 112 Avenue to SW 216 Street	4 LA	D	A (98)
	SW 216 Street to Quail Roost Drive	4 LA	D	B (98)
South Dixie Hwy (SR 5)	SW 152 Street to SW 186 Street	6 DV	E + 20%	C (01)
	SW 186 Street to SW 11 Avenue	6 DV	E + 20%	B (00)
	SW 112 Avenue to SW 304 Street	4 DV	E + 20%	A (04)
Old Cutler Road	Franjo Road to SW 216 Street	2 UD	D	B (04)
	SW 184 Street to Franjo Road	2 UD	D	A (04)
SW 85 Avenue	Old Cutler Road to SW 212 Street	2 UD	E + 20%	C (04)
SW 87 Avenue	SW 184 Street to SW 232 Street	2 UD	E + 20%	B (04)
SW 97 Avenue/Franjo Road	US 1 to Old Cutler Road	2 UD	E	D (04)
SW 112 Ave (SR 989)	US 1 to HEFT	4 DV	E	B (04)
	SW 268 Street to HEFT	4 DV	E + 20%	B (04)
Caribbean Blvd	HEFT to Franjo Road	2 UD	E	F (04)
SW 184 Street/Eureka Drive	Old Cutler Road to SW 87 Avenue	2 UD	D	A (04)
	US 1 to SW 87 Avenue	2 UD	D	C (04)
SW 211 Street	US 1 to HEFT	6 DV	E + 20%	B (04)
SW 216 Street	SW 112 Avenue to Old Cutler Road	4 DV	D	A (04)
SW 220 St/Old Cutler Rd	US 1 to SW 216 Street	2 UD	D	C (04)
SW 232 Street	US 1 to SW 117 Avenue	2 UD	D	D (01)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department, June 2005; and Florida Department of Transportation, July 2004.

Note: Number in parenthesis ( ) in LOS column identifies the year the traffic count was taken.
DV = Divided roadway; UD = Undivided roadway; LA = Limited Access facility
*LOS Std means the adopted minimum acceptable peak period Level of Service standard for State and County roadways.

Figure F-26

EXISTING ROADWAY LEVEL OF SERVICE: Application Nos. 18, 19, 20, 21 & 22

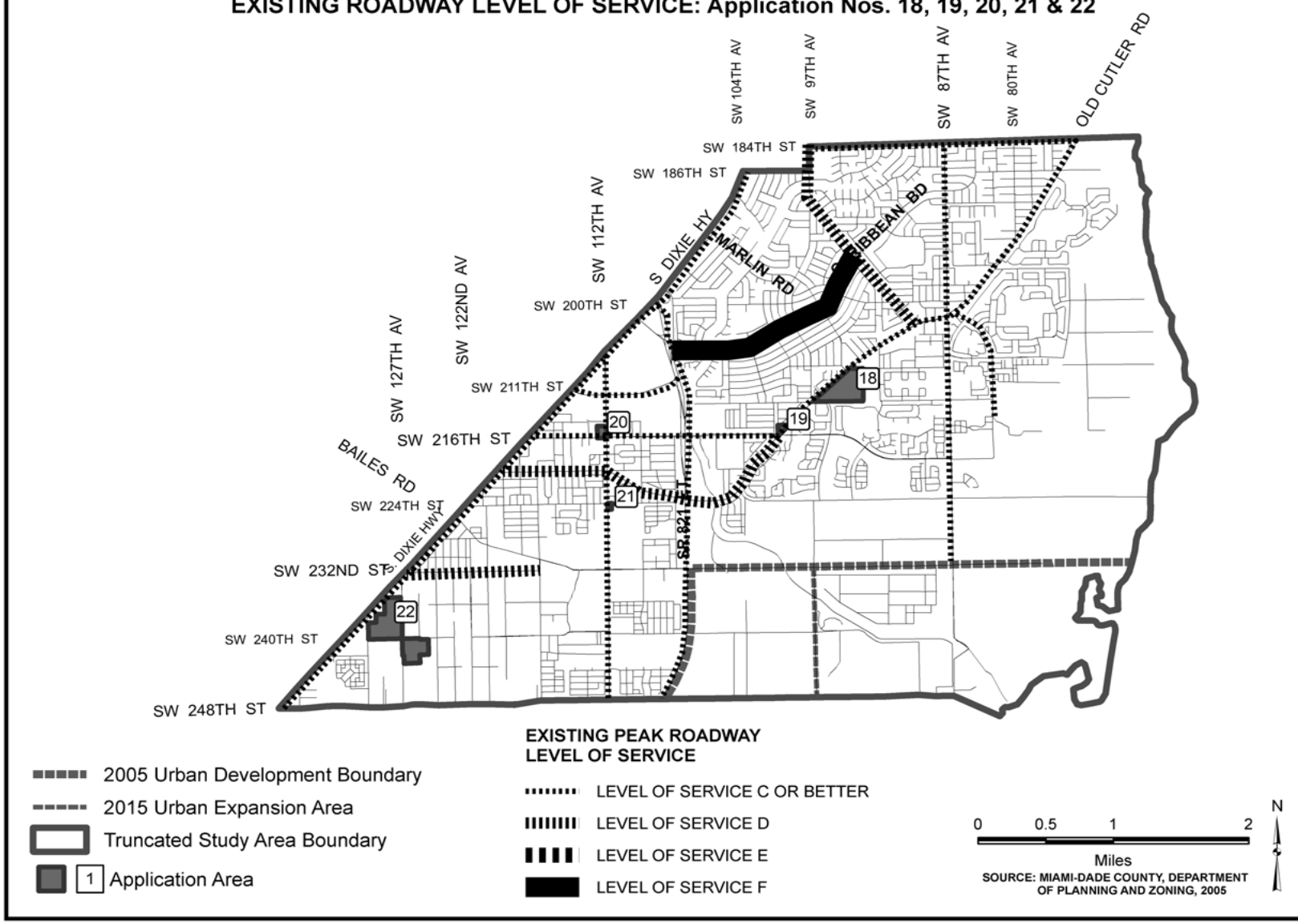
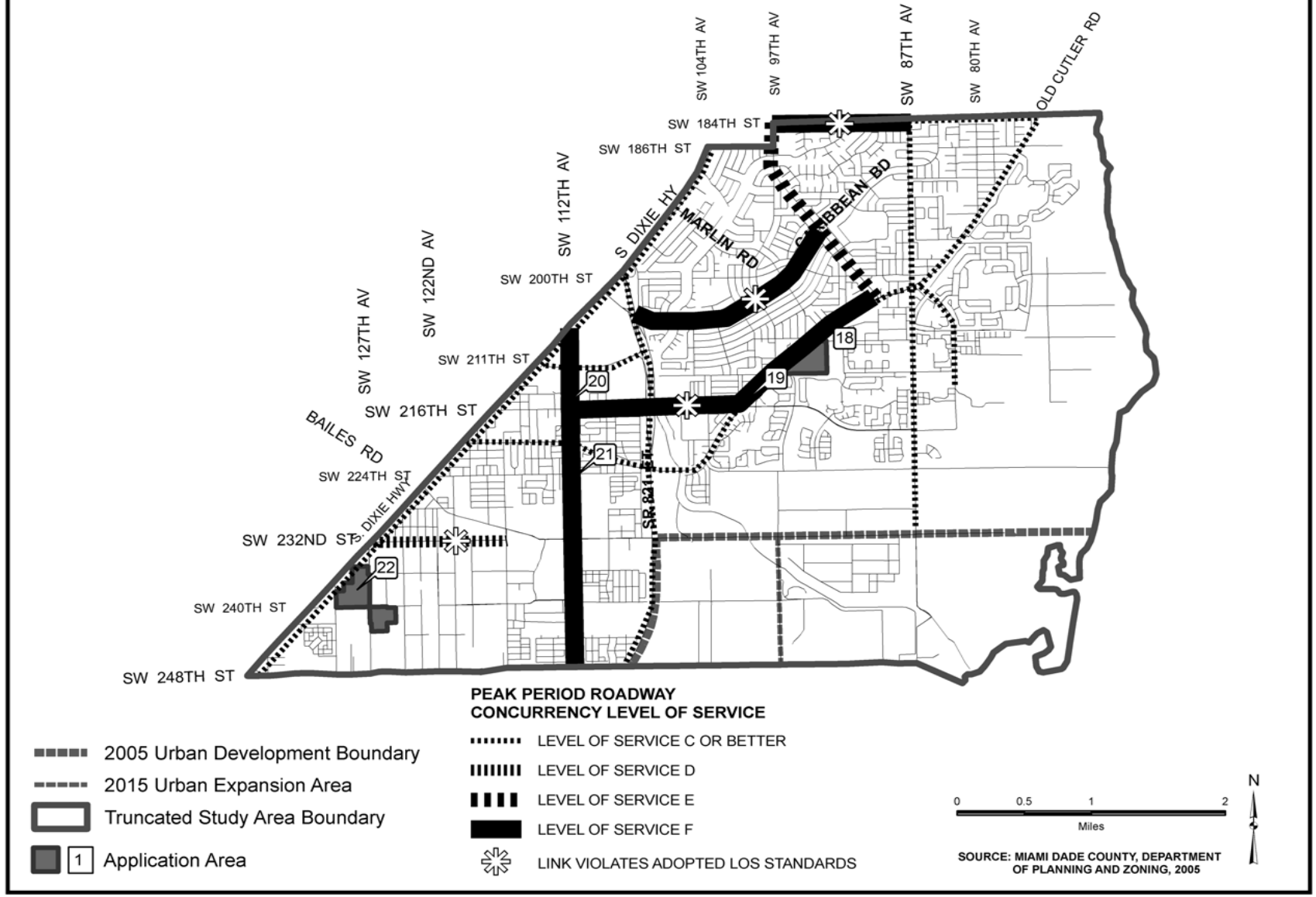


Figure F-27

ROADWAY CONCURRENCY LEVEL OF SERVICE: Application Nos. 18, 19, 20, 21 & 22



Future Conditions

The only roadway capacity improvement identified in the County's 2006 Transportation Improvement Program (TIP) is the widening of the HEFT from SW 184 Street to SW 216 Street from four to eight lanes. Figure F-25 shows the programmed capacity improvements within this Study Area for Fiscal Years 2005-2010.

According to the 2030 Miami-Dade Transportation Plan, Cost Feasible Plan, the following roadway capacity improvement projects are planned for fiscal year 2005-2015 in this Study Area (see table below). Figure F-28 illustrates the planned arterial roadway network for the year 2015 that will serve this Study Area.

Year 2015 Planned Roadway Improvements
Study Area F

Roadway	From	To	Type of Improvement	Priority
SW 87 Avenue	SW 168 Street	SW 216 Street	Widen to 4 lanes	I
SW 97 Avenue	SW 216 Street	SW 212 Street	New 2 lanes	I*
SW 117 Avenue	SW 232 Street	SW 236 Street	New 4 lanes Divided	I*
SW 117 Avenue	SW 236 Street	SW 242 Street	New 2 of 4 lanes Divided	I*
SW 232 Street	SW 117 Avenue	SW 119 Avenue	New 4 lanes Divided	I*
SW 232 Street	SW 117 Avenue	SW 112 Avenue	New 2 of 4 lanes Divided	I*

Source: Miami-Dade Transportation Plan to the Year 2030, Metropolitan Planning Organization, December 2004
Note: * indicates project improvement by a private developer
Priority I – Project improvement to be funded by 2009

The projected year 2015 LOS conditions for all roadways within this Study Area are depicted in Figure F-29. This figure shows that portions of SW 184 Street, SW 216 Street, Caribbean Boulevard, Old Cutler Road, Franjo Road, the HEFT, SW 112 and SW 127 Avenues are projected to operate at LOS F thus violating the adopted LOS standards applicable to this area. The table below lists all roadways in the vicinity of the applications sites that are projected to operate at LOS F with and without the application impacts.

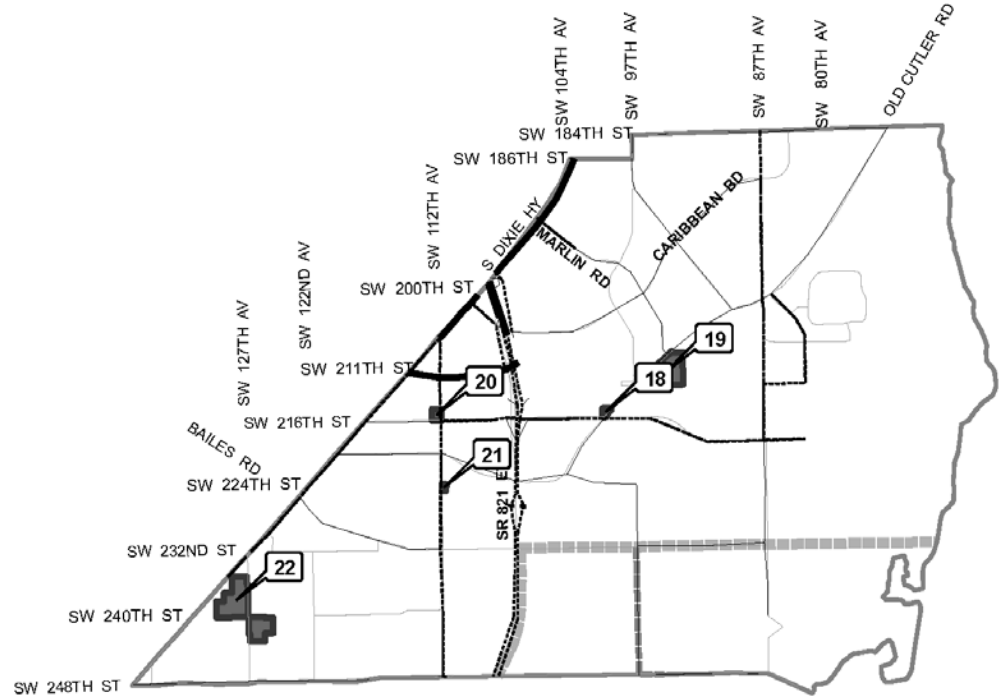
Projected 2015 Volume-to-Capacity (V/C) Ratios
Study Area F

Roadway Segment	V/C Ratio Without Applications	V/C Ratio with Applic. No. 18	V/C Ratio with Applic. No. 22
US 1 between HEFT and Caribbean Boulevard	1.28	1.30	1.30
Franjo Road between SW 184 Street and Quail Roost Drive	1.12-1.38	1.17-1.43	1.13-1.37
Marlin Dr. between Caribbean Blvd. and Bridge North of Belaire Dr.	0.89-1.46	0.91-1.50	0.86-1.43
Old Cutler Road between SW 92 Avenue and SW 216 Street	1.01-1.07	1.05-1.11	1.02-1.08
SW 112 Avenue between SW 232 Street and SW 216 Street	1.11-1.19	1.11-1.12	1.08-1.21
SW 117 Avenue between SW 184 Street and SW 200 Street	1.03-1.25	1.04-1.28	1.04-1.27
SW 184 Street between SW 117 Avenue and SW 112 Avenue	1.06-1.18	1.07-1.21	1.07-1.18
SW 200 Street between SW 137 Avenue and SW 124 Avenue	0.99-1.31	1.01-1.30	1.04-1.32
SW 248 Street between SW 112 Avenue and SW 117 Avenue	1.0	1.0	1.02

Source: Metropolitan Planning Organization, July 2005.

Figure F-28

PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NOS. 18, 19, 20, & 21



YEAR 2015 ROADWAY NETWORK

- 2 LANES
- 4 LANES
- 6 LANES

- 20 APPLICATION AREA
- STUDY AREA BOUNDARY
- 2015 URBAN EXPANSION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY

N

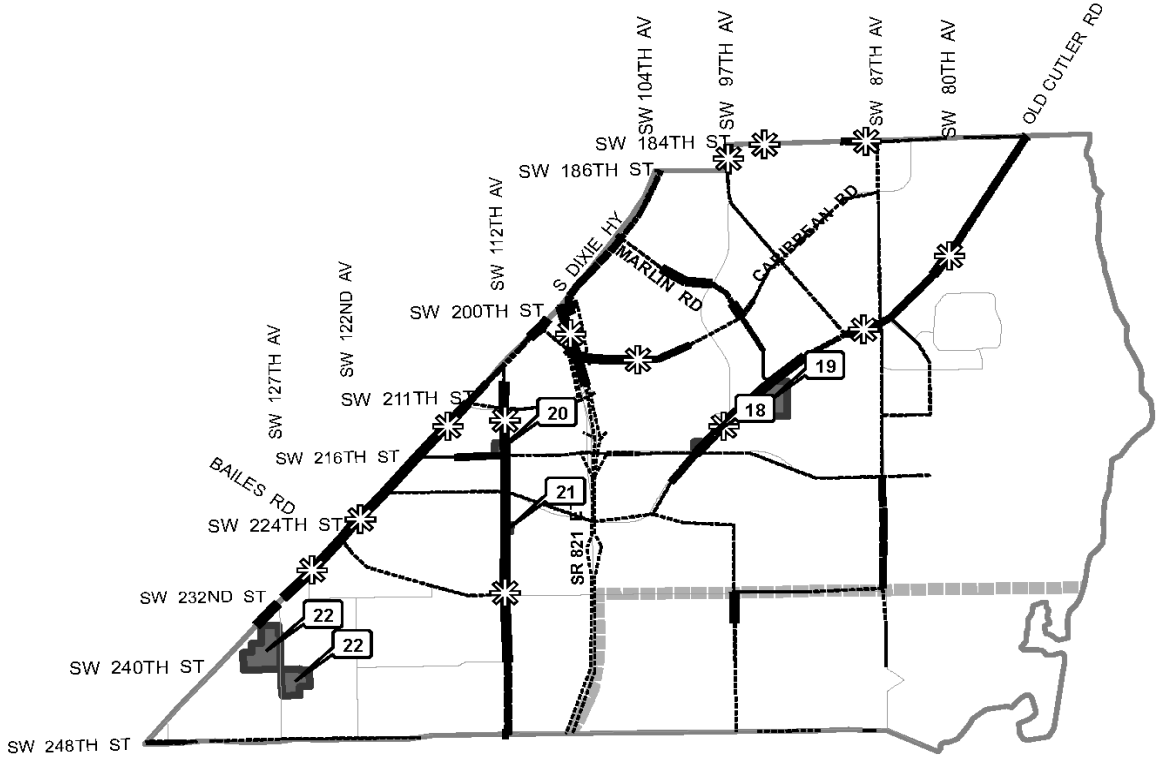
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Miles

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure F-29

PROJECT YEAR 2015 LEVEL OF SERVICE: APPLICATION NOS. 18, 19, 20, & 21



LEVEL OF SERVICE 2015

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F
- LINK VIOLATES LOS STANDARD

- 18 APPLICATION AREA
- STUDY AREA BOUNDARY
- 2005 URBAN DEVELOPMENT BOUNDARY

N

0 1 2

Miles

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Application Impacts

Table F-7 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed developments and compares them to the developments that could occur under the current CDMP designation for each application.

Application No 18 is a 35.61-acre site located east of Old Cutler Road between SW 208 and SW 212 Streets. Access to this site, if approved would be from Old Cutler Road. Currently Old Cutler Road between SW 184 Street and SW 216 Street is operating at LOS B; however, traffic concurrency analysis indicates that the segment from Franjo Road to SW 216 Street will deteriorate to LOS F, which will violate the adopted LOS D Standard. Moreover, Application No. 18, if granted, would generate 1,086 more PM peak-hour trips than under the current CDMP designation of Low Density Residential. In analyzing the potential trip distribution, the proposed use would adversely impact the operating LOS conditions on the segment of Old Cutler Road adjacent to the application site from LOS F (1.04) to LOS F (1.34).

Application No. 19 is a 1.8-acre site located at the northwest corner of Old Cutler Road and SW 216 Street. Access to this site, if approved, because of its commercial nature would be from Old Cutler Road, while if it remains residential access could be on SW 99 Avenue. Old Cutler Road between SW 184 Street and SW 216 Street and SW 216 Street from Old Cutler Road to SW 112 Avenue are currently operating at LOS B and LOS A, respectively. However, traffic concurrency analysis indicates that the segment of Old Cutler Road between Franjo Road and SW 216 Street and SW 216 Street from SW 112 Avenue to Old Cutler Road will deteriorate to LOS F, thus violating the adopted LOS D Standards. Application No. 19, if developed with commercial use under the requested Business and Office land use designation, would generate approximately 63 more PM peak hour trips than under the current CDMP designation of Low Density Residential. In analyzing the potential trip distribution, the proposed use would slightly impact the operating LOS conditions on the segments of Old Cutler Road from LOS F (1.04) to LOS F (1.06) and SW 216 Street from LOS F (1.01) to LOS F (1.02).

Application No. 20 is a 3.08-acre site located at the northwest corner of SW 112 Avenue and SW 216 Street. Access to this site, if approved, would be from SW 216 Street and/or SW 112 Avenue. SW 112 Avenue is currently operating at LOS B above the adopted LOS D standard. However, traffic concurrency analysis indicates that the segments of SW 112 Avenue from US 1 to the HEFT and SW 216 Street from SW 112 Avenue to Old Cutler Road will deteriorate to LOS F, thus violating the adopted LOS E+20% and LOS D Standards. Application No. 20, if developed with commercial use under the requested Business and Office land use designation, would generate approximately 143 more PM peak-hour trips than under the current CDMP designation of Medium Density Residential. In analyzing the potential trip distribution, the proposed use would slightly impact the operating LOS condition on the segment of SW 216 Street from LOS F (1.01) to LOS F (1.02).

Application No 21 is a 0.91-acre site located at the southeast corner of SW 112 Avenue and SW 224 Street. Access to this site, if approved, would be from SW 112 Avenue, which is currently operating at LOS B. However, traffic concurrency analysis indicates that the segment of SW 112 between US 1 and the HEFT will deteriorate to LOS E+35%, thus violating the adopted

LOS E+20%. Application No. 21, if developed with commercial use under the requested Business and Office land use designation, would generate approximately 18 more PM peak-hour trips than under the current CDMP designation of Low Density Residential. In analyzing the potential trip distribution, the proposed use would slightly impact the projected operating LOS condition on the segment of SW 112 Avenue.

Application No 22 is a 58.51-acre site located at the northwest and southeast corners of SW 127 Avenue and SW 240 Street. Access to this site, if approved, would be from either SW 127 Avenue or SW 240 Street. Unfortunately no traffic count stations are currently available for SW 127 Avenue and SW 240 Street in the vicinity of the application site. Therefore, traffic concurrency analysis was performed for the US 1, between SW 304 Street and SW 112 Avenue, which indicated that the segment would operate at LOS A. US 1 from SW 112 Avenue and SW 304 Street is currently operating at LOS A, above the adopted LOS E+20% standard. Application No. 22, if developed as Low Medium and Medium Density Residential, would generate approximately 355 more PM peak-hour trips than under the current CDMP designation of Low Density Residential. In analyzing the potential trip distribution, the proposed use would slightly impact the projected operating LOS condition on the segment of US 1 from SW 304 Street to SW 112 Avenue, which would continue to operate at LOS A. In 2015, US 1, between SW 211 Street and SW 232 Street, is projected to operate at LOS F (1.07-1.35) violating the adopted LOS E+20% standard applicable to this roadway.

Table F-7
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
18	Low Density Residential - Single Fam. Res. (213 Units)/ 212	Business & Office - Shopping Ctr. (465,351 sq. ft.) 1,298	+1,086
19	Low Density Residential - Single Fam. Res. (8 Units)/ 11	Business & Office - Shopping Center (18,295 sq. ft.) 74	+63
20	Medium Density Res./ Apartments (77 Units) 26	Business & Office/ Shopping Ctr. (40,249 sq. ft.) 169	+143
21	Low Density Residential/ Single Fam. Resid. (3 DU) 5	Business & Office/ Shopping Ctr. (8,102 sq. ft.) 23	+18
22	Low Density Res. Single Fam. Res. (351 Units) 168	Low-Medium & Medium Density Residential/ Apartments (1002 Units) 523	+355

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.
Note: Includes pass-by trips adjustment factor for commercial uses, ITE Trip Generation, 7th Edition, 2003.

Transit Service

Existing Service

Metrobus Routes 1, 35, 52, 70, Busway Flyer, Busway Local, Busway MAX, and Saga Bay MAX serve Study Area F. Table F-8 shows the existing service frequency in summary form.

Table F-8
Metro Bus Route Service
Study Area F

Route No.	Weekday Headway*		Proximity in miles to App. No. 18	Proximity in miles to App. No. 19	Proximity in miles to App. No. 20	Proximity in miles to App. No. 21	Proximity in miles to App. No. 22	Feeder, Local or Express
	Peak	Off-Peak						
1	20	40	0.75	0.5	0.25	0.75	2.25	F/E/L
35	30	30	0.75	1	0	0.5	0	L
52	30	30	0	0.25	0	0.25	1.25	F/E/L
70	30	30/60	0	0.25	0	0	1.25	L
Busway Flyer	20	N/A	1.75	2	0.5	1	0	F/E
Busway Local	15	30	1.25	1.75	0.25	0.75	2.25	F/E
Busway MAX	15	30	1.25	1.5	0	0.5	0	F/E
Saga Bay MAX	24	N/A	0	2.5	1.25	0.5	3.25	F/E

Source: Miami-Dade Transit Agency, July 2005.
Notes: F means feeder service to Metrorail
L means local service route
E means express service
N/A means none available
*Headway time in minutes.

Future Conditions

By the year 2015, Study Area F is projected to experience a population increase of 19,627 additional residents and an employment increase of 25.5%, or 6,931 additional jobs. The projected population and employment increase would warrant improvements to the current transit service in this study area.

Transit improvements to the existing transit service in Study Area F, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Five-Year Transit Development Plan (TDP) and in the People's Transportation Program (PTP). Table F-9 shows service improvements programmed for existing routes within Study Area F as well as the new routes proposed for the area.

Table F-9
Planned Transit Improvements
Study Area F

Route	Improvement Description
1	Extend Service to Quail Roost Drive and SW 137 Ave.
31 Busway Local	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension.
	Re-align route to service Goulds area. Weekday-full size bus.
	Improve midday headways from 30 to 15 minutes.
	Improve weekend headways from 30 to 20 minutes.
35	Re-align along South Miami-Dade Busway Extension.
	Improve peak headways from 30 to 15 minutes.
38 Busway MAX	Extend alignment to the Village of Homestead community.
52	All night service, every 60 minutes, seven days a week. Serves the Dadeland South, South Miami and University stations.
	Improve peak period headways from 30 to 15 minutes.
70	Improve weekend headways from 60 to 30 minutes.
	Re-align along South Miami-Dade Busway Extension.
	Improve peak headways from 30 to 20 minutes.
	Improve peak headways from 20 to 15 minutes.
287 Saga Bay MAX	Improve peak headways from 24 to 15 minutes.

Source: Miami-Dade Transit, July 2005.

There are also two four routes programmed for this area. They are:

New Routes	Improvement Description
Quail Roost MAX	Introduce a MAX route on SW 184 Street and Quail Roost Drive.
Coconut Palm Connection	Introduce a feeder route from SW 248 Street into the Busway with connections to the Cutler Ridge Terminal via SW 112 Avenue.
Florida City/ Medley MAX	Introduce peak hour express service between the Florida City/Homestead areas to Medley. Provide 3 trips in the am and 3 in the pm.
Busway Express (Busway Flier)(SULS)	New peak hour service from Key Largo area, through Florida City to the Dadeland South Metrorail Station via the Busway.

Source: Miami-Dade Transit, July 2005.

The projected transit improvements for Study Area F are estimated to cost approximately $2,169,100 in annual operating cost and a one time capital cost of $2,727,840 for a total cost of $4,896,940. These costs reflect only the cost of that portion of route improvements within Study Area F.

Major Transit projects

Regarding future transit projects within this area, the Busway Extension is an 11.5 mile Bus Rapid Transit facility running along US-1/ South Dixie Highway from Cutler Ridge to SW 344th St. in Florida City. This project includes the on-going reconstruction project of US-1 from SW 112 Avenue to SW 264th Street.

In addition, a rail extension to Florida City will be studied as part of the People's Transportation Plan Rapid Transit Improvements. It consists of a 21-mile corridor along US 1, with two segments: one from Dadeland South Metrorail Station to Cutler Ridge; a second from Cutler Ridge to Florida City.

Applications Impacts

For Study Area F, five application requests were submitted to amend the CDMP (Applications Nos. 18, 19, 20, 21 and 22).

A trip-generation analysis was performed in the Traffic Analysis Zones (TAZ) where the applications are being requested. In TAZ 1340, where Application No. 18 is requested, the analysis indicates that this application, if granted, would generate 144 additional transit trips. As presented in Table F-9 improvements are planned for the study area, including improvements to three routes traveling within a half mile of the property. As a result of this application, a re-alignment of Route 70 along South Miami-Dade Busway Extension would be recommended to properly serve the area. Pullout bus bays will be necessary at this location and will be required in the future from the applicant.

In TAZs 1343, 1370 and 1369 where Application Nos. 19, 20 and 21 are requested, respectively, the analyses indicate that these applications, if granted, would produce no variation on the transit trip generation and, therefore, no expected changes beyond those already planned for the area would be warranted.

In TAZ 1372, where Application No. 22 is requested, the analysis indicates that this application, if granted, will generate 32 additional transit trips. Improvements are planned for the study area, including two routes traveling within a quarter mile of the application site. Therefore, no expected changes beyond those already planned for the area would be necessary.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provides water and sewer services to Study Area F. The portion of the Study Area outside the Urban Development Boundary, half of which is agricultural land, relies on private wells and septic tank systems.

Potable Water Supply

Treated water is supplied to the Study Area from WASD's Alexander Orr Water Treatment Facility and by the South Dade Water System, which consists of several small plants formerly operated by Rex Utilities, and which serves the unincorporated area south of SW 248 Street. The plants at this time have adequate capacity to meet projected demands from the applications. Water produced by the plants meets required drinking water standards, according to DERM. The Alexander Orr facility has a permitted capacity of 241.7 million gallons per day (mgd), and had an average daily production in 2004-05 of 175.3 mgd. Pending an evaluation of the Alexander Orr Plant's performance demonstration, it is anticipated by WASD that the plant will be rated for a treatment capacity of 248 mgd. The plant currently has approximately 16.9 mgd., or 7.8% of its treatment capacity available to meet increased demand. Most of the developed portions of the Study Area are provided with potable water service by the WASD system. The Alexander Orr Plant is supplied with raw water from wells located at the plant and at the Snapper Creek, Southwest and West Wellfields.

Sewer Service

Wastewater from the Study Area is treated at the South District Wastewater Treatment Plant located near Black Point. This plant has an average flow design capacity of 112.5 mgd. The effluent produced by this facility meets all federal, State and County standards. As of May 2005, this plant is treating sewage at an average daily rate of 79 percent of its permitted capacity. Most of the developed portions of the Study Area are provided with sanitary sewers, although there are some areas that are served by septic tanks.

Water and Sewer Improvements

As a result of the concerns over sewer overflow during major storm events, the County entered into a Settlement Agreement with the Florida Department of Environmental Protection (FDEP) in July 1993, a First Partial Consent Decree with the US Environmental Protection Agency in September 1993, and a Second and final Partial Consent Decree in April 1994. Under these agreements, the County has agreed to make $1.169 billion worth of improvements in its regional wastewater system. WASD completed a 25 mgd expansion of its South District Sewage Treatment Plant in 1995. Planned expansion of this facility will increase its capacity to 112.5 mgd. Extensive improvements to the sewage pump stations throughout the regional wastewater system are also planned. The County will also shift some of the demand south to Homestead and to an acquired facility in Perrine. Countywide, a total of $1.31 billion in wastewater collection and treatment system capital expenditure is planned for the period 2005-2011 in the 2005-2006 Proposed Resourced Allocation and Multi-Year Capital Plan.

Water and Sewer Service to Application Areas

Amendment Applications Nos. 18 through 22 are located in Study Area F. The locations of the most proximate water and sewer connections to these sites are detailed in Table F-10. The effect of the amendments on water and sewer demand based on the changes from the current designations to the proposed designations and uses are specified in Table F-11.

Table F-10
Available Water and Sewer Connections for Application in Study Area F

	Application	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	18	Adjacent	12	SW 208 Street	WASD
	19	Adjacent	12	SW 215 Street and SW 99 Avenue	WASD
	20	Adjacent	12	SW 112 Avenue and SW 216 Street	WASD
	21	Adjacent	12	SW 224 Street and SW 112 Avenue	WASD
	22	Adjacent	12	SW 129 Avenue	WASD
SEWER					
	18	663 feet	Manhole	SW 208 Street and SW 92 Avenue	WASD
	19	600 feet	Manhole	SW 216 Street and SW 98 Court	WASD
	20	Adjacent	8G	SW 112 Avenue	WASD
	21	No Connection Available			WASD
	22	600 feet	Manhole / 24F	SW 129 Avenue, south of SR 5	WASD

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
(G = Gravity Main; F = Force Main)

Source: Department of Environmental Resources Management, 2005.
Miami-Dade Water and Sewer Department, 2005.

Application No. 18: The closest available public water supply line is an existing 12-inch water main at SW 208 Street and the northeast corner of the developer's property. WASD requests the developer extend this water main west along SW 208 Street, which will interconnect with an existing 24-inch water main at Old Cutler Road. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

A 10-inch gravity sewer line is available approximately 663 feet east of the property, at SW 208 Street and SW 92 Avenue. Additionally, an 8-inch gravity line is available at Grouper Drive and King Fish Terrace and an existing 30-inch force main abutting the subject property along Old Cutler Road. All of these systems have adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Application No. 19: The closest available public water supply line is an existing 12-inch water main at SW 215 Street and SW 99 Avenue. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

There is an existing 12-inch force main line abutting the subject property along NW 99 Avenue. The closest point of connection for this sewer line is an available manhole located approximately 600 feet from the site, at SW 216 Street and SW 98 Court. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Application No. 20: The closest available public water supply line is an existing 12-inch water main at SW 112 Avenue north of SW 216 Street. Additionally, a 48-inch water main abuts the south side of the property along SW 216 Street. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

There is an existing 8-inch gravity sewer line abutting the property, from which the developer can connect. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Application No. 21: The closest available public water supply line is an existing 12-inch water main at SW 224 Street and SW 112 Avenue. The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

No sewer service is available to this site. However, the closest sewer line is an existing 8-inch gravity line running north at the intersection of SW 112 Avenue and SW 224 Street, approximately 10 feet north of the property. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Application No. 22: The closest available public water supply line is an existing 12-inch water main at SW 129 Avenue, south of SR #5. WASD requests that a new 16-inch water main be provided along SW 127 Avenue from SW 244 Street to SW 234 Street fronting the developer's property The Alexander Orr Treatment plant currently has adequate capacity to meet the proposed demands of this project.

The nearest sewer connection for Parcel A, is a manhole approximately 600 feet from the site, at SW 129 Avenue south of SR 5 (South Dixie Highway). For Parcel B, the nearest point of connection is an existing 24-inch force main at SW 127 Avenue and SW 248. These systems have adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Table F-11
Water and Sewer Demand for Application in Study Area F
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
18	92,400	+17,850
19	3,600	+800
20	36,800	+21,400
21	1,600	+550
22	100,800	+77,550

Source: Miami-Dade Department of Environmental Resources Management, 2005
Miami-Dade Department of Planning and Zoning, 2005

WASD's regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the

application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the Environmental Protection Agency consent decree.

Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity or alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

At the present time, the potable water supply system meets the Level of Service standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly four (4) years (See Solid Waste section in Chapter 2 of this report).

Applications Nos. 18, 19, 20, 21 and 22 lie within the 2005 Urban Development Boundary and the DSWM's waste service area for garbage and trash collections.

The South Miami Heights Trash and Recycling Center (20800 SW 117th Court) is the closest DSWM facility for all the applications in Study Area F. This facility is approximately 3 miles away from Application No. 18, 7 miles away from Application No. 19, 1 mile away from Application No. 20, 1 mile away also from Application No. 21, and 7 miles away from Application No. 22.

Under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the request, however, there is no impact on collection services. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities is paid for by the users. The DSWM is capable of providing such disposal service for each of the applications.

Fire and Rescue Service

Study Area F is currently served by Miami-Dade Fire Rescue Stations Nos. 34 and 55. The Naranja/Palm Glades Station (J) is scheduled for construction in fiscal year 2007-2008 in the vicinity of SW 248 Street and SW 112 Avenue. The planned station is poised to mitigate impacts to existing services resulting from the proposed amendment applications. (See Figure F-30).

Average travel time to alarms at the location of Application No. 18 is approximately 4.16 minutes, at the location of Application No. 19 is approximately 6.53 minutes, at the location of Application No. 20 is approximately 5.14 minutes, at the location of Application No. 21 is approximately 5.11 minutes, and at the location of Application No. 22 is approximately 6.45 minutes.

The required fire flow for Application No. 18 is 3,000 gallons per minute (gpm). Each fire hydrant requires delivery of 1,000 gpm. There is an existing 24" water main on Old Cutler Road that could potentially service the site. Available fire flow test data in the vicinity of the site shows an available fire flow of 5,119 gpm at 20 psig, and a hydrant flow of 1,762 gpm. Available fire flow should be adequate for this application if new water mains and hydrants are installed per Article XIVA, Water Supply for Fire Suppression, of the Miami-Dade County Code.

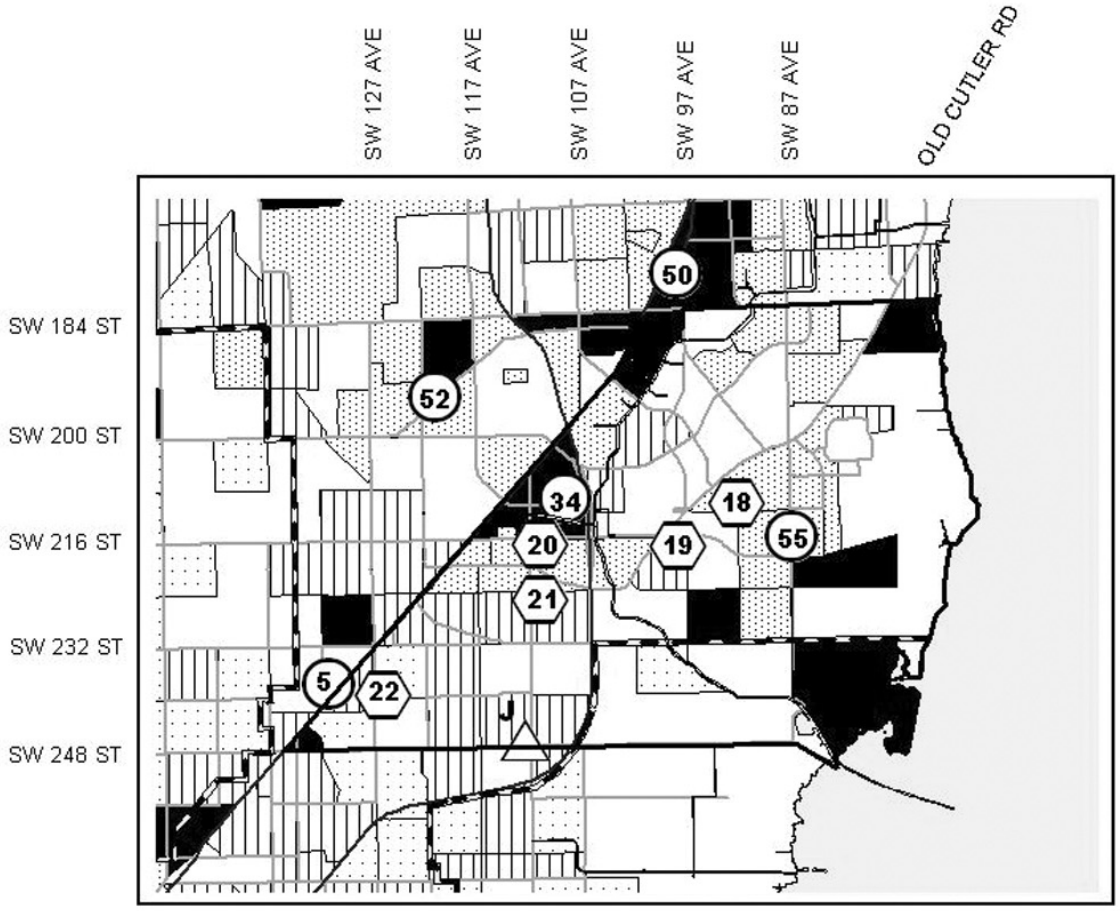
The required fire flow for Application No. 19 is 3,000 gallons per minute (gpm). Each fire hydrant requires delivery of 1,000 gpm. There is an existing 12" water main on SW 99 Avenue and a 48" water main on SW 216 Street that could potentially service the site. There is no fire flow report available for the vicinity of Application No. 19, however, available fire flow should be adequate for this application if new water mains and hydrants are installed per Article XIVA, Water Supply for Fire Suppression, of the Miami-Dade County Code.

The required fire flow for Application No. 20 is 3,000 gallons per minute (gpm). Each fire hydrant requires delivery of 1,000 gpm. There is an existing 12" water main on SW 112 Avenue and a 48" water main on SW 216 Street that could potentially service the site. Available fire flow test data in the vicinity of the site shows an available fire flow of 4,960 gpm at 20 psig, and a hydrant flow of 1,884 gpm. Available fire flow should be adequate for this application if new water mains and hydrants are installed per Article XIVA, Water Supply for Fire Suppression, of the Miami-Dade County Code.

The required fire flow for Application No. 21 is 3,000 gallons per minute (gpm). Each fire hydrant requires delivery of 1,000 gpm. There is an existing 12" water main on SW 112 Avenue and 8" water main on SW 224 Street that could potentially service the site. There is no fire flow report available for the vicinity of Application No. 21, however, available fire flow should be adequate for this application if new water mains and hydrants are installed per Article XIVA, Water Supply for Fire Suppression, of the Miami-Dade County Code.

Figure F-30

FIRE AND RESCUE: APPLICATION NOS. 18, 19, 20, 21, & 22



SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, AND MIAMI-DADE FIRE DEPARTMENT, 2005

The required fire flow for Application No. 22 is 1,500 gallons per minute (gpm). Each fire hydrant requires delivery of 500 gpm. There is an existing 48" water main on SW 127 Avenue that could potentially service the site. There is no fire flow report available for the vicinity of Application No. 22, however, available fire flow should be adequate for this application if new water mains and hydrants are installed per Article XIVA, Water Supply for Fire Suppression, of the Miami-Dade County Code.

County Parks

County-owned park and recreation facilities serving this portion of Study Area F are shown on Figure F-31. These parks are described on Table F-12, which lists the name and acreage for each park site. The nearest park site to Application No. 18 is Lincoln City Park, a 1-acre Mini-Park located at SW 214 Street and 99 Avenue. The nearest park site to Application No. 19 is Franjo Park, a 5-acre Special Purpose Park located at Old Cutler Rd. and SW 97 Avenue. The nearest park site to Application No. 20 is Goulds Park, a 30-acre Community Park located at 21805 SW 114 Avenue. The nearest park site to Application No. 21 is Lincoln Estates Park, a proposed 1-acre Mini Park located at SW 222 Street and 108 Avenue. The nearest park site within the study area to Application No. 22, is Goulds Wayside Park, a 3-acre Neighborhood Park located at SW 227 Street and US 1.

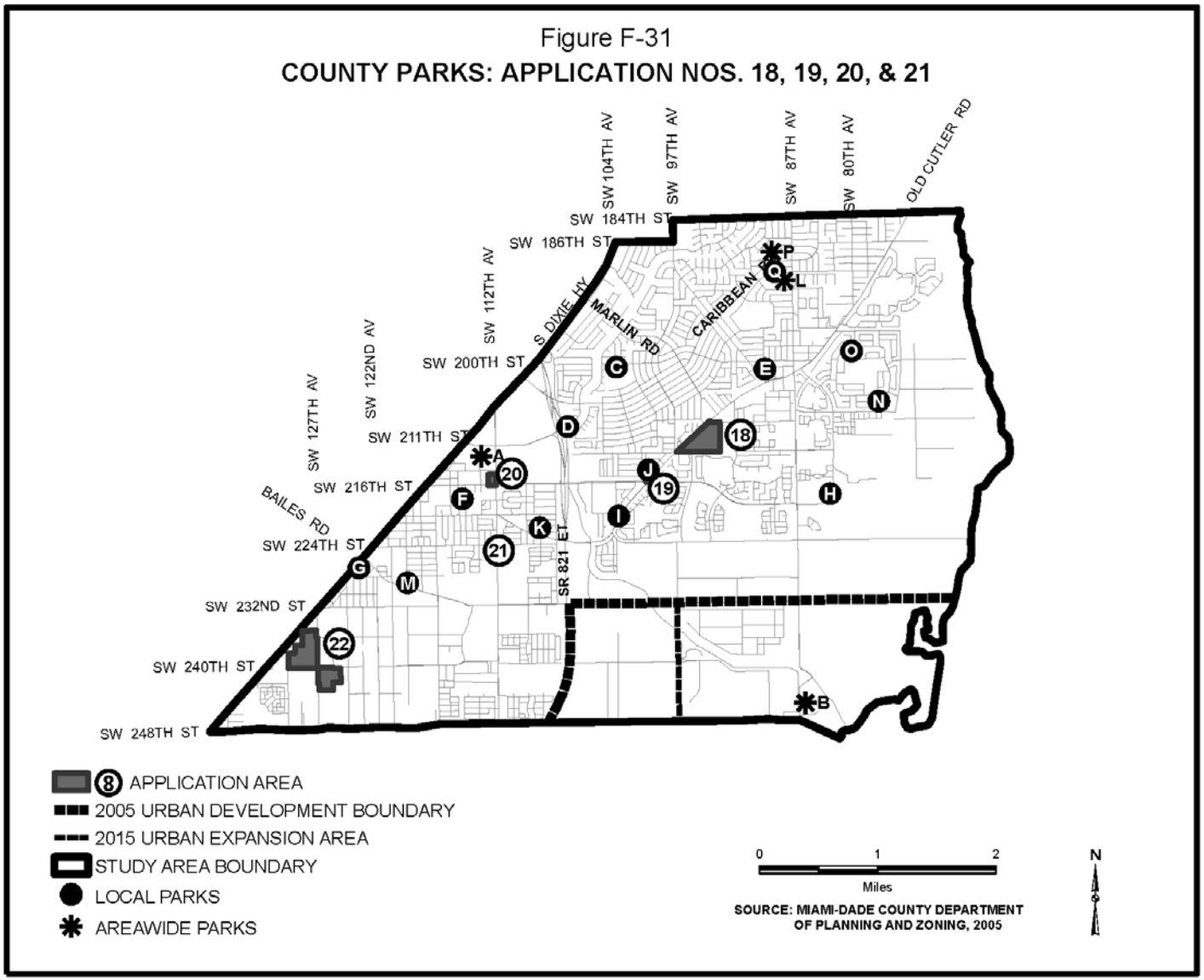
Table F-12
County Park and Recreation Open Space Facilities: Study Area F

Park Identifier (Figure F-31)	Name of Park	Park Classification	Acreage
A	Black Creek Trail	Green Way	3
B	Black Point Park and Marina	Metropolitan	118
C	Cutler Ridge	Community	13
D	Cutler Ridge Skate Park	Special Purpose	4
E	Franjo Park	Special Purpose	5
F	Goulds Park	Community	30
G	Goulds Wayside Park	Neighborhood	3
H	Lakes by the Bay	Community	96
I	Lincoln City Park # 1	Mini	1
J	Lincoln City Park # 2	Mini	1
K	Lincoln Estates	Mini	1
L	Ned Glenn Nature Preserve	Natural Preserve	10
M	Rock Pit # 57	Neighborhood	10
N	Saga Bay Park	Neighborhood	5
O	Saga Lake Park	Neighborhood	5
P	Whispering Pines Hammock Preserve	Natural Preserve	5
Q	Whispering Pines	Mini	

Source: Miami-Dade County Park and Recreation Department, 2005.

Figure F-31

COUNTY PARKS: APPLICATION NOS. 18, 19, 20, & 21



Study Area F is located in Park Benefit District (PBD) 3, which has a surplus capacity of 206.18 acres when measured by the County concurrency level-of-services standard. The impact of Amendment No. 18 would increase the potential population in PBD 3 by 1,169, decreasing the available reserve capacity by 3.21 acres to 202.97 acres. The impact of Amendment No. 19 would increase the potential population in PBD 3 by 46, decreasing the available reserve capacity by .12 acres to 206.06 acres. The impact of Amendment No. 20 would increase the potential population in PBD 3 by 388, decreasing the available reserve capacity by 1.07 acres to 205.11 acres. The impact of Amendment No. 21 would increase the potential population in PBD 3 by 2, decreasing the available reserve capacity by .05 acres to 206.13 acres. The impact of Amendment No. 22 would increase the potential population in PBD 3 by 2,684, decreasing the available reserve capacity by 7.38 acres to 198.80 acres, and necessitating a park dedication.

Public Schools

Table F-13 lists the mainstream public schools in the mapped portion of Study Area F, indicating school name and type, October 2004 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure F-32. As can be seen, elementary schools in Study Area F had an October 2004 enrollment of 4,810, a FISH Design Capacity of 4,256 and a FISH percent of 113%. Middle schools had an October 2004 enrollment of 3,507, a FISH Design Capacity of 2,939 and a FISH percent of 119%. There are no senior high located in the Study Area. The total October 2004 enrollment for Study Area F is 8,317, a FISH Design Capacity of 7,195 and a FISH percent of 116%.

Application No. 18, if approved for 249 additional units, will potentially generate an additional 205 students in Study Area F. Approximately 94 of these students will attend Dr. Edward L. Whigham Elementary, increasing the FISH from 110% to 121%, 51 students will attend Mays Middle, increasing the FISH from 97% to 102%, and 60 students will attend Miami Southridge Senior High located outside Study Area F, increasing the FISH from 117% to 119%.

Application No. 19, if approved for 10 additional units will potentially generate 8 additional students. Approximately 4 of these students will attend Gulfstream Elementary, increasing the FISH from 91% to 92%, 2 students will attend Centennial Middle, keeping the FISH unchanged at 125%, and 2 students will attend Miami Southridge Senior High located outside the Study Area F, also keeping the FISH unchanged at 117%.

Application No. 20, if approved for 107 additional multi-family units will potentially generate 17 additional students. Approximately 8 of these students will attend Dr. Edward L. Whigham Elementary, increasing the FISH from 110% to 111%, 4 students will attend Mays Middle, increasing the FISH from 97% to 98%, and 5 students will attend Miami Southridge Senior High located outside Study Area F, keeping the FISH unchanged at 117%.

Application No. 21, if approved for 5 additional units will potentially generate 4 additional students. Approximately 2 of these students will attend Pine Villa Elementary, keeping the FISH unchanged at 95%, 1 student will attend Centennial Middle, keeping the FISH unchanged at

125%, and 1 student will attend Miami Southridge Senior High located outside Study Area F, also keeping the FISH unchanged at 117%.

Application No. 22, if approved for 270 additional units will potentially generate 236 additional students in the Study Area. Approximately 109 of these students will attend Pine Villa Elementary, increasing the FISH from 95% to 125%, 59 students will attend Redland Middle, increasing the FISH from 168% to 179%, and 68 students will attend Homestead Senior High located outside Study Area F, increasing the FISH from 109% to 114%.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Table F-13
2005 Public School FISH Rates
Study Area F

School Identifier (Figure F-32)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percent
	ELEMENTARY SCHOOLS			
A	Bel-Aire	537	423	127
B	Cutler Ridge	1,019	756	135
C	Dr. Edward L. Whigham	1,008	914	110
D	Gulfstream	701	768	91
E	Pine Villa	653	690	95
F	Whispering Pines	892	705	127
TOTAL ELEMENTARY		4,810	4,256	113
	MIDDLE SCHOOLS			
G	Centinnel	1,115	895	125
H	Cutler Ridge	1,424	1,048	136
I	Mays	968	996	97
TOTAL MIDDLE		3,507	2,939	119
STUDY AREA TOTAL		8,317	7,195	116

Source: Miami-Dade County Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, 2004

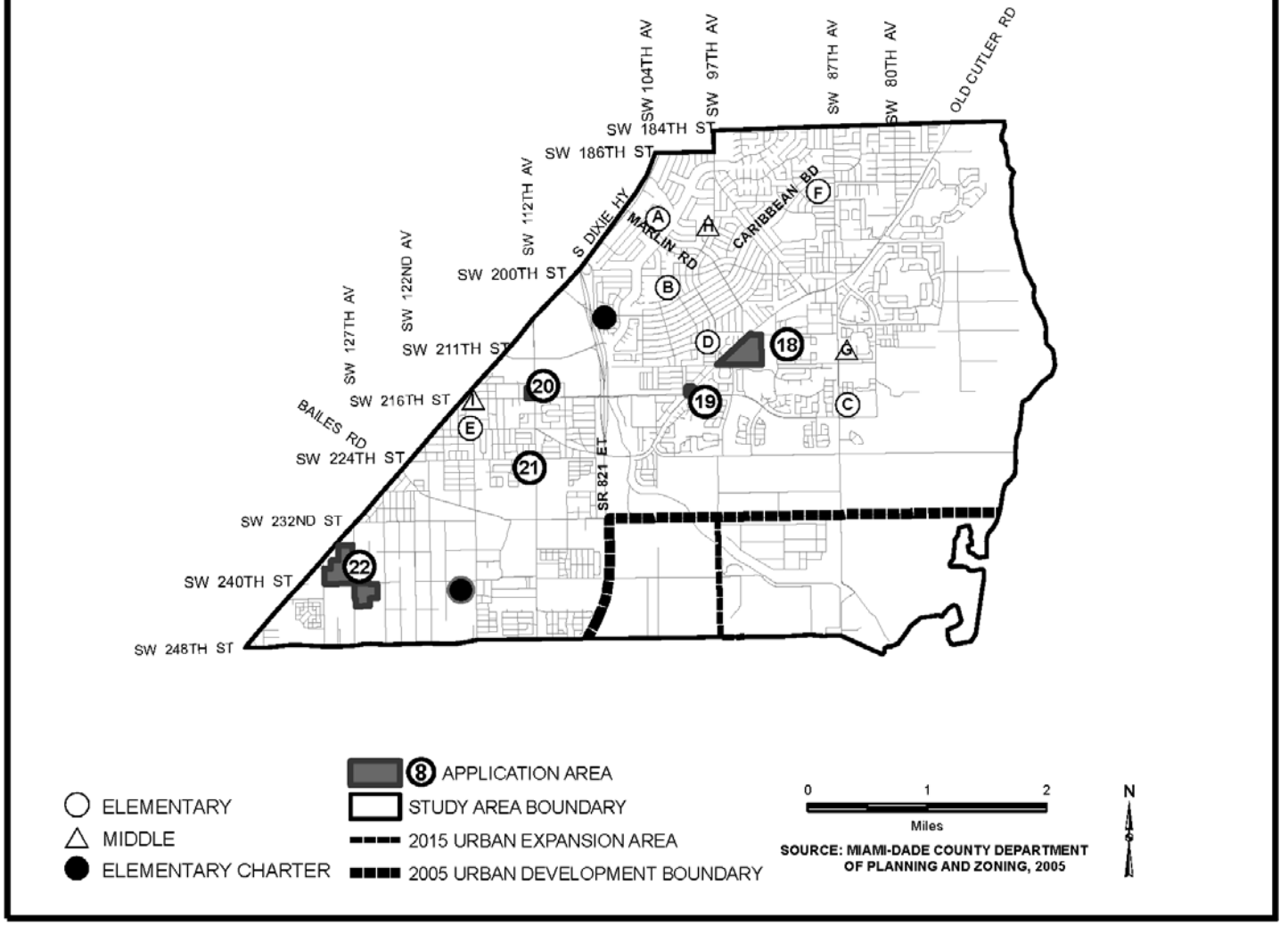
Below is a summary of impacts to schools in the Study Area should all amendment applications be approved.

Name of School	October 2004 Membership	FISH Design Capacity	FISH Percent	Application No. 18	19	20	21	22	Total Students of Apps.	FISH Capacity all Apps. Approved
ELEMENTARY SCHOOLS										
Bel-Aire	537	423	127							
Cutler Ridge	1,019	756	135							
Dr. Edward L. Whigham	1,008	914	110							
Gulfstream	701	768	91							
Pine Villa	653	690	95							
Whispering Pines	892	705	127							
MIDDLE SCHOOLS										
Centinnel	1,115	895								
Cutler Ridge	1,424	1,048								
Mays	968	996								

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a listing of all relief schools planned or funded for Study Area F.

Figure F-32

PUBLIC SCHOOLS: APPLICATION NOS. 18, 19, 20, & 21



Study Area G

Recommendations and Principal Reasons

Study Area G is located in southeastern Miami-Dade and is bounded by Coconut Palm Drive (SW 248 St.) on the north, Biscayne Bay on the east, US 1 and SW 167 Avenue on the west, and North Canal Drive (SW 328 Street) on the south. A southwestern portion of this study area lies within the city limits of Homestead, but most is unincorporated.

Two applications were filed addressing land in this area, and both request extension of the Urban Development Boundary (UDB) to include the property. Both of these applications are located within the City of Homestead. Section 2-116.1.2 of the Miami-Dade County Code addresses the applicability of the CDMP to municipalities. This section states that the location of the UDB and the permitted land uses outside the UDB shall be governed by the Miami-Dade CDMP notwithstanding the fact that the UDB may lie within the municipality.

These two applications overlap with Application No. 24 (14.71 gross acres) occupying the western portion of Application No. 23 (72.417 gross acres). An applicant is not required to have ownership of the property to make an application on it. The applicant for Application No. 23 owns approximately the eastern 63 percent of the site.

Application Number	Applicant/Representative Location (Size) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP (Acres)	Recommendation for •DISPOSITION •TRANSMITTAL
23	GCF Investments, Inc. / Miguel Diaz De la Portilla, Esq. Southwest corner of SW 312 Street and SW 137 Avenue (+/- 72.417 Gross acres) From: Agriculture To: Business and Office and Include within the Urban Development Boundary Standard Amendment	DENY TRANSMIT
24	Pedro Talamas, Juan J. Valdes, & Nadia A. Valdes / Stanley B. Price, Esq. Southeast corner of SW 142 Avenue and SW 312 Street (+/- 14.71 Gross Acres) From: Agriculture To: Business And Office and Include within the Urban Development Boundary Standard Amendment	ADOPT TRANSMIT

Application No. 23

Location: Southwest corner of SW 312 Street and SW 137 Avenue (+/- 72.417 Gross Acres)

Requested Amendment to the Land Use Plan Map:
From: Agriculture
To: Business and Office and
Include within the Urban Development Boundary

Recommendation: DENY and TRANSMIT
Principal Reasons for Recommendation:

1. The entire 72.417-acre site is not situated within the year 2015 Urban Expansion Area (UEA) boundary. Only the western portion of the site is located within the UEA. The UEA is comprised of that area located between the 2005 UDB and the 2015 UEA Boundary. The Urban Expansion Area is the area where current projections indicate that further urban development beyond the 2005 Urban Development Boundary (UDB) is likely to be warranted some time between the year 2005 and 2015.

2. The application indicates that site will be developed with a mixture of residential, business and office uses. Policy 8G of the Land Use Element provides guidance regarding the need to move the UDB for non-residential land uses. The policy states the following: "The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities." Countywide, the supply of land for commercial and office developments will not be depleted until 2025.

   The application site is located in the South Tier and in Study Area G (MSA 7.4) The South Tier has a depletion year of beyond 2025 for commercial and office development.

   Study Area G contained 438.4 acres of vacant land zoned or designated for commercial uses and 262.2 acres of in-use commercial land in the year 2003. The average annual absorption rate for the 2003 to 2025 period is 13.95 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land beyond the year 2025. These dates are sufficiently beyond the time horizons of the current CDMP and associated County service plans to warrant changing the currently adopted development boundary at this time.

   The application states that there is absence of retail and office uses in this area, which is currently true. However, the City of Homestead has recently approved the zoning for over 30 acres of commercial use on the parcel immediately east of the application site at the southwest corner of Campbell Drive (SW 312 Street) and theoretical SW 142 Avenue. The City of Homestead on November 9, 2004 approved Ordinance 2004-10-43, which rezoned from AU (Agriculture) to Planned Unit Development (PUD) a 68.11-acre site for the Crystal Lakes development. This project will contain 31.20 acres of

commercial use with a supermarket and 33.20 acres of residential use with 112 townhouse units and 248 garden villas.

3. Policy 8H of the Land Use Element states that when considering land areas to add to the UDB, some areas such as "Land designated Agriculture on the Land Use Plan map" should be avoided. The adopted 2005 and 2015 Land Use Plan map designates the application site as "Agriculture."

   This property is good agricultural land that can provide a productive use of this land until it is appropriate to authorize for urban development. This area has good drainage for agriculture and has recently been used for nurseries.

4. Based on policy, no need exists to extend the UDB boundary for residential use at this time. Policy 8G of the Land Use Element states that "The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)." In the year 2018 the remaining residential capacity of vacant land within the current Urban Development Boundary is projected to be depleted. The most recent EAR was adopted in 2003. Thus, the standard of a total 15-year Countywide supply beyond the date of the most recent EAR adoption has been met.

5. The South Miami-Dade Watershed Plan will provide information needed to assist in evaluating decisions to adjust the UDB. Land development capacity and interim planning time horizons will be reevaluated in accord with its recommendations. South Miami-Dade Watershed Plan is multi-year, multi-million dollar effort requiring the collaborative preparation of the plan between the County, South Florida Regional Planning Council, and the South Florida Water Management District. The Watershed Plan is derived from the need to protect Biscayne Bay from impacts caused by competing demands, altered timing and volumes of freshwater flow, nonpoint source pollution from urban and agricultural land uses, and impeding population growth and land development. The South Miami-Dade Watershed serves two national parks, as well as urban and agricultural areas of Miami-Dade County. The plan covers an area of approximately 400 square miles located south of Tamiami Trail and east of the Krome Avenue/U.S. 1 corridor. The plan will have a short-term component through the year 2015 and a long-term component extending through the year 2050. The Watershed Plan should be completed by early 2005.

6. Urban development is currently permitted only in areas to the west and north. Approval of this application could help facilitate the spread of urban uses into adjacent agricultural areas near Homestead Air Reserve Base. Currently the only urban development adjacent to the site is to the north of the site and includes the Waterstone charter school and the residential developments of Caribe Homes, Floridian Bay II, Floridian Isles II and Lowell Homes that are under construction. A housing development is situated east of the application site but it was built to serve farm workers working in the area and not for urban purposes. The Homestead Housing Authority operates the South Dade Center

Farm Labor Camp at 13600 SW 312 Street, which was built with funding from the US Department of Agriculture.

The application indicates that site will be developed with a mixture of residential, business and office uses. A "Business and Office" designation allows a wide range of uses such as retail, wholesale, personal and professional services, commercial and professional offices, heavy commercial activities (e.g. automobile repair businesses and contractor yards), hotels, motels, hospitals, medical buildings, nursing homes, entertainment and cultural facilities, amusements, commercial recreation establishments, residential development and institutional uses such as schools and churches.

The Department of the Air Force has determined that the application is outside the Homestead Air Reserve Base Air Installation Compatible Use Zone (AICUZ) for noise sensitivity, Accident Potential Zones, clear zones, base restrictive easements, and the Quantity Distance arcs emanating from the Munitions Storage Area. The July 22, 2005 letter from the Air Force does state that "The proposed area for applications 23 and 24 is between 500' and 2000' feet from the 65db noise contour established by the 2004 Homestead Air Reserve Base AICUZ Study. Considerations for noise attenuation for higher density structures such as nursing homes and hotels may be warranted, to ensure long term compatibility with the base flying mission." A Joint Land Use Study (JLUS) is underway to determine the appropriate land uses around the base.

7. The proposed development will impact traffic on SW 137 Avenue and on SW 312 Street, which currently have a Level-of-Service (LOS) of "C." The LOS 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. With the application, traffic is expected to deteriorate further on these roadways to LOS "F." The adopted LOS standard on these roadways is "D." SW 137 Avenue south of the Turnpike and south of the application site is a four-lane county arterial road, and SW 312 Street is a two-lane county collector road. Thus, these roadways with the application will violate the adopted LOS standard. There are no programmed or planned roadway improvements in the next five years.

   The application would require some improvements to other public services. With this development, the elementary and middle schools serving this site will exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent.

   The Miami-Dade Fire Rescue Department has stated that the impact to existing fire rescue services is severe since the average travel time for these services is approximately 8.29 minutes. In addition, the site does not have adequate flow of public water for fire services. However, a new fire rescue station is programmed for fiscal year 2007 that will help mitigate some of the impact to fire rescue services.

8. The subject property does not impact historical resources and has limited impact on environmental resources. The Department of Environmental Resources Management has

identified specimen-sized trees on portions of the application site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

The subject property is situated in the C-103 Basin and outside the UDB. The flood protection for this area is undetermined. Therefore, cut and fill criteria will be required for on-site water management and flood protection.

9. While the Department does not believe that the adopted 2005 and 2015 LUP map of the CDMP should be amended and the 2005 UDB extended to provide for development of a shopping center at this location, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Application No. 24

Location: Southeast corner of SW 142 Avenue and SW 312 Street (+/-14.71 Gross Acres)

Requested Amendment to the Land Use Plan Map:

From: Agriculture
To: Business and Office and
Include within the Urban Development Boundary

Recommendation: ADOPT and TRANSMIT
Principal Reasons for Recommendation:

1. The application site is bordered on the east by Canal C-103 N and on the south by Canal C-103. These canals will serve as a hard barriers discouraging further eastern and southern expansion of the UDB.

2. The entire 14.71-acre site is situated within the year 2015 Urban Expansion Area (UEA) boundary. The UEA is comprised of that area located between the 2005 UDB and the 2015 UEA Boundary. The Urban Expansion Area is the area where current projections indicate that further urban development beyond the 2005 Urban Development Boundary (UDB) is likely to be warranted some time between the year 2005 and 2015.

3. The representative of the applicant has verbally stated that the application site will probably be used for medical offices since the new Homestead Hospital is approximately one-half mile to the west. However, the draft covenant submitted by the applicant allows other uses. The draft covenant states the following:

> (1) The subject property shall be limited to commercial and/or professional uses consistent in scale or bulk with commercial and/or professional uses currently planned or hereinafter developed as part of the Crystal Lakes Planned Unit Development located at the southwest corner of Campbell Drive (SW 312 Street) and theoretical SW 142 Avenue in the city of Homestead, Florida. *(Staff note: This 68.11-acre project will contain 31.20 acres of commercial use with a supermarket and 33.20 acres of residential use with 112 townhouse units and 248 garden villas).*

(2) Regardless of any use permitted on land designated and zoned for commercial and/or professional purposes, as set in the City of Homestead Code of Ordinances, the Property shall not be developed or operated as or with any of the following: automotive sales, automotive repair and maintenance; dry cleaning and/or pressing; and residential uses.

The Department of the Air Force has determined that the application is outside the Homestead Air Reserve Base Air Installation Compatible Use Zone (AICUZ) for noise sensitivity, Accident Potential Zones, clear zones, base restrictive easements, and the Quantity Distance arcs emanating from the Munitions Storage Area. The July 22, 2005 letter from the Air Force does state that "The proposed area for applications 23 and 24 is between 500' and 2000' feet from the 65db noise contour established by the 2004 Homestead Air Reserve Base AICUZ Study. Considerations for noise attenuation for higher density structures such as nursing homes and hotels may be warranted, to ensure long term compatibility with the base flying mission." A Joint Land Use Study (JLUS) is underway to determine the appropriate land uses around the base.

4. The proposed 14.71-acre development will impact traffic on SW 137 Avenue and on SW 312 Street, which currently have a Level-of-Service (LOS) of "C." The LOS 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. With the application, traffic is expected to deteriorate further on SW 137 Avenue and SW 312 Street to LOS "D." The adopted LOS standard on these roadways is "D." Thus, these roadways with the application will not violate the adopted LOS standard.

   The impact to other public services is limited. The Miami-Dade Fire Rescue Department has stated that the impact to existing fire rescue services is severe since the average travel time for these services is approximately 8.2 minutes. In addition, the site does not have adequate flow of public water for fire services. However, a new fire rescue station is programmed for fiscal year 2007 that will help to mitigate the impact to fire rescue.

5. The subject property does not impact historical resources and has limited impact on environmental resources. The Department of Environmental Resources Management has identified specimen-sized trees on portions of the application site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

   The subject property is situated in the C-103 Basin and outside the UDB. The flood protection for this area is undetermined. Therefore, cut and fill criteria will be required for on-site water management and flood protection.

Description of Study Area

Study Area G encompasses a 53 square mile area located in the eastern portion of the urbanizing south County region. This Study Area is bounded by Coconut Palm Drive (SW 248 St.) on the north, Biscayne Bay on the east, US 1 and SW 167 Avenue on the west, and North Canal Drive (SW 328 Street) on the south. The southwestern portion of this study area lies within the City Limits of Homestead, but most is unincorporated. (See Figure G-1). The Study Area is also the location of the Homestead Air Reserve Base, which comprises 1,943 acres northeast of the City of Homestead.

Environmental Conditions and Considerations

In Study Area G, soils are mostly Krome and Chekika gravelly loams west of the Turnpike and east of SW 137 Avenue, except in the former sloughs where marls predominate. Urban Land soil complexes exist in developed areas.

In the portion of Study Area G between US 1 and SW 137 Avenue, ground elevations range from ten to fifteen feet above mean sea level (msl) on the ridge and from five to ten feet in the former transverse glades. Areas east of the Turnpike, including the application sites, may be lower than five feet msl.

A summary of the environmental conditions for the two applications located in Study Area G is presented in Table G-1 below.

Flood Protection

The Black Creek Canal (C-1), C-102 and C-103 drain much of the Study Area. East of the Turnpike the highest average groundwater elevations are at, or above, the ground surface throughout most of the area. This "east glade" area has recurring flooding and drainage problems due to its low elevation and flat gradient. This area is located within Hurricane Evacuation Zone B, which is associated mainly with hurricanes of Category 2 and above.

Both Application sites are located in the C-103 Basin, and are outside of the UDB. These sites lie within Federal Flood Zone AE 6 and may flood during a 100-year storm. Flood protection for this area is not yet determined. Therefore, cut and fill criteria will be required for water management and flood protection at both sites. These applications must provide full onsite retention of the 5-year storm through an adequately designed exfiltration system or in combination with a dry retention system. Storm water runoff must be fully contained on-site without adverse impact to adjacent properties.

Wetlands

The Application Nos. 23 and 24 sites do not contain jurisdictional wetlands as defined by Section 23-5 of the Code. Therefore, Miami-Dade County will not require a Class IV Permit for work on these sites.

Figure G-1

LOCATION: Study Area G (MSA 7.4)

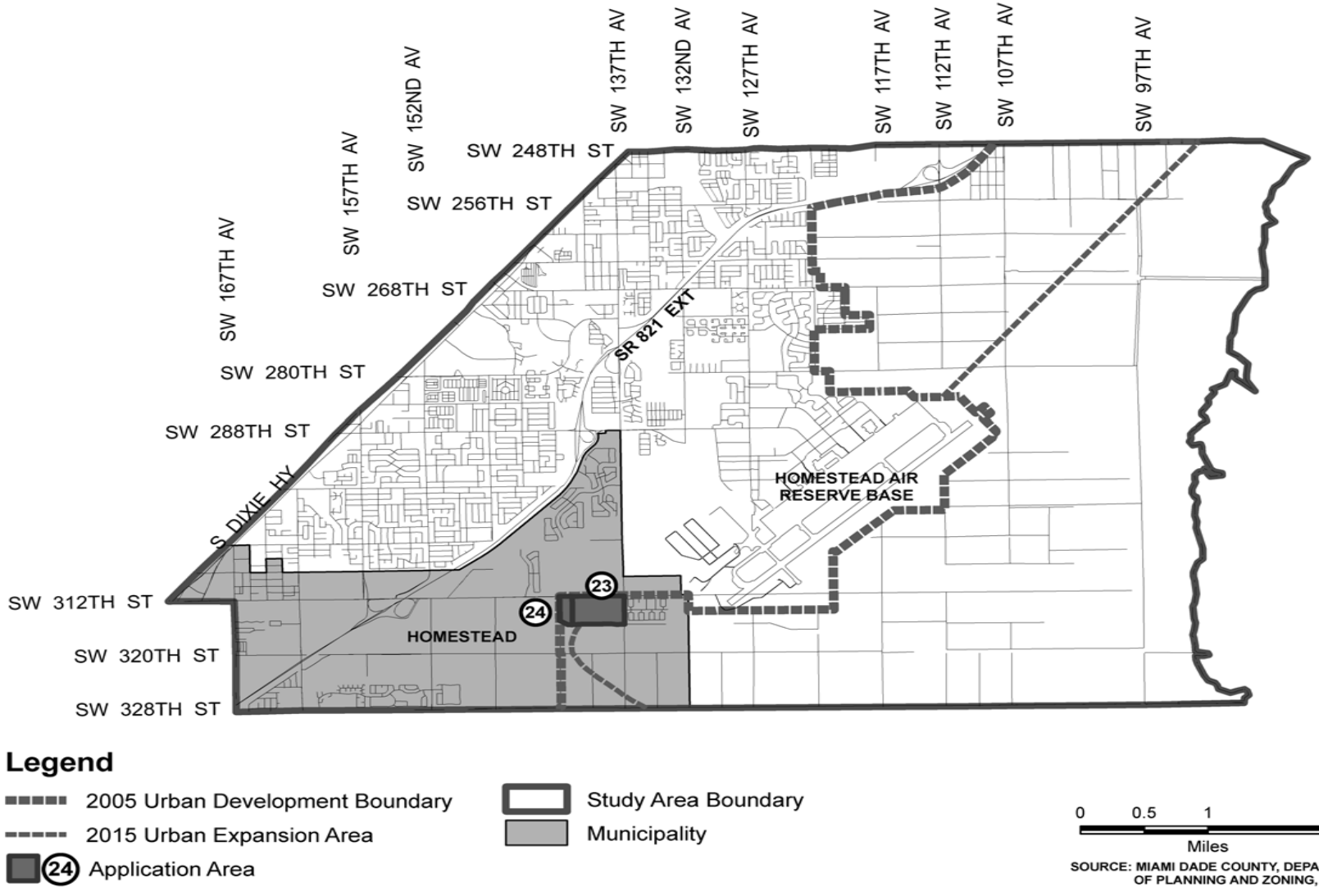


Table G-1
Environmental Conditions
Study Area G

	Application Number	
	23	24
Flood Protection		
County Flood Criteria (NGVD)	5.0 feet	5.0 feet
Stormwater Management Requirements	5-year storm	5-year storm
Drainage Basin	C-103	C-103
Federal Flood Zone	Zone AE	Zone AE
Hurricane Evacuation Zone	ZONE B	ZONE B
Biological Conditions		
Wetlands Permits Required	NO	NO
Native Wetland Communities	NO	NO
Natural Forest Communities	NO	NO
Endangered Species Habitat	NO	NO
Other Considerations		
Within Wellfield Protection Area	NO	NO
Archaeological/Historical Resources	NO	NO

Source:
Miami-Dade County Department of Environmental Resources Management, Historic Preservation Division; Department of Planning and Zoning, 2005.

Forest Resources

Pinelands, hammocks, and coastal ecosystems are found within Study Area G. Although a large portion of this Study Area has been developed, including scarification for major agricultural areas, a significant amount of natural area acreage has been, or is in the process of being, acquired for preservation by Federal, State, and local governments.

Both Application sites contain tree resources. A Miami-Dade County tree removal permit would be required prior to the removal or relocation of any trees. A tree survey showing all of the tree resources on the sites of the applications would be required prior to the reviewing of any tree removal permit applications. Additionally, DERM would require the preservation of all of the specimen-sized (trunk diameter > 18 inches) trees on the site in keeping with Section 24-49 of the Code of Miami-Dade County. A review of information by DERM indicates that specimen-sized trees are located within Application No. 24.

Wellfield Protection

Study Area G contains several wellfields as shown in Chapter 2, Figure 2-4. Within Wellfield Protection Areas, County regulations limit residential density, the use of hazardous materials, and the design of septic tanks, sewers and stormwater systems. Restrictions are increasingly more stringent in proximity to a wellfield. The application sites do not lie within designated wellfields.

Historical and Archeological

The application sites have no archaeological and historic resources.

Land Use Patterns Within Study Area G

This part of the County is currently experiencing considerable residential development and population growth, particularly in and around the City of Homestead. The suburban development is primarily residential with supporting commercial uses. Although most of the housing is comprised of detached single-family dwelling units, some residential areas include multifamily dwelling units at medium density. Downtown Homestead is located west of US-1, and is therefore not included in the Study Area. Smaller community and neighborhood business areas in the study area occur primarily along US 1. The Study Area also includes the Homestead Air Reserve Base. Agricultural crop production and foliage nurseries are the dominant land use on the lower, "east glade" land, located in the vicinity of and east of the Turnpike. The southeastern margin of the study area is floodplain and primarily undeveloped.

A summary of existing land use adjacent to the application sites is provided in Table G-2.

Table G-2
Existing Land Uses Within and Adjacent to Application Site

Application No.	Application Site	Adjacent to Application Site on the: North	East	South	West
23	Agriculture (AU)	Caribe Homes Under development (PUD)	Migrant Farmworker Housing (AU)	Agriculture (AU)	Agriculture (AU)
24	Agriculture (AU)	Charter School Under Development (PUD)	Agriculture (AU)	Agriculture (AU)	Vacant (PUD)

Note: Zoning on parcels is noted in parentheses ( )

Future Land Use Patterns. The future development pattern established for this area provides for residential development between US 1 and the Turnpike Extension, and on the west side of the Homestead Air Reserve Base, primarily at low density. Continuation of commercial development is provided for along US 1, along SW 312 Street in Homestead, and at some major

intersections in the planned residential community areas. Increased intensities and mixed use development is encouraged in the form of "Urban Centers" at the metropolitan or community scale at certain stops along the exclusive busway extension. A Department of Defense-funded Joint Land Use Study (JLUS) was recently initiated in order to ensure compatible development in the areas proximate to Homestead Air Reserve Base. It is anticipated that future land use amendments may be recommended in order to implement JLUS recommendations. The areas outside of, but contiguous to, the year 2015 Urban Development Boundary (UDB) are, for the most part, designated Agriculture, with land farther to the south and east designated as Open Land and Environmental Protection on the CDMP Future Land Use Plan Map.

Application No. 23

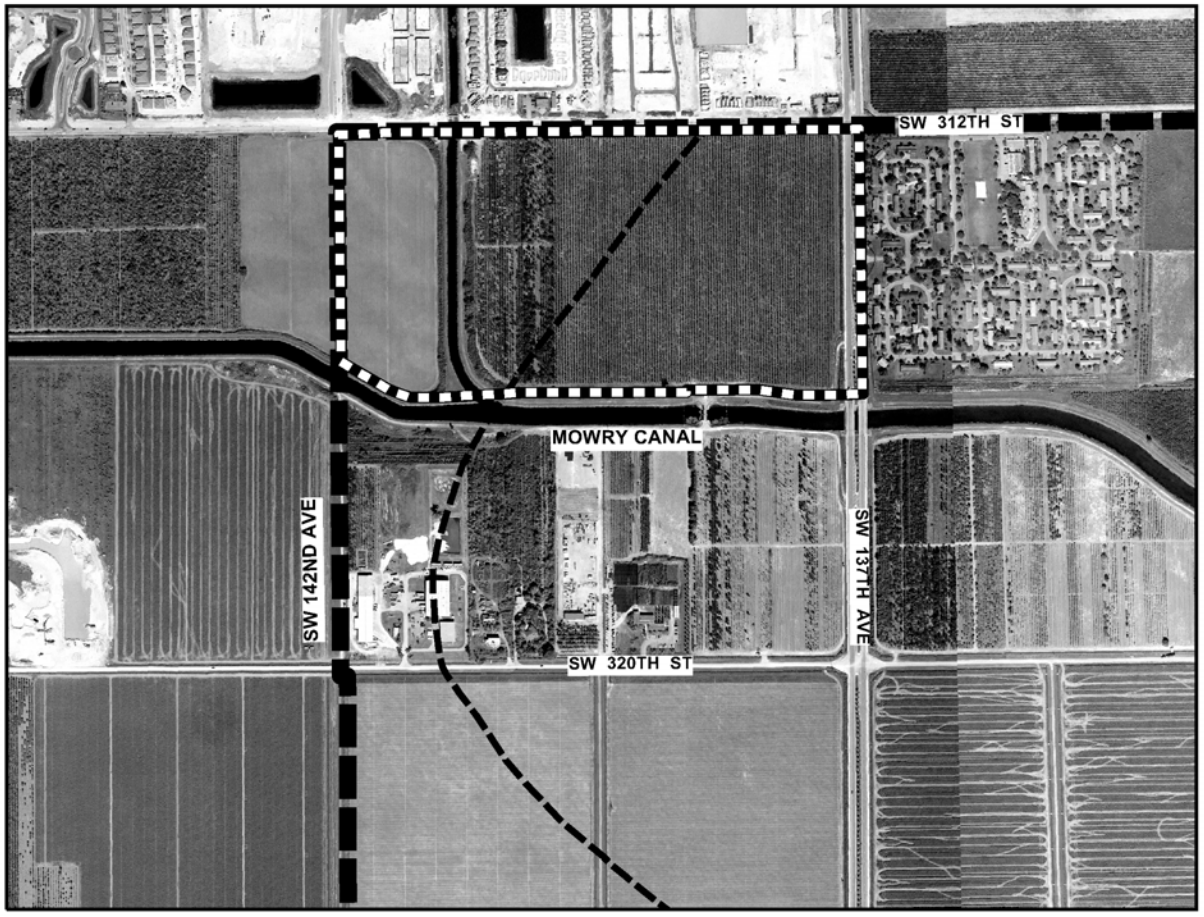
The Application No. 23 site is located between SW 312 Street, SW 316 Street, SW 137 Avenue, and SW 142 Avenue in the City of Homestead and outside the UDB. The subject area abuts the UDB to the north, and is southwest of the Homestead Air Reserve Base. The western portion of the site is located within the 2025 Urban Expansion Area. This site contains approximately 72.417 gross acres, and is currently in agricultural use. (See Figure G-2) The applicant is requesting that the site be redesignated from “Agriculture” to “Business and Office” on the CDMP Future Land Use Plan Map, and included in the UDB.

Existing Land Use Patterns: Current zoning and the development pattern promoted by the CDMP Land Use Plan Map are depicted in Figures G-2 through G-4. While the site and the parcels to the south and west are in agricultural use, a migrant farmworker housing development operated by the Homestead Housing Authority and comprised of fourplexes is located on the property to the east. This development is located outside the UDB and is a non-conforming use. Homestead Air Reserve Base is located a short distance to the northeast of the subject property. Development of the property to the northwest of the site, between the site and Homestead Air Reserve Base, is limited by its proximity to airport runways at Homestead Air Reserve Base. The properties to the north of the site are under development as a Planned Unit Development (Caribe Homes). The parcel west of the site is designated Industrial and Office on the CDMP Future Land Use Plan Map, and zoned PUD by the City of Homestead. This parcel is vacant but has been identified as the future location of the commercial component of a PUD.

Future Development Patterns: The application site and the parcels to the east and south are designated Agriculture on the Future Land Use Plan Map (See Figure G-5), and zoned AU (Agriculture). The property to the northwest of the site, between the site and Homestead Reserve Base, is designated Industrial on the Future Land Use Plan Map, and zoned AU. The properties to the north of the site are designated for Low Density Residential Use, and are zoned PUD (Planned Unit Development) by the City of Homestead. The parcel west of the site is designated Industrial and Office on the CDMP Future Land Use Plan Map, and zoned PUD by the City of Homestead.

Figure G-2

AERIAL PHOTO: APPLICATION NO. 23



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANISION AREA

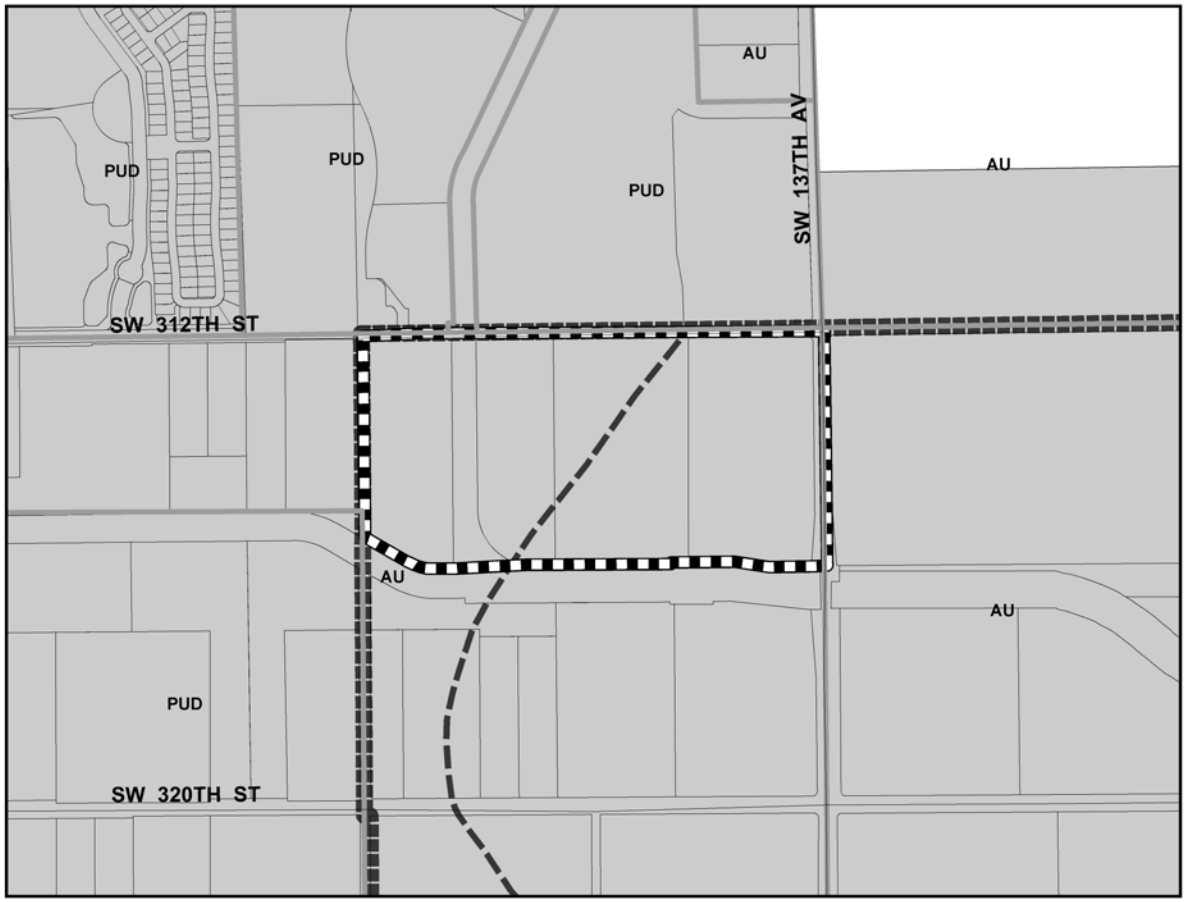
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SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure G-3

APPLICATION NO. 23
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

UNINCORPORATED MIAMI-DADE

CITY OF HOMESTEAD

MIAMI-DADE ZONING DISTRICTS

AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS

CITY OF HOMESTEAD ZONING CODES

AU	AGRICULTURAL DISTRICT
PUD	PLANNED UNIT DEVELOPMENTS

0 0.1 0.2 0.4

Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

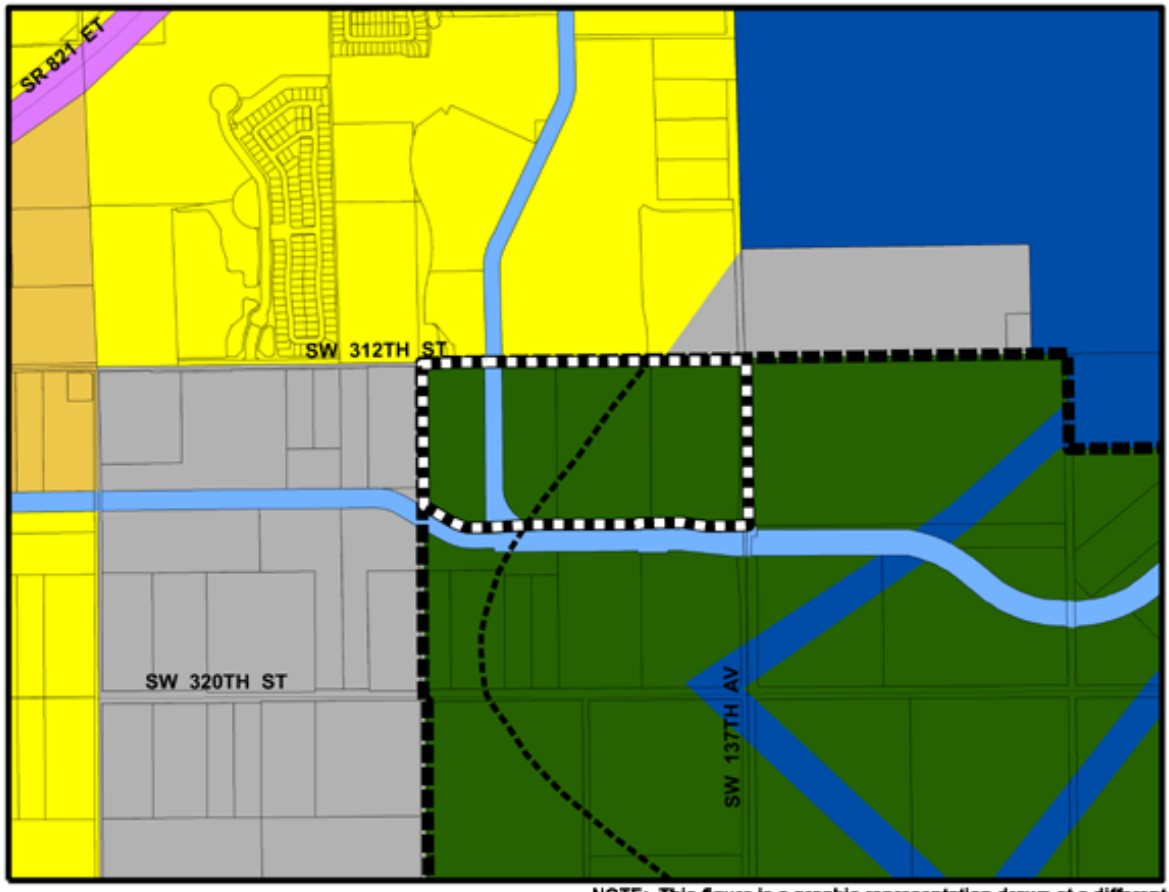
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Figure G-5

APPLICATION NO. 23
CDMP LAND USE PLAN



LEGEND

- APPLICATION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY
- 2015 EXPANSION AREA BOUNDARY

CDMP LAND USE

RESIDENTIAL COMMUNITIES
- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
- INDUSTRIAL AND OFFICE
- INSTITUTIONAL AND PUBLIC FACILITY
- AGRICULTURE
- WATER
- TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Application No. 24

The Application No. 24 site is located on the southeast corner of SW 142 Avenue and SW 312 Street, in the City of Homestead and outside the UDB. The site abuts the UDB to the north and west, and is located within the 2025 Urban Expansion Area. This application site contains approximately 14.71 gross acres. The site is currently in agricultural use (See Figure G-6). The applicant is requesting that the site be redesignated from "Agriculture" to "Business and Office", and included in the UDB.

Existing Land Use Patterns: Current zoning and the development pattern promoted by the CDMP Land Use Plan Map are depicted in Figures G-6 through G-8. The subject area and the parcels to the east and south are currently in agricultural use. Homestead Air Reserve Base is located a short distance to the northeast of the subject property. The planned Waterstone Charter School is being constructed on the property to the north of the subject area. The property west of the subject is vacant, but has been identified as the future location of the commercial component of a Planned Unit Development.

Future Development Patterns: The site and the parcels to the east and south are designated Agriculture on the Future Land Use Plan Map (See Figure G-9), and zoned AU (Agriculture). The properties to the north of the site are designated for Low Density Residential Use, and are zoned PUD (Planned Unit Development) by the City of Homestead. The parcel directly west of the site is designated Industrial and Office on the CDMP Future Land Use Plan Map, and zoned PUD by the City of Homestead as well. The Department of Planning & Zoning filed an application in October 2004 to change the CDMP Future Land Use Plan Map designation of the property to the west from Industrial and Office to Business and Office, in accordance with the City of Homestead's Comprehensive Plan.

Figure G-6

AERIAL PHOTO: APPLICATION NO. 24



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANISION AREA

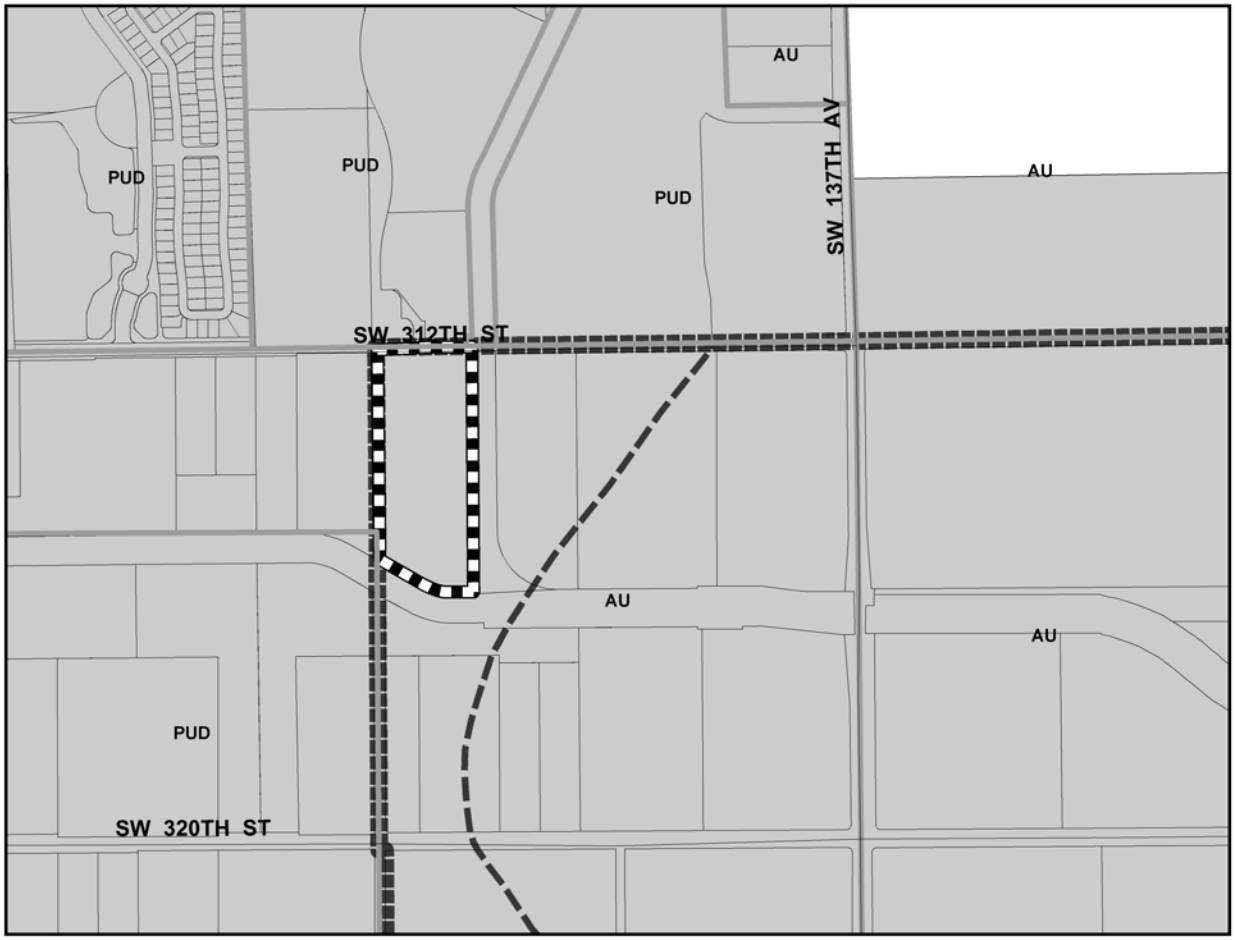
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SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Figure G-7

APPLICATION NO. 24
CURRENT ZONING MAP



APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

UNINCORPORATED MIAMI-DADE

CITY OF HOMESTEAD

MIAMI-DADE ZONING DISTRICTS

AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS

CITY OF HOMESTEAD ZONING CODES

AU	AGRICULTURAL DISTRICT
PUD	PLANNED UNIT DEVELOPMENTS

0 0.1 0.2 0.4
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

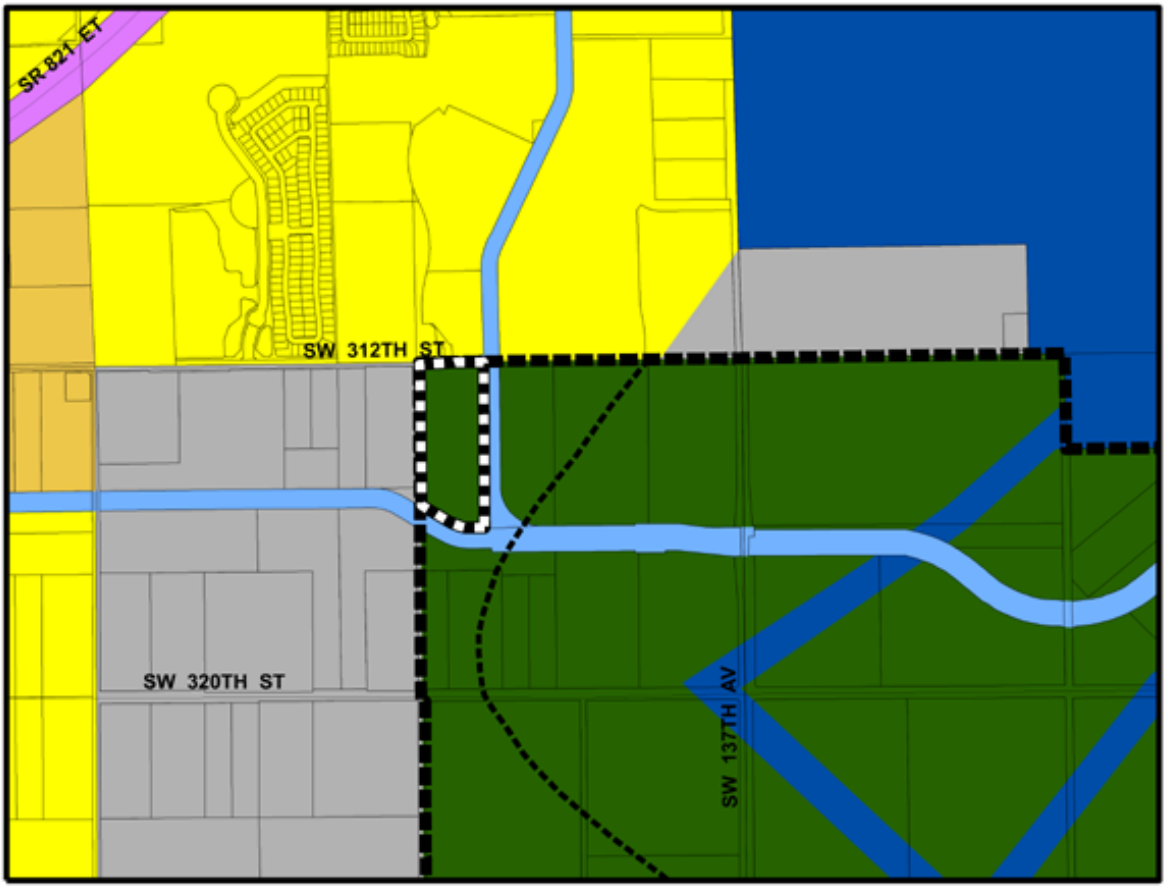
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Figure G-9

APPLICATION NO. 24
CDMP LAND USE PLAN



LEGEND

- APPLICATION AREA
- 2005 URBAN DEVELOPMENT BOUNDARY
- 2015 EXPANSION AREA BOUNDARY

CDMP LAND USE

RESIDENTIAL COMMUNITIES
- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
- INDUSTRIAL AND OFFICE
- INSTITUTIONAL AND PUBLIC FACILITY
- AGRICULTURE
- WATER
- TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Supply and Demand for Residential Land

Vacant residential land in Study Area G (Minor Statistical Area 7.4) in 2004 was estimated to have a capacity for about 19,300 dwelling units with about 67 percent of this intended for single-family units. The annual average demand is projected to increase from 626 units per year in the 2004-2010 period to 2,255 units in 2020-2025. An analysis of the residential capacity shows absorption occurring beyond the year 2025 (see Table 3G). About 80 percent of the projected residential demand is for single-family units and this land is projected to be depleted by 2020. The supply of multi-family land is projected to be depleted beyond the year 2025.

Table G-3
Residential Land Supply/Demand Analysis
2004 to 2025: Study Area G

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2003	12,893	6,362	19,225
DEMAND 2003-2010	602	150	752
CAPACITY IN 2010	9,883	5,612	15,495
DEMAND 2010-2015	594	148	742
CAPACITY 2015	6,913	4,872	11,785
DEMAND 2015-2020	1,174	294	1,468
CAPACITY 2020	1,043	3,402	4,445
DEMAND 2020-2025	1,804	451	2,255
CAPACITY 2025	0	1,147	0
DEPLETION YEAR	2020	>2025	2021

Residential capacity is expressed in terms of housing units as of January.
Housing demand is an annual average figure based on current population projections.
Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

There are two proposed amendments in this area. Application No. 23 includes the land area of Application No. 24. Both are standard amendments proposing the conversion of agricultural land to Business and Office and inclusion within the Urban Development Boundary. If the Business and Office land excludes residential the net result of approving Application No. 23 would be the loss of capacity for about 14 single-family units and the net result of approving Application No. 24 would be the net loss of about two single family units. If the Business and Office land includes residential then the supply of residential land would be extended by to up to 434 single family units if Application No. 23 is approved and by up to 88 single family units if Application No. 24 is approved.

Supply and Demand for Commercial Land

Study Area G (MSA 7.4) contained 438.4 acres of vacant land zoned or designated for commercial uses and 262.2 acres of in-use commercial land in the year 2004. The average annual absorption rate for the 2004 to 2025 period is 13.95 acres per year. At the projected rate of absorption, reflecting the past rate of such uses, the study area would deplete its supply of commercial zoned and designated land beyond the year 2025 (see Table G-4).

Table G-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area G

Study Area G MSA 7.4	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2003	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons 2015	2025
Total	438.4	262.2	13.95	2025+	9.1	5.1

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, July 2005

Roadways

Existing Conditions

Figure G-10 illustrates the existing arterial roadway network serving this Study Area. East-west arterials include SW 248, SW 268, SW 280, SW 288, SW 296, SW 304, SW 312, SW 320 and SW 328 Streets. North-south expressways and arterials include the Homestead Extension of the Florida Turnpike (HEFT), South Dixie Highway/US 1, and SW 97, SW 107, SW 112 (SR 989), SW 127, SW 137, SW 152 and SW 167 Avenues. Such corridors provide access to other portions of the County via the HEFT (SR 821) and South Dixie Highway. There is adequate access to the HEFT with interchanges at SW 112 and SW 137 Avenues, and SW 288 and SW 312 Streets, thereby allowing the HEFT to provide good connections to the rest of the County highway system north and south of the Study Area.

Table G-5 lists and Figure G-11 shows the traffic conditions on major roadways within this Study Area. Roadways in this Study Area are uncongested during the peak period, and no roadway segment is reported to be failing. Moreover, most segments show acceptable peak-period level of service (LOS) conditions, LOS C or better.

Figure G-10

ROADWAYS: Application Nos. 23 & 24

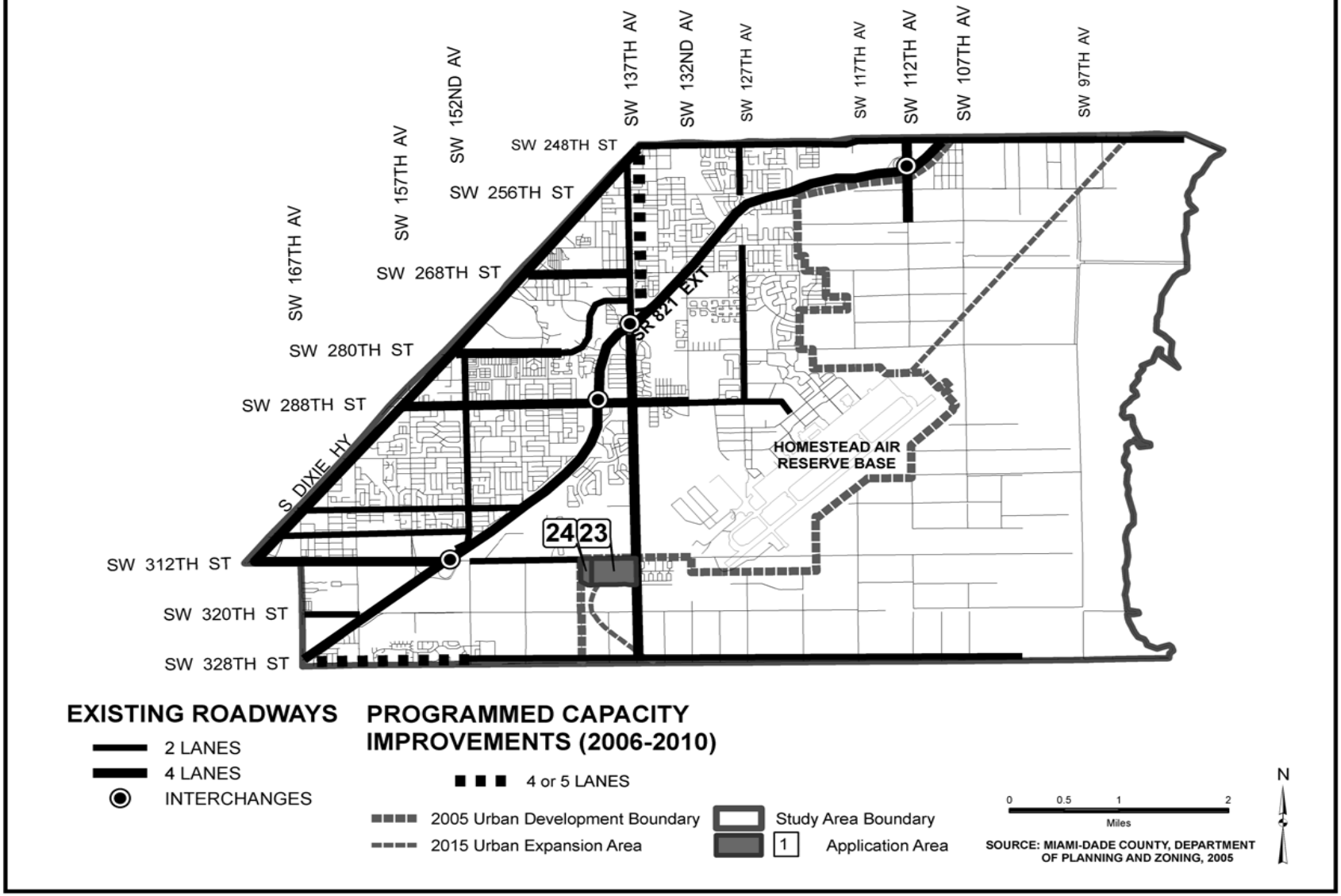
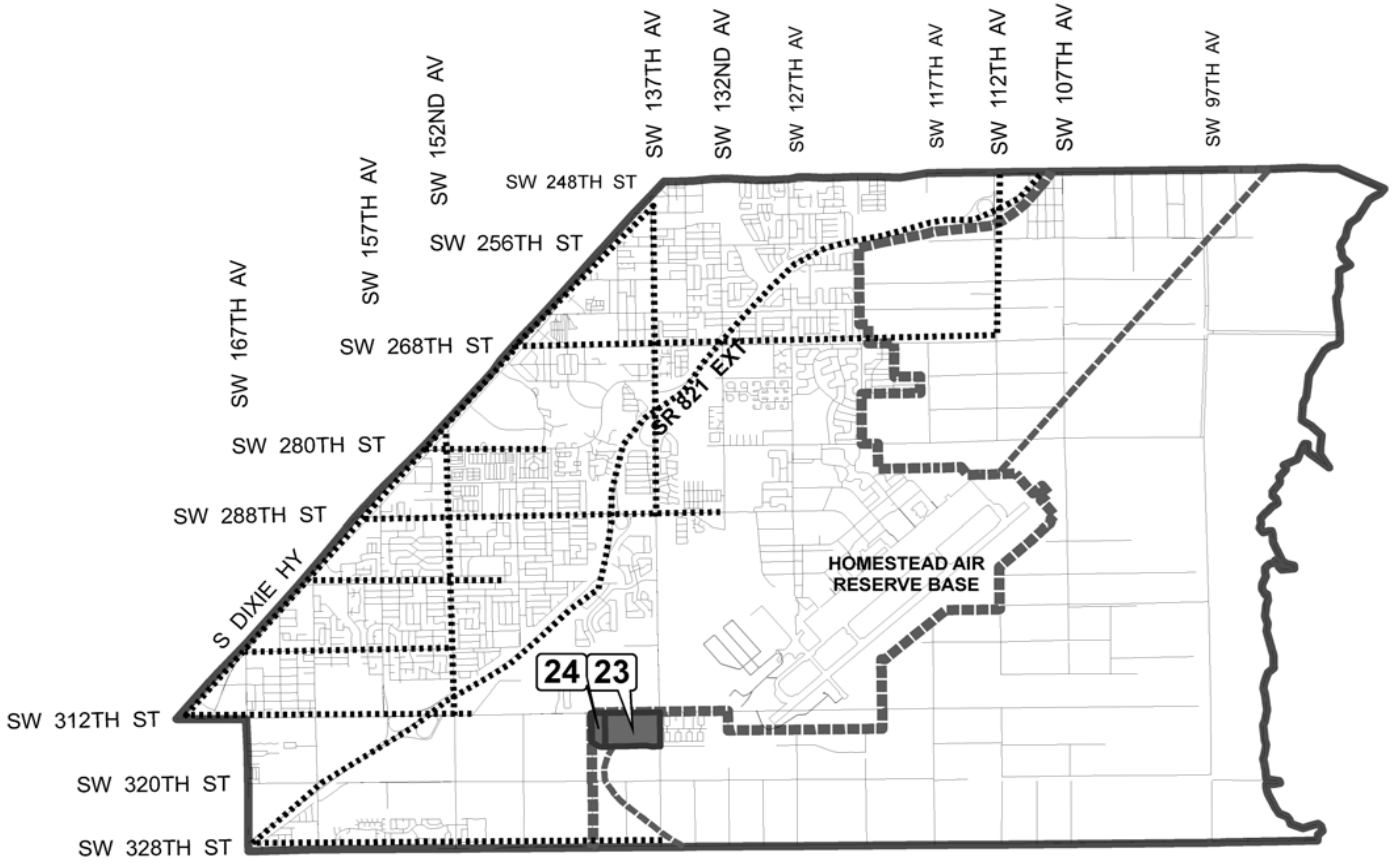


Figure G-11

EXISTING ROADWAYS LEVEL OF SERVICE: Application Nos. 23 & 24



EXISTING PEAK PERIOD LEVEL OF SERVICE

- LEVEL OF SERVICE C or BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F

- 2005 Urban Development Boundary
- 2015 Urban Expansion Area
- Study Area Boundary
- 1 Application Area

0 0.5 1 2

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SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Table G-5
Existing Traffic Conditions
Roadway Lanes and Peak-Period Level of Service (LOS)
Study Area G

Roadway	Location	Lanes	LOS Std.	LOS
HEFT (SR 821)	SW 137 Avenue to SW 112 Avenue	4 LA	D	A (96)
	SW 312 Street to SW 137 Ave.	4 LA	D	A (96)
	US 1 to SW 312 Street	4 LA	D	A (96)
South Dixie Hwy (SR 5)	SW 112 Ave to SW 304 Street	4 DV	E+20%	B (01)
	SW 304 St. to SW 344 Street	4 DV	E+20%	B (01)
SW 112 Ave (SR 989)	US 1 to HEFT	4 DV	D	A (02)
	HEFT to SW 268 Street	4 DV	E+20%	B (01)
SW 137 Avenue	US 1 to HEFT.	2 UD	D	B (02)
	HEFT to SW 288 Street	4 DV	D	B (01)
SW 152 Avenue	SW 280 Street to HEFT	2 UD	D	B (02)
SW 268 Street	SW 112 Avenue to SW 137 Avenue	4 UD	D	B (01)
	US 1 to SW 137 Avenue	4 UD	D	A (01)
SW 280 Street	US 1 to SW 142 Court	4 UD	D	C (01)
SW 288 Street	HEFT to SW 132 Ave.	4 UD	D	A (00)
	US 1 to HEFT	4 UD	D	A (00)
SW 296 Street	US 1 to SW 147 Ave.	2 UD	D	B (01)
SW 304 Street	US 1 to SW 152 Ave.	2 UD	D	C (01)
SW 312 Street	HEFT to SW 147 Ave.	2 UD	D	B (01)
	US 1 to HEFT	4 UD	D	C (02)
SW 328 Street	SW 137 Ave. to HEFT	2 UD	D	B (01)

Source: Miami-Dade County Public Works Department, July 2004
Note: Number in parenthesis () in LOS column identifies the year the traffic count was taken.
DV = Divided roadway; UD = Undivided roadway; LA = Limited Access facility
*LOS Std means the adopted minimum acceptable peak period Level of Service standard for State and County roadways.

Traffic Concurrency Evaluation

The Study Area is located partly within the County's 2005 Urban Development Boundary (UDB), and a small area south of SW 312 Street and east of Theoretical SW 142 Avenue is within the 2015 Urban Expansion Area (UEA)[1], with the eastern area situated largely outside of the UDB. A recent evaluation of peak-period traffic concurrency conditions in this Study Area as

[1] The UEA is the area where current projections indicate that further urban development beyond the 2005 UDB is likely to be warranted some time between 2005 and 2015.

of July 12, 2005, which considers reserved trips from approved development not yet constructed and programmed roadway capacity improvement projects not yet constructed, indicates that the following roadway segments have run out of concurrency service capacity:

Roadway Segment		Trips Left
SW 112 Avenue	US 1 to HEFT	-441
SW 137 Avenue	US 1 to HEFT	-83
SW 268 Street	US 1 to SW 137 Avenue	-34

Source: Miami-Dade County Public Works Department, July 2005.

All other the roadways within this Study Area are currently operating at the acceptable LOS C or better. Figure G-12 shows the concurrency levels of services for roadways in this Study Area and those roadway segments that will exceed the adopted LOS standards applicable to this area.

Future Conditions

Table G-6 lists and Figure G-10 shows the roadway capacity improvements programmed for construction within this Study Area for Fiscal Years 2006-2010. Various road-widening projects are programmed for the area, including the four-lane widening of SW 137 Avenue from the U.S. 1 to the HEFT, and SW 328 Street from SW 152 Avenue to U.S. 1.

Table G -6
Programmed Road Capacity Improvements
Fiscal Years 2006-2010
Study Area G

Roadway	From	To	Type of Improvement	Fiscal Year
SW 137 Avenue	HEFT (SR 821)	US-1	Widen to 4 lanes	2008-2009
SW 328 Street	SW 162 Avenue	SW 152 Avenue	Widen to 4 lanes	2005-2006
SW 328 Street	US-1	SW 162 Avenue	Widen to 4 lanes	2006-2007

Source: Miami-Dade Transportation Improvement Program 2006-2010, Metropolitan Planning Organization, June 2005.

Additionally, the Miami-Dade Transportation Plan to the Year 2030 identifies the four-lane widening of SW 312 Street from SW 152 Avenue to SW 137 Avenue as a Priority I project. Priority I projects are scheduled to be funded by 2009. The year 2015-planned roadway network for this Study Area is shown in Figure G-13, assuming implementation of all programmed and planned roadway capacity improvements.

Figure G-14 shows the projected year 2015 levels of service for all roadways in the Study Area. No roadway segments in the vicinity of Application Nos. 23 and 24 are projected to exceed their adopted LOS standards by the year 2015.

Figure G-12

ROADWAY CONCURRENCY LEVEL OF SERVICE: Application Nos. 23 & 24

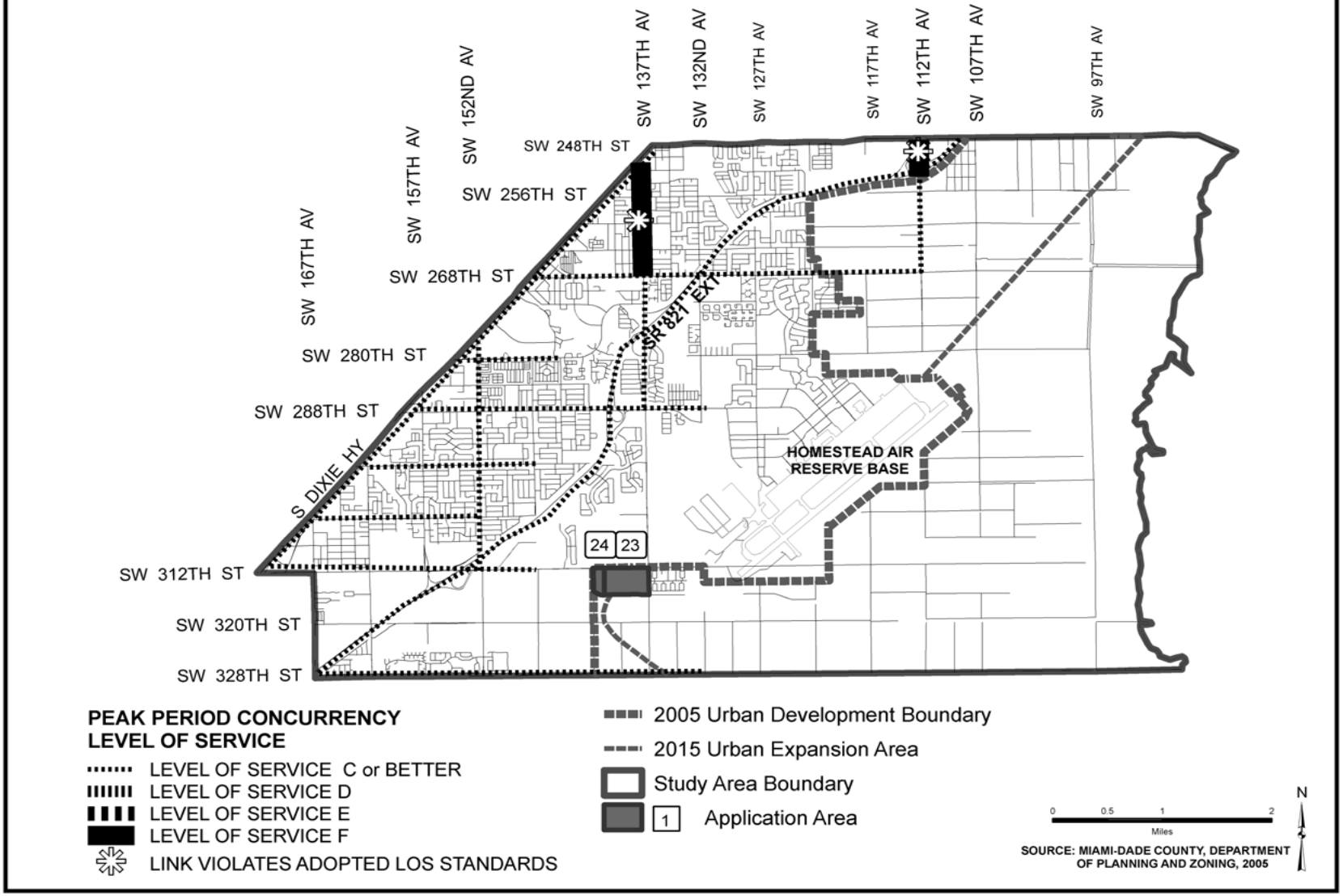


Figure G-13

PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NOS. 23 & 24

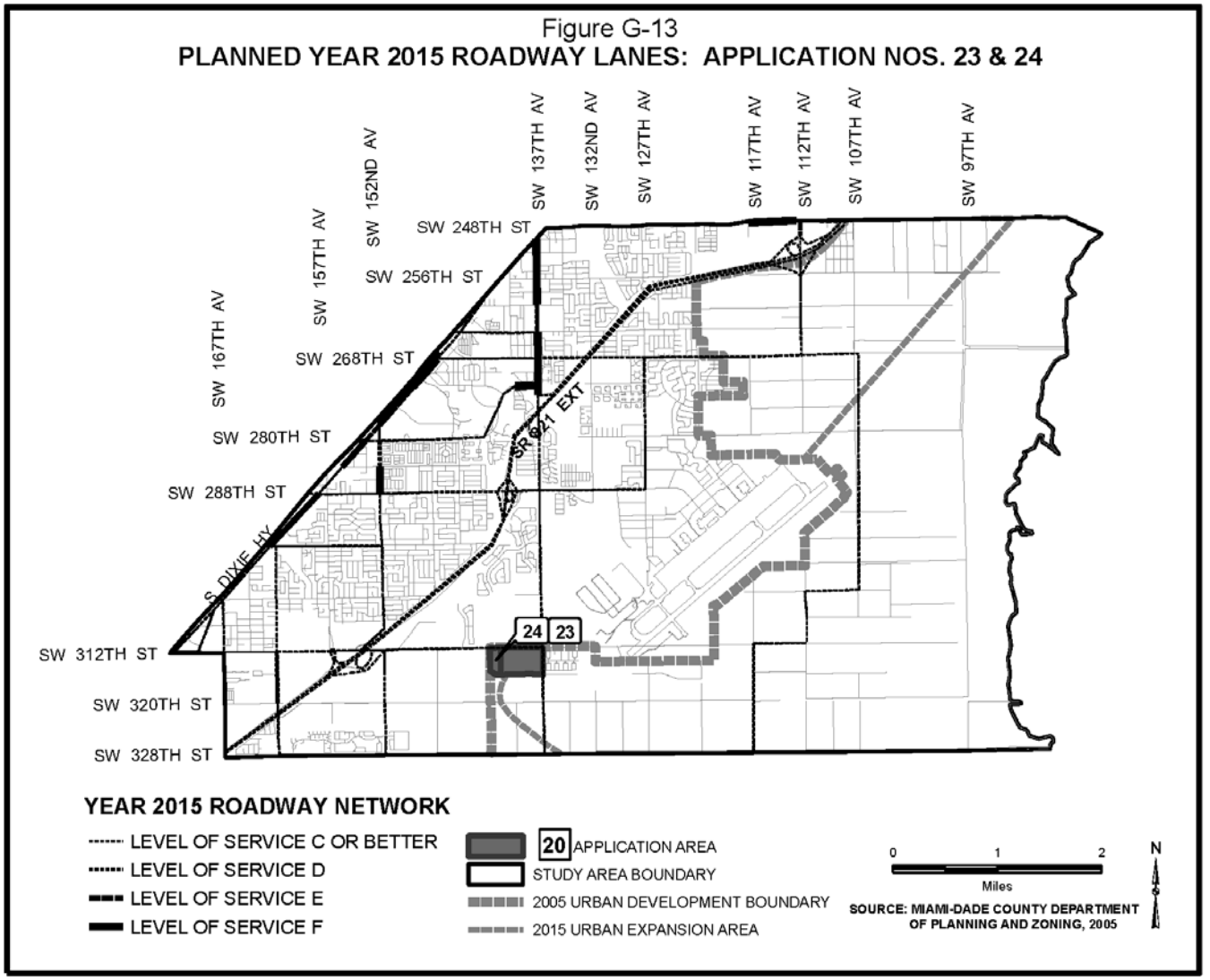
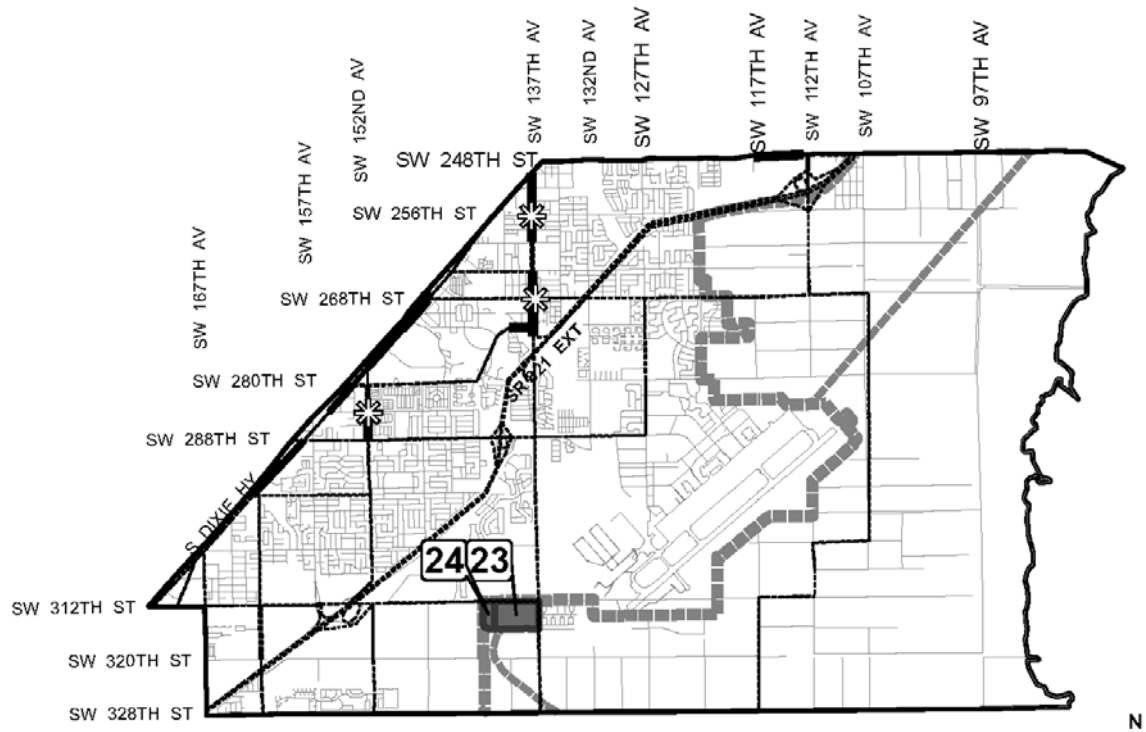


Figure G-14

PROJECTED YEAR 2015 LEVEL OF SERVICE: APPLICATION NOS. 23 & 24



LEVEL OF SERVICE 2015

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F
- LINK VIOLATES ADOPTED LOS STANDARD
- 23 APPLICATION AREA
- STUDY AREA BOUNDARY
- 2005 URBAN DEVELOPMENT BOUNDARY
- 2015 URBAN EXPANSION AREA

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Miles

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Application Impacts

Application No. 23 is a 72.42-acre site located on the southwest corner of SW 312 Street and SW 137 Avenue. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, LOS C or better. Traffic concurrency analysis indicates that the addition of trips generated by the proposed application will cause SW 312 Street (Campbell Drive) from the HEFT to SW 147 Avenue to deteriorate from LOS C to LOS F, and cause SW 137 Avenue from SW 288 to SW 268 Streets to deteriorate from LOS B to LOS F. These deficiencies may be partially mitigated as a result of planned roadway capacity improvements identified in the Miami-Dade Transportation Plan to the Year 2030, including the widening of SW 312 Street to 4 lanes from SW 152 to SW 137 Avenues; however this project remains unfunded at this time. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table G-7 identifies the estimated number of PM peak-hour trips to be generated by the proposed development under the requested land use designation (Business and Office) and compares it to the development that could occur under the current CDMP designation (Agriculture). Application No. 23, if developed as a shopping center, would generate approximately 2,183 more PM peak-hour trips than under the current CDMP designation.

Application No. 24 is a 14.35-acre site located on the southwest corner of SW 312 Street and SW 142 Avenue. Access to this site, if approved, would be from those roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service. Traffic concurrency analysis indicates that the addition of trips generated by the proposed application will not cause any roadway segments to fail. Additionally, some impacts may be mitigated as a result of planned roadway capacity improvements identified in the Miami-Dade Transportation Plan to the Year 2030, including the four-lane widening of SW 312 Street from SW 152 to SW 137 Avenues; however this project remains unfunded at this time. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at LOS F.

Table G-7 identifies the estimated number of PM peak hour trips to be generated by the proposed development under the requested land use designation (Business and Office) and compares it to the development that could occur (single family dwellings) under the current CDMP designation (Agriculture). Application No. 24, if developed as a shopping center, would generate approximately 638 more PM peak-hour trips than under the current CDMP designation.

Table G-7
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations
Study Area G

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
23	Agriculture – Single Family Residential (14 Units) / 18	Business & Office - Shopping Center (946,345 sq. ft.) / 2,201	+2,183
24	Agriculture – Single Family Residential (2 Units) / 3	Business & Office - Shopping Center (282,262 sq. ft.) / 641	+638

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003. Includes pass-by trips adjustment factor. Adjustment factor taken from Trip Generation, 7th Edition, 2003.

Transit Service

Existing Service

Metrobus routes 35, 70, 344, Busway Flyer and Busway MAX serve Study Area G. Table G-8 lists the existing service frequency in summary form.

Table G-8
Metrobus Route Service
Study Area G

Route No.	Headway Peak* Weekday	Headway Off-Peak* Weekday	Proximity in miles to App. No.23	Proximity in miles to App. No.23	Feeder, Local or Express
35	30	30	1.75	1.5	L
70	30	30	3.25	3	L
344	30	30	3.25	3	L
Busway Flyer	20	N/A	3	2.75	F/E
Busway MAX	15	30	3	2/75	F/E

Source: Miami-Dade Transit Agency, 2005.
Notes: F means feeder service to MetroRail
L means local service route
E means express service
N/A means none available
*Headway time in minutes

Future Conditions

By the year 2015, Study Area G is projected to experience a population increase of 29.3%, or 19,627 additional residents and an employment increase of 25.5%, or 6,931 additional jobs. The projected population and employment increase would warrant improvements to the current transit service in this study area.

Transit improvements to the existing transit service in Study Area G, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People's Transportation Program (PTP). Table G-9 shows service improvements programmed for existing routes within Study Area G as well as the new routes proposed for the area.

Table G-9
Planned Transit Improvements
Study Area G

Route	Improvement Description
1	Extend Service to Quail Roost Drive and SW 137 Ave.
35	Re-align along South Miami-Dade Busway Extension. Improve peak headways from 30 to 15 minutes.
38 Busway MAX	Extend alignment to the Village of Homestead community.
70	Improve weekend headways from 60 to 30 minutes. Re-align along South Miami-Dade Busway Extension. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
344	Improve peak headway from 30 to 20 minutes. Improve peak headway from 20 to 15 minutes.

Source: Miami-Dade Transit, July 2005.

There are also two new routes programmed for this area. They are:

New Routes	Improvement Description
Florida City/ Medley MAX	Introduce peak hour express service between the Florida City/Homestead area to Medley. Provide 3 trips in the am and 3 in the pm.
Busway Express Busway Flier)(SULS)	New peak hour service from Key Largo area, through Florida City to the Dadeland South Metrorail Station via the Busway.

Source: Miami-Dade Transit, July 2005.

The projected transit improvements for Study Area G are estimated to cost approximately $813,060 in annual operating cost and a one time capital cost of $1,618,730 for a total cost of $2,431,790. These costs reflect only the cost of that portion of route improvements within Study Area G.

Major Transit projects

Regarding future transit projects within this area, the Busway Extension is an 11.5 mile Bus Rapid Transit facility running along US-1/ South Dixie Highway from Cutler Ridge to SW 344th St. in Florida City. This project includes the on-going reconstruction project of US-1 from SW 112th Avenue to SW 264th Street.

In addition, a rail extension to Florida City will be studied as part of the People's Transportation Plan Rapid Transit Improvements. It consists of a 21-mile corridor along US 1, with two segments: one from Dadeland South Metrorail Station to Cutler Ridge; a second from Cutler Ridge to Florida City.

Applications Impacts

For Study Area G, two application requests were submitted to amend the CDMP (Application Nos. 23 and 24).

A trip-generation analysis was performed in the Traffic Analysis Zones where the Applications are being requested. In TAZ 1397, where Application No. 23 is located, the analysis indicates that this application, if granted, would generate only nine additional transit trips. Therefore, there will be no expected changes beyond those already planned for the area.

In TAZ 1397, where Application No. 24 is requested, the analysis indicates that this application, if granted, would generate only six additional transit trips. Therefore, there will be no expected changes beyond those already planned for the area.

Water and Sewer

Most of Study Area G is developed at very low densities and relies heavily on private wells and septic tanks. The Miami-Dade Water and Sewer Department (WASD) provides water and sewer service to most of the suburban unincorporated areas. Water distribution and sewage collection systems are also operated by the municipalities of Homestead and Florida City, and by the U.S. Air Force at the Homestead Air Reserve Base.

Potable Water Supply

Treated water is supplied to the Study Area from WASD's Alexander Orr Water Treatment Facility and by the South Dade Water System, which consists of several small plants formerly operated by Rex Utilities, and which serves the unincorporated area south of SW 248 Street. The Alexander Orr facility has a permitted capacity of 217.7 million gallons per day (mgd) and had an average daily production in 2004-2005 of 177.8 mgd. Most of the developed portions of the Study Area are provided with potable water service by the WASD system, while some of the southern areas are serviced by the City of Homestead. The Alexander Orr Plant is supplied with raw water from wells located at the plant and at the Snapper Creek, Southwest and West Wellfields. Water is also supplied from Aquifer Storage and Recovery (ASR) wells located at the West Wellfield.

Sewer Service

Wastewater from the Study Area is treated at the South District Wastewater Treatment Plant located near Black Point. This plant has an average flow design capacity of 112.5 mgd. The effluent produced by this facility meets all Federal, State and County standards. As of May 2005, this plant is treating sewage at an average daily rate of 84.5 percent of its permitted capacity. Most of the developed portions of the Study Area are provided with sanitary sewers, although there are some areas that are served by septic tanks.

Wastewater System Improvements

As a result of concerns over sewer overflow conditions during major storm events, the County entered into a Settlement Agreement with the Florida Department of Environmental Protection in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April 1994. WASD completed a 25 mgd expansion of its South District Sewage Treatment Plant in 1995. Expansion of this facility has increased its capacity to 112.5 mgd.

Extensive improvements to the sewage pump stations throughout the regional wastewater system are also planned. The County will also shift some of the demand south to Homestead and to an acquired facility in Perrine. Countywide, a total of $1.31 billion in wastewater collection and treatment system capital expenditures is planned for the period 2005-2011 in the 2005-2006 Proposed Resource Allocation and Multi-Year Capital Plan.

Water and Sewer Service to Application Sites

Amendment Application Nos. 23 and No. 24 are located in Study Area G, and within the City of Homestead. Accordingly, the City of Homestead is responsible for the provision of sewer services to the application sites. The location of the most proximate water and sewer connections to the site is detailed in Table G-10. The effect of the amendment on water and sewer demand based on a change from the current designations to the proposed uses is specified in Table G-11.

Application No. 23. There is a 6-inch water main entering the subject property on the east along SW 137 Avenue that connects with a 16-inch water main located on SW 137 Avenue. There is also a 6-inch water main abutting the property along SW 137 Avenue. Connection of the proposed project development to the public water supply system shall be required.

The subject property has an existing 8-inch force main entering the site on SW 312 Street. A 6-inch and a 10-inch force main abut the subject property on SW 312 Street. The system is owned and operated by MDWASD and directs the flow to booster pump station 30-0692 located at 30211 SW 147 Avenue then to the South District Treatment Plant. The pump station is currently working within the mandated criteria set forth in the First Partial Consent Decree.

Application No. 24. There is an existing 12-inch water main located approximately 5,429 feet west of the site at the intersection of SW 312 Street and SW 152 Avenue. Existing 6-inch and 16-inch water mains are located at the intersection of SW 137 Avenue and SW 312 Street.

Connection of the proposed project development to the public water supply system shall be required.

The site has an existing 6-inch and a 10-inch force main abutting the property on SW 312 Street. An 18-inch force main is located south approximately 2,033 feet along SW 142 Avenue. This system is owned and operated by MDWASD. The flows are directed to booster pump station 30-0692B located at 30211 SW 147 Street. The flow is then directed to the South District Treatment Plant. The pump station 30-0692B is currently working within the mandated criteria set forth in the First Partial Consent Decree.

Table G-10
Available Water and Sewer Connections for Applications in Study Area G

	Application	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	23	At Site	6	SW 137 Avenue	CHWSU
	24	1 Mile	12	SW 312 Street and SW 152 Avenue	CHWSU
SEWER					
	23	At Site	8F	SW 312 Street	CHWSU
	24	Adjacent	10F	SW 312 Street	CHWSU

(1) Utility Serving Application Site
CHWSU = City of Homestead Water and Sewer Utility
(G = Gravity Main; F = Force Main)

Source: Department of Environmental Resources Management, 2005.
Miami-Dade Water and Sewer Department, 2005.

Current Restrictions. Some of WASD's collection/transmission facilities have limited available capacity; consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and with the provisions of the Environmental Protection Agency Consent Decree. Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity in the sanitary sewer collection/transmission and treatment systems is available at the point in time when the project will be contributing sewage to the system or if approval for alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity. Miami-Dade County has completed treatment plant expansion projects that will ultimately increase total treatment plant capacity to 375.5 mgd. A total of 851 wastewater transmission system projects, consisting of 630 pumping stations and 221 force mains, have been identified for compliance with the Consent Decree between the county and the Environmental Protection Agency. As of May 31, 2005, 781 projects have been completed, consisting of 581 pumping stations and 200 force mains.

Evaluation of Application Impacts. Although specific requirements under Chapter 24 of the Code of Miami-Dade County vary with land use, most new development in Miami-Dade County is required by Chapter 24 and CDMP policy to connect to the public water or sewer system, or to both. The timing of new development is heavily dependent on the availability of service connections. Where water and sewer lines do not exist and are not programmed, the necessary service connections may be provided by the developer. When construction is completed, the facilities are donated to the utility.

The proximity of an application to existing or programmed water and sewer lines is an important asset or constraint which can influence the feasibility of a site's development within the year 2005 time frame of the Urban Development Boundary. For this reason, a map of major water and sewer lines and programmed improvements is presented for each of the Study Areas found in Chapter 1. In addition, the location of the nearest adequate water and sewer main connections is identified for each application site. The adequacy of available water and sewer service and capacity has been evaluated by DERM and WASD for each application.

Table G-11
Water and Sewer Demand for Applications in Study Area G
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
23	151,900	147,000
24	30,100	29,400

Source: Miami-Dade Department of Environmental Resources Management, 2005
Miami-Dade Department of Planning and Zoning, 2005

At the present time, the potable water supply and public sanitary sewer systems meet the Level of Service standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently has capacity that exceeds the standard by nearly four (4) years (See Solid Waste section in Chapter 2 of this report).

Application Nos. 23 and 24 lie outside the 2005 UDB but within DSWM's waste service area for garbage and trash collections. The closest DSWM facility to these application sites is Moody Drive Trash and Recycling Center (12970 SW 268th Street), which is approximately 4 miles away. Under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the requests at these application sites, there is no impact on collection services. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities, which are paid for by the users. The DSWM is capable of providing such disposal service.

Fire and Rescue Service

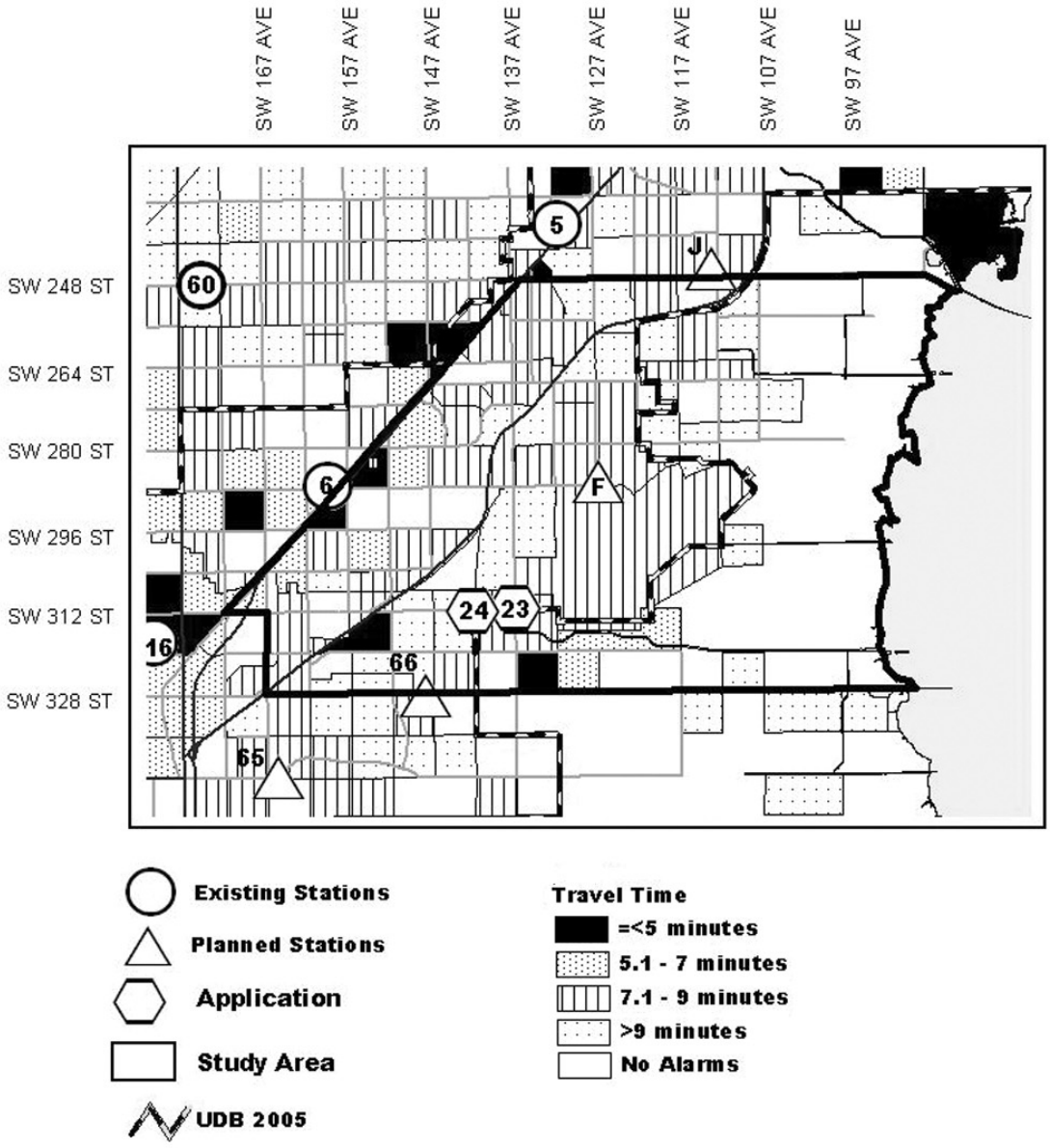
Study Area G is currently served by Miami-Dade Fire Rescue Stations 5, 6 and 16 (See Figure G-15). The Villages of Homestead Station is scheduled for construction in fiscal year 2006-2007 in the vicinity of SW 320 Street and SW 152 Avenue. The planned station will mitigate impact to existing service.

Due to their proximity to each other, travel time for Life Threatening Emergency alarms at the location of Application Nos. 23 and 24 is approximately 8.29 minutes. As a result of open land, there are no structure fires in the area. The current CDMP designation (Agriculture) generates a total of 4 annual alarms at Application No. 23 and 1 annual alarm at Application No. 24. The proposed CDMP designation (Business and Office) for Application No. 23 will allow a proposed potential development totaling 946,345 sq. ft., which is anticipated to generate 250 annual alarms. This will result in a very severe impact to existing fire rescue services. The proposed CDMP designation (Business and Office) for Application No. 24 will allow a proposed potential development totaling 187,525 sq. ft., which is anticipated to generate 49 annual alarms. This will result in a moderate impact to existing fire rescue services.

The required fire flow for the proposed CDMP designation at both Application Nos. 23 and 24 is 3,000 gallons per minute (gpm). Each fire hydrant requires delivery of 1,000 gpm. The Valve Atlas of the Miami-Dade Water and Sewer Department shows a 6" water main on SW 137 Avenue.

Figure G-15

FIRE AND RESCUE: APPLICATION NOS. 23 & 24



SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, AND MIAMI-DADE FIRE DEPARTMENT, 2005

County Parks

County-owned park and recreation facilities serving this portion of Study Area G are shown on Figure G-16. These parks are described in Table G-12, which lists the name and acreage for each park site.

Table G-12
County Park and Recreation Open Space Facilities: Study Area G (MSA 7.1 & 7.2)

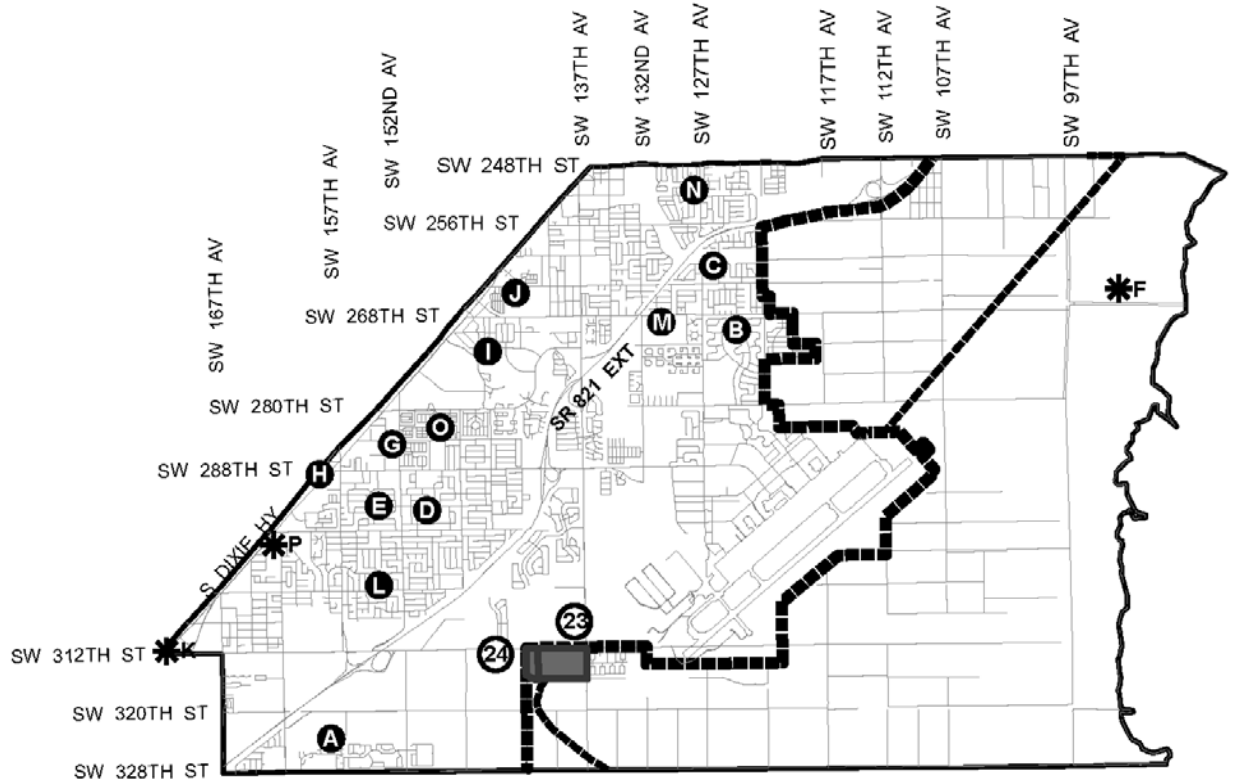
Park Identifier	Name of Park	Park Classification	Acreage
A	Area 291	NAP	10
B	Homestead Air Reserve Park	D	213
C	Kevin Broils Park	N	5
D	Leisure Lakes Park	C	9
E	Leisure Park	N	2
F	Mangrove Preserve	NAP	243
G	Modello Park	C	10
H	Modello Wayside Park	N	3
I	Naranja Lakes Park	N	1
J	Naranja Park	C	10
K	North South Trail	G	8
L	Palmland Park	N	5
M	Pine Island Lake Park	N	18
N	Princetonian Park	N	7
O	Royal Colonial Park	C	25
P	Seminole Wayside Park	SA	28

Source: Miami-Dade Park and Recreation Department, 2005.

The nearest park site to Application Nos. 23 and 24 is Palmland Park, a 5-acre Neighborhood Park located at SW 304 St. and 153 Ave. Study Area G is located in Park Benefit District 3 (PBD 3), which has a surplus capacity of 206.18 acres when measured by the County concurrency level-of-services standard. The impact of Amendment 23 will increase the potential population in PBD 3 by 1,402. Therefore, approval of this application would decrease the available reserve capacity by 3.86 acres to 202.32 acres. The impact of Amendment 24 will increase the potential population in PBD 3 by 278. Therefore, approval of this application would decrease the available reserve capacity by 0.76-acres. Approval of both applications will decrease the available reserve capacity by 4.62 acres to 201.56 acres. Additionally, the provision of local park service outside of the UBD will further stretch County's resources.

Figure G-16

COUNTY PARKS: APPLICATON NOS. 23 & 24



8 APPLICATION AREA

2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

STUDY AREA BOUNDARY

LOCAL PARKS

AREAWIDE PARKS

0 1 2

Miles

N

SOURCE: MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING, 2005

Public Schools

Table G-13 lists the mainstream public schools in the mapped portion of Study Area G, indicating school name and type, October 2004 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percentage. The locations of these schools are identified on Figure G-17. As can be seen, elementary schools in Study Area G had an October 2004 enrollment of 4,941, a FISH Design Capacity of 3,812 and a FISH percentage of 130%. Middle schools had an October 2004 enrollment of 1,456, a FISH Design Capacity of 1,178 and a FISH percentage of 124%. The total October 2004 enrollment in the mapped portion of the study Area is 6,397, a FISH Design Capacity of 4,990 and a FISH percentage of 128%. It is important to note that some students generated by residential development in this study area will attend a public school located outside this study area.

Table G-13
2004 Public School FISH Rates:
Study Area G

School Identifier (Figure G-17)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percentage
	ELEMENTARY SCHOOLS			
A	Air Base	720	888	81
B	Campbell Drive	955	679	141
C	Leisure City	1,753	866	202
D	Naranja	727	651	112
E	William A. Chapman	786	728	108
TOTAL ELEMENTARY		4,941	3,812	130
	MIDDLE SCHOOLS			
F	Campbell Drive	1,456	1,178	124
TOTAL MIDDLE		1,456	1,178	124
MAPPED STUDY AREA TOTAL		6,397	4,990	128

Source: Miami-Dade County Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, 2004

Because Homestead Senior is not located within the mapped portion of the Study Area, it is not included in Figure G-17 or Table G-13 above. Homestead Senior High School had an October 2004 enrollment of 3,191, a FISH Design Capacity of 2,926 and a FISH percentage of 109%.

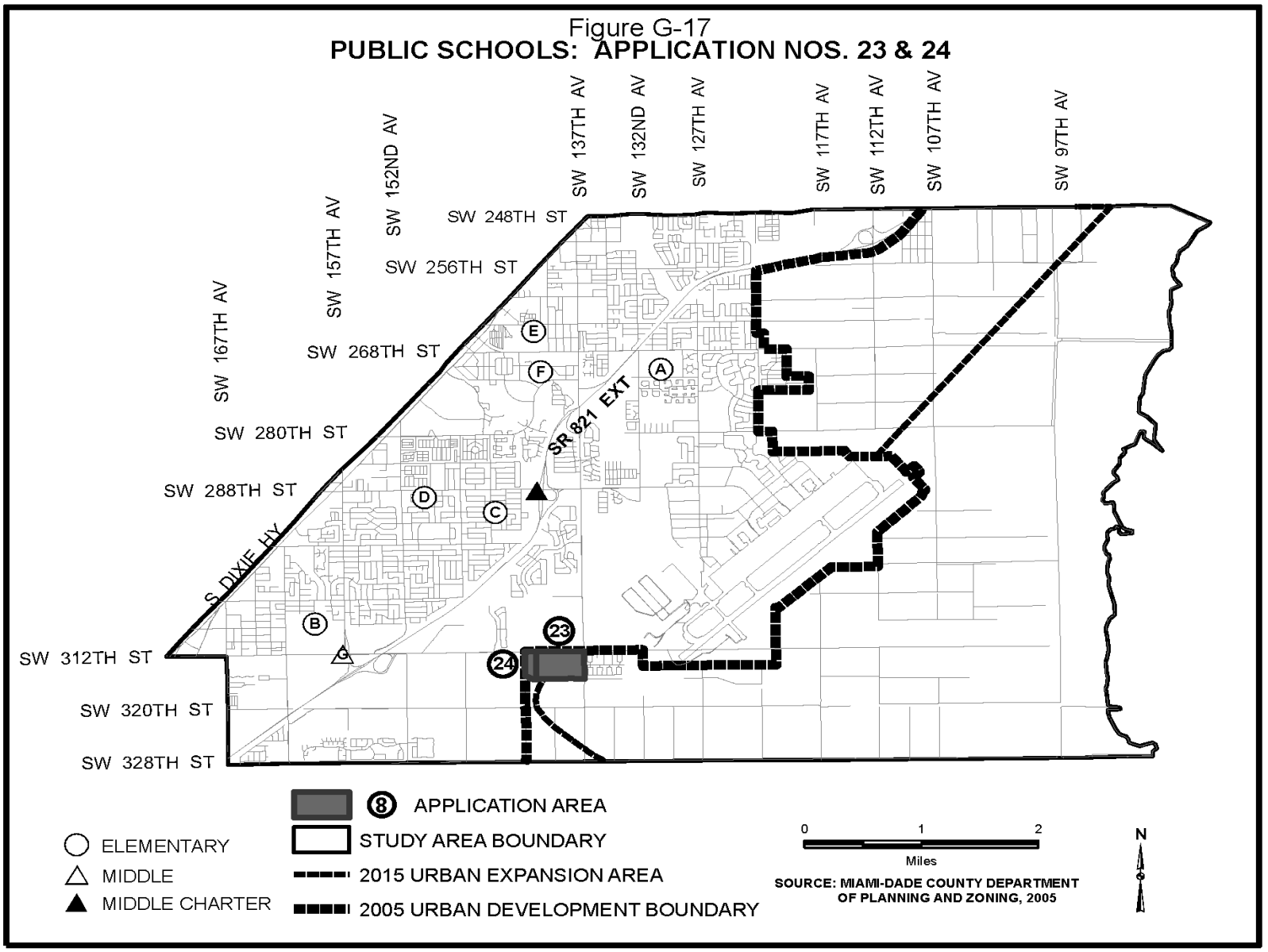
Application No. 23, if approved and developed as residential, will increase the potential student population of Study Area G by 282 students. Approximately 130 of these students would attend Peskoe Elementary, increasing the FISH percentage from 156% to 175%, 70 students would attend Campbell Drive Middle, increasing the FISH percentage from 124% to 130%, and 82 students would attend Homestead Senior, increasing the FISH percentage from 109% to 112%.

Application No. 24, if approved and developed as residential, will increase the potential student population of Study Area G by 56 students. Approximately 26 of these students would attend Peskoe Elementary, increasing the FISH percentage from 156% to 160%, 14 students would attend Campbell Drive Middle, increasing the FISH percentage from 124% to 125%, and 16 students would attend Homestead Senior, increasing the FISH percentage from 109% to 110%.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Figure G-17

PUBLIC SCHOOLS: APPLICATION NOS. 23 & 24



Applications to Amend CDMP
Policies, Text and Capital Improvements

This section contains the Department's Recommendations and Principal Reasons addressing one application filed by the Builder's Association of South Florida and Latin Builders Association and two applications filed by the Department. These applications address broadly applicable Plan policies and the legend of the Land Use Plan map, while Application No. 27 proposes to update the Schedule of Improvements in the Capital Improvements Element (CIE). The tables to be amended were not included in the Applications Report due to differences between the schedule for preparing and processing CDMP amendments and schedule for preparation of the County budget. The proposed updated CIE tables are presented in this section.

Application Number	Applicant/Representative Location (Size) REQUESTED AMENDMENT TO THE CDMP	Recommendation for •DISPOSITION •TRANSMITAL
25	Builders Association of South Florida & Latin Builders Association/ Richard Horton and Gus Gil LAND USE ELEMENT To revise Policy 8G Standard Amendment	DENY TRANSMIT
26	Miami-Dade County Department of Planning and Zoning / Diane O'Quinn Williams, Director LAND USE ELEMENT To provide for further refinement of the urban center boundaries Standard Amendment	•ADOPT WITH CHANGE •TRANSMIT
27	Miami-Dade County Department of Planning and Zoning / Diane O'Quinn Williams, Director CAPITAL IMPROVEMENTS ELEMENT Tables of Proposed Projects. Modify the following currently adopted tables as indicated in the application and related information: Table 2, Aviation; Table 3, Coastal Management; Table 4, Conservation; Table 5, Drainage; Table 6, Park and Recreation; Table 7, Seaport; Table 8, Sewer Facilities; Table 9, Solid Waste Management; Table 10, Traffic Circulation; Table 11, Mass Transit; and Table 12, Water Facilities. Standard Amendment	•ADOPT •TRANSMIT

Application No. 25

Requested Amendment to the Land Use Element:
Revises Policy 8G to ensure a constant 15-year supply of land for both single family and multi-family housing as follows:

8G. The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years ~~after~~

~~adoption of the most recent Evaluation and Appraisal Report (EAR)~~ plus a 5-year surplus (a total 15-year Countywide supply ~~beyond the date of EAR adoption~~). Such 15-year Countywide supply shall include a 15-year supply each of single-family (detached and attached) and multi-family units. The estimation of this capacity shall include the reasonable and verifiable capacity to develop and redevelop around transit stations at the densities recommended in policy 7F~~.~~ provided that where such lands are within a municipality, such capacity shall be included only where such units have been specifically provided for within land use designations as part of said municipality's LUP map and/or future land use element. In order to assure that housing can be developed in all areas of the County at prices that meet the purchasing capacity of all residents, the estimation of demand shall include, but not be limited to the following factors:

- Bi-annually determined population projections by numbers and by income;
- Annually determined housing starts within each municipality and the unincorporated area;
- Purchasing capacity of the population measured by income level;
- Market value of land averaged by section of land;
- Proximity to, or the ability to provide needed services, infrastructure and areas of employment; and
- Other socioeconomic needs of the community.

Recommendation: DENY and TRANSMIT

Principal Reasons for Recommendations:

The purpose of the amendment from the two Builder's Associations is to assure a constant 15-year supply in the County of land for each unit type: single family detached, single family attached, and multi-family.

- To quote from the application:

  Under the proposed amendment to Objective 8G, there would be, in any given year, fifteen years of single family and multi-family land supply across all areas (emphasis added) of Miami-Dade County.

Response: The goal of the amendment cannot be achieved for single-family dwelling units.[*] In the North and North Central Tiers, there is no place the UDB can be modified significantly. Even if all industrial land was converted to residential (3,200 acres) and added to existing capacity, it would only make up about eleven years supply in those Tiers.

In the South Central, if the UDB was moved all the way to the levee it would, coupled with current supply, provide 17.2 years single-family building. Within two years, the remaining supply would be under 15 years with no way to add to it in this Tier.

[*] Throughout the write-up, a density of six units per acre, gross, is assumed.

The South Tier could provide a 15-year supply of single family for a time. There are about 56,000 acres of land between the levee and the UDB on the west, plus potentially developable land to the south and east of the UDB. A large part of this is the core of the agriculture area. Given that at least 35,000 acres of mostly contiguous land is required to retain a viable agriculture industry, that leaves 21,000 acres. About 30 to 40 percent typically goes to other urban uses; applying 35 percent leaves 13,650 acres. At 6 units to the acre, 81,900 units can be produced, and when added to existing supply gives a total of 110,800 units. Applying a demand figure of 4,200 per year results in a 26.4-year supply. But if the assumption is made that some latest demand from the Tiers to the north is at work, then the depletion year drops. A demand of only 5,000 units per year yields a 22-year supply, if the countrywide figure of 7,5000 yearly is used, the time period drops to 14.8 years. So, given these hypothetical scenarios, even if the UDB today were to be moved all the way to the levee (and in the south to the possible extent of development), within two to three years the single-family supply will be less than 15 years with no possibility of adding any significant capacity enhancement for single-family type units. Obviously, if the assumed building density was higher, say eight units per acre, the depletion years could be extended.[**]

Given the above, it seems not to be productive to spend time and resources on a major overhaul of the present residential demand/supply methodology. However, it might still be useful to assess each feature of the Builder's Associations proposed amendment.

- *The demand/supply analysis should be done for three unit types: single-family detached, single-family attached, and multi-family. A 15-year supply should be available for all.*

Response: Census data indicates that only 13 percent of all units are single-family attached. Using one category for single family probably does not seriously affect the results of the analysis, particularly since attached units are often built on land zoned for multi-family units.

- *Units added to capacity from development or redevelopment around rapid transit line stations should be "reasonable and verifiable.' If the units are located within a municipality, the Land Use Plan map and/or the Future Land Use Element must designate them.*

Response: The Department makes every attempt to make "reasonable" estimates or projections of housing supply, around transit stations or elsewhere. Especially around transit stations, this involves looking into the future and thus is not truly "verifiable" until after-the-fact. In that respect, the Department conducted a careful survey in June and July of the ten transit stations from Civic Center to Dadeland South. Of the 49,000 units that were forthcoming from a study done in 1999 to satisfy a DCA Settlement Agreement, it was found that over 17,000 had been completed or was under construction. Another 18,600 were currently planned. Since the target year in the earlier study was 2020, there is still considerable time left to achieve the 49,000, particularly since the northern stations or the south busway were not included due to time

[**] On the other hand, this analysis does not include an allowance for a vacancy rate, typically 3-5 percent. Doing so would require slightly more units to be built, thus utilizing capacity faster.

constraints. In fact, at Allapattah Station there are 128 apartments and at Santa Clara 208 with another 204 in the proposal stage.

While zoning and land use designations in municipalities are a useful source of information regarding what might happen in the future, they are not the final answer. In order for redevelopment to occur, often these designations are changed. Moreover, in most cases, residential development can take place on a wide range of zoning classifications and land use plan categories.

- *Bi-annually determined population projections by numbers and by income*

Response: Biannually is the adverb form of biannual, which is defined by the Merriam-Webster Online Dictionary as occurring twice a year. The Department assumes that this is a typo and the intended word is biennially, which means every two years. While the Department has no policy that population projections are done biennially, in fact they have averaged that for the past 20 years. Projections at the subarea level have been a bit more frequent. Countywide projections are done when the monitoring process indicates the need to do so.

The Housing Element Support Component contains projections of housing need by broad income categories based on 2000 Census data. There is simply no other source available that would allow current biennial projections of income.

- *Annually determined housing starts within each municipality and the unincorporated area*

Response: The Department is now using impact fee payments to accomplish essentially the same thing.

- *Purchasing capacity of the population measured by income level*

Response: This can be done on a one-time basis using 2000 Census data. The necessary data to carry it out again will come from the 2010 census.

- *Market value of land averaged by section of land*

Response: This is easily done, but it is not clear how it would be useful in the residential demand/supply analysis.

- *Proximity to, or the ability to provide needed services, infrastructure and areas of employment*

Response: The Department now carries out services and infrastructure assessment as part of the CDMP amendment review. No additional effort is warranted, or could be provided at existing

staffing levels. As part of the Long Range Transportation Plan update, an employment database is prepared for modeling purposes. Using that database, employment locations can be mapped.

- *Other socioeconomic needs of the community*

Response: To some extent, this is done in the Department through the Economic and Housing Elements. Further effort does not appear justified, as there is no direct relevance for the residential demand/supply analysis.

The Builder's Association of South Florida and the Latin Builder's Association have put forth a well-meaning amendment, which they believe will have a variety of beneficial results. The strongest reason for not putting such language in the CDMP is that it will have little, or no, effect on the results of the Department's residential demand/supply analysis in the next few years, particularly for single-family units. The reality is, based on the foregoing analysis, it shows that within the next three years (assuming the reserving of 35,000-40,000 acres of viable agricultural land) the UDB can be moved to the extreme limits of developable land in the County without being able to achieve a 15-year single-family supply.

Another reason to refrain from adding such language is that it is simply not useful even if the situation outlined above was not the case. The detailed suggestions fall basically into three categories:

1) They are being done or can easily be done;
2) They can't be done due to lack of necessary data or are prohibitively costly;
3) They would have minor affect on the outcome from the current methods.

Thus, no purpose would be served by adding the suggested language to Land Use Policy 8G.

Even if it were possible to maintain a 15-year supply of single–family land for a substantial period, such a requirement in the plan would be harmful to the growth management provisions of the CDMP. Among its key growth management objectives, the CDMP seeks to ensure that physical expansion of the urban area is managed to occur 1) at a rate commensurate with projected population and economic growth; 2) in a contiguous pattern centered around a network of high-intensity activity centers well-connected by multimodal intra-urban transportation facilities; and 3) in locations which optimize efficiency in public service delivery and conservation of valuable natural resources. The UDB has been the principal tool in ensuring that these growth management objectives are satisfied. This provision if adopted could be the basis for rapid and extensive movement of the UDB line in the southern portion of the County. Neither the second or third growth management objectives would benefit from this proposed revision to Land Use Policy 8G and could be harmed.

Fire rescue stations provide an example of how the proposed revision to this policy would impact the delivery of a public service. The service area for a fire station is a radius of 1 to 1 ½ miles. Thus, providing a 15-year supply of land with the usual single family designations of "Low Density Residential" (2.5 to 6 dwelling units per gross acre) and "Estate Density Residential" (1 to 2.5 dwelling units per gross acre) on the adopted Land Use Plan map will require more fire

stations to be built, operated and maintained than same number of dwelling units built in a more compact development pattern.

Application No. 26

Requested Amendment to the Land Use Element:
Adds a note for urban center symbol with diagonal lines to the legend of the Land Use Plan map. The note states the following:

This symbol denotes an urban center where an area plan report has been accepted by the Board of County Commissioners and codified in a zoning overlay district that shows the precise boundaries of the urban center.

Recommendation: TRANSMIT and ADOPT WITH CHANGE

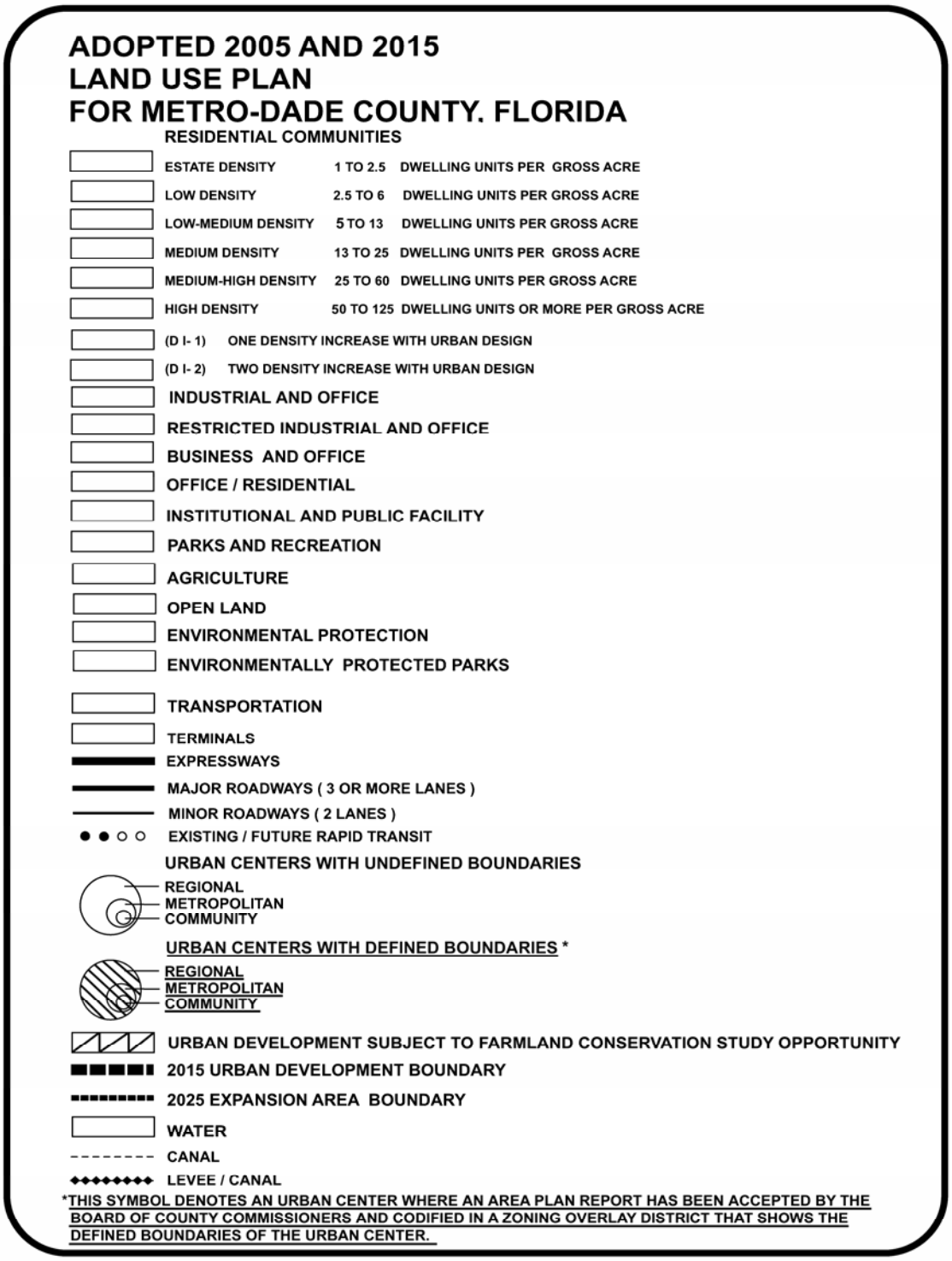
Principal Reasons for Recommendations:

1. The note should be revised as follows:
   This symbol denotes an urban center where an area plan report has been accepted by the Board of County Commissioners and codified in a zoning overlay district that shows the ~~precise~~ defined boundaries of the urban center.

2. This application proposes an amendment to the legend of the Land Use Plan (LUP) map to provide for further refinement of the urban center boundaries. The defined boundaries for any particular urban center are determined by the adoption of the rezoning resolution for the urban center zoning district. After the Board of County Commissioners accepts by resolution an area plan report on an urban center, the process for approving an ordinance for the urban center zoning district consists of the following steps: community input, Community Council hearing (s), Planning Advisory Board hearing, Board of County Commissioners hearing on establishing the new zoning district, Director's rezoning application filing for the new district, Development Impact Committee Lower and Executive Council hearing and Board of County Commissioners hearing on adoption of the rezoning resolution. After the adoption of the rezoning resolution, the urban center is identified on the LUP map as having defined boundaries. This identification is shown graphically by having the urban center symbol being crossed hatched as shown in the attached exhibit. Currently, only the Dadeland Metropolitan Urban Center and the Naranja Community Urban Center have adopted urban center zoning districts, which could be graphically represented on the LUP map as urban centers with defined boundaries.

Figure T-1

REVISE LAND USE PLAN MAP BY REPLACING LAND USE PLAN LEGEND WITH THE FOLLOWING



Application No. 27

Requested Amendments to the Capital Improvements Element (CIE):

A. In the CIE Schedules of Improvements--Tables of Proposed Projects, modify the following currently adopted tables as indicated in the attached tables: Table 2-Aviation; Table 3-Coastal Management; Table 4-Conservation; Table 5-Drainage; Table 6-Park and Recreation; Table 7-Seaport; Table 8-Sewer Facilities; Table 9-Solid Waste Management; Table 10-Traffic Circulation; Table 11-Mass Transit; and Table 12-Water Facilities.

   Proposed additions are listed under the heading "Proposed Additions, April 2005 CDMP Amendment Cycle". Proposed deletions are indicated by dash lines and footnoted accordingly. All other Proposed Projects already exist in the CIE and remain essentially unchanged. (A summary description of each program and the proposed changes appears at the end of Chapter 2 in this report).

B. Revise any other summary table or related text in the Capital Improvements Element as necessary to be consistent with the additions, deletions, or changes made by Part A of this application. .

Recommendations: TRANSMIT and ADOPT

Principal Reasons for Recommendations:

1. In accordance with Chapter 163, Part II, Florida Statutes, addition or deletion of projects in the Capital Improvements Element must be accomplished by Plan amendment. As conditions and priorities in the community change, the programs of capital facilities for the respective functional areas require modification. The requested changes contained in the application were initiated by the various operating departments and include, when necessary, adjustments to the scheduling, project costs, or revenue levels and sources.

2. There are numerous reasons why operating departments propose to add or delete projects. Generally they do so in following their department's capital improvements strategy, which, in turn, is driven, by their functional plans and the associated element(s) of the CDMP. Most often, projects are added as needed and deleted as they are finished or are no longer needed. Reasons for specific proposals are summarized in Chapter 2 of this report.

3. The tables presenting the proposals to update the schedules of programmed improvements in the Capital Improvements Element (CIE) appear on the following pages. The schedule for preparing these proposals is necessitated by the close coordination between the preparation and update of the CDMP CIE and the production of the County's Capital Budget and Multi-Year Capital Plan, in particular, the formulation of the County Manager’s proposed budget, which is published in June. The schedule for publishing April cycle CDMP amendment

Applications reports precedes the schedule for preparing the capital budget. Thus, the updated tables of CIE projects are not finalized at the time of printing of the Applications report and are presented in this report. The following recommended tables reflect the proposed budget. Tables 8 and 12 were not available by the publication date of this report but will be included in a supplemental document. They will be subject to further review and may be adjusted at transmittal or prior to their final adoption as CDMP amendments in early 2006, to reflect the Capital Budget adopted in September 2005. Changes to the transmitted proposed amendments may be recommended by staff to reflect changes that may be made during budget adoption activities, or after State-agency review and comment.

TABLE 2
AVIATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
1)	Concourse E Improvements	2/2009	13.1	0.32	2.62	3.26	0.14	0.00	0.00	6.34	0.00	19.44	920,921
	Miami International Airport (MIA)		13.1	0.32	2.62	3.26	0.14	0.00	0.00	6.34	0.00	19.44	
2)	Concourse F Improvements	2/2009	14.09	3.97	6.08	0.95	0.00	0.00	0.00	11.00	0.00	25.09	406,920,
	MIA		14.09	3.97	6.08	0.95	0.00	0.00	0.00	11.00	0.00	25.09	921
3)	North Terminal Development Program (NTD)	2/2010	903.63	316.75	418.91	290.46	115.94	41.00	0.00	1183.06	0.00	2086.69	821,917,
	MIA		903.63	316.75	418.91	290.46	115.94	41.00	0.00	1183.06	0.00	2086.69	920,921
4)	Northside Redevelopment	2/2008	50.85	11.68	14.59	1.87	0.00	0.00	0.00	28.14	0.00	78.99	124,821
	MIA		50.85	11.68	14.59	1.87	0.00	0.00	0.00	28.14	0.00	78.99	920,921
5)	Concourse A Improvements	2/2007	217.40	0.24	7.93	0.00	0.00	0.00	0.00	8.17	0.00	225.57	124,406,
	MIA		217.40	0.24	7.93	0.00	0.00	0.00	0.00	8.17	0.00	225.57	920,921
6)	Other Support Facility Improvements	2/2015	215.14	18.14	26.90	23.90	16.99	14.21	14.96	115.10	21.80	352.04	406,920,
	MIA		215.14	18.14	26.90	23.90	16.99	14.21	14.96	115.10	21.80	352.04	921
7)	Landside Improvement Projects	2/2009	141.80	8.37	8.53	3.61	0.57	0.00	0.39	21.47	0.00	163.27	406,821,
	MIA		141.80	8.37	8.53	3.61	0.57	0.00	0.39	21.47	0.00	163.27	920,921
8)	MIA - Airside Improvement Projects	2/2007	290.37	22.50	5.73	0.00	0.00	0.00	0.00	28.23	0.00	318.60	124,406,
	MIA		290.37	22.50	5.73	0.00	0.00	0.00	0.00	28.23	0.00	318.60	821,921
9)	Security Improvements	2/2009	42.02	26.11	10.97	4.41	2.74	0.00	0.00	44.23	0.00	86.25	124,821,
	MIA		42.02	26.11	10.97	4.41	2.74	0.00	0.00	44.23	0.00	86.25	920,921
10)	Central Terminal Improvements	2/2009	18.69	6.13	15.06	12.84	3.06	0.00	0.00	37.09	0.00	55.78	920,921
	MIA		18.69	6.13	15.06	12.84	3.06	0.00	0.00	37.09	0.00	55.78	
11)	MIA Business Systems Improvements	2/2010	46.44	18.94	21.17	14.02	2.76	0.81	0.01	57.71	0.00	104.15	920,921
	MIA		46.44	18.94	21.17	14.02	2.76	0.81	0.01	57.71	0.00	104.15	

TABLE 2
AVIATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
12)	General Aviation Airports	2/2006	50.99	4.07	0.00	0.00	0.00	0.00	0.00	4.07	0.00	55.06	124,821,
	MIA		50.99	4.07	0.00	0.00	0.00	0.00	0.00	4.07	0.00	55.06	920,921
13)	Environmental Engineering	2/2015	230.03	4.18	1.11	1.28	6.80	6.17	5.45	24.99	35.51	290.53	124,821,
	MIA		230.03	4.18	1.11	1.28	6.80	6.17	5.45	24.99	35.51	290.53	920,921
14)	MIA - Mover	2/2009	12.54	23.72	93.54	123.91	13.79	0.00	0.00	254.96	0.00	267.50	821,920,
	MIA		12.54	23.72	93.54	123.91	13.79	0.00	0.00	254.96	0.00	267.50	921
15)	Other Terminal Projects	2/2015	144.26	15.78	5.42	1.71	1.70	1.60	1.19	27.40	0.50	172.16	821,920,
	MIA		144.26	15.78	5.42	1.71	1.70	1.60	1.19	27.40	0.50	172.16	921
16)	Westside Cargo Development	2/2006	107.03	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	107.13	124,821,
	MIA		107.03	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	107.13	920,921
17)	South Terminal Expansion	2/2010	583.08	235.60	53.16	31.68	7.19	7.23	0.00	334.86	0.00	917.94	124,406, 821,
	MIA		583.08	235.60	53.16	31.68	7.19	7.23	0.00	334.86	0.00	917.94	920,921
	TOTALS		3081.46	716.60	691.72	513.90	171.68	71.02	22.00	2186.92	57.81	5326.19	
			3081.46	716.60	691.72	513.90	171.68	71.02	22.00	2186.92	57.81	5326.19	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

Source: Miami-Dade County Aviation Department and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 3
COASTAL MANAGEMENT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	M-Dade County Beach Erosion & Renourishm.	3/2011	2.13	16.00		9.20	10.00		12.00	65.20	0.80	68.13	142,834
	Countywide		12.83	11.50	0.50	8.50	10.00	12.00	12.00	54.50	0.80	68.13	1096,11 35
2)	Biscayne Bay Restoration & Shoreline Stab.	1/2006	0.41	0.80	0.00	0.00	0.00	0.00	0.00	0.80	0.00	1.21	470,885
	Biscayne Bay and Tributaries		0.41	0.80	0.00	0.00	0.00	0.00	0.00	0.80	0.00	1.21	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

Source: Miami-Dade County Department of Environmental Resources Management and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	Environmentally Endangered Lands Program	3/2011	0.00	8.92	11.41	11.61	12.01	12.06	12.06	68.07	55.76	123.83	640, 660,
	Various Sites		69.65	5.08	0.63	0.74	1.24	1.24	1.24	10.17	44.01	123.83	1135
2)	Reserve for High Priority Drainage Projects	1/2010	1.37	0.35	0.35	0.35	0.35	0.35	0.00	1.75	0.00	3.12	630
	Countywide		1.37	0.35	0.35	0.35	0.35	0.35	0.00	1.75	0.00	3.12	
3)	Arch Creek Estates Drainage Improvements===	==1/2005	==4.48	==1.76	==0.00	==0.00	==0.00	==0.00	==0.00	==1.76	==0.00	==6.24	630, 632,
	NE 143 -148 St. from NE 18 - 12 Ave.		5.68	0.56	0.00	0.00	0.00	0.00	0.00	0.56	0.00	6.24	982
4)	S.M-D. Stormwater Trtmt.&Distr.Area,Demo. Pr.	1/2007	1.57	0.43	0.45	0.00	0.00	0.00	0.00	0.88	0.00	2.45	630, 843
	SW 107 - 97 Ave. from Mil. Can. to 312 St.		1.57	0.43	0.45	0.00	0.00	0.00	0.00	0.88	0.00	2.45	
5)	Local Drainage Improvements (CRS) Program	1/Cont.	5.48	1.92	3.59	3.43	2.20	1.19	0.75	13.08	1.25	19.81	630, 632,
	Various Sites		11.57	1.78	1.04	1.24	1.21	1.13	0.85	7.25	0.99	19.81	982,1135
6)	Miami River Outfall Retrofit, Basin 21	1/2007	0.73	1.19	0.26	0.00	0.00	0.00	0.00	1.45	0.00	2.18	630, 632
	NW 22 Ave. from Flagler St. to Miami River		2.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.18	
7)	Starlight Dev. Drainage Improv. - Phase II =======	==1/2004	==0.03	==0.71	==0.00	==0.00	==0.00	==0.00	==0.00	==0.71	==0.00	==0.74	630, 632
	NW 207 Dr. & NW 47 Ave.		0.55	0.19	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.74	
8)	Local Drainage Improvements ===	==1/2005	==3.86	==1.77	==0.00	==0.00	==0.00	==0.00	==0.00	==1.77	==0.00	==5.63	630, 632,

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Various Locations		5.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.63	979
9)	Palm Springs North Drain.Impr. - Ph. II to IV =====	==1/2005	==1.38	==0.23	==0.00	==0.00	==0.00	==0.00	==0.00	==0.23	==0.00	==1.61	630, 632
	NW 185 St.- to 170 St.from NW 87 Ave.to 77 Ave.		1.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61	
10)	Red Road Canal Culvert Replacement	1/2008	0.11	1.65	1.75	0.50	0.00	0.00	0.00	3.90	0.00	4.01	630,982
	Red Road from W 49 St. to W 29 St.		4.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.01	
11)	Miami River Dredging - Federal Channel	1/2007	29.75	23.76	21.94	0.00	0.00	0.00	0.00	45.70	0.00	75.45	142,370, 650,
	Miami River		32.64	20.87	21.94	0.00	0.00	0.00	0.00	42.81	0.00	75.45	885, 1082
12)	FEMA - Dredging of Secondary Canals	2/2008	171.26	30.00	0.00	0.00	0.00	0.00	0.00	30.00	0.00	201.26	198,630,
	Various Sites		171.26	30.00	0.00	0.00	0.00	0.00	0.00	30.00	0.00	201.26	1083
	Drainage Improv.SW 40 St to 24 St from SW 72-67 Ave	1/2006	1.29	1.02	0.00	0.00	0.00	0.00	0.00	1.02	0.00	2.31	630, 982
13)	SW 40 St to 24 St from SW 72 Ave to 67 Ave		2.06	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	2.31	1135
	NW 54- 46 St. from NW 38- 32 Ave.Drain.Impr.==	==1/2005	==0.52	==0.85	==0.30	==0.00	==0.00	==0.00	==0.00	==1.15	==0.00	==1.67	630, 632
14)	NW 54 St. - 46 St. from NW 38 Ave. - 32 Ave.		1.63	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	1.67	
	Red Road Canal Culvert Replacement	1/2008	0.11	1.65	1.75	0.50	0.00	0.00	0.00	3.90	0.00	4.01	630,982
15)	FEMA - Country Walk Drainage Improv.========	==1/2004	==5.90	==2.10	==0.00	==0.00	==0.00	==0.00	==0.00	==2.10	==0.00	==8.00	198,630,

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	SW 147 Ave. - 137 Ave. from SW 152 St. - 136 St.		5.90	2.10	0.00	0.00	0.00	0.00	0.00	2.10	0.00	8.00	1083
16)	FEMA - Drainage Replacement	3/2006	150.71	16.00	0.00	0.00	0.00	0.00	0.00	16.00	0.00	166.71	198,630,
	Various Sites		150.71	16.00	0.00	0.00	0.00	0.00	0.00	16.00	0.00	166.71	1083
17)	FEMA - Belen Drainage Improvements	1/2006	12.31	3.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	15.31	198,630,
	SW 7 St.-NW 6 St.from SW/NW 132 Ave.-SW/NW 118 Ave.	12.31	3.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	15.31	1083	.
18)	Federal East Coast Borrow Ditch Canal Enh.	1/2006	1.06	0.48	0.00	0.00	0.00	0.00	0.00	0.48	0.00	1.54	630
	N. Royal Poinciana Blvd. & Crane Ave.		1.29	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	1.54	
19)	FEMA - Drainage Mitigation	1/2006	29.88	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	33.88	198,630,
	Various Sites		29.88	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	33.88	1083
20)	FEMA - Roadway Reconstruction	3/2006	16.69	0.14	0.00	0.00	0.00	0.00	0.00	0.14	0.00	16.83	198,670,
	Various Sites		16.69	0.14	0.00	0.00	0.00	0.00	0.00	0.14	0.00	16.83	1083
21)	Drainage Improv. SW 139 Ave (SW 8 St & 40 St)	1/2007	0.49	1.68	0.69	0.00	0.00	0.00	0.00	2.37	0.00	2.86	630
	SW 139 Ave from SW 8 St to SW 40 St		0.26	1.00	1.60	0.00	0.00	0.00	0.00	2.60	0.00	2.86	
22)	FEMA - Roadway Resurfacing	3/2006	42.92	0.36	0.00	0.00	0.00	0.00	0.00	0.36	0.00	43.28	198,670,
	Various Sites		42.92	0.36	0.00	0.00	0.00	0.00	0.00	0.36	0.00	43.28	1083
23)	Leisure City Drainage Improvements	1/2006	1.22	0.82	0.00	0.00	0.00	0.00	0.00	0.82	0.00	2.04	630, 982

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	SW 188 to SW 296 St. from SW 152 to SW 157 Ave.		2.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.04	
24)	Miami River Dredging - Bank to Bank	1/2007	4.07	4.00	3.87	0.00	0.00	0.00	0.00	7.87	0.00	11.94	370,650, 885,
	Miami River		4.07	4.00	3.87	0.00	0.00	0.00	0.00	7.87	0.00	11.94	1082
25)	Meadow Wood/Cedar Creek Areas 1, 2,& 3 Drain.Imp.	1/2007	1.80	0.93	2.56	0.00	0.00	0.00	0.00	3.49	0.00	5.29	630 ,980
	SW 253 to SW 268 St. from SW US1 to SW 135 Ave.	1.80	1.93	1.56	0.00	0.00	0.00	0.00	3.49	0.00	5.29		
26)	Meadow Wood/Cedar Creek Area 4 =======	==1/2004	==0.34	==0.99	==0.41	==0.00	==0.00	==0.00	==0.00	==1.40	==0.00	==1.74	630, 980
	SW 261 to SW 268 St. from SW 122 to SW 130 Ave.		0.54	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	1.74	
27)	Allapattah Drainage Improv., Phases 1 & 2	1/2007	0.65	1.30	1.40	0.00	0.00	0.00	0.00	2.70	0.00	3.35	630, 632
	NW 41 to NW 54 St. from NW 17 to NW 24 Ave.		0.95	1.00	1.40	0.00	0.00	0.00	0.00	2.40	0.00	3.35	
28)	PTF Site Wetlands Restoration	3/2006	0.90	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.00	1.30	621,912
	Between SW 408 & SW 416 St & SW 212 & SW 217 Ave.		0.90	0.40	0.00	0.00	0.00	0.00	0.00	0.40	0.00	1.30	
29)	Shannon Park Drainage Improvements	1/2006	1.05	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.55	630
	NW 87 to NW 95 St from NW 22 to NW 25 Ave.		1.05	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.55	
30)	Stephens Manor Drainage Improvements	1/2007	0.74	0.98	0.52	0.00	0.00	0.00	0.00	1.50	0.00	2.24	630,1087 ,
	NW 73 to NW 79 St from		2.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.24	1135

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	NW 7 to NW 12 Ave.												
31)	FEMA - Storm Drain Cleanout ==========	==3/2005	==16.23	==0.04	==0.00	==0.00	==0.00	==0.00	==0.00	==0.04	==0.00	==16.27	198, 630,
	Various Locations		16.23	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	16.27	1083
	Subtotals		476.05	103.83	48.79	15.89	14.56	13.60	12.81	209.48	57.01	742.54	
			563.42	91.34	32.84	2.33	2.80	2.72	2.09	134.12	45.00	742.54	
	Proposed Additions, April 2005 CDMP Amendment Cycle												
32)	District 08 Master Plan Basinwide Drainage Improv.	1/2016	0.00	1.10	0.00	0.00	0.00	0.00	0.00	1.10	3.13	4.23	1135
	District 8		0.40	0.70	0.00	0.00	0.00	0.00	0.00	0.70	3.13	4.23	
33)	Drainage Improvements Within Commission District 01	1/2017	0.56	0.00	0.00	0.00	0.04	0.13	0.63	0.80	4.33	5.69	1135
	District 1		0.56	0.00	0.00	0.00	0.04	0.13	0.63	0.80	4.33	5.69	
34)	District 04 Master Plan Basinwide Drainage Improv.	1/2011	0.00	0.00	0.00	0.00	0.00	0.01	1.27	1.28	0.32	1.60	1135
	District 4		0.00	0.00	0.00	0.00	0.00	0.01	1.27	1.28	0.32	1.60	
35)	Drainage Improvements Within Commission District 03	1/2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	1135
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	
36)	District 10 Master Plan Drainage Improvements	1/2016	0.00	0.20	0.95	0.00	0.00	0.00	0.00	1.15	4.40	5.55	1135
	District 10		1.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.40	5.55	
37)	Drainage Improvements Within Commission District 11	1/2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.78	1135
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.78	

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
38)	Drainage Improvements SW 107 Ave.	1/2008	0.02	0.23	0.90	0.00	0.00	0.00	0.00	1.13	0.00	1.15	
	SW 107 Ave. to SW 117 Ave. from SW 120 St. to SW 128 St.		0.02	0.23	0.90	0.00	0.00	0.00	0.00	1.13	0.00	1.15	
39)	District 11 Master Plan Drainage Improvements	1/2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.87	4.87	
	District 11		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.87	4.87	
40)	Drainage Improvements Within Commission District 12	1/2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.31	3.31	
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.31	3.31	
41)	Drainage Improvements NW 77 Ave	1/2006	0.12	0.38	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.50	
	NW 77 Ave. to NW 78 Ct. from NW 179 St. to NW 186 St.		0.12	0.38	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.50	
42)	Drainage Improvements Within Commission District 10	1/2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.27	1.27	
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.27	1.27	
43)	Drainage Improvements Coral Way	1/2009	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	
	Coral Way to SW 21 St. from SW 67 Ave. to SW 72 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	
44)	District 06 Master Plan Basinwide Drainage Improv.	1/2009	0.00	0.00	0.00	0.00	1.02	0.00	0.00	1.02	0.00	1.02	
	District 6		0.00	0.00	0.00	0.00	1.02	0.00	0.00	1.02	0.00	1.02	
45)	Drainage Improvements SW 97 Ave	1/2010	0.11	0.71	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.82	

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	SW 97 Ave. to SW 99 Ave. from SW 96 St. to SW 98 St.		0.31	0.51	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.82	
46)	District 01 Master Plan Basinwide Drainage Improv.	1/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	1.47	
	District 1		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	1.47	
47)	Midway Drainage Improvements	1/2008	0.40	1.10	0.35	0.98	0.00	0.00	0.00	2.43	0.00	2.83	
	NW 78 Ave. to NW 84 Ave. from NW 7 ST. to NW 10 St.		1.83	0.10	0.45	0.45	0.00	0.00	0.00	1.00	0.00	2.83	
48)	Drainage Improvements NW 95 St	1/2008	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	
	NW 95 St. to NW 100 St. from NW 34 Ave. to NW 36 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	
49)	Drainage Improvements SW 127 Ave	1/2012	0.00	0.00	0.00	0.00	0.00	0.17	0.01	0.18	0.57	0.75	
	SW 127 Ave. to SW 128 Ave. from SW 58 St. to SW 65 St.		0.00	0.00	0.00	0.00	0.00	0.17	0.01	0.18	0.57	0.75	
50)	District 02 Master Plan Basinwide Drainage Improv.	1/2012	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	2.00	
	District 2		0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	2.00	
51)	Drainage Improvements 11921 SW 122 Ave.	1/2006	0.12	0.38	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.50	
	11921 SW 122 Ave.		0.12	0.38	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.50	
52)	Drainage Improvements Within Commission District 06	1/2017	0.00	0.00	0.00	0.00	0.00	0.77	0.30	1.07	4.71	5.78	
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.77	0.30	1.07	4.71	5.78	
53)	Stormwater Pump Stations Telemetry	1/2007	0.30	0.11	0.00	0.14	0.00	0.00	0.16	0.41	0.79	1.50	

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Various Sites		0.30	0.11	0.00	0.14	0.00	0.00	0.16	0.41	0.79	1.50	
54)	Drainage Improvements SW 4 St	1/2006	0.12	0.43	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.55	
	SW 4 St. to Flagler St. and SW 97 Ave. to SW 102 Ave.		0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	
55)	Drainage Improvements SW 71 Ct	1/2006	0.09	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.39	
	SW 71 Ct. to SW 74 Ave. and SW 15 St. to SW 16 Terr.		0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	
56)	Drainage Improvements Within Commission District 02	1/2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.57	1.57	
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.57	1.57	
57)	Drainage Improvements NW 154 St. and Railroad Dr.	1/2006	0.08	0.27	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.35	
	NW 154 St. and Railroad Dr.		0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	
58)	Drainage Improvements SW 112 Ave	1/2010	0.00	0.00	0.00	0.00	0.18	0.57	0.00	0.75	0.00	0.75	
	SW 112 Ave. to SW 117 Ave. and SW 44 St. to SW 48 St.		0.00	0.00	0.00	0.00	0.18	0.57	0.00	0.75	0.00	0.75	
59)	Drainage Improvements Within Commission District 05	1/2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	
60)	Drainage Improvements Within Commission District 04	1/2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.03	1.03	
61)	Drainage Improvements NW 95 St	1/2008	0.00	0.00	0.00	0.04	0.38	0.44	1.04	1.90	0.00	1.90	
	NW 95 St. to NW 103 St. from NW 7 Ave. to NW 17 Ave.		0.00	0.00	0.00	0.04	0.38	0.44	1.04	1.90	0.00	1.90	

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
62)	Drainage Improvements SW 14 Terr	1/2006	0.16	0.59	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.75	
	SW 14 Terr. To Sw 19 Terr. From SW 70 Ave. to SW 71 Ct.		0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	
63)	Drainage Improvements 1101-1111-1120 SW 103 Ct.	1/2007	0.11	0.01	0.38	0.00	0.00	0.00	0.00	0.39	0.00	0.50	
	SW 11 St. and SW 103 Ct.		0.11	0.01	0.38	0.00	0.00	0.00	0.00	0.39	0.00	0.50	
64)	Drainage Improvements SW 26 St	1/2008	0.03	0.34	0.03	1.30	0.00	0.00	0.00	1.67	0.00	1.70	
	SW 26 St. to SW 42 St. and SW 137 Ave. to SW 144 Ave.		1.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.70	
65)	District 13 Master Plan Basinwide Drainage Improv.	1/2011	0.00	0.00	0.00	0.00	0.00	0.17	1.17	1.34	0.30	1.64	
	District 13		0.00	0.00	0.00	0.00	0.00	0.17	1.17	1.34	0.30	1.64	
66)	Drainage Improvements NW 175 St	1/2007	0.13	0.47	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.60	
	NW 175 St. between NW 25 Ave. to NW 27 Ave.		0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	
67)	Drainage Improvements Within Commission District 07	1/2015	0.00	0.00	0.00	0.00	0.17	0.03	0.20	0.40	1.77	2.17	
	District 7		0.00	0.00	0.00	0.00	0.17	0.03	0.20	0.40	1.77	2.17	
68)	Drainage Improvements NE 211 St	1/2006	0.08	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.38	
	NE 211 St. from NE 10 Ave. to NE 12 Ave.		0.08	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.38	
69)	Drainage Improvements 7610 SW 99 Ave.	1/2007	0.15	0.41	0.11	0.00	0.00	0.00	0.00	0.52	0.00	0.67	
	7610 SW 99 Ave.		0.35	0.32	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.67	

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
70)	Drainage Improvements Within Commission District 13	1/2018	0.00	0.02	0.00	0.00	0.16	0.00	0.00	0.18	0.71	0.89	
	Various Sites		0.02	0.00	0.00	0.00	0.16	0.00	0.00	0.16	0.71	0.89	
71)	Drainage Improvements SW 92 Ave	1/2008	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.84	1.25	
	SW 92 Ave. from West Flagler St. to SW 8 St.		0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.84	1.25	
72)	Drainage Improvements Within Commission District 8	1/2017	0.13	0.29	0.89	0.00	0.00	0.00	0.00	1.18	0.51	1.82	
	District 8		0.13	0.29	0.89	0.00	0.00	0.00	0.00	1.18	0.51	1.82	
73)	District 12 Master Plan Basinwide Drainage Improv.	1/2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.63	4.63	
	District 12		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.63	4.63	
74)	District 07 Master Plan Basinwide Drainage Improv.	1/2013	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.37	2.37	
	District 7		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.37	2.37	
75)	Drainage Improv. (Belen Pump Stations)	1/2006	0.66	2.34	0.00	0.00	0.00	0.00	0.00	2.34	0.00	3.00	
	SW/NW 118 Ave.to SW/NW 122 Ave.from NW 6 St.to SW 7 St.		0.66	2.34	0.00	0.00	0.00	0.00	0.00	2.34	0.00	3.00	
76)	Drainage Improv. (SW 157 Ave. Canal)	1/2008	0.09	0.90	0.09	3.42	0.00	0.00	0.00	4.41	0.00	4.50	
	SW 157 Ave. and Sw 42 St. to SW 64 St.		0.09	0.90	0.09	3.42	0.00	0.00	0.00	4.41	0.00	4.50	
77)	North Miami Beach Boulevard Drainage Improv.	1/2009	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	
			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	
78)	Drainage Improv. (Florida East												

TABLE 4
CONSERVATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Coast Borrow Ditch)												
	NW 67 Ave. from NW 20 St. to NW 74 St.	1/2006	1.95	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.95	
	Subtotals of Proposed Additions		5.41	11.88	3.70	5.88	1.95	2.29	7.19	32.89	47.56	85.86	
			13.54	6.57	2.71	4.05	1.95	2.29	7.19	24.76	47.56	85.86	
	TOTALS		481.46	115.71	52.49	21.77	16.51	15.89	20.00	242.37	104.57	828.40	
			576.96	97.91	35.55	6.38	4.75	5.01	9.28	158.88	92.56	828.40	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Department of Environmental Resources Management and Department of Planning and Zoning.
Data provided by Office of Management and Budget.

TABLE 5
DRAINAGE

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
1)	Roadway Drainage Improv.- Uninc. Area	1/Cont.	50.27	5.29	9.89	1.00	1.00	1.00	1.00	19.18	1.00	70.45	630,982,1087,
	Various Locations		63.45	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	70.45	1131,1133

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

Source: Miami-Dade County Department of Environmental Resources Management and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
1)	Crandon Park Improvements	3/2007	3.36	1.73	1.36	0.00	0.00	0.00	0.00	3.09	0.00	6.45	650,927
	4000 Crandon Blvd.		6.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.45	
2)	Local Park Developments												
	Park Benefit District # 1	3/2009	24.74	2.24	2.10	0.80	0.00	0.00	0.00	5.14	0.00	29.88	501
			28.98	0.90	0.00	0.00	0.00	0.00	0.00	0.90	0.00	29.88	
	Park Benefit District # 2	3/2009	33.50	4.70	2.60	2.60	2.63	0.00	0.00	12.53	0.00	46.03	501
			45.03	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	46.03	
	Park Benefit District # 3	3/2009	4.66	2.70	1.30	1.03	0.00	0.00	0.00	5.03	0.00	9.69	501
			8.69	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	9.69	
3)	Areawide Park Renovations	3/2005	3.70	0.98	0.00	0.00	0.00	0.00	0.00	0.98	0.00	4.68	650
	Countywide		3.70	0.98	0.00	0.00	0.00	0.00	0.00	0.98	0.00	4.68	
4)	Local Park Renovations	3/2006	6.61	0.99	0.00	0.00	0.00	0.00	0.00	0.99	0.00	7.60	650
	Various Locations		6.61	0.99	0.00	0.00	0.00	0.00	0.00	0.99	0.00	7.60	
5)	Southridge Park	3/2010	0.00	0.00	1.89	2.36	1.95	0.80	0.00	7.00	0.60	7.60	1135
	19355 SW 114 Ave.		0.00	0.00	1.89	2.36	1.95	0.80	0.00	7.00	0.60	7.60	
6)	SNP Bond - Local Park Development	3/2008	15.24	3.07	3.05	2.52	1.00	0.00	0.00	9.64	0.00	24.88	927
	Various Locations		24.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.88	
7)	SNP Bond - Local Park Improvements	3/2008	4.44	1.66	1.90	1.35	0.00	0.00	0.00	4.91	0.00	9.35	927
	Various Locations		9.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.35	
8)	SNP Bond - Pool Improv. &	3/2008	0.95	1.00	0.65	0.40	0.00	0.00	0.00	2.05	0.00	3.00	927

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
	Development												
	Various Locations		3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	
9)	SNP Bond - Local Parks Per Capita Allocation	3/2007	7.68	1.32	0.75	0.00	0.00	0.00	0.00	2.07	0.00	9.75	927
	Various Locations		9.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.75	
10)	SNP Bond - New Metro - Park Development	3/2008	6.89	2.00	1.85	0.76	0.00	0.00	0.00	4.61	0.00	11.50	927
	Countywide		11.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.50	
11)	SNP Bond - Metropolitan Park Improvements	3/2007	10.65	1.60	1.55	0.00	0.00	0.00	0.00	3.15	0.00	13.80	927
	Various Locations		13.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.80	
12)	SNP Bond - Bay Side Park Improvements	3/2008	4.44	1.35	0.70	0.41	0.00	0.00	0.00	2.46	0.00	6.90	927
	Various Locations		6.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.90	
13)	SNP Bond - ADA Compliance	3/2006	0.62	0.35	0.35	0.18	0.00	0.00	0.00	0.88	0.00	1.50	927
	Various Locations		1.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	
14)	SNP Bond - Miami Metrozoo Improvements	3/2008	1.67	2.80	4.15	3.38	0.00	0.00	0.00	10.33	0.00	12.00	927,1004
	12400 SW 152 St.		10.50	1.50	0.00	0.00	0.00	0.00	0.00	1.50	0.00	12.00	
15)	Environmental & Safety Improvements	3/2006	0.58	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.83	650

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
	Countywide		0.58	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.83	
16)	Boating Related Improvements	3/2009	2.14	0.05	0.05	0.05	0.05	0.05	0.49	0.74	0.00	2.88	840
	Countywide		2.14	0.05	0.05	0.05	0.05	0.05	0.49	0.74	0.00	2.88	
17)	Crandon Park Tennis Center Improvements	3/2006	0.60	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.75	650
	4000 Crandon Blvd.		0.60	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.75	
18)	QNIP Bond - Local Park Improvements	3/2006	19.25	2.89	0.00	0.00	0.00	0.00	0.00	2.89	0.00	22.14	982
	Various Locations		22.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.14	
19)	Park Facilities Sewer Connections	3/2007	13.50	1.50	0.00	0.00	0.00	0.00	0.00	1.50	0.00	15.00	650
	Countywide		13.50	1.50	0.00	0.00	0.00	0.00	0.00	1.50	0.00	15.00	
20)	Carol City Community Center	3/2006	3.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	6.00	681
	NW 199 St. and 27 Ave.		3.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	6.00	
21)	Community Based Org. Grands for Park Ren.	3/2007	2.32	0.97	0.00	0.00	0.00	0.00	0.00	0.97	0.00	3.29	650
	Various Locations		2.79	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	3.29	
22)	Brothers to the Rescue Mem.Park Parking Lot	1/2005	0.10	0.12	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.22	650
	7360 SW 24 St.		0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
23)	North Shore Beach Maintenance Facility	1/2005	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.60	650
	Area of 74 St. and Collins Ave.		0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	
24)	Haulover Park Improvements	3/2008	5.12	2.15	2.15	1.26	0.00	0.00	0.00	5.56	0.00	10.68	650,681,840,
	10801 Collins Ave.		8.98	1.70	0.00	0.00	0.00	0.00	0.00	1.70	0.00	10.68	885,927
25)	Tropical Park Improvements	3/2006	5.43	0.43	0.19	0.00	0.00	0.00	0.00	0.62	0.00	6.05	650,927,
	7900 SW 40 St.		6.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.05	982,1087
26)	African Heritage Cultural Arts Center	3/2006	2.37	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	2.47	650,892,
	2166 NW 62 St.		2.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.47	927,985,1001
27)	Country Village Park Improvements	3/2005	0.75	0.30	0.21	0.11	0.00	0.00	0.00	0.62	0.00	1.37	979,1087,
	6550 NW 188 Terr		1.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37	1131
28)	Martin Luther King Jr. Memorial Park	3/2006	1.05	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	1.35	160,927,
	6160 NW 32 Ct		1.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.35	982
29)	QNIP Bond Phase II - Local Park Improv .	3/2007	8.99	3.19	3.19	2.51	0.00	0.00	0.00	8.89	0.00	17.88	982
	Various Locations		17.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.88	

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source	
30)	Emergency Call Boxes	3/2005	0.18	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.35	650	
	Countywide		0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35		
31)	Charles Deering South Addition Improvements	3/2004	0.07	0.03	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.10	650	
	16701 SW 72 Ave.						0.10	0.00	0.00	0.00	0.00	0.00		0.00
32)	Information Technology Improv.========	==3/2006	==0.18	==0.45	==0.00	==0.00	==0.00	==0.00	==0.00	==0.45	==0.00	==0.63	650	
	Various Sites		0.18	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.63		
33)	QNIP Bond Phase III - Local Park Improv.	3/2006	1.12	0.31	0.00	0.00	0.00	0.00	0.00	0.31	0.00	1.43	1133	
	Various Locations		1.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43		
34)	A.D. Barnes Park	3/2011	0.12	0.00	0.11	0.72	0.15	0.20	0.20	1.38	2.50	4.00	1135	
	3401 SW 72 Ave.		0.12	0.00	0.11	0.72	0.15	0.20	0.20	1.38	2.50	4.00		
35)	QNIP Bond Phase IV - Local Park Improv.	3/2007	1.29	2.27	2.34	1.72	1.22	0.00	0.00	7.55	0.00	8.84	1131	
	Various Locations		8.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.84		
36)	Miami Metrozoo Improvements	3/2006	0.33	0.30	0.27	0.00	0.00	0.00	0.00	0.57	0.00	0.90	650	
	12400 SW 152 St.		0.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90		
37)	Dade County Auditorium Improvements	3/2006	0.23	0.90	0.00	0.00	0.00	0.00	0.00	0.90	0.00	1.13	650,985	
	2901 W Flagler Street		1.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.13		
38)	Joseph Caleb Auditorium Improvements	3/2006	0.29	0.28	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.57	650,985	
	5400 NW 22 Avenue		0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.57		

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
39)	Tamiami Park Improvements	3/2006	4.47	3.48	0.00	0.00	0.00	0.00	0.00	3.48	0.00	7.95	650,927,
	11201 SW 24 St.		6.45	1.50	0.00	0.00	0.00	0.00	0.00	1.50	0.00	7.95	982,1087
40)	40 Year Old Building Recert. Areawide Parks	3/2010	0.40	0.55	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.95	650
	Various Locations		0.40	0.55	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.95	
41)	40 Year Old Building Recert. Local Parks	3/2010	0.49	0.42	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.91	650
	Various Locations		0.71	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.91	
42)	Country Club of Miami Com. Cent.(Ferri Prop.)	3/2010	0.01	0.15	0.04	0.74	1.01	0.15	0.00	2.09	0.00	2.10	1135
	Miami Gardens Dr and Old Elm Rd		0.01	0.15	0.04	0.74	1.01	0.15	0.00	2.09	0.00	2.10	
43)	Outdoor Electr. Lighting Safety Rep.- Local P.	3/2006	0.72	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	1.32	650
	Unincorporated M-Dade County		0.72	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	1.32	
44)	Outdoor Electr. Lighting Safety Rep.-Areawide	3/2006	1.84	0.70	0.00	0.00	0.00	0.00	0.00	0.70	0.00	2.54	650,1085
	Countywide		1.84	0.70	0.00	0.00	0.00	0.00	0.00	0.70	0.00	2.54	
	Subtotals		205.91	54.65	32.75	22.90	8.01	1.20	0.69	120.20	3.10	329.21	
			297.88	17.22	2.09	3.87	3.16	1.20	0.69	28.23	3.10	329.21	

Proposed Additions, April 2005 CDMP Amendment Cycle
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TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
45)	Beach Maintenance Facility	3/2011	0.00	0.00	0.00	0.00	0.00	0.38	0.12	0.50	0.00	0.50	1135
	Vicinity of 76 St and Collins Ave		0.00	0.00	0.00	0.00	0.00	0.38	0.12	0.50	0.00	0.50	
46)	Bird Lakes Park	3/2007	0.03	0.24	0.01	0.00	0.00	0.00	0.00	0.25	0.00	0.28	1135
	SW 144 Ave & SW 47 St		0.18	0.09	0.01	0.00	0.00	0.00	0.00	0.10	0.00	0.28	
47)	Biscayne Shores Park	3/2011	0.00	0.00	0.00	0.00	0.03	0.15	0.05	0.23	1.27	1.50	1135
	NE 116 St & NE 14 Ave		0.00	0.00	0.00	0.00	0.03	0.15	0.05	0.23	1.27	1.50	
48)	Briar Bay Park	3/2009	0.00	0.00	0.01	0.03	0.21	0.00	0.00	0.25	0.00	0.25	1135
	SW 128 St & 90 Ave		0.00	0.00	0.01	0.03	0.21	0.00	0.00	0.25	0.00	0.25	
49)	Chuck Pezoldt Park	3/2011	0.00	0.00	1.97	0.03	0.05	0.20	0.10	2.35	2.00	4.35	1135
	SW 168 St & 157 Ave		0.00	0.00	1.97	0.03	0.05	0.20	0.10	2.35	2.00	4.35	
50)	Colonial Drive Park	3/2011	0.00	0.50	0.00	0.00	0.01	0.06	0.05	0.62	0.70	1.32	1135
	10750 SW 156 Ter		0.30	0.20	0.00	0.00	0.01	0.06	0.05	0.32	0.70	1.32	
51)	Continental Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1135
	10000 SW 82 Ave		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	
52)	Country Lake Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	2.50	1135
	NW 195 St & NW 87 Ave		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	2.50	
53)	Country Village Park	3/2008	0.13	0.30	0.50	0.65	0.00	0.00	0.00	1.45	0.00	1.58	1135
	6550 NW 188 Ter		0.23	0.20	0.50	0.65	0.00	0.00	0.00	1.35	0.00	1.58	
54)	Deerwood Bonita Lakes Park	3/2009	0.05	0.08	0.02	0.32	0.30	0.00	0.00	0.72	0.00	0.77	1135
	SW 144 St & 122 Ave		0.13	0.00	0.02	0.32	0.30	0.00	0.00	0.64	0.00	0.77	

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
55)	Domino Park-West Perrine	3/2006	0.04	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.22	1135
	SW 171 St & 104 Ave		0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	
56)	Eden Lakes Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	1135
	SW 162 Ave & 47 St		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	
57)	Gloria Floyd Area	3/2011	0.00	0.00	0.00	0.00	0.00	0.03	0.02	0.05	0.20	0.25	1135
	SW 126 St & 109 Ave		0.00	0.00	0.00	0.00	0.00	0.03	0.02	0.05	0.20	0.25	
58)	Gwen Cherry Park	3/2008	0.21	0.03	1.24	0.02	0.00	0.00	0.00	1.29	0.00	1.50	1135
	259 NW 71 St		0.24	0.00	1.24	0.02	0.00	0.00	0.00	1.26	0.00	1.50	
59)	Homestead Bayfront Park	3/2011	0.05	1.01	0.63	0.01	0.47	0.76	0.07	2.95	1.00	4.00	1135
	9698 NW Canal Dr		0.26	0.80	0.63	0.01	0.47	0.76	0.07	2.74	1.00	4.00	
60)	International Gardens Park	3/2009	0.00	0.00	0.01	0.01	0.08	0.00	0.00	0.10	0.00	0.10	1135
	SW 18 St & SW 123 Ct		0.00	0.00	0.01	0.01	0.08	0.00	0.00	0.10	0.00	0.10	
61)	Ives Estates District Park	3/2011	0.00	0.39	0.60	1.72	3.57	3.98	0.58	10.84	9.16	20.00	1135
	NE 16 Ave & NE 209 St		0.00	0.39	0.60	1.72	3.57	3.98	0.58	10.84	9.16	20.00	
62)	Jefferson Reaves Sr. Park	3/2007	0.01	0.15	0.04	0.00	0.00	0.00	0.00	0.19	0.00	0.20	1135
	3100 NW 50 St		0.08	0.08	0.04	0.00	0.00	0.00	0.00	0.12	0.00	0.20	
63)	Lago Mar Park	3/2010	0.00	0.02	0.08	0.05	0.32	0.53	0.00	1.00	0.00	1.00	1135
	SW 162 Ave & SW 80 St		0.02	0.00	0.08	0.05	0.32	0.53	0.00	0.98	0.00	1.00	
64)	Lakes by the Bay Park	3/2010	0.00	0.00	0.36	0.16	0.73	2.25	0.00	3.50	1.00	4.50	1135
	SW 216 St & SW 85 Ave		0.00	0.00	0.36	0.16	0.73	2.25	0.00	3.50	1.00	4.50	
65)	Leisure Lakes Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.60	1135
	29305 Illinois Rd		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.60	

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
66)	Local Parks - District 01	3/2010	0.00	0.00	0.00	0.30	0.00	2.70	0.00	3.00	0.00	3.00	1135
	Various Sites		0.00	0.00	0.00	1.50	0.00	1.50	0.00	3.00	0.00	3.00	
67)	Local Parks - District 02	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	1.47	1.50	1135
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	1.47	1.50	
68)	Local Parks - District 03	3/2008	0.00	0.01	0.02	0.15	0.00	0.00	0.00	0.18	0.00	0.18	1135
	Various Sites		0.01	0.00	0.02	0.15	0.00	0.00	0.00	0.17	0.00	0.18	
69)	Local Parks - District 04	3/2011	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.33	1135
	Various Sites		0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.33	
70)	Local Parks - District 10	3/2011	0.04	0.78	1.20	0.60	0.02	0.62	0.39	3.61	0.35	4.00	1135
	Various Sites		0.30	0.52	1.20	0.60	0.02	0.62	0.39	3.35	0.35	4.00	
71)	Local Parks - District 11	3/2011	0.00	0.00	0.60	0.00	0.00	0.00	0.03	0.63	2.87	3.50	1135
	Various Sites		0.00	0.00	0.00	0.60	0.00	0.00	0.03	0.63	2.87	3.50	
72)	Local Parks - District 13	3/2011	0.00	0.07	0.53	0.04	0.00	0.00	0.08	0.72	0.56	1.28	1135
	Various Sites		0.07	0.00	0.53	0.04	0.00	0.00	0.08	0.65	0.56	1.28	
73)	Marva Bannerman Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.11	0.04	0.15	1135
	4830 NW 24 Ave.		0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.11	0.04	0.15	
74)	Medsouth Park	3/2011	0.00	0.00	0.00	0.00	0.06	0.06	0.06	0.18	0.52	0.70	1135
	SW 280 St. ans SW 130 Ave.		0.00	0.00	0.00	0.00	0.06	0.06	0.06	0.18	0.52	0.70	
75)	Naranja Park	3/2011	0.00	0.00	0.03	0.06	0.18	0.03	0.49	0.79	1.21	2.00	1135
	14150 SW 264 St.		0.00	0.00	0.03	0.06	0.18	0.03	0.49	0.79	1.21	2.00	
76)	North Glade Park (Meadow	3/2011	0.00	0.00	0.00	0.03	0.13	0.05	0.32	0.53	0.87	1.40	1135

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PARK and RECREATION

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	Wood Park)												
	17355 NW 52 Ave.		0.00	0.00	0.00	0.03	0.13	0.05	0.32	0.53	0.87	1.40	
77)	North Shorecrest & Military Trail Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.10	0.40	0.50	1135
	801 NE 88 St.		0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.10	0.40	0.50	
78)	North Trail Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.76	1.76	1135
	NW 8 St. and NW 127 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.76	1.76	
79)	Oak Grove Park	3/2011	0.00	0.00	0.31	0.00	0.00	0.04	0.01	0.36	0.25	0.61	1135
	690 NE 159 St.		0.00	0.00	0.31	0.00	0.00	0.04	0.01	0.36	0.25	0.61	
80)	Olinda Park	3/2008	0.00	0.04	0.03	0.18	0.00	0.00	0.00	0.25	0.00	0.25	1135
	2101 NW 51 St.		0.04	0.00	0.03	0.18	0.00	0.00	0.00	0.21	0.00	0.25	
81)	Olympic Park	3/2011	0.00	0.00	0.04	0.15	0.06	0.71	0.64	1.60	0.00	1.60	1135
	8601 SW 152 Ave.		0.00	0.00	0.04	0.15	0.06	0.71	0.64	1.60	0.00	1.60	
82)	Royal Colonial Park	3/2011	0.00	0.00	0.00	0.02	0.03	0.15	0.02	0.22	1.18	1.40	1135
	SW 147 Ave. and SW 280 St.		0.00	0.00	0.00	0.02	0.03	0.15	0.02	0.22	1.18	1.40	
83)	Sargeant Joseph Delancy Park	3/2008	0.37	0.03	2.02	0.08	0.00	0.00	0.00	2.13	0.00	2.50	1135
	14450 Boggs Dr.		0.37	0.03	2.02	0.08	0.00	0.00	0.00	2.13	0.00	2.50	
84)	Sharman Park	3/2011	0.00	0.00	0.00	0.00	0.03	0.08	0.49	0.60	0.00	0.60	1135
	SW 219 St. and 123 Ave.		0.00	0.00	0.00	0.00	0.03	0.08	0.49	0.60	0.00	0.60	
85)	SouthDade Park	3/2011	0.00	0.00	0.11	0.34	0.26	0.07	2.32	3.10	1.90	5.00	1135
	16350 SW 280 St.		0.00	0.00	0.11	0.34	0.26	0.07	2.32	3.10	1.90	5.00	
86)	Southridge Park Improvements	3/2008	1.76	1.02	0.65	0.57	0.00	0.00	0.00	2.24	0.00	4.00	927

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
	19355 SW 114 Ave.		1.76	1.02	0.65	0.57	0.00	0.00	0.00	2.24	0.00	4.00	
87)	Structural Safety Insp. & Repairs-Local Parks	3/2006	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.15	650
	Various Sites		0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.15	
88)	West Perrine Park	3/2011	0.00	0.00	0.00	0.22	0.32	0.06	1.23	1.83	3.17	5.00	1135
	17121 SW 104 Ave.		0.00	0.00	0.00	0.22	0.32	0.06	1.23	1.83	3.17	5.00	
89)	Westwind Lakes Parks	3/2011	0.00	0.00	0.05	0.20	0.11	0.77	1.27	2.40	0.00	2.40	1135
	SW 69 St. and SW 152 Ave.		0.00	0.00	0.05	0.20	0.11	0.77	1.27	2.40	0.00	2.40	
90)	Wild Lime Park	3/2011	0.00	0.00	0.00	0.04	0.15	0.04	0.43	0.66	0.84	1.50	1135
	11341 SW 147 Ave.		0.00	0.00	0.00	0.04	0.15	0.04	0.43	0.66	0.84	1.50	
91)	African Her. Cult. Arts Cent.- BBC GOB Program	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.90	0.99	1135
	2166 NW 62 St.		0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.90	0.99	
92)	Amelia Earhart Park	3/2011	0.40	0.75	0.88	0.28	1.74	0.52	0.29	4.46	18.14	23.00	1135
	11900 NW 42 Ave.		0.69	0.46	0.88	0.28	1.74	0.52	0.29	4.17	18.14	23.00	
93)	Arcola Lakes Park	3/2011	0.00	0.10	0.14	0.47	0.16	0.33	2.05	3.25	2.75	6.00	1135
	1301 NW 83 St.		0.10	0.00	0.14	0.47	0.16	0.33	2.05	3.15	2.75	6.00	
94)	Black Point Marina	3/2011	0.03	1.07	0.40	0.00	0.00	0.00	0.05	1.52	0.25	1.80	1135
	24775 SW 87 Ave.		0.18	0.92	0.40	0.00	0.00	0.00	0.05	1.37	0.25	1.80	
95)	Camp Matecumbe (Boystown)	3/2011	0.20	0.12	0.83	0.05	0.00	0.00	0.00	1.00	4.80	6.00	1135
	SW 120 St. and SW 137 Ave.		0.20	0.12	0.83	0.05	0.00	0.00	0.00	1.00	4.80	6.00	
96)	Camp Owaissa Bauer	3/2008	0.00	0.00	0.90	0.10	0.00	0.00	0.00	1.00	0.00	1.00	1135

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
	17001 SW 264 St.		0.00	0.00	0.90	0.10	0.00	0.00	0.00	1.00	0.00	1.00	
97)	Chapman Field Park	3/2011	0.00	0.00	0.00	0.00	0.06	0.25	0.08	0.39	4.61	5.00	1135
	13601 Old Cutler Rd.		0.00	0.00	0.00	0.00	0.06	0.25	0.08	0.39	4.61	5.00	
98)	Charles Deering Estate	3/2011	0.00	0.00	0.00	0.00	0.06	0.25	0.08	0.39	4.61	5.00	1135
	16701 SW 72 Ave.		0.00	0.00	0.00	0.00	0.06	0.25	0.08	0.39	4.61	5.00	
99)	Country Club of Miami South Course Renov.	3/2006	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	650
	Various Locations		0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	
100)	Crandon Park	3/2011	0.00	0.35	0.39	0.07	2.22	3.13	0.82	6.98	16.02	23.00	1135
	4000 Crandon Blvd.		0.35	0.00	0.39	0.07	2.22	3.13	0.82	6.63	16.02	23.00	
101)	Golf Facilities Improvement	3/2007	0.45	0.35	0.15	0.00	0.00	0.00	0.00	0.50	0.00	0.95	650
	Various Sites		0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.95	
102)	Greynolds Park	3/2011	0.00	0.00	0.08	0.28	0.15	0.05	1.51	2.07	4.93	7.00	1135
	17530 W Dixie Hwy		0.00	0.00	0.08	0.28	0.15	0.04	1.52	2.07	4.93	7.00	
103)	Haulover Park	3/2011	0.00	1.85	2.39	2.62	0.04	0.11	0.78	7.79	15.21	23.00	1135
	10801 Collins Ave.		1.20	0.65	3.35	0.85	0.11	0.78	0.44	6.18	15.62	23.00	
104)	Heavy & Mob.Equip.Repl.-Areawide & Loc.Pa.	3/2006	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	650
	Various Sites		0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	
105)	Homestead Air Reserve Park	3/2011	0.00	0.00	0.00	0.54	0.34	0.07	3.49	4.44	10.61	15.05	1135
	SW 268 St. and SW 129 Ave.		0.00	0.00	0.00	0.54	0.34	0.07	3.49	4.44	10.61	15.05	
106)	Kendall Indian Hammocks Park	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	4.50	6.00	1135

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
	11395 SW 79 St.		0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	4.50	6.00	
107)	Kendall Soccer Park	3/2011	0.27	1.69	0.04	0.00	0.00	0.00	0.04	1.77	1.96	4.00	1135
	SW 127 Ave. and 80 St.		0.37	1.59	0.04	0.00	0.00	0.00	0.04	1.67	1.96	4.00	
108)	Larry and Penny Thompson Park	3/2011	0.00	0.16	0.33	0.12	0.00	0.04	0.06	0.71	5.89	6.60	1135
	12451 SW 184 St.		0.16	0.00	0.33	0.12	0.00	0.00	0.06	0.51	5.93	6.60	
109)	Matheson Hammock Park	3/2011	0.00	0.26	1.10	0.17	0.06	1.88	1.42	4.89	1.11	6.00	1135
	9610 Old Cutler Rd.		0.26	0.00	1.10	0.17	0.06	1.88	1.42	4.63	1.11	6.00	
110)	Miami Metrozoo-Additional Improvements	3/2011	0.00	0.00	0.00	0.00	0.00	0.18	1.53	1.71	11.29	13.00	1135
	12400 SW 152 St.		0.00	0.00	0.00	0.00	0.00	0.18	1.53	1.71	11.29	13.00	
111)	Miami Metrozoo-Caribbean Exhibit	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31.00	31.00	1135
	12400 SW 152 St.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31.00	31.00	
112)	Miami Metrozoo-Florida Exhibit	3/2010	0.25	3.27	1.35	8.98	12.15	5.00	0.00	30.75	0.00	31.00	1135
	12400 SW 152 St.		1.25	2.27	1.35	9.03	12.15	4.95	0.00	29.75	0.00	31.00	
113)	Miami Metrozoo-Improvements and Entry Way	3/2009	0.24	1.75	0.73	4.58	4.70	0.00	0.00	11.76	0.00	12.00	1135
	12400 SW 152 St.		1.24	0.75	0.73	4.58	4.70	0.00	0.00	10.76	0.00	12.00	
114)	Redland Fruit & Spice Park	3/2011	0.00	0.04	0.94	0.02	0.00	0.00	0.00	1.00	3.00	4.00	1135
	24801SW 187 Ave.		0.04	0.00	0.94	0.02	0.00	0.00	0.00	0.96	3.00	4.00	
115)	Structural Safety Insp.& Repairs- Areawide P.	3/2006	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.45	650
	Various Sites		0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.45	

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
116)	Tamiami Park	3/2011	0.00	0.00	0.11	0.33	0.29	0.13	2.28	3.14	4.86	8.00	1135
	11201 SW 24 St.		0.00	0.00	0.11	0.33	0.29	0.13	2.28	3.14	4.86	8.00	
117)	Tamiami Park Gymnasium Planning and Des.	3/2006	0.05	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.30	0.65	650
	11201 SW 24 St.		0.05	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.30	0.65	
118)	Trail Glades Range	3/2008	1.94	2.31	2.50	1.25	0.00	0.00	0.00	6.06	0.00	8.00	1135
	SW 8 St. and 177 Ave.		1.94	2.31	2.50	1.25	0.00	0.00	0.00	6.06	0.00	8.00	
119)	Trail Glades Range Improvements	3/2006	0.26	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.34	650
	SW 8 St. and 177 Ave.		0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	
120)	Tree Islands Park	3/2011	0.00	0.12	0.45	0.16	0.06	1.46	2.75	5.00	0.00	5.00	1135
	SW 24 St. and SW 142 Ave.		0.12	0.00	0.45	0.16	0.06	1.46	2.75	4.88	0.00	5.00	
121)	Tropical Park	3/2007	0.70	1.29	3.39	3.81	2.83	0.48	0.50	12.30	2.00	15.00	1135
	7900 SW 40 St.		1.06	0.94	3.38	3.81	2.83	0.48	0.50	11.94	2.00	15.00	
122)	West Kendall District Park	3/2011	0.73	0.11	3.84	1.32	0.00	0.00	0.00	5.27	17.00	23.00	1135
	SW 120 St. and 167 Ave.		0.73	0.11	3.84	1.32	0.00	0.00	0.00	5.27	17.00	23.00	
123)	Greenways & Trails-District 01	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	1135
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	
124)	Greenways & Trails-District 06	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.80	1135
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.80	
125)	Greenways & Trails-District 07	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.80	1135
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.80	

TABLE 6
PARK and RECREATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Years	Project Totals	Funding Source
126)	Greenways & Trails-District 08	3/2011	0.00	0.00	0.05	0.11	0.22	0.20	1.54	2.12	1.88	4.00	1135
	Various Sites		0.00	0.00	0.05	0.11	0.22	0.20	1.54	2.12	1.88	4.00	
127)	Three Bridges Projects	3/2006	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.10	650
	Various Sites		0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.10	
128)	Dade County Auditorium	3/2006	0.00	0.00	0.00	0.00	0.00	0.26	0.34	0.60	7.40	8.00	1135
	2901 W. Flagler St.		0.00	0.00	0.00	0.00	0.00	0.26	0.34	0.60	7.40	8.00	
129)	Joseph Caleb Center Auditorium	3/2006	0.29	0.28	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.57	650, 985
	5400 NW 22 Ave.		0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.57	
130)	Marina Capital Improvements	3/2011	1.20	2.35	2.35	2.30	3.30	3.00	3.04	16.34	0.00	17.54	907,1002
	Various Sites		3.54	0.70	7.40	0.70	3.80	0.70	0.70	14.00	0.00	17.54	
131)	Westchester Arts Center	3/2009	0.00	0.25	0.50	1.97	1.28	0.00	0.00	4.00	0.00	4.00	1135
	11201 SW 24 St.		0.06	0.19	0.50	1.97	1.28	0.00	0.00	3.94	0.00	4.00	
	Subtotals of Proposed Additions		9.75	25.00	34.90	35.51	36.78	31.13	33.18	196.50	216.62	422.87	
			19.66	15.94	40.15	33.99	37.35	28.20	30.51	186.14	217.07	422.87	
	TOTALS		215.66	79.65	67.65	58.41	44.79	32.33	33.87	316.70	219.72	752.08	
			317.54	33.16	42.24	37.86	40.51	29.40	31.20	214.37	220.17	752.08	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Park and Recreation Department and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 7
SEAPORT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	Gantry Berth Power Conversion	1/2006	12.05	4.07	0.00	0.00	0.00	0.00	0.00	4.07	0.00	16.12	1000
	Dante B. Fascell Port of Miami		12.05	4.07	0.00	0.00	0.00	0.00	0.00	4.07	0.00	16.12	
2)	Dredging- Phase II	2/2006	52.64	15.48	0.00	0.00	0.00	0.00	0.00	15.48	0.00	68.12	142,821,
	Dante B. Fascell Port of Miami		52.64	15.48	0.00	0.00	0.00	0.00	0.00	15.48	0.00	68.12	865,1000
3)	Container Yard Construction ====	==1/2005	==24.63	==9.99	==0.00	==0.00	==0.00	==0.00	==0.00	==9.99	==0.00	==34.62	865,1000
	Lummus Island		24.63	9.99	0.00	0.00	0.00	0.00	0.00	9.99	0.00	34.62	
4)	Dredging - Utility Relocation =====	==3/2006	==0.00	==2.00	==8.00	==0.00	==0.00	==0.00	==0.00	==10.00	==0.00	==10.00	142,1005
	Seaport		0.00	2.00	8.00	0.00	0.00	0.00	0.00	10.00	0.00	10.00	
5)	Cargo Gate Complex Phase II	1/2006	8.72	2.37	0.00	0.00	0.00	0.00	0.00	2.37	0.00	11.09	150,821,
	Dante B. Fascell Port of Miami		8.72	2.37	0.00	0.00	0.00	0.00	0.00	2.37	0.00	11.09	865,1000
6)	Container Berth No. 6, Design & Constr.======	==2/2005	==14.48	==5.00	==0.00	==0.00	==0.00	==0.00	==0.00	==5.00	==0.00	==19.48	1000
	Dodge and Lummus Islands		14.48	5.00	0.00	0.00	0.00	0.00	0.00	5.00	0.00	19.48	
7)	Access Route Improvements	1/2006	2.77	3.45	0.00	0.00	0.00	0.00	0.00	3.45	0.00	6.22	821,1000
	City of Miami - Port of Miami		2.77	3.45	0.00	0.00	0.00	0.00	0.00	3.45	0.00	6.22	
8)	Cruise Terminal 6 Improvements===	==1/2005	==0.55	==0.50	==0.00	==0.00	==0.00	==0.00	==0.00	==0.50	==0.00	==1.05	1000
	Dodge Island		0.55	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	1.05	

TABLE 7
SEAPORT

Project #	Project Name and Location	Purpose* / Year of Completion	Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
			Expenditures/ Revenues (In Millions of Dollars)										
9)	Gantry Container Cranes; 11, 12, 13, & 14	1/2008	10.91	2.00	4.00	9.00	0.00	0.00	0.00	15.00	0.00	25.91	865,1000
	Dante B. Fascell Port of Miami		10.91	2.00	4.00	9.00	0.00	0.00	0.00	15.00	0.00	25.91	
10)	Seaport Fire Station	3/2006	0.98	1.52	0.00	0.00	0.00	0.00	0.00	1.52	0.00	2.50	1000
	Dante B. Fascell Port of Miami		0.98	1.52	0.00	0.00	0.00	0.00	0.00	1.52	0.00	2.50	
11)	Cargo Equipment Maintenance Facility======	==3/2005	==4.34	==1.09	==0.00	==0.00	==0.00	==0.00	==0.00	==1.09	==0.00	==5.43	1000
	Lummus Island		4.34	1.09	0.00	0.00	0.00	0.00	0.00	1.09	0.00	5.43	
12)	Port Traffic Enhanc. -Eastern Port Blvrd	1/2006	6.12	1.65	0.00	0.00	0.00	0.00	0.00	1.65	0.00	7.77	150,821,
	Dante B. Fascell Port of Miami		6.12	1.65	0.00	0.00	0.00	0.00	0.00	1.65	0.00	7.77	865,1000
13)	Portwide Parking Control System ==	==1/2005	==1.39	==0.00	==0.00	==0.00	==0.00	==0.00	==0.00	==0.20	==0.00	==1.59	1000
	Dodge Island		1.39	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	1.59	
14)	Fender Replacement-Gantry Berths 1-==	==1/2005	==2.81	==10.53	==0.00	==0.00	==0.00	==0.00	==0.00	==10.53	==0.00	==13.34	981
	Lummus Island		2.81	10.53	0.00	0.00	0.00	0.00	0.00	10.53	0.00	13.34	
15)	Construction Supervision	3/2009	0.00	2.00	2.00	2.00	2.00	2.00	2.00	12.00	0.00	12.00	426
	Dante B. Fascell Port of Miami		0.00	2.00	2.00	2.00	2.00	2.00	2.00	12.00	0.00	12.00	

TABLE 7
SEAPORT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
16)	Perimeter Security Cameras	1/2006	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1000
	Dante B. Fascell Port of Miami		0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
17)	Cruise Terminal E	2/2006	23.18	11.45	0.00	0.00	0.00	0.00	0.00	11.45	0.00	34.63	821,1000
	Dante B. Fascell Port of Miami		23.18	11.45	0.00	0.00	0.00	0.00	0.00	11.45	0.00	34.63	
18)	New Cruise Terminal D	2/2006	24.71	10.75	0.00	0.00	0.00	0.00	0.00	10.75	0.00	35.46	1000
	Dante B. Fascell Port of Miami		24.71	10.75	0.00	0.00	0.00	0.00	0.00	10.75	0.00	35.46	
19)	Crane Maintenance Facility	1/2006	0.51	1.87	0.22	0.00	0.00	0.00	0.00	2.09	0.00	2.60	1000
	Dante B. Fascell Port of Miami		0.51	1.87	0.22	0.00	0.00	0.00	0.00	2.09	0.00	2.60	
20)	Dredging Phase II Mitigation	1/2007	0.00	1.25	1.25	0.00	0.00	0.00	0.00	2.25	0.00	2.50	1000
	Oleta River - North Miami		0.00	1.25	1.25	0.00	0.00	0.00	0.00	2.25	0.00	2.50	
21)	Cruise Entry Gate ==	==3/2004	==1.37	==0.35	==0.00	==0.00	==0.00	==0.00	==0.00	==0.35	==0.00	==1.72	821, 1000
	Port of Miami		1.37	0.35	0.00	0.00	0.00	0.00	0.00	0.35	0.00	1.72	
22)	TSA Round 2 Cruise Security Project ===	==1/2004	==0.16	==0.04	==0.00	==0.00	==0.00	==0.00	==0.00	==0.04	==0.00	==0.20	150, 1000
	Dodge & Lummus Islands		0.16	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.20	
23)	Portwide Sec.Proj.-Off.of Dom. Pr. (ODP)======	==1/2004	==0.58	==0.15	==0.00	==0.00	==0.00	==0.00	==0.00	==0.15	==0.00	==0.73	150, 1000
	Port of Miami		0.58	0.15	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.73	
24)	TSA Round 2 Cargo Security	==1/2004	==1.90	==0.47	==0.00	==0.00	==0.00	==0.00	==0.00	==0.47	==0.00	==2.37	150,426,

TABLE 7
SEAPORT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Project ===												
	Port of Miami		1.90	0.47	0.00	0.00	0.00	0.00	0.00	0.47	0.00	2.37	865
25)	C3 TSA Round 2 Portwide Sec. Proj. =========	==1/2005	==0.51	==9.03	==0.00	==0.00	==0.00	==0.00	==0.00	==9.03	==0.00	==9.54	150,426
	Port of Miami		0.51	9.03	0.00	0.00	0.00	0.00	0.00	9.03	0.00	9.54	
26)	Cruise Terminal 8 & 9 Improvements	1/2008	0.00	3.80	3.00	2.80	0.00	0.00	0.00	9.60	0.00	9.60	1000
	Dante B. Fascell Port of Miami		0.00	3.80	3.00	2.80	0.00	0.00	0.00	9.60	0.00	9.60	
27)	U.S. INS Facility in Terminal 7	1/2006	1.78	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	2.98	401,1000,
	Dante B. Fascell Port of Miami		1.78	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	2.98	1129
28)	Waterside Surveillance System	1/2006	0.12	0.69	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.81	1000,1145
	Dante B. Fascell Port of Miami		0.12	0.69	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.81	
	Subtotals		144.49	64.55	10.47	13.80	2.00	2.00	2.00	94.57	0.00	239.31	
			144.49	64.55	10.47	13.80	2.00	2.00	2.00	94.57	0.00	239.31	
	Proposed Additions, April 2005 CDMP Amendment Cycle ********** *****												
29)	Container Yard Improvement - Pomtoc Yard	3/2011	0.00	0.00	0.00	0.00	0.00	0.38	0.12	0.50	0.00	0.50	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.38	0.12	0.50	0.00	0.50	

TABLE 7
SEAPORT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
30)	Container Yard Improvements - Seaboard	3/2007	0.03	0.24	0.01	0.00	0.00	0.00	0.00	0.25	0.00	0.28	1135
	Dante B. Fascell Port of Miami		0.18	0.09	0.01	0.00	0.00	0.00	0.00	0.10	0.00	0.28	
31)	Container Yard Improvements- East. Port Blvd.	3/2011	0.00	0.00	0.00	0.00	0.03	0.15	0.05	0.23	1.27	1.50	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.03	0.15	0.05	0.23	1.27	1.50	
32)	Container Yard Impr/ments- Marshalling Yard	3/2009	0.00	0.00	0.01	0.03	0.21	0.00	0.00	0.25	0.00	0.25	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.01	0.03	0.21	0.00	0.00	0.25	0.00	0.25	
33)	Container Yard Impr/ments - Wharf 6 & 7	3/2011	0.00	0.00	1.97	0.03	0.05	0.20	0.10	2.35	2.00	4.35	1135
	Dante B. Fascell Port of Miami		0.00	0.00	1.97	0.03	0.05	0.20	0.10	2.35	2.00	4.35	
34)	Container Yard Impr/ments & Tank Removal	3/2011	0.00	0.50	0.00	0.00	0.01	0.06	0.05	0.62	0.70	1.32	1135
	Dante B. Fascell Port of Miami		0.30	0.20	0.00	0.00	0.01	0.06	0.05	0.32	0.70	1.32	
35)	Container Yard Improvements Phase IV	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	
36)	Parking Garage-Seaboard US C&BP Build.	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	2.50	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	2.50	

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SEAPORT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
37)	Expand Parking Capacity in Garage 6	3/2008	0.13	0.30	0.50	0.65	0.00	0.00	0.00	1.45	0.00	1.58	1135
	Dante B. Fascell Port of Miami		0.23	0.20	0.50	0.65	0.00	0.00	0.00	1.35	0.00	1.58	
38)	Parking Garages (Terminals D,E, & 2)	3/2009	0.05	0.08	0.02	0.32	0.30	0.00	0.00	0.72	0.00	0.77	1135
	Dante B. Fascell Port of Miami		0.13	0.00	0.02	0.32	0.30	0.00	0.00	0.64	0.00	0.77	
39)	Security Enhancements-Tran.Sec.Adm.R1	3/2006	0.04	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.22	1135
	Dodge and Lummus Islands		0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	
40)	Maersk Yard Drainage Improvement	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	
41)	Mooring Improvements - Various	3/2011	0.00	0.00	0.00	0.00	0.00	0.03	0.02	0.05	0.20	0.25	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.03	0.02	0.05	0.20	0.25	
42)	Stolen Auto Recov. (Star) Units for New Gate	3/2008	0.21	0.03	1.24	0.02	0.00	0.00	0.00	1.29	0.00	1.50	1135
	Dante B. Fascell Port of Miami		0.24	0.00	1.24	0.02	0.00	0.00	0.00	1.26	0.00	1.50	
43)	Intermodal Container Transfer Facility	3/2011	0.05	1.01	0.63	0.01	0.47	0.76	0.07	2.95	1.00	4.00	1135
	To Be Determined		0.26	0.80	0.63	0.01	0.47	0.76	0.07	2.74	1.00	4.00	
44)	Cruise Terminal 10 Improvements	3/2009	0.00	0.00	0.01	0.01	0.08	0.00	0.00	0.10	0.00	0.10	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.01	0.01	0.08	0.00	0.00	0.10	0.00	0.10	
45)	Mooring Improvements Phase III	3/2011	0.00	0.39	0.60	1.72	3.57	3.98	0.58	10.84	9.16	20.00	1135

TABLE 7
SEAPORT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Dante B. Fascell Port of Miami		0.00	0.39	0.60	1.72	3.57	3.98	0.58	10.84	9.16	20.00	
46)	Finger Pier for Ultra Voyager	3/2007	0.01	0.15	0.04	0.00	0.00	0.00	0.00	0.19	0.00	0.20	1135
	Dante B. Fascell Port of Miami		0.08	0.08	0.04	0.00	0.00	0.00	0.00	0.12	0.00	0.20	
47)	Cruise Provisioning Inspection Facility	3/2010	0.00	0.02	0.08	0.05	0.32	0.53	0.00	1.00	0.00	1.00	1135
	Dante B. Fascell Port of Miami		0.02	0.00	0.08	0.05	0.32	0.53	0.00	0.98	0.00	1.00	
48)	Shed E Extension for US Customs & Border P.	3/2010	0.00	0.00	0.36	0.16	0.73	2.25	0.00	3.50	1.00	4.50	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.36	0.16	0.73	2.25	0.00	3.50	1.00	4.50	
49)	Riprap Improvements to Pilot House Area	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.60	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.60	
50)	Communications & Command Center	3/2010	0.00	0.00	0.00	0.30	0.00	2.70	0.00	3.00	0.00	3.00	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	1.50	0.00	1.50	0.00	3.00	0.00	3.00	
51)	Railroad Bridge Improvement	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	1.47	1.50	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	1.47	1.50	
52)	Seaport Tunnel	3/2008	0.00	0.01	0.02	0.15	0.00	0.00	0.00	0.18	0.00	0.18	1135
	Dante B. Fascell Port of Miami		0.01	0.00	0.02	0.15	0.00	0.00	0.00	0.17	0.00	0.18	
53)	New Cargo Wharf 7	3/2011	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.33	1135

TABLE 7
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Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Dante B. Fascell Port of Miami		0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.33	
54)	Canopies & Intermodal Improvements	3/2011	0.04	0.78	1.20	0.60	0.02	0.62	0.39	3.61	0.35	4.00	1135
	Dante B. Fascell Port of Miami		0.30	0.52	1.20	0.60	0.02	0.62	0.39	3.35	0.35	4.00	
55)	Cruise Terminal 3, 4, & 5 Improvements	3/2011	0.00	0.00	0.60	0.00	0.00	0.00	0.03	0.63	2.87	3.50	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.60	0.00	0.00	0.03	0.63	2.87	3.50	
56)	Dredging - Phase III	3/2011	0.00	0.07	0.53	0.04	0.00	0.00	0.08	0.72	0.56	1.28	1135
	Dante B. Fascell Port of Miami		0.07	0.00	0.53	0.04	0.00	0.00	0.08	0.65	0.56	1.28	
57)	Access Controls - 2nd Tier	3/2011	0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.11	0.04	0.15	1135
	Dante B. Fascell Port of Miami		0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.11	0.04	0.15	
	Subtotals of Proposed Additions		48.97	61.78	21.54	46.75	46.00	33.00	67.61	276.68	100.00	425.65	
			48.97	61.78	21.54	46.75	46.00	33.00	67.61	276.68	100.00	425.65	
	TOTALS		193.46	126.33	32.01	60.55	48.00	35.00	69.61	371.25	100.00	664.96	
			193.46	126.33	32.01	60.55	48.00	35.00	69.61	371.25	100.00	664.96	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Park and Recreation Department and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 8
SEWER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	Central Miami-Dade W.W.Tr.Mains & P.St.===	===3/2008	==10.42	==6.62	==3.13	==21.74	==16.15	==0.00	==0.00	==47.64	==0.00	==58.06	521,914,
	Central District W.W. System		25.67	2.69	1.02	17.43	11.25	0.00	0.00	32.39	0.00	58.06	973
2)	Gravity Sewer Renovations ==========	===1/2011	==32.44	==6.58	==22.37	==20.48	==20.48	==20.21	==8.40	==98.52	==8.40	=139.36	490,914,961,
	Systemwide		58.28	0.00	8.40	28.39	8.40	19.09	8.40	72.68	8.40	139.36	970,973
3)	Sanitary Sewer Improvements ===	===1/2011	==0.50	==1.50	==0.60	==0.60	==0.60	==0.60	==0.60	==4.50	==1.02	==6.02	497
	Systemwide		6.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.02	
4)	General Maint. & Office Facilities - W.W. =====	===3/2009	==14.29	==4.39	==10.11	==8.95	==7.27	==12.54	==0.00	==43.26	==0.00	==57.55	490,914,
	Various Locations		16.88	1.79	10.11	28.77	0.00	0.00	0.00	40.67	0.00	57.55	961,970
5)	Telemetering System - W.W. ==	===1/Cont.	==9.13	==0.00	==0.46	==0.83	==0.00	==0.00	==0.00	==1.29	==0.00	==10.42	490
	Systemwide		9.13	0.00	0.46	0.83	0.00	0.00	0.00	1.29	0.00	10.42	
6)	Lift Station Upgrades & Struct. Maint. Impr.====	===3/2011	==5.74	==3.33	==1.08	==1.98	==3.00	==3.00	==3.00	==15.39	==3.00	==24.13	490
	Systemwide		5.74	3.33	1.08	1.98	3.00	3.00	3.00	15.39	3.00	24.13	
7)	South Miami-Dade W.W.Tr. Mains & P.St.====	===3/2010	==0.52	==1.98	==3.50	==0.00	==0.38	==1.26	==2.16	==9.28	==0.00	==9.80	914,973
	South District W.W.		9.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.80	

TABLE 8
SEWER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	System												
8)	Wastewater System Improvements - New ====	===3/2011	==8.16	==10.93	==9.98	==3.65	==7.26	==11.52	==12.05	==55.39	==37.42	=100.97	521
	Systemwide		23.37	10.93	9.98	5.78	14.75	11.52	12.05	65.01	12.59	100.97	
9)	Wastewater System Maintainence & Upgrades =====	===3/2011	==5.89	==4.43	==2.47	==4.53	==6.85	==6.85	==6.85	==31.98	==6.86	==44.73	490
	Systemwide		6.03	4.29	2.47	4.53	6.85	6.85	6.85	31.84	6.86	44.73	
10)	Pump Station Improvements Program =======	===3/2011	==22.57	==10.83	==10.83	==10.83	==10.84	==10.84	==12.54	==66.71	==10.00	==99.28	521,914,
	Systemwide		43.76	0.20	5.43	29.89	0.00	20.00	0.00	55.52	0.00	99.28	961,973
11)	Corrosion Control Facilities Improvements ===	===1/2010	==14.68	==4.52	==7.06	==4.13	==4.47	==6.06	==4.94	==31.18	==0.00	==45.86	914,961,
	Systemwide		28.86	0.00	0.00	6.00	0.00	11.00	0.00	17.00	0.00	45.86	970
12)	Engineering Studies - Wastewater Improv.===	===3/2011	==8.65	==1.56	==0.34	==0.41	==0.42	==0.42	==0.41	==3.56	==0.17	==12.38	914
	Systemwide		12.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.38	
13)	Sanitary Sewer System Extension. =========	===3/2011	==14.12	==0.18	==4.19	==4.00	==4.00	==4.00	==4.00	==20.37	==5.00	==39.49	490,914
	Systemwide		16.49	0.00	3.00	4.00	4.00	4.00	4.00	19.00	4.00	39.49	
14)	Peak Flow Management Facilities =======	===1/2012	==22.80	==34.77	==32.48	==22.31	==37.66	==74.30	=115.00	=316.52	=144.80	=484.12	521,914,

TABLE 8
SEWER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Systemwide		100.98	10.68	8.56	70.00	0.00	134.10	15.00	238.34	144.80	484.12	961,973
15)	Equipment & Vehicles - W. W. System ======	===3/2011	==50.90	==10.43	==3.38	==6.21	==9.39	==9.39	==9.40	==48.20	==9.40	=108.50	490
	Systemwide		50.90	10.43	3.38	6.21	9.39	9.39	9.40	48.20	9.40	108.50	
16)	Central District Upgrades - W.W.T.P. ======	===3/2011	==28.74	==5.26	==0.85	==0.64	==2.54	==1.87	==3.04	==14.20	==25.46	==68.40	914,951,
	Virginia Key		45.40	0.00	0.00	0.00	0.00	14.30	0.00	14.30	8.70	68.40	961,970
17)	North District Upgrades - W.W.T.P. ======	===3/2009	==1.63	==1.37	==1.23	==0.30	==0.99	==1.71	==0.00	==5.60	==0.00	==7.23	914,970,
	2575 NE 151 St.		7.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.23	973
18)	South District Upgrades - W.W.T.P. ======	===3/2012	==9.41	==2.21	==0.00	==0.00	==0.00	==0.00	==1.74	==3.95	==15.76	==29.12	914,951,
	8950 SW 232 St.		11.62	0.00	0.00	0.00	0.00	17.50	0.00	17.50	0.00	29.12	961,973
19)	Wastewater Treatment Plant Reh.& Ren.====	===3/2011	==8.01	==2.40	==4.37	==4.37	==4.37	==4.37	==4.37	==24.25	==4.23	==36.49	490
	Wastewater Treatment Plants		20.41	0.25	1.14	2.08	3.15	3.15	3.16	12.93	3.15	36.49	
20)	Pump Station Generators & Misc. Upgr. =====	===3/2009	==3.42	==1.37	==1.00	==3.92	==3.92	==3.97	==0.00	==14.18	==0.00	==17.60	914,961
	Systemwide		5.80	0.00	0.00	11.80	0.00	0.00	0.00	11.80	0.00	17.60	
21)	Wastewater Treatment Plant Autom. Enh.====	===3/2009	==6.83	==3.51	==3.51	==4.14	==3.60	==0.46	==0.00	==15.22	==0.00	==22.05	914,961

TABLE 8
SEWER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Wastewater Treatment Plants		13.85	0.00	0.00	8.20	0.00	0.00	0.00	8.20	0.00	22.05	
22)	Miscellaneous Upgrades - W.W.T.P. ======	===3/2009	==1.85	==0.73	==1.00	==4.33	==3.76	==3.33	==0.00	==13.15	==0.00	==15.00	914,961,
	Wastewater Treatment Plants		5.00	0.00	0.00	10.00	0.00	0.00	0.00	10.00	0.00	15.00	973
23)	North Miami-Dade W.W.Tr. Mains & P.St.====	===3/2007	==3.88	==7.31	==3.57	==2.19	==0.00	==0.00	==0.00	==13.07	==0.00	==16.95	914,973,
	North District Wastewater System		16.95	0.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	16.95	1026
24)	W.W.T.P. Effluent Reuse System Improv. ====	===3/2010	==0.00	==0.00	==0.00	==0.15	==0.15	==0.15	==0.15	==0.60	==0.00	==0.60	914
	Various Locations		0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	
25)	South District W.W.T.P Expansion (Ph III) ====	===2/2012	==0.57	==1.64	==3.74	==0.05	==0.00	==5.56	==4.13	==15.12	==85.31	=101.00	961,973
	8950 SW 232 St.		6.00	0.00	0.00	0.00	0.00	10.00	0.00	10.00	85.00	101.00	
26)	South District W.W.T.P.- High Level Disinf. ===	===2/2011	==1.35	==8.81	==40.03	==74.97	==52.13	==14.86	==35.60	=226.40	==22.25	=250.00	490,951,
	8950 SW 232 St.		106.41	8.81	4.78	60.00	0.00	70.00	0.00	143.59	0.00	250.00	961
	Subtotals		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TABLE 8
SEWER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Proposed Additions, April 2005 CDMP Amendment Cycle **********												
27)	South District W W Treatment Plant - HL Dis.	2/2009	10.15	32.05	81.80	69.00	57.00	0.00	0.00	239.85	0.00	250.00	490,521,914,
	8950 SW 232 St		130.25	6.71	13.01	90.97	9.06	0.00	0.00	119.75	0.00	250.00	961,962,970
28)	Wastewater Projects	3/2013	277.71	88.36	48.96	86.84	49.04	69.36	258.80	601.36	444.86	1323.93	490,497,521,
	Various Sites		348.25	48.38	21.74	155.87	59.40	70.05	294.82	650.26	325.42	1323.93	914,951,961, 962,970,973, 1007
	Subtotals of Proposed Additions		287.86	120.41	130.76	155.84	106.04	69.36	258.80	841.21	444.86	1573.93	
			478.50	55.09	34.75	246.84	68.46	70.05	294.82	770.01	325.42	1573.93	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Park and Recreation Department and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 9
SOLID WASTE MANAGEMENT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	South Miami-Dade Landfill - Cell 3 Closure	3/2007	2.07	4.00	4.68	0.00	0.00	0.00	0.00	8.68	0.00	10.75	966,972,
	24000 SW 97 Ave.		10.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.75	1027,1140
2)	Environmental Improvements All S.W.M. Disposal Facilities	3/2007	0.69	0.10	0.03	0.00	0.00	0.00	0.00	0.13	0.00	0.82	450,966, 972
			0.69	0.10	0.03	0.00	0.00	0.00	0.00	0.13	0.00	0.82	
3)	South Miami-Dade Landfill Gr/water Rem.Tr.	3/2007	0.61	0.10	0.04	0.00	0.00	0.00	0.00	0.14	0.00	0.75	450,1027
	24000 SW 97 Ave.		0.61	0.10	0.04	0.00	0.00	0.00	0.00	0.14	0.00	0.75	
4)	Resource Recovery - Cell 17 Cl. (1st 10 Acres)	3/2006	0.16	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.20	450,1027
	6990 NW 97 Ave.		0.16	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.20	
5)	Res.Rec.-3rd 10-Acre Landfill Cell 19 Clos.====	==2/2005	==3.30	==0.20	==0.00	==0.00	==0.00	==0.00	==0.00	==0.20	==0.00	==3.50	965
	6990 NW 97 Ave.		3.30	0.20	0.00	0.00	0.00	0.00	0.00	0.20	0.00	3.50	
6)	Truck Washing Facilities	3/2006	1.59	0.31	0.00	0.00	0.00	0.00	0.00	0.31	0.00	1.90	451
	Various Locations		1.59	0.31	0.00	0.00	0.00	0.00	0.00	0.31	0.00	1.90	
7)	Trash & Recycling Center Improvements	3/2007	1.52	0.10	0.10	0.00	0.00	0.00	0.00	0.20	0.00	1.72	451
	Various Locations		1.52	0.10	0.10	0.00	0.00	0.00	0.00	0.20	0.00	1.72	
8)	NE Transfer Station Site Improvements	3/2006	5.86	0.33	0.00	0.00	0.00	0.00	0.00	0.33	0.00	6.19	450,451, 915,966,9
	18701 NE 6 Ave.		5.86	0.33	0.00	0.00	0.00	0.00	0.00	0.33	0.00	6.19	72

TABLE 9
SOLID WASTE MANAGEMENT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
9)	Collection Facility Improvements	3/2006	0.60	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.70	451
	Various Locations		0.60	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.70	
10)	Resource Recovery - Additional Retrofit	3/2006	16.39	2.09	0.00	0.00	0.00	0.00	0.00	2.09	0.00	18.48	450,987
	6990 NW 97 Ave.		16.39	2.09	0.00	0.00	0.00	0.00	0.00	2.09	0.00	18.48	
11)	Lot Clearing - Countywide	1/2006	0.00	1.19	0.00	0.00	0.00	0.00	0.00	1.19	0.00	1.19	650
	Various Locations		0.00	1.19	0.00	0.00	0.00	0.00	0.00	1.19	0.00	1.19	
12)	Resources Recovery Cells 17 & 18 Closure	3/2008	0.40	0.10	3.50	1.00	0.00	0.00	0.00	4.60	0.00	5.00	450
	6990 NW 97 Ave.		0.40	0.10	3.50	1.00	0.00	0.00	0.00	4.60	0.00	5.00	
13)	NE Transfer St.Tipping Floor Crane Repl.	3/2007	0.05	0.20	0.03	0.00	0.00	0.00	0.00	0.23	0.00	0.28	450
	18701 NE 6 Ave.		0.05	0.20	0.03	0.00	0.00	0.00	0.00	0.23	0.00	0.28	
14)	W. Miami-Dade Waste Tr. St. Repl.of 4th Crane	3/2008	0.00	0.05	0.20	0.03	0.00	0.00	0.00	0.28	0.00	0.28	450
	2900 SW 72 Ave.		0.00	0.05	0.20	0.03	0.00	0.00	0.00	0.28	0.00	0.28	
15)	N. Miami-Dade Landfill Gas Extr.Syst.(Phase II)	3/2014	0.45	0.10	0.10	0.10	0.10	0.08	0.10	0.58	1.16	2.19	450,965,
	21500 NW 47 Ave.		0.45	0.10	0.10	0.38	0.00	0.00	0.00	0.58	1.16	2.19	1027
16)	Disposal Facilities Improvements	3/2007	0.85	0.10	0.05	0.00	0.00	0.00	0.00	0.15	0.00	1.00	450
	Various Locations		0.85	0.10	0.05	0.00	0.00	0.00	0.00	0.15	0.00	1.00	
17)	N.Miami-Dade Landfill Groundwater Remed.	3/2008	0.00	0.10	1.00	0.40	0.00	0.00	0.00	1.50	0.00	1.50	450,1140
	21300 NW 47 Ave.		1.48	0.00	0.02	0.00	0.00	0.00	0.00	0.02	0.00	1.50	

TABLE 9
SOLID WASTE MANAGEMENT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
18)	Central Facility Compactor Replacement	3/2008	1.07	1.00	1.20	0.93	0.00	0.00	0.00	3.13	0.00	4.20	450
	1150 NW 20 St.		1.07	1.00	1.20	0.93	0.00	0.00	0.00	3.13	0.00	4.20	
19)	West M-D Waste TSt. Repl.of 3rd Cr.========	==3/2004	==0.23	==0.05	==0.00	==0.00	==0.00	==0.00	==0.00	==0.05	==0.00	==0.28	450
	2900 SW 72 Ave.		0.23	0.05	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.28	
20)	NE Regional Transfer St. Compactors Repl.	3/2006	0.86	0.75	0.65	0.00	0.00	0.00	0.00	1.40	0.00	2.26	450
	18701 NE 6 Ave.		0.86	0.75	0.65	0.00	0.00	0.00	0.00	1.40	0.00	2.26	
21)	West/Southwest Trash & Recycling Center	3/2008	0.04	0.05	1.41	0.50	0.00	0.00	0.00	1.96	0.00	2.00	451
	West/Southwest Miami-Dade County		0.04	0.05	1.41	0.50	0.00	0.00	0.00	1.96	0.00	2.00	
22)	58th St.Maint.Facility Guardhouse & Drain.Impr.	1/2007	0.10	0.10	0.05	0.00	0.00	0.00	0.00	0.15	0.00	0.25	450
	8831 NW 58th St.		0.10	0.10	0.05	0.00	0.00	0.00	0.00	0.15	0.00	0.25	
23)	N. M-Dade TRC Ramp Repair & New Guardh.	3/2007	0.05	0.50	0.05	0.00	0.00	0.00	0.00	0.55	0.00	0.60	450
	21500 NW 47th Ave.		0.05	0.50	0.05	0.00	0.00	0.00	0.00	0.55	0.00	0.60	
24)	NE Transfer St. Surge Pit Tipping Floor Roof	3/2008	0.00	0.05	0.50	0.05	0.00	0.00	0.00	0.60	0.00	0.60	450
	18701 NE 6th Ave.		0.00	0.05	0.50	0.05	0.00	0.00	0.00	0.60	0.00	0.60	
25)	NE Transfer Station Tunnel Roof	3/2008	0.00	0.05	0.40	0.05	0.00	0.00	0.00	0.50	0.00	0.50	450
	18701 NE 6th Ave.		0.00	0.05	0.40	0.05	0.00	0.00	0.00	0.50	0.00	0.50	

TABLE 9
SOLID WASTE MANAGEMENT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
26)	S. M-Dade Home Chemical Collection Center	1/2006	0.20	0.05	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.25	450
	24000 SW 97th Ave.		0.20	0.05	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.25	
27)	Replacement of 9 Scales at Disp. Facilities	3/2010	0.00	0.00	0.15	0.15	0.15	0.15	0.00	0.60	0.00	0.60	450
	Various Sites		0.00	0.00	0.15	0.15	0.15	0.15	0.00	0.60	0.00	0.60	
	Subtotals		33.56	11.56	14.14	3.21	0.25	0.23	0.10	29.49	1.16	64.21	
			43.72	7.46	8.48	3.09	0.15	0.15	0.00	19.33	1.16	64.21	
	Proposed Additions, April 2005 CDMP Amendment Cycle **********												
28)	South Miami-Dade Landfill Cell 5 Closure	3/2023	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.97	14.97	965
	24000 SW 97 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.97	14.97	
29)	Virginia Key Landfill Study and Closure Grant	3/2008	28.28	0.00	0.00	17.37	0.00	0.00	0.00	17.37	0.00	45.65	965,1140
	Virginia Key		28.28	0.00	0.00	17.37	0.00	0.00	0.00	17.37	0.00	45.65	
30)	South Miami-Dade Landfill Cell 4 Closure	3/2016	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.30	13.30	965
	24000 SW 97 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.30	13.30	
31)	South Miami-Dade Landfill Cell 5 Construction	3/2019	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	12.51	12.91	450,1135
	24000 SW 97 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	12.51	12.91	
32)	Scalehouse Expansion Project	1/2008	0.00	0.10	0.40	0.40	0.00	0.00	0.00	0.90	0.00	0.90	450
	Countywide		0.00	0.10	0.40	0.40	0.00	0.00	0.00	0.90	0.00	0.90	

TABLE 9
SOLID WASTE MANAGEMENT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
33)	Resources Recovery - Cell 20 Construction	3/2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.81	3.81	965
	24000 SW 97 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.81	3.81	
34)	North Miami-Dade Landfill East Cell Closure	3/2016	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.92	19.92	965
	21500 NW 47 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.92	19.92	
35)	Resources Recovery Ash Landfill Cell 19 Cl.	3/2015	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.66	2.66	965
	6990 NW 97 Ave.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.66	2.66	
	Subtotals of Proposed Additions		28.28	0.10	0.40	17.77	0.00	0.00	0.40	18.67	67.17	114.12	
			28.28	0.10	0.40	17.77	0.00	0.00	0.40	18.67	67.17	114.12	
	TOTALS		61.84	11.66	14.54	20.98	0.25	0.23	0.50	48.16	68.33	178.33	
			72.00	7.56	8.88	20.86	0.15	0.15	0.40	38.00	68.33	178.33	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Park and Recreation Department and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	Traffic Control Devices - Equip. & Materials	1/Cont.	0.00	1.83	1.83	1.83	1.83	1.83	1.82	10.97	1.83	12.80	670,688
	Countywide		0.00	1.83	1.83	1.83	1.83	1.83	1.82	10.97	1.83	12.80	
2)	SW 24 St. Wid.:SW 87 Ave. to SW 77 Ave.====	==1/2005	==4.06	==1.99	==0.00	==0.00	==0.00	==0.00	==0.00	==1.99	==0.00	==6.05	500,670,
	Widen from 4 to 6 Lanes		4.06	1.99	0.00	0.00	0.00	0.00	0.00	1.99	0.00	6.05	821,1090
3)	Improvements on N 20 St.	1/2009	0.00	0.00	0.00	0.07	0.61	0.00	0.00	0.68	0.00	0.68	500
	N 20 St from NW 2 Ave to NE 2 Ave		0.00	0.00	0.35	0.20	0.13	0.00	0.00	0.68	0.00	0.68	
4)	Widen SW 104 St.	1/2007	0.34	1.73	1.73	0.00	0.00	0.00	0.00	3.46	0.00	3.80	500
	SW 104 St from SW 147 Ave to SW 137 Ave		3.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.80	
5)	Widen NE 15 Ave from 159 St to 163 & 170 St.	1/2007	0.36	2.10	2.10	0.00	0.00	0.00	0.00	4.20	0.00	4.56	500
	NE 15 Ave		4.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.56	
6)	Widen SW 117 Ave	1/2009	0.65	1.75	1.75	1.75	1.75	0.00	0.00	7.00	0.00	7.65	500
	SW 117 Ave from SW 184 St to 152 St		7.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.65	
7)	Intersection Improvements	1/Cont.	6.02	2.73	3.84	4.33	5.76	5.76	5.75	28.17	5.76	39.95	500
	Countywide		6.02	2.73	3.84	4.33	5.76	5.76	5.75	28.17	5.76	39.95	
8)	Traffic Control Devices - New	1/2011	0.00	2.40	3.50	4.33	5.76	5.76	5.75	27.50	5.76	33.26	500

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	& Upgrades												
	Countywide		0.00	2.40	3.50	4.33	5.76	5.76	5.75	27.50	5.76	33.26	
9)	Reconstruction of NW 62 Street	1/2009	0.37	0.00	0.00	1.67	1.66	0.00	0.00	3.33	0.00	3.70	670
	NW 62 St from NW 47 Ave to NW 37 Ave		1.00	1.40	1.30	0.00	0.00	0.00	0.00	2.70	0.00	3.70	
10)	Causeway Toll System Interoperability	3/2008	0.09	0.09	2.00	1.50	0.00	0.00	0.00	3.59	0.00	3.68	440
	Rickenbacker Causeway		0.09	0.09	2.00	1.50	0.00	0.00	0.00	3.59	0.00	3.68	
11)	Replace Dade Blvd, 23 St Bridge	3/2007	0.27	2.20	2.20	0.00	0.00	0.00	0.00	4.40	0.00	4.67	500
	Intersection of 23 St. & Collins Canal		4.17	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	4.67	
12)	Road Resurfacing - Unincorporated Area	3/cont.	21.27	9.00	7.04	1.70	1.75	1.80	1.80	23.09	1.80	46.16	688,982,1087,
	Unincorporated Miami-Dade County		33.56	1.80	1.80	1.80	1.80	1.80	1.80	10.80	1.80	46.16	1131,1133
13)	Road Resurfacing - Arterial Streets	1/Cont.	6.31	2.40	3.50	4.33	5.76	5.76	5.75	27.50	5.76	39.57	500
	Countywide		6.31	2.40	3.50	4.33	5.76	5.76	5.75	27.50	5.76	39.57	
14)	Sidewalks & Pedestrian Paths - Uninc. Area	3/Cont.	44.53	5.04	5.32	0.00	0.00	0.00	0.00	10.36	0.00	54.89	982,1087,
	Unincorporated Miami-Dade County		54.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54.89	1131,1133

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
15)	Railroad Improvements	3/Cont.	0.00	0.70	0.70	0.70	0.69	0.69	0.69	4.17	0.70	4.87	670
	Countywide		0.00	0.70	0.70	0.70	0.69	0.69	0.69	4.17	0.70	4.87	
16)	Street Lighting Safety Maintenance	1/Cont.	3.00	3.00	3.00	3.00	3.00	3.00	3.00	18.00	3.00	24.00	670,821
	Various Sites		3.00	3.00	3.00	3.00	3.00	3.00	3.00	18.00	3.00	24.00	
17)	Bridge Repair and Painting	1/Cont.	0.50	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	4.00	670
	Countywide		0.50	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	4.00	
18)	Maintenance of Roads & Bridges	1/Cont.	0.50	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	4.00	670
	Countywide		0.50	0.50	0.50	0.50	0.50	0.50	0.50	3.00	0.50	4.00	
19)	Widen W 137 Ave.	1/2005	0.00	1.80	0.00	0.00	0.00	0.00	0.00	1.80	0.00	1.80	500
	W 137 Ave from NW 12 St to SW 8 St		1.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	
20)	Improvements on NE 8 St	1/2009	0.00	0.00	0.00	0.20	0.80	0.00	0.00	1.00	0.00	1.00	500
	From Biscayne Blvd. to Port Blvd.		0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	
21)	Widen NW 87 Ave	1/2009	0.36	0.70	1.00	3.00	4.35	0.00	0.00	9.05	0.00	9.41	1116
	NW 87 Ave from NW 186 St.- 154 St.		0.36	0.70	1.00	3.00	4.35	0.00	0.00	9.05	0.00	9.41	
22)	Widen NW 17 Ave	1/2008	0.43	0.77	1.91	1.92	0.00	0.00	0.00	4.60	0.00	5.03	500
	From Opa-Locka Blvd to NW 119 St		5.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.03	

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23)	Improvements on Miami Gardens Dr. Conn.	1/2008	0.00	0.26	1.13	1.00	0.00	0.00	0.00	2.39	0.00	2.39	1116
	Miami Gardens Dr. from U.S 1- Wm.Leh.C.		0.00	0.26	1.13	1.00	0.00	0.00	0.00	2.39	0.00	2.39	
24)	Widen W 24 Ave	1/2011	0.00	0.00	0.00	0.00	0.00	2.19	4.38	6.57	0.00	6.57	670
	W 24 Ave from W 76 St to W 52 St		0.00	0.00	0.00	0.00	2.19	2.19	2.19	6.57	0.00	6.57	
25)	Widen SW 127 Ave	1/2007	0.00	4.00	3.42	0.00	0.00	0.00	0.00	7.42	0.00	7.42	1116
	SW 127 Ave from SW 120 St to 88 St		0.00	4.00	3.42	0.00	0.00	0.00	0.00	7.42	0.00	7.42	
26)	Improvements on Tamiami Canal	1/2007	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.00	0.60	500
	Tamiami Blvd. from SW 8th St.-Flagler St.		0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.00	0.60	
27)	Widen NW 14 St.	1/2008	0.00	0.00	0.06	0.54	0.00	0.00	0.00	0.60	0.00	0.60	500
	NW 14 St from NW 10 Ave to I-95		0.00	0.00	0.40	0.20	0.00	0.00	0.00	0.60	0.00	0.60	
28)	NW 87 Ave. Bridge & Approaches ==========	==1/2006	==2.80	==2.80	==0.00	==0.00	==0.00	==0.00	==0.00	==2.80	==0.00	==5.60	500
	NW 138 St. to NW 154 St.		5.00	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	5.60	
29)	Widen NE 12 Ave	1/2007	0.29	1.60	1.60	0.00	0.00	0.00	0.00	3.20	0.00	3.49	500
	NE 12 Ave from NE 167 St to NE 151 St		3.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.49	

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30)	Reconstruction of SW 137 Ave	1/2007	0.36	2.00	2.00	0.00	0.00	0.00	0.00	4.00	0.00	4.36	500
	SW 137 Ave from SW 88 St. - SW 56 St.)		4.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.36	
31)	KTC Intersection Improvements	2/2006	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.18	507
	KIllian Pkwy, various Intersections		0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.18	
32)	KTC Traffic Signals	2/2006	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	507
	Sunset Drive, SW 157 & 162 Ave.		0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	
33)	SW 137 Ave, Sunset to Kendall	1/2006	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	507
	Widen to 6 lanes		0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
34)	SW 137 Ave, MIller to Sunset	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	507
	Widen to 6 lanes		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	
35)	Widen SW 120 St	2/2011	0.01	0.00	0.00	0.00	0.00	0.35	0.70	1.05	8.75	9.81	1116
	SW 120 St from 137 Ave to SW 117 Ave		0.01	0.00	0.00	0.00	0.00	0.35	0.70	1.05	8.75	9.81	
36)	Widen NE 15 Ave	1/2006	0.16	0.50	0.50	0.00	0.00	0.00	0.00	1.00	0.00	1.16	500
	NE 15 Ave from NE 170 St to NE 163 St		1.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16	
37)	NW 62 Ave.Widening:NW 138 St to 105 St====	==1/2008	==0.00	==3.00	==0.60	==0.60	==0.60	==0.00	==0.00	==4.80	==0.00	==4.80	500,1116
	Widen from 2 to 3 Lanes		0.00	3.00	0.60	0.60	0.60	0.00	0.00	4.80	0.00	4.80	

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38)	Widen NW 72 Ave & Construct New Bridge	1/2009	2.45	0.00	0.00	2.08	2.07	0.00	0.00	4.15	0.00	6.60	500
	NW 72 Ave from NW 74 St to Okeech.Rd.		4.13	0.80	1.67	0.00	0.00	0.00	0.00	2.47	0.00	6.60	
39)	Widen NW 74 St	1/2007	0.85	5.00	8.15	0.00	0.00	0.00	0.00	13.15	0.00	14.00	1116
	NW 74 St from NW 87 Ave to NW 84 Ave		0.85	13.15	0.00	0.00	0.00	0.00	0.00	13.15	0.00	14.00	
40)	Widen NE 2nd Ave	1/2007	0.20	2.45	2.45	0.00	0.00	0.00	0.00	4.90	0.00	5.10	500
	NE 2nd Ave from NE 105 St to NE 91 St		5.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.10	
41)	Barbara Goleman High School Acc.Rd.======	==1/2005	==0.00	==2.00	==0.00	==0.00	==0.00	==0.00	==0.00	==2.00	==0.00	==2.00	500
	14100 NW 89 Ave.		1.40	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	2.00	
42)	Rickenbacker Causeway Toll Booths	1/2006	0.05	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.50	440
	Rickenbacker Causeway		0.05	0.45	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.50	
43)	Widen SW 320 Street	1/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.07	1.07	500
	SW 320 St from SW 187 Ave to US-1		1.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.07	
44)	NW 25 St.: NW 117 Ave. to NW 127 Ave.	2/2006	0.00	4.18	0.00	0.00	0.00	0.00	0.00	4.18	0.00	4.18	507
	New 4 Lanes		0.00	4.18	0.00	0.00	0.00	0.00	0.00	4.18	0.00	4.18	

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45)	NW 127 Ave.: NW 12 St. to SW 8 St.	3/2006	0.00	3.90	0.00	0.00	0.00	0.00	0.00	3.90	0.00	3.90	507
	Widen to 4 Lanes		0.00	3.90	0.00	0.00	0.00	0.00	0.00	3.90	0.00	3.90	
46)	NW 127 Ave.: NW 12 St. to NW 25 St.	2/2006	0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	507
	New 4 Lanes		0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	
47)	NW 17 St.: NW 127 Ave. to NW 137 Ave.	2/2006	0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	507
	New 4 Lanes		0.00	3.80	0.00	0.00	0.00	0.00	0.00	3.80	0.00	3.80	
48)	NW 137 Ave.: NW 12 St. to NW 17 St.	2/2006	0.00	1.90	0.00	0.00	0.00	0.00	0.00	1.90	0.00	1.90	507
	New 4 Lanes		0.00	1.90	0.00	0.00	0.00	0.00	0.00	1.90	0.00	1.90	
49)	NW 25 St.: NW 127 Ave. to NW 132 Ave.	2/2006	0.00	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	1.20	507
	New 2 Lanes		0.00	1.20	0.00	0.00	0.00	0.00	0.00	1.20	0.00	1.20	
50)	NW 122 Ave.: NW 25 St. to NW 41 St.	2/2006	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	0.00	2.50	507
	New 2 Lanes		0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	0.00	2.50	
51)	Guardrail Safety Improvements	1/Cont.	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.60	0.10	0.80	670
	To Be Determined		0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.60	0.10	0.80	
52)	Widening SW 184 Street	2/2007	0.46	2.00	2.00	0.00	0.00	0.00	0.00	4.00	0.00	4.46	500
	SW 184 St from SW 137		4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.46	

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	Ave.- 127 Ave.												
53)	Widening SW 184 Street	1/2007	0.50	1.85	1.85	0.00	0.00	0.00	0.00	3.70	0.00	4.20	500
	SW 184 St from SW 147 Ave.- 137 Ave.		2.20	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	4.20	
54)	Construction of NW 97 Ave Bridge	2/2006	13.30	6.26	0.00	0.00	0.00	0.00	0.00	6.26	0.00	19.56	681
	NW 97 Ave over State Road 836		19.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.56	
55)	Beautification Improvements	1/2011	3.33	3.33	3.33	3.32	3.32	3.32	3.32	19.94	3.33	26.60	670
	Various Locations		3.33	3.33	3.33	3.32	3.32	3.32	3.32	19.94	3.33	26.60	
56)	Renovate SW 97 Ave Bridge over Black CC	1/2006	0.05	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.30	500
	SW 97 Ave.over Black Creek Canal		0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	
57)	Venetian Causeway Toll Plaza Repl.========	==3/2005	==0.40	==0.30	==0.00	==0.00	==0.00	==0.00	==0.00	==0.30	==0.00	==0.70	440
	Venetian Causeway		0.40	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70	
58)	Rickenbacker C Traffic Control Barriers Dev.	1/2008	0.00	0.00	0.30	0.05	0.00	0.00	0.00	0.35	0.00	0.35	440
	Rickenbacker Causeway		0.00	0.00	0.30	0.05	0.00	0.00	0.00	0.35	0.00	0.35	
59)	Rickenbacker Causeway Road Resurfacing	1/2008	0.00	0.00	0.75	0.75	0.00	0.00	0.00	1.50	0.00	1.50	500

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	Rickenbacker Causeway		0.00	0.00	0.75	0.75	0.00	0.00	0.00	1.50	0.00	1.50	
60)	Widen SW 328 St	1/2007	0.50	3.00	3.00	0.00	0.00	0.00	0.00	6.00	0.00	6.50	500
	SW 328 St from SW 162 Ave - SW 152 Ave		6.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	
61)	Widen NW 74 St	1/2009	0.85	2.00	2.00	4.00	5.15	0.00	0.00	13.15	0.00	14.00	1116
	NW 74 St from NW 87 Ave.- NW 84 Ave		0.85	4.00	0.00	4.00	5.15	0.00	0.00	13.15	0.00	14.00	
62)	Rickenbacker Caus. Pub. Fac. Improv. Ph I	1/2006	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	440
	Rickenbacker Causeway		0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	
63)	People's Transp. Plan Neighborhood Improv.	1/2011	9.14	9.14	9.14	9.14	9.14	9.15	9.15	54.86	27.43	91.43	1116
	Countywide		9.14	9.14	9.14	9.14	9.14	9.15	9.15	54.86	27.43	91.43	
64)	Refurbish NW 17 Ave Bridge	1/2007	0.15	2.00	1.98	0.00	0.00	0.00	0.00	3.98	0.00	4.13	500
	Bascule bridge over Miami River		4.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.13	
65)	Rickenbacker Bearcut Fishing Catwalk Rep.	1/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	1135
	Rickenbacker Causeway		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	
66)	Local Rights of Way Crews==========	==3/2010	==0.00	==1.15	==1.15	==1.15	==1.15	==1.15	==1.15	==6.90	==1.15	==8.05	688
	Throughout UMSA		0.00	1.15	1.15	1.15	1.15	1.15	1.15	6.90	1.15	8.05	
67)	NW 58 St. Wid.: NW 107 Ave.to 102 Ave======	==1/2005	==0.60	==0.60	==0.00	==0.00	==0.00	==0.00	==0.00	==0.60	==0.00	==1.20	500
	Widen from 2 to 4 Lanes		1.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.20	

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68)	Widen SW 328 St	1/2011	0.40	0.00	0.00	1.65	1.65	1.65	1.65	6.60	0.00	7.00	500
	SW 328 St from US-1 to SW 162 Ave		3.55	1.73	1.72	0.00	0.00	0.00	0.00	3.45	0.00	7.00	
69)	Light Emitting Diodes (Led) Project	1/2007	0.00	2.50	2.50	0.00	0.00	0.00	0.00	5.00	0.00	5.00	1043
	Countywide		0.00	2.50	2.50	0.00	0.00	0.00	0.00	5.00	0.00	5.00	
70)	Reconstruction of SW 62 Avenue	3/2006	0.18	2.33	0.00	0.00	0.00	0.00	0.00	2.33	0.00	2.51	1116
	From SW 70 St to SW 64 St.		0.18	2.33	0.00	0.00	0.00	0.00	0.00	2.33	0.00	2.51	
71)	Study SW 1 Ave Miami River Crossing	3/2006	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	1116
	From SW 8 St to SW 1 St		0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	
72)	Improvements on SW 62 Ave	3/2008	0.40	2.50	3.00	2.23	0.00	0.00	0.00	7.73	0.00	8.13	1116
	From SW 24 St to NW 7 St.		0.40	2.50	3.00	2.23	0.00	0.00	0.00	7.73	0.00	8.13	
73)	Rickebacker Bike Path Facilities	1/2006	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	440
	Rickenbacker Causeway		0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.30	
74)	Widen SW 160 Street	1/2007	0.37	2.00	4.00	0.00	0.00	0.00	0.00	6.00	0.00	6.37	1116
	SW 160 St from SW 147 Ave - SW 137 Ave		0.37	2.00	4.00	0.00	0.00	0.00	0.00	6.00	0.00	6.37	
75)	SW 42 Street Widening ======	==3/2008	==0.47	==0.00	==0.00	==1.00	==1.00	==0.00	==0.00	==2.00	==0.00	==2.47	500
	From SW 157 Ave to SW 162 Ave		0.47	0.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.47	

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
76)	Grade Separations	3/2010	0.00	0.00	0.00	0.00	0.00	25.59	0.00	25.59	0.00	25.59	1116
	Countywide		0.00	0.00	0.00	0.00	0.00	25.59	0.00	25.59	0.00	25.59	
77)	Construction of NW 138 St Bridge	1/2007	0.28	2.30	2.40	0.00	0.00	0.00	0.00	4.70	0.00	4.98	1116
	NW 138 St and the Miami River Canal		0.28	2.30	2.40	0.00	0.00	0.00	0.00	4.70	0.00	4.98	
78)	Improvements on NE 2 Ave (NE 36 - 43 St)	3/2008	0.00	0.00	1.70	1.69	0.00	0.00	0.00	3.39	0.00	3.39	1116
	From NE 36 St to NE 43 St.		0.00	0.00	1.70	1.69	0.00	0.00	0.00	3.39	0.00	3.39	
79)	Construction of new Access to Country Walk	1/2006	0.75	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	1.00	1116
	SW 143 Ter from Railroad tracks to SW 136 St.		0.75	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	1.00	
80)	Improvements on NE 2 Ave (NE 43 - 62 St)	3/2009	0.00	0.00	2.30	3.50	3.33	0.00	0.00	9.13	0.00	9.13	1116
	From NE 43 St to NE 62 St.		0.00	0.00	2.30	3.50	3.33	0.00	0.00	9.13	0.00	9.13	
81)	Widen SW 56th St	2/2007	0.00	1.45	1.46	0.00	0.00	0.00	0.00	2.91	0.00	2.91	500
	From SW 158 Ave to SW 152 Ave		1.91	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	2.91	
82)	Sudy Reverse Flow Lanes	3/2010	0.00	0.00	0.00	0.00	0.00	4.32	0.00	4.32	0.00	4.32	1116
	Countywide		0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.32	0.00	4.32	

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
83)	Widen SW 26 Street	3/2007	0.00	0.85	0.85	0.00	0.00	0.00	0.00	1.70	0.00	1.70	500
	From SW 149 Ave to SW 147 Ave		1.10	0.60	0.00	0.00	0.00	0.00	0.00	0.60	0.00	1.70	
84)	Improvements on Ponce De Leon Blvd	3/2006	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	500
	Ponce De Leon Blvrd from Almeria to Alcazar		1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	
85)	Advanced Traffic Management System-	3/2011	1.00	0.00	0.00	6.50	6.50	6.50	6.50	26.00	13.00	40.00	1116
	New Traffic Control Center. 9301 NW 58 St.		1.00	0.00	0.00	6.50	6.50	6.50	6.50	26.00	13.00	40.00	
86)	Venetian Causeway Steetscape	1/2006	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	440
	Venetian Causeway		0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
87)	Americans with Disabilities Act Hotline Proj.	3/2011	0.00	0.60	0.60	0.60	0.60	0.60	0.60	3.60	0.60	4.20	670,688
	Countywide		0.00	0.60	0.60	0.60	0.60	0.60	0.60	3.60	0.60	4.20	
88)	Improv. on NE 2 Ave (West Little River Canal)	3/2008	0.20	0.10	1.98	1.97	0.00	0.00	0.00	4.05	0.00	4.25	1116
	From West Little River Canal to NE 91 St.		0.20	0.10	1.98	1.97	0.00	0.00	0.00	4.05	0.00	4.25	
	Subtotals		121.58	124.87	108.57	70.45	66.58	79.37	51.96	501.80	82.39	705.77	
			215.27	95.00	65.86	62.07	60.41	73.40	48.12	409.18	81.32	705.77	

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Proposed Additions, April 2005 CDMP Amendment Cycle **********												
89)	Constr. of SW 157 Ave. from SW 136 St.-120 St.	3/2008	0.25	2.40	2.30	1.08	0.00	0.00	0.00	5.78	0.00	6.03	1116
	SW 157 Ave. from SW 136 St. to SW 120 St.		0.25	2.40	2.30	1.08	0.00	0.00	0.00	5.78	0.00	6.03	
90)	Rickenb. Cwy. Old Bay Bridge Jer.Bar.Rem.	3/2007	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.25	440
	Rickenbacker Causeway		0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.25	
91)	Resurf. S. B. Dr. from McFarlane Rd.- Av. Ave.	3/2006	0.05	0.38	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.43	1116
	S. Bays. Dr. from McFarlane Rd. to Av.Ave.		0.05	0.38	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.43	
92)	District 01 Infrastr. Improv. in the Uninc. Area	3/2007	0.55	0.19	0.09	0.07	0.03	0.03	0.06	0.47	0.48	1.50	1135
	To be Determined		0.55	0.19	0.09	0.07	0.03	0.03	0.06	0.47	0.48	1.50	
93)	Widen SW 27 Ave. from US-1 to Bayshore Dr.	3/2011	0.15	0.30	0.00	0.00	0.00	2.00	1.75	4.05	0.00	4.20	1116
	SW 27 Ave. from US-1 to Bayshore Dr.		0.15	0.30	0.00	0.00	0.00	2.00	1.75	4.05	0.00	4.20	
94)	Widen SW 136 St.from SW 149 Ave-SW 139 Ct.	3/2008	0.00	0.34	0.00	2.83	0.00	0.00	0.00	3.17	0.00	3.17	1116
	136 St. from SW 149 Ave. to SW 139 Ct.		0.00	0.34	0.00	2.83	0.00	0.00	0.00	3.17	0.00	3.17	

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
95)	Reconst. of SW 62 Ave. from SW 70 St.-64 St.	3/2006	0.18	2.33	0.00	0.00	0.00	0.00	0.00	2.33	0.00	2.51	1116
	SW 62 Ave. from SW 70 St. to SW 64 St.		0.18	2.33	0.00	0.00	0.00	0.00	0.00	2.33	0.00	2.51	
96)	Street Light Retrofit	3/2008	0.00	1.50	1.50	0.50	0.00	0.00	0.00	3.50	0.00	3.50	1116
	Countywide		0.00	1.50	1.50	0.50	0.00	0.00	0.00	3.50	0.00	3.50	
97)	Widen SW 137 Ave. from HEFT to US-1	3/2011	0.00	0.00	0.00	0.25	2.50	2.00	2.25	7.00	0.00	7.00	1116
	137 Ave from HEFT to US-1		0.00	0.00	0.00	0.25	2.50	2.00	2.25	7.00	0.00	7.00	
98)	Bike Path Constr. on Old Cutler Road	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	1135
	From SW 184 St to SW 220 St		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	
99)	Rickenb. Cwy. Bearcut Bridge Exp. Joint Rep.	3/2007	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.50	1.00	500
	Rickenbacker Causeway		0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.50	1.00	
100)	District 12 Infrastr. Improv. in the Uninc. Area	3/2011	0.00	0.00	0.05	0.04	0.02	0.02	0.04	0.17	0.77	0.94	1135
	To be Determined		0.00	0.00	0.05	0.04	0.02	0.02	0.04	0.17	0.77	0.94	
101)	Widen W 60 St. from W 12 Ave. to W 4 Ave.	3/2009	0.00	0.00	0.46	0.32	0.07	0.00	0.00	0.85	0.00	0.85	500
	W 60 St. from W 12 Ave. to W 4 Ave.		0.00	0.46	0.32	0.07	0.00	0.00	0.00	0.85	0.00	0.85	

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
102)	District 08 Infrastr. Improv. in the Uninc. Area	3/2011	0.40	0.39	0.39	0.34	0.09	0.21	0.49	1.91	3.19	5.50	1135
	To be Determined		0.40	0.39	0.39	0.34	0.09	0.21	0.49	1.91	3.19	5.50	
103)	Widen SW 97 Ave. from SW 56 St.to SW 40 St.	3/2006	0.75	3.60	0.00	0.00	0.00	0.00	0.00	3.60	0.00	4.35	1116
	SW 97 Ave. from SW 56 St. to SW 40 St.		0.75	3.60	0.00	0.00	0.00	0.00	0.00	3.60	0.00	4.35	
104)	Improv.on SW 180 St. from SW 147 .-137 Ave.	3/2007	0.15	0.70	0.55	0.00	0.00	0.00	0.00	1.25	0.00	1.40	1116
	SW 180 St. from SW 147 Ave. to SW 137 Ave.		0.15	0.70	0.55	0.00	0.00	0.00	0.00	1.25	0.00	1.40	
105)	Resurfacing and Remarking in District 1	3/2006	2.15	0.97	0.00	0.00	0.00	0.00	0.00	0.97	0.00	3.12	1116
	Various Locations		2.15	0.97	0.00	0.00	0.00	0.00	0.00	0.97	0.00	3.12	
106)	Improv. on NE 2 Ave. from NE 20 St.- NE 36 St.	3/2008	0.00	0.00	1.95	2.00	0.00	0.00	0.00	3.95	0.00	3.95	1116
	NE 2 Ave. from NE 20 St. to NE 36 St.		0.00	0.00	1.95	2.00	0.00	0.00	0.00	3.95	0.00	3.95	
107)	District 07 Infrastr. Improv. in the Uninc. Area	3/2011	2.15	0.74	0.32	0.29	0.12	0.12	0.23	1.82	1.88	5.85	1135
	To be Determined		2.15	0.74	0.32	0.29	0.12	0.12	0.23	1.82	1.88	5.85	
108)	District 09 Infrastr. Improv. in the Uninc. Area	3/2010	2.82	0.62	0.24	0.20	0.04	0.08	0.00	1.18	0.00	4.00	1135

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Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	To be Determined		2.82	0.62	0.24	0.20	0.04	0.08	0.00	1.18	0.00	4.00	
109)	Rights-Of-Way Acquis. for Const. Proj. in D 07	3/2009	2.74	1.00	1.00	1.00	1.00	0.00	0.00	4.00	0.00	6.74	1116
	To Be Determined		2.74	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	6.74	
110)	Constr.of SW 157 Ave.from SW 72 St.to 70 St.	3/2009	0.00	0.00	0.00	0.10	1.10	0.00	0.00	1.20	0.00	1.20	500
	SW 157 Ave. from SW 72 St. to SW 70 St.		0.00	0.00	0.10	1.10	0.00	0.00	0.00	1.20	0.00	1.20	
111)	Rights-Of-Way Acquis. for Const. Proj. in D 11	3/2006	0.63	0.98	0.00	0.00	0.00	0.00	0.00	0.98	0.00	1.61	1116
	To Be Determined		0.63	0.98	0.00	0.00	0.00	0.00	0.00	0.98	0.00	1.61	
112)	Rights-Of-Way Acquis. for Const.Proj.in D 10	3/2006	4.07	3.36	0.00	0.00	0.00	0.00	0.00	3.36	0.00	7.43	1116
	To Be Determined		4.07	3.36	0.00	0.00	0.00	0.00	0.00	3.36	0.00	7.43	
113)	Widen SW 42 St. from SW 149 Ave.-150 Ave.	3/2006	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	500
	SW 42 St. from SW 149 Ave. to SW 150 Ave		1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	
114)	SW 296 St. Sonovoid Bridge Over C-103 Can.	3/2006	0.06	0.34	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.40	1135
	SW 296 St. Sonovoid Bridge Over C-103		0.26	0.14	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.40	
115)	District 06 Infrastr. Improv. in	3/2011	0.10	0.10	0.10	0.21	0.07	0.17	0.43	1.08	4.04	5.22	1135

TABLE 10
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	the Uninc. Area												
	To be Determined		0.10	0.10	0.10	0.21	0.07	0.17	0.43	1.08	4.04	5.22	
116)	Resurface Card Sound Road	3/2006	3.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	4.00	500
	Card Sound Road		4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	
117)	Improv. on SW 142 Ave. from SW 42 St.- 8 St.	3/2006	0.05	0.95	0.00	0.00	0.00	0.00	0.00	0.95	0.00	1.00	500
	SW 142 Ave. from SW 42 St. to SW 8 St.		1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	
118)			3/2007	0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	1.32
	SW 120 St. over Black Creek Canal		0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	1.32	
119)	District 13 Infrastr. Improv. in the Uninc. Area	3/2011	0.19	0.08	0.02	0.02	0.01	0.01	0.02	0.16	0.15	0.50	1135
	To be Determined		0.19	0.08	0.02	0.02	0.01	0.01	0.02	0.16	0.15	0.50	
120)							3/2010	0.00	0.00	0.00	1.40	0.00	11.50
											0.00	0.00	0.00
121)											3/2007	0.00	0.00
	Rickenbacker Causeway		0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.00	0.30	
122)	Reconst. of NW 82 Ave. from NW 7 St.-10 St.	3/2006	1.50	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	2.00	1116

TABLE 10
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	NW 82 Ave. from NW 7 St. to NW 10 St.		1.50	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	2.00	
123)	Rickenb.Cwy.Bridges Struct.Surv.&Design St.	3/2006	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.20	440
	Rickenbacker Causeway		0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.20	
124)	Bike Paths Construction in District 10	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.70	1135
	To be Determined		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.70	
125)	Venetian Cwy. Master Plan Study	3/2006	0.10	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.60	500
	Venetian Causeway		0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	
126)	Renovate Miami Avenue Bridge over the MR	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.20	3.20	1135
	Miami Ave. over the Miami River		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.20	3.20	
127)	Refurbish Temp. Portable Emerg. Bridge	3/2007	0.00	0.01	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.10	1135
	Countywide		0.01	0.00	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.10	
128)	Improv. on NE 2 Ave. from NE 20 St.- WLR	3/2008	0.00	0.00	2.00	2.93	0.00	0.00	0.00	4.93	0.00	4.93	1116
	NE 2 Ave. from NE 62 St. to WLR		0.00	0.00	2.00	2.93	0.00	0.00	0.00	4.93	0.00	4.93	
129)	Widen NW 37 Ave.from	3/2011	0.35	0.70	0.00	0.00	0.00	3.00	3.75	7.45	2.00	9.80	1116

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	N.River Dr. -NW 79 St. NW 37 Ave. from N. River Dr. to NW 79 St.		0.35	0.70	0.00	0.00	0.00	3.00	3.75	7.45	2.00	9.80	
130)	Bike Path Construction on Ludlam Ave	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.74	1.74	1135
	Along Ludlam Ave		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.74	1.74	
131)	Resurfacing and Remarking in District 7	3/2006	1.24	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.00	1.87	1116
	Various Locations		1.24	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.00	1.87	
132)	Rights-Of-Way Acquis.for Const.Proj. in D 13	3/2006	0.15	0.95	0.00	0.00	0.00	0.00	0.00	0.95	0.00	1.10	1116
	To Be Determined		0.15	0.95	0.00	0.00	0.00	0.00	0.00	0.95	0.00	1.10	
133)	Rights-Of-Way Acquis. for Const. Proj. in D 02	3/2009	1.60	1.00	1.00	1.00	1.00	0.00	0.00	4.00	0.00	5.60	1116
	To Be Determined		1.60	4.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00	5.60	
134)	Improv. on SW 72 Ave. from SW 40 St.-20 St.	3/2006	0.08	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.71	1116
	SW 72 Ave. from SW 40 St. to SW 20 St.		0.08	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.71	
135)	District 03 Infrastr. Improv. in the Uninc. Area	3/2011	0.00	0.00	0.02	0.04	0.02	0.02	0.04	0.14	0.77	0.91	1135
	To be Determined		0.00	0.00	0.02	0.04	0.02	0.02	0.04	0.14	0.77	0.91	

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
136)	Venetian Cwy. Bridge Struct. Repairs	3/2011	0.00	0.30	0.30	0.30	0.30	0.30	0.30	1.80	0.30	2.10	440
	Venetian Causeway		0.00	0.30	0.30	0.30	0.30	0.30	0.30	1.80	0.30	2.10	
137)	Constr. of SW 157 Ave. from SW 120 to 112 St.	3/2008	0.12	1.50	1.40	0.88	0.00	0.00	0.00	3.78	0.00	3.90	1116
	SW 157 Ave. from SW 120 St. to SW 112 St.		0.12	1.50	1.40	0.88	0.00	0.00	0.00	3.78	0.00	3.90	
138)	District 05 Infrastr. Improv. in the Uninc. Area	3/2011	0.21	0.07	0.03	0.03	0.01	0.01	0.02	0.17	0.19	0.57	1135
	To be Determined		0.21	0.07	0.03	0.03	0.01	0.01	0.02	0.17	0.19	0.57	
139)	Bike Path Improv. on Snapper Creek Canal	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	1135
	SW 117 Ave from SW 16 St-SW 107 Ave at SW 79 St		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	
140)	Improv. on SW 176 St. from US-1 - SW 107 Ave.	3/2008	0.16	0.15	1.25	1.25	0.00	0.00	0.00	2.65	0.00	2.81	1116
	SW 176 St. from US-1 to SW 107 Ave.		0.16	0.15	1.25	1.25	0.00	0.00	0.00	2.65	0.00	2.81	
141)	Widen SW 312 St. from SW 187 Ave-177 Ave.	3/2011	0.00	0.00	0.00	0.00	0.00	0.15	0.30	0.45	3.75	4.20	1116
	SW 312 St. from SW 187 Ave. to SW 177 Ave.		0.00	0.00	0.00	0.00	0.00	0.15	0.30	0.45	3.75	4.20	
142)	Reconst. of NE 2 Ave. from NE 14 St. -NE 12 St.	3/2006	0.03	0.27	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.30	500

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	NE 2 Ave. from NE 14 St. to NE 12 St.		0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	
143)	Bike Path Improv. along SFWMD Canals	3/2008	0.00	0.05	0.23	0.00	0.00	0.00	0.00	0.28	0.72	1.00	1135
	Various Sites		0.05	0.00	0.23	0.00	0.00	0.00	0.00	0.23	0.72	1.00	
144)	Res.&Rem.NW 22 Ave. from NW 135 St.-62 St.	3/2006	0.75	0.13	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.88	1116
	NW 22 Ave. from NW 135 St. to NW 62 St.		0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	
145)	Renovate NW 22 Ave.Basc.Brid.over the MR	3/2007	0.00	0.13	0.87	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1135
	NW 22 Ave. over the Miami River		0.13	0.00	0.87	0.00	0.00	0.00	0.00	0.87	0.00	1.00	
146)	Rights-Of-Way Acquis. for Const. Proj. in D 08	3/2008	0.00	0.00	0.00	5.62	0.00	0.00	0.00	5.62	0.00	5.62	1116
	To Be Determined		0.00	5.62	0.00	0.00	0.00	0.00	0.00	5.62	0.00	5.62	
147)	Resurf., sidewalks, & Drain. on arterial Roads	3/2007	2.50	3.00	3.30	0.00	0.00	0.00	0.00	6.30	0.00	8.80	1116
	Countywide		2.50	3.00	3.30	0.00	0.00	0.00	0.00	6.30	0.00	8.80	
148)	Commodore Bike Trail	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.97	1.00	1135
	Various Sites		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.97	1.00	
149)	District 11 Infrastr. Improv. in the Uninc. Area	3/2011	1.99	0.68	0.25	0.23	0.09	0.09	0.18	1.52	0.99	4.50	1135

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	To be Determined		1.99	0.68	0.25	0.23	0.09	0.09	0.18	1.52	0.99	4.50	
150)	Baywalk Bike Path	3/2009	0.00	0.02	0.28	0.48	0.22	0.00	0.00	1.00	0.00	1.00	1135
	Bayfront Park to Pace Park along BBay		0.00	0.02	0.28	0.48	0.22	0.00	0.00	1.00	0.00	1.00	
151)	Rickenbacker Caus. Pub. Fac. Improv. Ph II	1/2008	0.00	0.00	1.25	1.25	0.00	0.00	0.00	2.50	0.00	2.50	440
	Rickenbacker Causeway		0.00	0.00	1.25	1.25	0.00	0.00	0.00	2.50	0.00	2.50	
152)	Renovate SW 107 Ave. Bridge over C-102 C.	3/2006	0.05	0.21	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.26	500
	SW 107 Ave. Bridge over C-102 Canal		0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	
153)	District 04 Infrastr. Improv. in the Uninc. Area	3/2011	0.46	0.16	0.07	0.06	0.03	0.02	0.05	0.39	0.40	1.25	1135
	To be Determined		0.46	0.16	0.07	0.06	0.03	0.02	0.05	0.39	0.40	1.25	
154)	Constr. of Old Cutler Rd Bridge Over C-100 C.	3/2007	0.00	0.18	1.62	0.00	0.00	0.00	0.00	1.80	0.00	1.80	1135
	Old Cutler Road Bridge Over C-100 Canal		0.18	0.00	1.62	0.00	0.00	0.00	0.00	1.62	0.00	1.80	
155)	Renovate Palmer Lake Bridge	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00	1135
	2600 S. River Dr.		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00	
156)	Rickenb.Cwy.Bridges Struct.Surv.&Des.Rep.	3/2008	0.00	0.10	0.50	1.00	0.00	0.00	0.00	1.60	0.00	1.60	500
	Rickenbacker Causeway		0.00	0.10	0.50	1.00	0.00	0.00	0.00	1.60	0.00	1.60	
157)	New Bike Trail on Snake Cr. Bridge over I-95	3/2011	0.00	0.05	0.23	0.23	0.00	0.00	0.01	0.52	0.48	1.00	1135

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	I-95 & Snake Creek Canal		0.05	0.00	0.23	0.23	0.00	0.00	0.01	0.47	0.48	1.00	
158)	School Speedzone Flashing Signals	3/2009	1.07	2.50	2.50	2.50	2.63	0.00	0.00	10.13	0.00	11.20	1116
	Countywide		1.07	2.50	2.50	2.50	2.63	0.00	0.00	10.13	0.00	11.20	
159)	Improv. on S. Miami Ave.	3/2006	0.09	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.84	1116
	S. Miami Ave. from 25 Rd to 15 Rd		0.09	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.84	
160)	Widen SW 136 St.from SW 127 Av.-FT(SR874)	3/2008	0.00	0.44	0.00	3.62	0.00	0.00	0.00	4.06	0.00	4.06	1116
	SW 136 St. from SW 127 Ave. to Fl. Tpike		0.00	0.44	0.00	3.62	0.00	0.00	0.00	4.06	0.00	4.06	
161)	Improv. on NW 62 St from NW 37 Ave. to I-95	3/2007	0.00	1.00	0.40	0.00	0.00	0.00	0.00	1.40	0.00	1.40	1116
	NW 62 St from NW 37 Ave. to I-95		0.00	1.00	0.40	0.00	0.00	0.00	0.00	1.40	0.00	1.40	
162)	District 10 Infrastr. Improv. in the Uninc. Area	3/2011	4.00	2.00	2.42	0.00	0.17	0.17	0.88	5.64	2.53	12.17	1135
	To be Determined		4.00	2.00	2.42	0.00	0.17	0.17	0.88	5.64	2.53	12.17	
163)	Bike Path Improv. to the Metrorail Path												
	Metrorail path from SW 67 Ave to M River	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	1135
			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.40	1.40	
164)	Renovate Tamiami Swing Bridge												
	2000 S River Dr.	3/2010	0.00	0.00	0.00	3.00	7.50	8.50	0.00	19.00	0.00	19.00	1135

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
			0.00	0.00	0.00	3.00	7.50	8.50	0.00	19.00	0.00	19.00	
165)	Reconst. of NW 8 St. from NW 87 Ave.-79 Ave.												
	NW 8 St. from NW 87 Ave. to NW 79 Ave.	3/2006	0.75	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	1.00	1116
			0.75	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.00	1.00	
166)	Widen SW 97 Ave. from SW 72 St.to SW 56 St.												
	SW 97 Ave. from SW 72 St. to SW 56 St.	3/2007	0.75	1.80	1.80	0.00	0.00	0.00	0.00	3.60	0.00	4.35	1116
			0.75	1.80	1.80	0.00	0.00	0.00	0.00	3.60	0.00	4.35	
167)	Constr. of SW 157 Ave. from SW 184 St.-152 St.												
	SW 157 Ave. from SW 184 St. to SW 152 St.	3/2008	0.51	0.40	3.00	4.50	0.00	0.00	0.00	7.90	0.00	8.41	1116
			0.51	0.40	3.00	4.50	0.00	0.00	0.00	7.90	0.00	8.41	
168)	Rights-Of-Way Acquis. for Const. Proj. in D 12												
	To Be Determined	3/2006	1.81	1.06	0.00	0.00	0.00	0.00	0.00	1.06	0.00	2.87	1116
			1.81	1.06	0.00	0.00	0.00	0.00	0.00	1.06	0.00	2.87	
169)	Americans With Dis. Act (ADA) Compl. Proj.												
	Various Locations	3/2011	2.00	0.00	1.50	0.00	2.00	0.00	2.00	5.50	2.50	10.00	1135
			2.00	0.00	1.50	0.00	2.00	0.00	2.00	5.50	2.50	10.00	
170)	District 02 Infrastr. Improv. in the Uninc. Area												
	To be Determined	3/2011	0.84	0.29	0.13	0.06	0.05	0.05	0.09	0.67	0.79	2.30	1135
			0.84	0.29	0.13	0.06	0.05	0.05	0.09	0.67	0.79	2.30	
171)	Widen NW 97 Ave. from NW 41 St.-NW 25 St.												

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	NW 97 Ave. from NW 41 St. to NW 25 St	3/2008	0.16	0.20	1.45	1.50	0.00	0.00	0.00	3.15	0.00	3.31	1116
			0.16	0.20	1.45	1.50	0.00	0.00	0.00	3.15	0.00	3.31	
172)	Bike Path Constr. on W Dixie Highway												
	W Dixie H between Ives Dairy Rd & MG Dr	3/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.10	0.12	1135
			0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.10	0.12	
173)	Reconst.of Grand Ave.from SW 37 Ave.-32 Av.												
	Grand Ave. from SW 37 Ave. to SW 32 Ave.	3/2006	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	1116
			0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	
174)	Widen SW 87 Ave. from SW 216 St-168 St.												
	SW 87 Ave. from SW 216 St. to SW 168 St.	3/2011	0.00	0.00	0.00	0.00	0.45	0.90	1.50	2.85	9.75	12.60	1116
			0.00	0.00	0.00	0.00	0.45	0.90	1.50	2.85	9.75	12.60	
175)	Improv. on NW 7 St. from NW 72 Ave.-37 Ave.												
	NW 7 St. from NW 72 Ave. to NW 37 Ave.	3/2007	0.15	0.90	0.35	0.00	0.00	0.00	0.00	1.25	0.00	1.40	1116
			0.15	0.90	0.35	0.00	0.00	0.00	0.00	1.25	0.00	1.40	
176)	Rights-Of-Way Acquis. for Const. Proj. in D 04												
	To Be Determined	3/2006	0.15	0.77	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.92	1116
			0.15	0.77	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.92	
177)	Sonovoid Bridge Improv. Program												
	Countywide	3/2011	1.13	2.31	0.46	0.00	0.00	0.50	0.50	3.77	5.10	10.00	1135

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
			1.27	2.17	0.46	0.00	0.00	0.50	0.50	3.63	5.10	10.00	
178)	Improv.on SW 216 St.from the FT.-SW 127 Ave.												
	SW 216 St. from the Fl. Turnp. to SW 127 Ave.	3/2008	0.16	0.15	1.25	1.25	0.00	0.00	0.00	2.65	0.00	2.81	1116
			0.16	0.15	1.25	1.25	0.00	0.00	0.00	2.65	0.00	2.81	
179)	Improv.on SW 264 St. from US-1 to SW 137 Av.												
	SW 264 St. from US-1 to SW 137 Ave.	3/2007	0.15	0.70	0.55	0.00	0.00	0.00	0.00	1.25	0.00	1.40	1116
			0.15	0.70	0.55	0.00	0.00	0.00	0.00	1.25	0.00	1.40	
180)	Rights-Of-Way Acquis. for Const. Proj. in D 09												
	To Be Determined	3/2007	0.00	1.05	2.04	0.00	0.00	0.00	0.00	3.09	0.00	3.09	1116
			0.00	3.09	0.00	0.00	0.00	0.00	0.00	3.09	0.00	3.09	
181)	Resurf.&Rem.NW 22 Av.from NW 135 St-SR-9.												
	NW 22 Ave. from NW 135 St. to SR-9.	3/2006	0.36	0.02	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.38	1116
			0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	
182)	Traffic Signals and Signs Operations												
	Countywide	3/2011	1.33	1.35	1.35	1.35	1.35	1.35	1.35	8.10	2.68	12.11	1135
			1.33	1.35	1.35	1.35	1.35	1.35	1.35	8.10	2.68	12.11	
183)	Renovate Sonovoid Bridges												
	Countywide	3/2008	1.37	0.50	0.50	0.50	0.00	0.00	0.00	1.50	0.00	2.87	500
			1.37	0.50	0.50	0.50	0.00	0.00	0.00	1.50	0.00	2.87	
184)	Countywide Safety Lighting												
	To Be Determined	3/2011	0.30	0.30	0.30	0.30	0.30	0.30	0.30	1.80	0.30	2.40	670

TABLE 10
TRAFFIC CIRCULATION

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
			0.30	0.30	0.30	0.30	0.30	0.30	0.30	1.80	0.30	2.40	
185)	Widen W 68 Street												
	From W 19 Ct to W 17 Ct	1/2011	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.96	1.03	500
			0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.96	1.03	
186)	NW 6 Steet Traffic Study From NW 118 Ave to NW 132 Ave	1/2011	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	500
			0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	
187)	Capitalization of Traffic Signals & Signs Crews												
	Countywide	1/2011	0.00	2.00	2.00	2.00	2.00	2.00	2.00	12.00	2.00	14.00	670
			0.00	2.00	2.00	2.00	2.00	2.00	2.00	12.00	2.00	14.00	
188)	Traffic Control Crew												
	Countywide	1/2011	0.00	0.60	0.60	0.60	0.60	0.60	0.60	3.60	0.60	4.20	688
			0.00	0.60	0.60	0.60	0.60	0.60	0.60	3.60	0.60	4.20	
	Subtotals of Proposed Additions		49.78	58.63	47.31	47.13	23.77	34.10	19.19	230.13	60.25	340.16	
			54.67	67.91	43.23	40.26	20.60	34.10	19.16	225.29	60.20	340.16	
	TOTALS		171.36	183.50	155.88	117.58	90.35	113.47	71.15	731.93	142.64	1045.93	
			269.94	162.91	109.09	102.33	81.01	107.50	67.28	634.47	141.52	1045.93	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Department of Environmental Resources Management and Department of Planning and Zoning.
Data provided by Office of Management and Budget.

TABLE 11
MASS TRANSIT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	Bus Acquisition	2/2016	21.16	76.34	46.52	0.75	5.54	24.03	35.39	188.57	184.10	393.83	123,125, 907,908,1
	Various		27.16	70.34	46.52	0.75	5.54	24.03	35.39	182.57	184.10	393.83	090
2)	Park & Ride Lots	2/2011	0.99	2.40	1.52	4.58	4.58	0.00	0.00	13.08	0.00	14.07	401,688,
	Various Locations		7.03	1.10	5.32	0.62	0.00	0.00	0.00	7.04	0.00	14.07	821
3)	Rail & Mover Facilities & Equipment	2/2016	7.71	10.81	6.51	4.95	1.88	1.97	2.43	28.55	28.52	64.78	123,821,
	Various Locations		15.85	2.67	6.51	4.95	1.88	1.97	2.43	20.41	28.52	64.78	907,1116
4)	Central Control Overhaul	1/2011	0.11	0.10	0.00	0.00	0.60	5.19	12.00	17.89	12.00	30.00	907,1107,
	111 NW 1st St.		0.21	0.00	0.00	0.00	0.60	29.19	0.00	29.79	0.00	30.00	1116
5)	Security & Safety Equipment	1/2016	0.20	0.75	1.50	1.30	0.90	0.50	0.45	5.40	0.25	5.85	123,125,
	Countywide		2.10	0.45	0.80	1.10	0.20	0.50	0.45	3.50	0.25	5.85	688,821
6)	Rail and Mover Vehicle Rehabilitation	1/2013	6.50	11.75	49.17	54.73	44.75	44.00	43.81	248.21	20.11	274.82	907,1107,
	Non-Applicable		9.24	198.75	0.00	0.00	0.00	60.00	0.00	258.75	6.83	274.82	1116
7)	ADA Improvements & Equipment	2/2016	0.10	0.37	0.09	0.08	0.08	0.07	0.07	0.76	0.38	1.24	123,125
	Various Locations		0.37	0.10	0.09	0.08	0.08	0.07	0.07	0.49	0.38	1.24	
8)	AVL/AVM Radio System	3/2016	0.08	0.10	0.10	0.10	0.10	0.10	0.10	0.60	0.42	1.10	123
	Countywide		0.08	0.10	0.10	0.10	0.10	0.10	0.10	0.60	0.42	1.10	

TABLE 11
MASS TRANSIT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
9)	Capital Project Planning & Monitoring	3/2016	0.71	0.72	0.74	0.75	0.71	0.72	0.74	4.38	3.90	8.99	123,1107
	Countywide		0.71	0.72	0.74	0.75	0.71	0.72	0.74	4.38	3.90	8.99	
10)	Passenger Amenities	1/2016	1.04	0.50	0.25	0.20	0.20	0.20	0.20	1.55	0.48	3.07	123,125
	Various Locations		1.39	0.15	0.25	0.20	0.20	0.20	0.20	1.20	0.48	3.07	1107
11)	Facility and Equipment Rehabilitation	3/2008	3.14	2.92	1.19	0.30	0.00	0.00	0.00	4.41	0.00	7.55	907,1107
	Bus Facilities		6.06	0.00	1.19	0.30	0.00	0.00	0.00	1.49	0.00	7.55	
12)	Bus Tools	2/2016	0.08	0.08	0.08	0.07	0.07	0.07	0.07	0.44	0.38	0.90	123
	Bus Garages		0.08	0.08	0.08	0.07	0.07	0.07	0.07	0.44	0.38	0.90	
13)	Rail Tools	2/2016	0.08	0.08	0.08	0.07	0.07	0.07	0.07	0.44	0.38	0.90	123
	Various Locations		0.08	0.08	0.08	0.07	0.07	0.07	0.07	0.44	0.38	0.90	
14)	Fare Collection Equipment	2/2008	0.78	20.22	30.00	12.00	0.00	0.00	0.00	62.22	0.00	63.00	907,1116
	Various Locations		1.00	62.00	0.00	0.00	0.00	0.00	0.00	62.00	0.00	63.00	
15)	Information Technology Projects	2/2012	0.10	0.28	0.08	0.08	0.12	0.12	0.12	0.80	0.98	1.88	123
	Various Locations		0.10	0.28	0.08	0.08	0.12	0.12	0.12	0.80	0.98	1.88	
16)	Treasury Service Equipment	2/2016	0.05	0.35	0.13	0.05	0.05	0.05	0.05	0.68	0.25	0.98	123,125
	Various Locations		0.40	0.00	0.13	0.05	0.05	0.05	0.05	0.33	0.25	0.98	

TABLE 11
MASS TRANSIT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
17)	Service Vehicles	2/2016	0.05	0.05	0.05	0.10	0.15	0.15	0.10	0.60	0.30	0.95	123
	Countywide		0.05	0.05	0.05	0.10	0.15	0.15	0.10	0.60	0.30	0.95	
18)	Passenger Activity Centers	2/2010	0.30	3.67	2.15	7.83	1.50	3.69	0.00	18.84	0.00	19.14	125,821
	Miami-Dade County		13.68	1.17	0.00	0.00	0.82	3.47	0.00	5.46	0.00	19.14	
19)	South Miami-Dade Busway Extension=======	==3/2005	==59.26	==22.31	==3.91	==0.00	==0.00	==0.00	==0.00	==0.45	==26.22	==85.48	125,127,
	South Miami-Dade County		85.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	85.48	821
20)	South Miami-Dade Transit Corridor Study	3/2006	0.50	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.50	123
	South Miami-Dade County		0.50	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.50	
21)	Northeast Corridor Study	2/2006	0.30	1.70	0.00	0.00	0.00	0.00	0.00	1.70	0.00	2.00	821
	Northeast Miami-Dade County		2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	
22)	Project Administration========	==3/2009	==1.15	==0.00	==1.37	==0.60	==0.65	==0.65	==0.00	==3.92	==3.25	==8.32	123
	Countywide		1.15	0.00	1.37	0.60	0.65	0.65	0.65	3.92	3.25	8.32	
23)	Bus Facilities	2/2008	0.84	8.26	22.00	4.50	0.00	0.00	0.00	34.76	0.00	35.60	907,1116
	Various Locations		3.60	32.00	0.00	0.00	0.00	0.00	0.00	32.00	0.00	35.60	
24)	East West Corridor	2/2014	2.58	22.79	16.06	95.12	144.25	198.74	321.10	798.06	575.63	1376.27	125, 821,
	Countywide		2.58	150.00	0.00	0.00	128.22	358.76	164.69	801.67	572.02	1376.27	907,1116

TABLE 11
MASS TRANSIT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
25)	North Corridor	2/2012	6.28	58.66	73.11	71.91	154.18	213.30	208.89	780.05	56.14	842.47	125, 821,
	Miami Interm.Cent.to the Dade/Broward CL		6.28	125.00	78.98	78.98	78.98	237.30	210.62	809.86	26.33	842.47	907,1116
26)	Kendall Corridor =======	==2/2010	==0.00	==0.50	==1.00	==10.00	==10.00	==10.00	==10.00	==41.50	==10.00	==51.50	125,822,
	Countywide		0.00	0.50	1.00	10.00	10.00	10.00	10.00	41.50	10.00	51.50	1116
27)	Capitalization of preventive Maintenance	3/2009	50.00	51.50	53.00	54.50	56.10	57.80	59.50	332.40	0.00	382.40	123
	Countywide		50.00	51.50	53.00	54.50	56.10	57.80	59.50	332.40	0.00	382.40	
28)	Earlington Heights/MIC Connector	3/2010	10.70	24.83	16.47	67.71	125.17	95.14	0.00	329.32	0.00	340.02	821,907,
	Earlington Heights Rail Station to MIA		10.70	174.26	23.27	23.64	13.90	94.25	0.00	329.32	0.00	340.02	1116
	Subtotals		114.38	300.23	320.80	381.68	541.00	645.91	685.09	2874.71	884.22	3873.31	
			161.25	871.80	217.19	166.34	287.79	868.82	474.60	2886.54	825.52	3873.31	
	Proposed Additions, April 2005 CDMP Amendment Cycle **********												
29)	Pedestrian Overpasses	1/2012	0.00	0.65	2.57	5.71	1.57	0.40	0.10	11.00	4.50	15.50	125,821,
	Various Sites		1.44	0.20	2.20	5.09	1.57	0.40	0.10	9.56	4.50	15.50	1107
30)	South Miami-Dade Busway Extension - Ph.II	2/2007	60.80	31.35	14.50	0.00	0.00	0.00	0.00	45.85	0.00	106.65	125,821
	South Miami-Dade County		106.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	106.65	

TABLE 11
MASS TRANSIT

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
31)	Bus Pull-Out Bays	3/2010	0.60	1.25	1.27	2.27	2.27	1.94	0.00	9.00	0.00	9.60	821,907,
	Countywide		2.14	3.09	2.77	1.60	0.00	0.00	0.00	7.46	0.00	9.60	1107
32)	Capitalization of prev. Maint. & Related Costs	3/2012	14.98	15.11	15.43	15.67	15.90	16.14	16.38	94.63	16.63	126.24	688
	Countywide		14.98	15.11	15.43	15.67	15.90	16.14	16.38	94.63	16.63	126.24	
33)	Kendall Corridor Study	2/2006	0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.74	1107
	Kendall Area		0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.74	
34)	Track and Guideway Rehabilitation	3/2011	5.89	4.65	4.65	4.65	3.90	2.75	0.00	20.60	0.00	26.49	821,907,
	Countywide		5.89	17.35	0.25	0.25	0.00	2.75	0.00	20.60	0.00	26.49	1116
	Subtotals of Proposed Additions		82.27	53.75	38.42	28.30	23.64	21.23	16.48	181.82	21.13	285.22	
			131.10	36.49	20.65	22.61	17.47	19.29	16.48	132.99	21.13	285.22	
	TOTALS		196.65	353.98	359.22	409.98	564.64	667.14	701.57	3056.53	905.35	4158.53	
			292.35	908.29	237.84	188.95	305.26	888.11	491.08	3019.53	846.65	4158.53	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Park and Recreation Department and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

TABLE 12
WATER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
1)	South Miami-Dade Water Trans.Mains Impr.==	== 3/2011	== 0.00	==0.00	==0.00	==0.00	==0.00	==0.00	==0.00	==0.00	==15.00	==15.00	998
	South Miami-Dade County		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00	15.00	
2)	Water T. Plant - Alexander Orr,Jr. Expan.====	== 3/2012	== 11.27	==0.69	==0.27	==0.00	==0.00	==0.00	==0.80	==1.76	==20.80	==33.83	952,959,
	6800 S.W. 87 Ave.		12.23	0.00	0.00	0.00	0.00	0.00	8.00	8.00	13.60	33.83	998
3)	Water T.Plant – Hialeah/ Preston Improv. ====	== 3/2011	== 0.36	==2.66	==0.20	==1.82	==1.24	==9.95	==7.73	==23.60	==4.56	==28.52	520,969,
	700 W. 2 Ave./1100 W. 2 Ave.		5.52	0.00	0.20	10.28	0.74	8.30	1.48	21.00	2.00	28.52	998
4)	Wellfield Improvements ====	== 3/2014	==12.01	==12.84	==18.08	==23.01	==16.85	==21.31	==20.72	=112.81	==20.88	=145.70	495,520,912,
	Water Wellfields		51.93	0.96	3.49	36.05	4.47	33.50	0.00	78.47	15.30	145.70	959,969,998, 1026
5)	Water Mains - Extensions ===	== 1/2011	== 0.50	==1.50	==0.50	==0.50	==0.50	==0.50	== 0.50	==4.00	==0.69	==5.19	496
	Systemwide		5.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.19	
6)	Central Miami-Dade Water Trans.Mains Imp.==	== 3/2012	== 0.23	==1.76	==0.00	==0.00	==0.41	==2.87	==6.83	==11.87	==22.89	==34.99	912,998
	Central Miami-Dade County		1.99	0.00	0.00	4.50	0.00	28.50	0.00	33.00	0.00	34.99	
7)	North Miami-Dade Water Transm.Mains Imp.==	== 3/2012	==1.01	==2.46	==1.38	==2.71	==5.54	==0.40	==0.20	==12.69	==7.10	==20.80	912,998,
	North Miami-Dade County		5.10	0.00	0.00	8.00	0.00	5.00	0.00	13.00	2.70	20.80	1026
8)	W.T.P. Replacement & Renovations ========	== 3/2011	==5.17	==2.85	==7.40	==5.35	==5.39	==5.39	==5.39	==31.77	==5.39	==42.33	495

TABLE 12
WATER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Water Treatment Plants		9.86	2.85	7.40	4.42	4.62	4.62	4.62	28.53	3.94	42.33	
9)	Water System Maintenance & Upgrades ====	== 3/2011	==9.45	==7.49	==11.37	==6.65	==6.65	==6.65	==4.41	==43.22	==4.78	==57.45	495
	Systemwide		16.65	9.84	9.13	3.88	4.39	4.39	4.39	36.02	4.78	57.45	
10)	Water Distribution System Extension Enh.====	== 3/2011	==33.14	==1.00	==14.40	==13.00	==13.00	==13.00	==13.00	==67.40	==14.00	=114.54	495,912
	Systemwide		49.54	0.00	0.00	13.00	13.00	13.00	13.00	52.00	13.00	114.54	
11)	Water System Improvements - New ========	== 3/2011	==4.33	==2.00	==0.50	==1.09	==0.49	==2.51	==4.96	==11.55	==6.56	==22.44	520
	Systemwide		4.33	2.00	0.50	1.09	0.49	2.51	4.96	11.55	6.56	22.44	
12)	Equipment & Vehicles - Water System ======	== 3/2011	==36.76	==8.40	==8.27	==4.52	==3.19	==3.19	==3.19	==30.76	==3.48	==71.00	495
	Systemwide		38.45	8.40	8.27	2.83	3.19	3.19	3.19	29.07	3.48	71.00	
13)	General Maint. & Office Facilities - Water ====	== 3/2010	==8.59	==3.91	==7.91	==2.13	==4.27	==7.83	==1.71	==27.76	==0.00	==36.35	495,912,969,
	Various Locations		20.41	0.00	0.00	15.94	0.00	0.00	0.00	15.94	0.00	36.35	997,998
14)	Water System Fire Hydrant Installation ======	== 1/2011	==5.56	==2.61	==1.01	==1.01	==0.36	==0.36	==0.36	==5.71	==14.39	==25.66	403
	Systemwide		10.23	2.09	2.13	2.17	2.20	2.24	2.28	13.11	2.32	25.66	
15)	Engineering Studies - Water ==========	== 3/2005	==1.57	==0.23	==0.00	==0.00	==0.00	==0.00	==0.00	==0.23	==0.00	==1.80	912
	Systemwide		1.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	
16)	Safe Drink.Water Act Modif.(1996)-(D-DBP)===	== 3/2012	==35.36	==8.31	==1.21	==0.00	==0.00	==0.00	==0.91	==10.43	==44.49	==90.28	912,952,
	Systemwide		44.88	0.00	0.00	0.00	0.00	45.40	0.00	45.40	0.00	90.28	969,998

TABLE 12
WATER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
17)	Safe Drink.Water Act Modif.(1996)-(IESWT)===	== 3/2010	==0.97	==0.20	==0.00	==0.00	==0.00	==0.31	==2.59	==3.10	==0.00	==4.07	969,998,
	Systemwide		1.17	0.00	0.00	0.00	0.00	2.90	0.00	2.90	0.00	4.07	1007
18)	South Miami Heights W.T.P & Wellfield =====	== 3/2010	==8.40	==13.38	==45.04	==32.18	==4.32	==1.16	==1.99	==98.07	==0.00	=106.47	520,912,
	11800 SW 208 St.		100.23	3.37	1.75	0.64	0.48	0.00	0.00	6.24	0.00	106.47	959,969,1007
19)	Water Treat. Plants Automation Improv.=====	== 3/2005	==0.30	==0.45	==0.00	==0.00	==0.00	==0.00	==0.00	==0.45	==0.00	==0.75	959
	Water Treatment Plants		0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	
20)	Telemetering System Enhanc. -Water ======	== 3/2007	==1.52	==0.00	==0.39	==0.22	==0.00	==0.00	==0.00	==0.61	==0.00	==2.13	495
	Systemwide		1.60	0.00	0.40	0.13	0.00	0.00	0.00	0.53	0.00	2.13	
	Subtotals		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
	Proposed Additions, April 2005 CDMP Amendment Cycle **********												
21)	South Miami Heights W T P & Wellfield	3/2008	10.64	31.87	46.04	24.56	0.00	0.00	0.00	102.47	0.00	113.11	520,912,959,
	11800 SW 208 St		101.62	5.50	5.50	0.49	0.00	0.00	0.00	11.49	0.00	113.11	969,997,1007
22)	Water Projects	3/2013	201.75	56.73	24.06	61.87	34.95	42.85	101.06	321.52	291.53	814.80	403,495,496,
	Various Sites		244.12	28.58	10.14	69.19	46.68	48.15	199.24	401.98	168.70	814.80	520,912,952,

TABLE 12
WATER FACILITIES

Project #	Project Name and Location	Purpose* / Year of Completion	Expenditures/ Revenues (In Millions of Dollars) Prior Years	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Six Year Totals	Future Totals	Project Totals	Funding Source
	Subtotals of Proposed Additions		212.39	88.60	70.10	86.43	34.95	42.85	101.06	423.99	291.53	927.91	
			345.74	34.08	15.64	69.68	46.68	48.15	199.24	413.47	168.70	927.91	
	TOTALS		212.39	88.60	70.10	86.43	34.95	42.85	101.06	423.99	291.53	927.91	
			345.74	34.08	15.64	69.68	46.68	48.15	199.24	413.47	168.70	927.91	

* 1=Existing Deficiency; 2=Future Growth; 3=Combined

====== Proposed Deletions, April 2005 CDMP Amendment Cycle

Source: Miami-Dade County Park and Recreation Department and Department of Planning and Zoning.
Data provided by the Office of Management and Budget.

Chapter 2

PLANNING CONSIDERATIONS

This chapter outlines the factors that are considered in evaluating Applications to amend the CDMP. It also contains descriptions of the methods of analysis typically used by the Department of Planning and Zoning (DP&Z) in evaluating CDMP amendment applications. The chapter contains an overview followed by a discussion of countywide planning factors, and the factors that are typically evaluated for the geographic study areas around the application areas, and for the application sites themselves. These factors include environmental considerations; land use patterns; supply and demand for residential, commercial and industrial land; and urban services.

Growth Management

Miami-Dade's Comprehensive Development Master Plan (CDMP) is a metropolitan guide for growth management. The Plan is countywide in scale and comprehensive in scope. It establishes the County's policy framework within which specific development decisions are made daily. Among its key growth management objectives, the CDMP seeks to ensure that physical expansion of the urban area is managed to occur 1) at a rate commensurate with projected population and economic growth; 2) in a contiguous pattern centered around a network of high-intensity activity centers well-connected by multimodal intra-urban transportation facilities; and 3) in locations which optimize efficiency in public service delivery and conservation of valuable natural resources. The foregoing objectives are encouraged by the state's comprehensive planning laws and the Strategic Regional Policy Plan for South Florida. The State Comprehensive Plan is a policy plan containing goals and policies addressing a broad range of subjects, from social services to environmental protection. It establishes common long-range direction for all state, regional and local governments so that they will not be working at cross purposes. Chapter 9J-5 of the Florida Administrative Code establishes minimum criteria for the contents of local comprehensive plans adopted pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Part II, Florida Statutes). The adopted Strategic Regional Policy Plan for South Florida establishes policy direction by way of regional goal and policy statements which derive from the State Comprehensive Plan but relate more specifically to South Florida's conditions and circumstances.

The state government reviews proposed and adopted local comprehensive plans for compliance with state law and policies. The Florida Department of Community Affairs (DCA) also reviews, and may comment on, proposed amendments prior to adoption. Following local adoption, DCA will issue a notice finding compliance or non-compliance of the adopted amendments with state law and policies. Challenges can be expected from DCA on amendments to a local Plan which deviate from state law or adopted state, regional or County Plan policies.

Plan Implementation

Chapter 163, Florida Statutes provides that after a local government plan has been adopted, all development and development orders by governmental agencies shall be consistent with the plan (Ch. 163.3194[1][a], F.S.). In addition, Chapter 163 requires that each local government must adopt and enforce land development regulations that are consistent with and implement its comprehensive plan (Ch 163.3202, F.S.). At a minimum, all local governments must enforce regulations which: regulate the subdivision of land; regulate the use of land and water and ensure the compatibility of adjacent uses; provide for open space; provide for protection of potable water wellfields; regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management; ensure the protection of environmentally sensitive lands; regulate signage; provide that public facilities and services meet or exceed the standards established in the comprehensive plan and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services; provide that development orders or permits shall not be issued which would result in a reduction in the level of services for the affected public facilities below the level of services provided in the comprehensive plan; and ensure safe and convenient on-site traffic flow, considering needed vehicle parking.

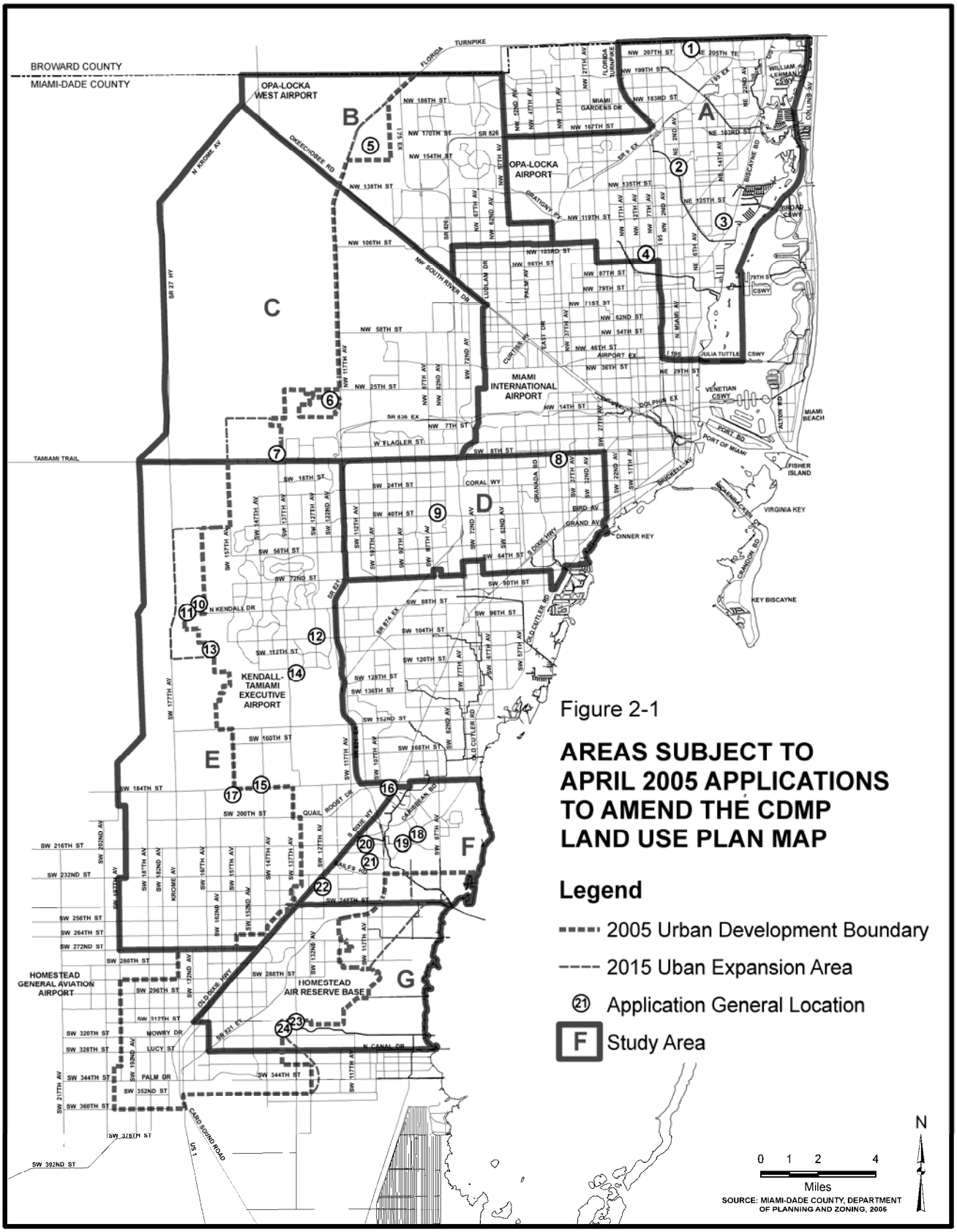
The DCA is authorized to review a local government's development regulations to determine its compliance with these requirements. Chapter 163 also provides that affected parties may challenge actions of local government which are not consistent with the locally adopted plan or development regulations.

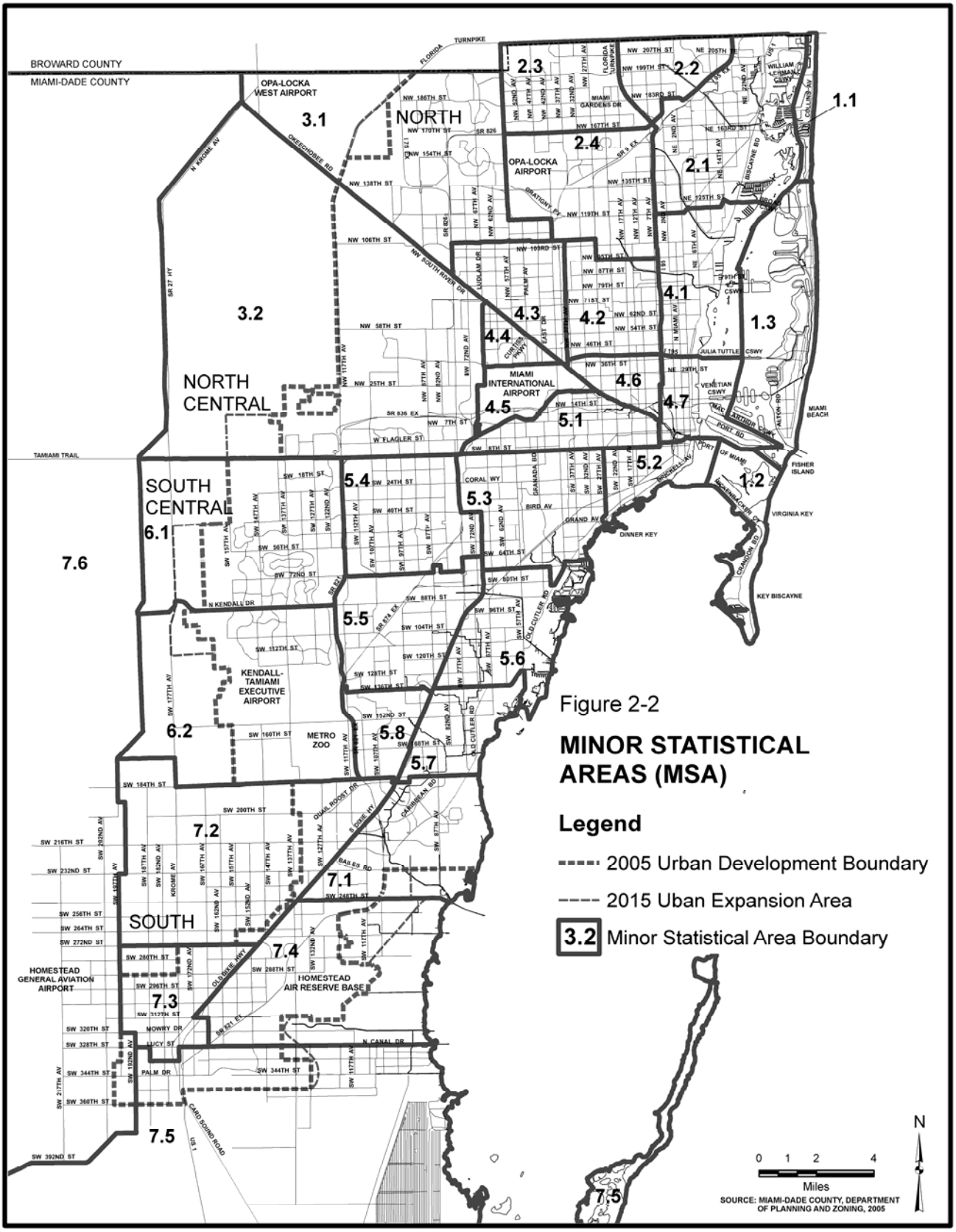
Areas of Analysis

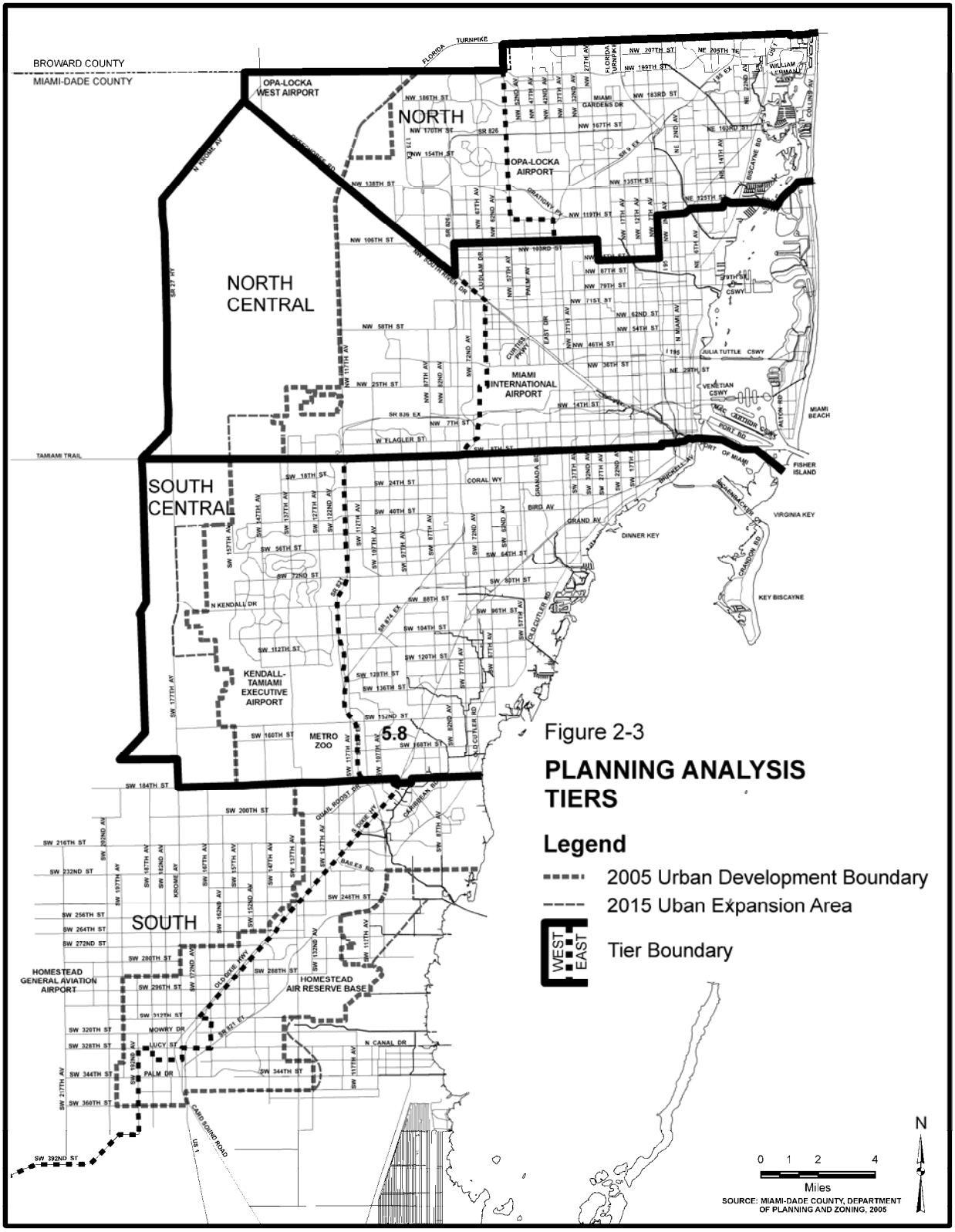
To facilitate the evaluation of applications requesting amendments to the Land Use Plan (LUP) map, Study Areas are typically established, encompassing an application or group of applications. The boundaries of such Study Areas coincide with enumeration areas previously established for other planning or analysis purposes, and for which data on factors such as housing or population already exist. (See Figure 2-1).

The basic geographic unit used in many analyses conducted by the Department of Planning and Zoning are the minor statistical areas (MSAs) shown in Figure 2-2. The MSA boundaries are based on census tracts which are a component of the United States Census geography. An MSA may contain one large census tract or an aggregation of census tracts. The MSAs were established as planning areas by the Department of Planning and Zoning to facilitate small-area analyses and to standardize areas for the development of statistical data and projections.

In order to provide a broader picture than the MSA, larger planning areas called Tiers were established as standard analysis areas in the CDMP Land Use Element (April 1988). (See Figure 2-3) These two planning subareas - Tiers and MSAs - provide continuity in the analyses.


BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
KENDALL-TAMIAMI EXECUTIVE AIRPORT
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
A
B
C
D
E
F
G
Figure 2-1
AREAS SUBJECT TO APRIL 2005 APPLICATIONS TO AMEND THE CDMP LAND USE PLAN MAP
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
21 Application General Location
F Study Area
0 1 2 4
Miles
N
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005


BROWARD COUNTY
MIAMI-DADE COUNTY
NORTH
NORTH CENTRAL
SOUTH CENTRAL
SOUTH
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
KENDALL-TAMIAMI EXECUTIVE AIRPORT
METRO ZOO
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
MIAMI BEACH
FISHER ISLAND
VIRGINIA KEY
KEY BISCAYNE
DINNER KEY
1.1
1.2
1.3
2.1
2.2
2.3
2.4
3.1
3.2
4.1
4.2
4.3
4.4
4.5
4.6
4.7
5.1
5.2
5.3
5.4
5.5
5.6
5.7
5.8
6.1
6.2
7.1
7.2
7.3
7.4
7.5
7.6
Figure 2-2
MINOR STATISTICAL AREAS (MSA)
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
3.2 Minor Statistical Area Boundary
N
0 1 2 4
Miles
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005


BROWARD COUNTY
MIAMI-DADE COUNTY
NORTH
NORTH CENTRAL
SOUTH CENTRAL
SOUTH
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
KENDALL-TAMIAMI EXECUTIVE AIRPORT
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
METRO ZOO
5.8
FLORIDA TURNPIKE
TAMIAMI TRAIL
W FLAGLER ST
SW 8TH ST
SW 24TH ST
SW 40TH ST
SW 56TH ST
SW 72ND ST
SW 88TH ST
SW 104TH ST
SW 120TH ST
SW 136TH ST
SW 152ND ST
SW 168TH ST
SW 184TH ST
SW 200TH ST
SW 216TH ST
SW 232ND ST
SW 248TH ST
SW 256TH ST
SW 264TH ST
SW 272ND ST
SW 280TH ST
SW 288TH ST
SW 296TH ST
SW 312TH ST
SW 320TH ST
SW 328TH ST
SW 344TH ST
SW 360TH ST
SW 392ND ST
NW 207TH ST
NW 199TH ST
NW 186TH ST
NW 183RD ST
NW 170TH ST
NW 167TH ST
NW 154TH ST
NW 138TH ST
NW 135TH ST
NW 125TH ST
NW 119TH ST
NW 106TH ST
NW 103RD ST
NW 87TH ST
NW 79TH ST
NW 71ST ST
NW 62ND ST
NW 58TH ST
NW 54TH ST
NW 46TH ST
NW 36TH ST
NW 25TH ST
NW 14TH ST
NW 7TH ST
NE 205TH TE
NE 192ND ST
NE 188TH ST
NE 163RD ST
NE 151ST ST
NE 135TH ST
NE 125TH ST
NE 87TH ST
NE 79TH ST
NE 71ST ST
NE 62ND ST
NE 54TH ST
NE 46TH ST
NE 36TH ST
NE 28TH ST
SR 826
SR 836 EX
SR 874
SR 878 EX
SR 821 EX
SR 821
SR 9 EX
SR 9
SR 5
SR 1
SR 27 HWY
I 95
I 395
I 195
I 75
I 595
I 595 EX
I 395 EX
I 75 EX
I 95 EX
FLORIDA TURNPIKE EXTENSION
GRATIGNY PKY
SOUTH DIXIE HWY
OLD DIXIE HWY
N KROME AV
LUDLAM DR
PALM AV
EAST DR
CURTISS PKWY
N MIAMI AV
NW 37TH AV
NW 42ND AV
NW 32ND AV
NW 27TH AV
NW 22ND AV
NW 17TH AV
NW 12TH AV
NW 7TH AV
NW 2ND AV
NW 87TH AV
NW 82ND AV
NW 72ND AV
NW 62ND AV
NW 57TH AV
NW 42ND AV
NW 37TH AV
NW 27TH AV
NW 17TH AV
NW 12TH AV
NW 7TH AV
NW 2ND AV
NE 2ND AV
NE 6TH AV
NE 14TH AV
BISCAYNE BLVD
BISCAYNE CANAL
MIAMI GARDENS DR
JULIA TUTTLE CSWY
79TH ST CSWY
VENETIAN CSWY
MACARTHUR CSWY
PORT BLVD
PORT OF MIAMI
MIAMI BEACH
FISHER ISLAND
VIRGINIA KEY
DINNER KEY
KEY BISCAYNE
CRANDON BLVD
BRICKELL AV
GRAND AV
BIRD AV
CORAL WY
GRANADA BLVD
SW 18TH ST
SW 147TH AV
SW 137TH AV
SW 127TH AV
SW 122ND AV
SW 117TH AV
SW 107TH AV
SW 97TH AV
SW 87TH AV
SW 77TH AV
SW 72ND AV
SW 67TH AV
SW 57TH AV
SW 52ND AV
SW 42ND AV
SW 37TH AV
SW 32ND AV
SW 27TH AV
SW 22ND AV
SW 17TH AV
SW 157TH AV
SW 152ND AV
SW 142ND AV
SW 137TH AV
SW 132ND AV
SW 127TH AV
SW 117TH AV
SW 107TH AV
SW 97TH AV
SW 87TH AV
SW 82ND AV
SW 77TH AV
SW 67TH AV
SW 62ND AV
SW 57TH AV
SW 52ND AV
SW 42ND AV
SW 37TH AV
SW 32ND AV
SW 27TH AV
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SW 17TH AV
SW 12TH AV
SW 7TH AV
SW 2ND AV
SW 177TH AV
SW 167TH AV
SW 162ND AV
SW 157TH AV
SW 152ND AV
SW 147TH AV
SW 142ND AV
SW 137TH AV
SW 132ND AV
SW 127TH AV
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SW 7TH AV
SW 2ND AV
SW 177TH AV
SW 167TH AV
SW 162ND AV
SW 157TH AV
SW 152ND AV
SW 147TH AV
SW 142ND AV
SW 137TH AV
SW 132ND

Environmental Conditions and Considerations

A description of general environmental conditions in each Study Area is included within each respective Study Area appendix. Environmental conditions addressed include the following: natural ground elevations, soils, drainage characteristics, County and federal flood criteria, stormwater management, County wellfield protection criteria, hurricane evacuation areas, wetlands, upland forests, endangered species and habitats, exotic pest plant and animal species, historical and archaeological resources, and other relevant issues or concerns.

Several sources of information have been used in compiling these Study Area descriptions. These include the CDMP Conservation and Coastal Management Elements; U.S.D.A. Natural Resources Conservation Service, Soil Survey of Dade County Area (1996); Miami-Dade County Public Works Department Topographical Maps (revised 1954-56); Miami-Dade County Flood Criteria Maps (1995); Federal Emergency Management Agency, National Flood Insurance Program Flood Insurance Rate Maps for Dade County, Florida (Mar. 1994); Wellfield Protection Areas (2001); Miami-Dade County Office of Emergency Management, Hurricane Evacuation Map (2002); and support data provided by the Miami-Dade County Department of Environmental Resources Management (DERM). DERM assisted in the evaluation of site conditions relative to County Code and other governmental requirements.

Drainage and Flood Protection

DERM reviewed each of the proposed Applications for consistency with flood protection requirements contained in Chapter 24 of the Code of Miami-Dade County. For each application site, information on the natural ground elevation, flood criteria and the type of drainage required is presented both in narrative form and tables included in each Study Area appendix.

Types of soil and drainage characteristics are listed for each site. Where organic soils exist, they must be removed prior to filling to meet County flood criteria. Soils range from those that drain well, such as Dade sand, to those that drain very poorly, such as muck and clay. Since Miami-Dade County has been developing for decades, much of the urban area has been previously filled. This soil is referred to as Urban land and has moderate drainage characteristics.

The adopted CDMP LOS standard for flood protection requires that urban development in Miami-Dade County shall be provide protection from the degree of flooding that would result for a duration of one day from a five-year storm, with exceptions provided where new development to this base standard would pose a risk to existing development. Further, the lowest habitable floor of all structures must be elevated above the federal flood criteria described below.

In areas having drainage limitations where site conditions prevent on-site retention of the applicable design storm, a minimum of one inch of runoff must be retained on site prior to discharge into surface waters. For commercial and industrial land uses, site conditions should retain the applicable design storm, or a minimum of one inch of runoff or 2.5 inches times the percentage of the site's impervious area must be retained in either a dry retention or exfiltration trench before discharge into surface waters. In addition, stormwater conveyance structures (e.g.

catch basins) located in paved parking areas must be fitted with oil and grease interceptors prior to entering an exfiltration or infiltration system. Other environmental requirements that may limit development of particular sites are outlined in the following paragraphs.

Drainage Basins

There are two types of hydrologic basins indicated in the environmental conditions summary tables. These are canal drainage basins, such as C-2 (Snapper Creek Canal), and secondly, wetland basins such as the Bird Drive Basin. Based upon information provided by the South Florida Water Management District (SFWMD), the primary canal system generally drains the portions of the County that lie east of the Turnpike north of Kendall Drive, east of levee L-31N between Kendall and Eureka Drives, and south of Eureka Drive between L-31N and the Turnpike. The remaining portions of the County receive little or no flood protection from the primary canal system.

Areas generally north of Kendall Drive and west of the Florida Turnpike have drainage limitations and frequent flooding problems. Therefore, the SFWMD and the County have established special fill criteria for certain basins in this region, such as the Western C-9 Basin, the Bird Drive Basin, the North Trail Basin, and Basin "B". These basins serve to conserve water, recharge the aquifer, and mitigate impacts of floodwater loading on the canal systems.

The 1995 federal flood criteria, which established 100-year base flood elevations for structures in Miami-Dade County, have been used to evaluate each application site. These criteria are based on assumed land use patterns in the various basins that could be altered by CDMP amendments. Federal flood criteria are used primarily for development and insurance purposes to protect property in flood-prone areas. Special Flood Hazard Areas (zone series A and V) are those inundated by a 100-year flood. The Federal Flood AE or AH Zone designations indicate areas where base flood elevation has been determined. Inundation to flood elevation can be expected in a 100-year flood in the AE designated areas, and one to three feet of ponding can be expected in AH zones. The V Zone indicates Coastal High Hazard Areas subject to high-velocity wave action. Areas designated as X Zone are outside the 100-year flood zone but may be within the 500-year flood area. Chapter 11C of the County Code regulates development within Special Flood Hazard Areas, including stricter regulations in Coastal High Hazard Areas.

Wellfield Protection Areas

The locations of all existing water supply wellfields in Miami-Dade County and the protection areas around the wellfields are depicted in Figure 2-4. For all wellfields, the Wellfield Protection Boundary is the 210-day groundwater travel distance from the wellheads, except around the Northwest (1), Hialeah-Preston group (which includes Hialeah-Preston and Miami Springs Upper and Lower Wellfields) (2A-C), and the Alexander Orr complex (which includes Alexander Orr, Snapper Creek, Southwest and West Wellfields) (5, 5A, 5B and 16). Development restrictions are increasingly more stringent the closer the proximity to a wellfield.

The current average-day pumpage wellfield protection area boundary for the Hialeah-Preston group and the Alexander Orr complex is delineated by the 1.0 foot drawdown contour under

daily average permitted pumping rates. The maximum day boundary is also delineated by a 1.0-foot drawdown contour but under the maximum permitted pumping rate. A drawdown is defined as the difference between the existing or projected water table elevation that occurs without the wellfield withdrawal, contrasted with the groundwater level which occurs when the wellfield is pumping.

The current protection area established for the County's West Wellfield is also shown on Figure 2-4. That protection area boundary is delineated by the 0.1-foot drawdown contour. The Northwest Wellfield Protection Area west of the Florida Turnpike Extension is delineated by the 0.25-foot drawdown contour. A safety buffer has been established east of the Turnpike to ensure protection of Northwest Wellfield groundwater during drought periods.

Table 2-1 summarizes the land use restrictions and regulations that apply within all urban wellfield protection areas except the Northwest and the West Wellfield Protection Areas, which are subject to the special protection regulations governing land use activities outlined in Table 2-2.

Wetlands and Upland Forests

DERM delineates wetlands based on vegetation, soils and hydrology consistent with the state methodology described in Chapter 62-340, Florida Administrative Code. If there are native wetlands on site, preservation and mitigation criteria may also apply. As stated in the CDMP, Miami-Dade County has established policies to protect, restore, and enhance wetlands. An environmental summary in each Study Area chapter indicates which sites are or may be subject to wetland permit requirements.

DERM also reviewed each application site for the presence of environmentally sensitive areas, protected specimen trees and/or Natural Forest Communities. The Board of County Commissioners, per Resolution R-1764-84 and Ordinance 84-34, designated approximately 230 environmentally sensitive pinelands and hammocks totaling 3,645 acres in Miami-Dade County as Natural Forest Communities (NFC). The Miami-Dade County Tree and Forest Resources Protection Code regulates development in these areas and provides preservation standards for these forests during development. A permit is required prior to the removal or relocation of any trees or understory vegetation in a NFC. The Code also provides protection standards for Specimen Trees (trees which are 18 inches or greater in diameter) during development. Regardless of whether a site contains a Natural Forest Community or sensitive tree resources, a permit review by DERM is required prior to the removal or relocation of trees on any site. Potential and controlled exotic pest plants are addressed through permitting, enforcement and public outreach programs administered by the Department of Environmental Resource Management and Building Departments.

Figure 2-4

EXISTING WELL FIELDS AND PROTECTION AREAS

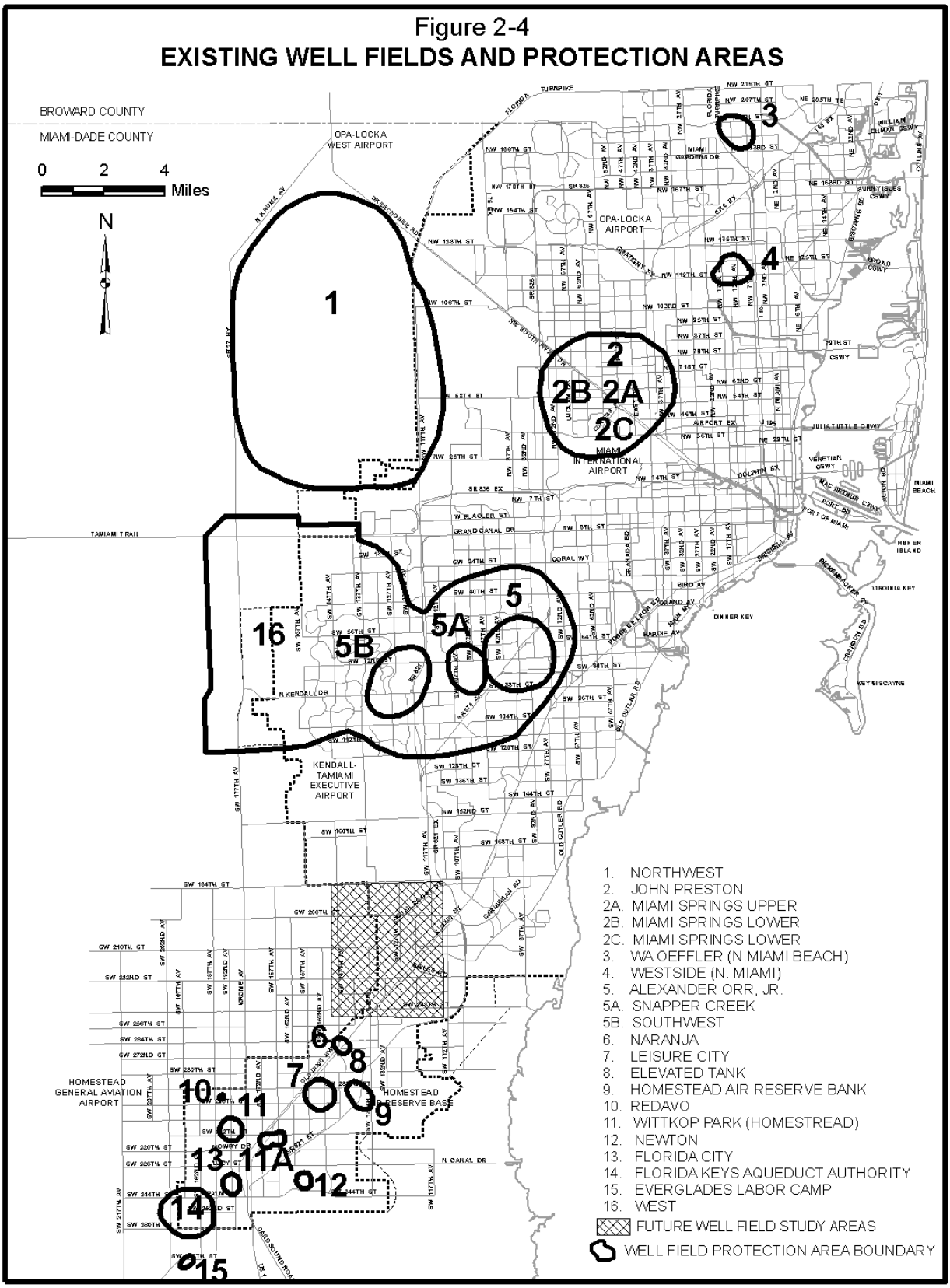


Table 2-1
Urban Wellfield Land Use Restrictions and
Prohibitions for New Construction

ACTIVITY	PROTECTION ZONES						
	100'	10 Day	30 Day	100 Day	210 Day	Avg. Day	Max. Day
RESIDENTIAL USES SERVED BY SEWERS	P	2.4 Units/Acre	4.6 Units/Acre	NR	NR	NR	NR
STRINGENT SEWER CONSTRUCTION CRITERIA	Req.	Req.	Req.	Req.	Req.	Req.	Req.
STORMWATER DISPOSAL	P	Infiltration Only	Infiltration & seepage only	Infiltration, seepage or over flow outfall		NR	NR
ROCKMINING	P	P	P	40 ft. max depth or 30 day travel time buffer, land dedication, security required		R	NR
RESIDENTIAL LAND USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR	NR
NON-RESIDENTIAL USES HANDLING HAZARDOUS MATERIALS	P	P	P	P	P	R	NR
EXISTING USES HANDLING HAZ. MAT. MUST REDUCE RISK UPON EXPANSION	Req.	Req.	Req.	Req.	Req.	NR	NR
NON-RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR	NR
NON-RESIDENTIAL USES SERVED BY SEWERS	P	R	R	NR	NR	NR	NR
UNDERGROUND STORAGE TANKS FOR HAZARDOUS MATERIALS	P	P	P	P	P	R	R
PIPELINES TRANSPORTING HAZARDOUS MATERIALS	P	P	P	P	P	P	P
LIQUID WASTE STORAGE, TREATMENT OR DISPOSAL METHODS OTHER THAN SEPTIC TANKS & PUBLIC SANITARY SEWERS	P	P	P	P	P	P	NR
RESOURCE RECOVERY AND MANAGEMENT FACILITIES	P	P	P	P	P	P	P
P=Prohibited NR=Not Restricted Req.=Required R=Restricted							

Table 2-2
Northwest and West Wellfield Protection Area Land Use Restrictions and Prohibitions for New Construction

ACTIVITY	PROTECTION ZONES					
	100'	10 Day	30 Day	100 Day	210 Day	Max. Day
RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR
RESIDENTIAL AND NON-RESIDENTIAL USES SERVED BY SEWERS	P	2.4/Acre	4.6/Acre	NR	NR	NR
STRINGENT SEWER CONSTRUCTION CRITERIA	Req.	Req.	Req.	Req.	Req.	Req.
STORMWATER DISPOSAL	P	Infiltration	Infiltration & Seepage	Infiltration, seepage or overflow outfall		NR
ROCKMINING	P	P	P	40 ft. max depth or 30 day travel time buffer, land dedication, security required		NR
NON-RESIDENTIAL USES HANDLING HAZARDOUS MATERIALS	P	P	P	P	P	P
EXISTING USES HANDLING HAZ. MAT. MUST REDUCE RISK UPON EXPANSION	Req.	Req.	Req.	Req.	Req.	Req.
BU-3 AND IU ZONING	P	P	P	P	P	P
NON-RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	P	P Excluding Rockmining & Ancillary Uses	P	P	P
UNDERGROUND STORAGE TANKS FOR HAZARDOUS MATERIALS	P	P	P	P	P	P
PIPELINES TRANSPORTING HAZARDOUS MATERIALS	P	P	P	P	P	P
LIQUID WASTE STORAGE, TREATMENT OR DISPOSAL METHODS OTHER THAN SEPTIC TANKS & PUBLIC SANITARY SEWERS	P	P	P	P	P	P
RESOURCE RECOVERY AND MANAGEMENT FACILITIES	P	P	P	P	P	P
P=Prohibited NR=Not Restricted Req.=Required R=Restricted						

On December 5, 1995, the Board of County Commissioners adopted a revised Landscape Ordinance as Chapter 18A of the County Code, and on February 6, 1996 adopted a Landscape Manual, per Resolution R-90-96. The Landscape Ordinance applies countywide to both unincorporated areas and municipalities. All new development must meet the standards of this code. The purpose of the Landscape Manual is to illustrate the standards adopted in the

Ordinance and provide recommendations for landscaping, including xeriscaping with native species to conserve water and reduce the potential for invasive exotic plants to threaten natural areas. Prohibited and controlled exotic pest plants are addressed through the permitting process by the Department of Planning and Zoning.

Historic and Archaeological Sites

Miami-Dade County contains a significant number of historic and archaeological sites and zones under both municipal and County jurisdictions. These sites and zones are identified for their significance and preserved when merited because they represent distinctive elements of the County's cultural, social, economic, political, scientific, religious, prehistoric and architectural history. The Miami-Dade County Office of Historic Preservation performs site reviews for historical and archaeological elements for properties located countywide. Within the county, a number of properties containing exceptional historical and archaeological elements are designated by the County's Historic Preservation Board for their unique attributes. Once designated, County Ordinance 81.13 (Chapter 16A-1 et seq.), the Historic Preservation Ordinance, requires that Certificates to Dig and Certificates of Appropriateness are required prior to any site work. Designated properties may also be eligible for certain local, state or federal tax incentives for approved restoration, renovation or rehabilitation work. Federal grants may be available for certain designated sites.

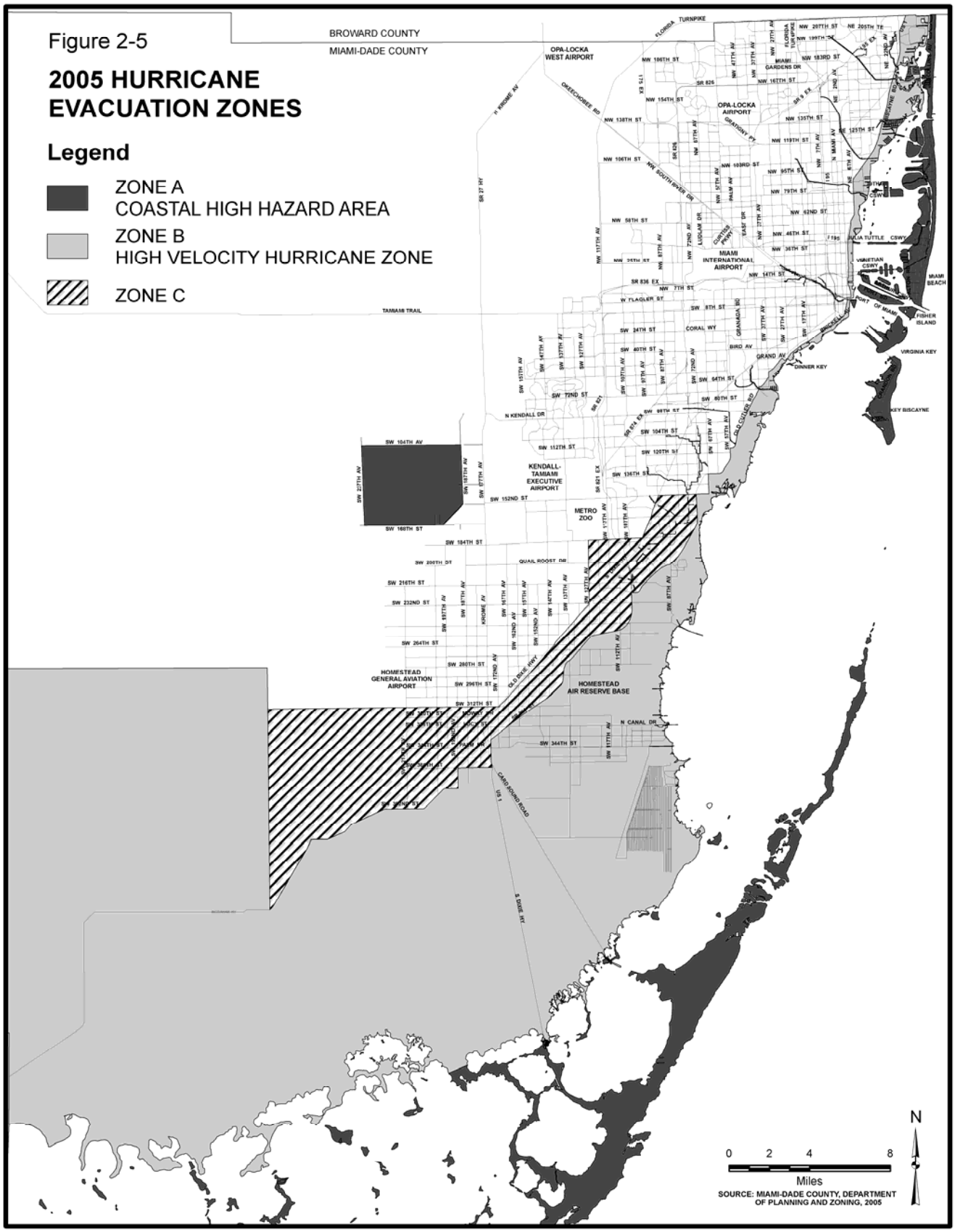
Emergency Management

South Florida, including Miami-Dade County, is highly vulnerable to severe tropical storms and hurricanes. (See Figure 2-5 for Hurricane Evacuation Areas.) Upon making landfall on August 24, 1992, Hurricane Andrew caused tremendous physical, emotional, and economic damage to Miami-Dade County. In order to reduce the risk of major storms to lives and property in the future, the County reviews proposed development to determine if property lies within hurricane evacuation zones and storm surge areas. Proximity to evacuation routes is also noted for high-risk coastal areas.

Existing and Planned Land Use Patterns

Among the considerations addressed in evaluating individual Applications to amend the CDMP Land Use Plan (LUP) map are the relationships of the requested use to the immediate surroundings and to the broad area of the County in which the application is located. The relative merit of the requested use is also evaluated in comparison to the currently planned use.

Within the study area appendices in this report, a location map is provided which identifies the boundaries of the study area, the location of the applications within the study area, significant political boundaries, the planned Urban Development Boundary (UDB), and planned Urban Expansion Area (UEA) boundaries, where applicable. Following a description of the environmental characteristics of the study area, a map is presented which depicts the generalized pattern of existing land use in the entire study area. The study area location map and map of study-area existing land use map provide a broad perspective of the nature and extent of existing


Figure 2-5
2005 HURRICANE EVACUATION ZONES
Legend
ZONE A
COASTAL HIGH HAZARD AREA
ZONE B
HIGH VELOCITY HURRICANE ZONE
ZONE C
BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
KENDALL-TAMIAMI EXECUTIVE AIRPORT
METRO ZOO
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
TAMIAMI TRAIL
CARD SOUND ROAD
0 2 4 8
Miles
N
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

development in a large area surrounding the application sites. A map also presents the currently adopted CDMP Land Use Plan for the study area.

Most maps in the study area appendix which present information on public services, facilities and other conditions immediately around the application sites depict less than the entire study area. However, all empirical data presented for the study area pertain to the whole study area within the boundaries identified in the Location map presented at the beginning of the study area chapter. This is because the study area is an aggregation of census tracts and Minor Statistical Areas (Figure 2-2) for which planning data are available. Data are also presented for larger areas called Planning Analysis Tiers (Figure 2-3) which provide a broad perspective necessary for purposes of metropolitan areawide planning. In some instances, tabular information addressing a service may include a facility that serves the study area but is located outside of it. Where this occurs, it will be noted in the table and text.

Population Projections

Population projections are fundamental to the land needs analysis, both for the entire County and for subareas. The population projections used in this analysis are those presented in the Adopted 2003 Evaluation and Appraisal Report, released in June 2003. These projections are used as the basis for projecting housing demand.

Housing Projections

The population projections were converted to housing demand projections by applying Census 2000 vacancy rates and household size figures to the projected population. The Census 2000 vacancy rates were left unchanged over time, but the household size figures were inflated slightly from 2.84 persons-per-household in 2000 to 2.9 persons-per-household in 2030. The projections show a sustained demand for housing through 2025, ranging from about 11,300 dwelling units per year from 2003 through 2010, to 10,600 a year in the 2020 to 2025 period.

Residential Land

The total residential capacity of the County is the sum of existing units in 2005 and an estimate of new units that can be built on vacant, residentially zoned or designated land. There was no attempt to estimate the redevelopment potential of inner city areas except for those areas in close proximity to transit stations along the Metrorail line and the South Dade Busway (four Urban Centers). There was no provision made for new capacity arising from the demolition of existing housing units.

There was provision made for additional capacity in four areas where substantial redevelopment is under way. These areas are

1.1 – The Sunny Isles Beach Area (+ 2,871 units)
4.6 – The Midtown Miami Area (+1,159 units)
4.7 – The Downtown Miami and Omni Area (+3,000 units)
5.2 – The Brickell Area, Coral Way, and North Grove Area (+3,000 units)

The first component of residential capacity is year 2005 existing housing units. This was derived from Census 2000 housing counts plus estimated new units constructed in the 2000 to 2004 period from the Property Appraiser's Real Property File. This file was accessed in May 2005, when most new 2004 residential units would be included.

The second component of residential capacity (the available capacity) is the estimate of the number of new housing units that can be built on vacant developable land within the Urban Development Boundary. The available capacity figures from the Department's land use file are a 2004 data set. These figures were updated through May 2005 using the Real Time Development Data file, derived from impact fee payment records maintained by the Department. Further adjustments were made to reflect recent planning decisions that resulted in additional capacity in the Doral area (+8,682 units), near Metrozoo (+1,200 units), and in Minor Statistical Area 3.1 1,000 units were subtracted to account for a recent change in land use designations. The year 2005 available residential capacity within the Urban Development Boundary was 150,330 housing units after an allowance (3 percent) was made for land that will not be developed. This capacity was 28,526 units (18 percent) less than the capacity figures used in the previous (April 2004) amendment cycle.

Countywide Supply and Demand

Table 2-3 compares the projected demand and the supply of land for urban residential development Countywide. This is an aggregation of studies done in the 32 Minor Statistical Areas (MSAs) across the County. Gross capacity was reduced by 3 percent to reflect the fact that even in mature urban residential areas in Miami-Dade County, approximately 3 percent of the land base typically remains undeveloped.

It is important to note that the residential development capacity of vacant land within the Urban Development Boundary is not fixed. It is established and reestablished by the planning and zoning activities of the County and municipal governments.

The estimated Countywide capacity in 2005 was 150,330 units. The projected demand for housing is 12,372 units per year in the 2005 through 2010 period, 10,313 units per year in the 2010-2015, and about 11,180 units per year in the 2015-2025 period. These figures reflect the projected net increase in units required. New construction will be higher because housing will also be required to replace units that are demolished or converted to other uses. These replacement units generally do not result in net increases of any significance, and it is assumed that these can be accommodated by redevelopment of currently developed land.

In the year 2018 the remaining residential capacity of vacant land within the current Urban Development Boundary is projected to be depleted. The single-family supply is projected to be exhausted in 2010; the multi-family beyond the year 2025. The single-family capacity is smaller than the multi-family, and the projected demand for single-family units is much higher than that for multi-family.

Table 2-3
Residential Land Supply/Demand
Miami-Dade County Total, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Structure Type		
	Single Family	Multi-Family	Both Types
Capacity in 2005	48,741	101,589	150,330
Demand in 2005-2010	8,992	3,380	12,372
Capacity in 2010	3,781	84,689	88,470
Demand 2010-2015	7,501	2,812	10,313
Capacity in 2015	0	70,629	36,905
Demand 2015-2020	8,123	3,057	11,180
Capacity in 2020	0	55,344	0
Demand 2020-2025	8,426	2,756	11,182
Capacity in 2025	0	41,564	0
Depletion Year	2010	>2025	2018

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2004 updated population projections.

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2005.

Supply and Demand Within Tiers of the County

Tables 2-4, 2-5, 2-6, and 2-7 present supply and demand data for four tiers and for the eastern and western portions of these areas. These areas are called "Planning Analysis Tiers" and span the County from north to south -- North Miami-Dade, North-Central, South-Central, and South Miami-Dade.

In general, the undeveloped residential land supply patterns are similar to those seen in previous years. There was an increase in the multifamily residential capacity of land in the eastern halves of the tiers and a decline in single-family capacity. It is important to note that for the purpose of the tier-specific supply/demand analyses, each tier is treated independently. Thus, if the supply of a housing type is exhausted in a particular tier, it is not assumed that the demand will shift to another tier in the County. It is not possible to project where housing demand might surge if the supply of land in a single tier is exhausted. That is why it would appear that the remaining capacity for the sum of the individual tiers in the year 2025 is higher than the Countywide figure.

Table 2-4
Residential Land Supply/Demand
North Miami-Dade Tier, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part -- MSA 3.1			North Miami-Dade Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2005	2,172	12,665	14,837	1,239	6,471	7,710	3,411	19,136	22,547
Demand 2005-2010	1,062	780	1,842	1,186	367	1,553	2,248	1,147	3,359
Capacity in 2010	0	8,765	5,627	0	4,636	0	0	13,401	5,572
Demand 2010-2015	621	429	1,050	875	270	1,145	1,496	699	2,195
Capacity in 2015	0	6,620	377	0	3,286	0	0	9,906	0
Demand 2015-2020	630	411	1,041	53	17	70	683	428	1,111
Capacity in 2020	0	4,565	0	0	3,201	0	0	7,766	0
Demand 2020-2025	23	16	39	0	0	0	23	16	39
Capacity in 2025	0	2,880	0	0	2,741	0	0	5,621	0
Depletion Year	**2007**	**>2025**	**2015**	**2006**	**>2025**	**2009**	**2006**	**>2025**	**2012**

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2004 updated population projections.

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2005.

The North Tier has sufficient capacity to accommodate projected demand through the year 2012. The single-family supply is projected to be exhausted by 2006, whereas the multifamily supply is depleted beyond 2025. Depletion year is set to >2025 when capacity remains, but there is no demand projected. The projected demand for housing is higher in the eastern half where the capacity is also higher. The capacity there is projected to be used up by 2015. In the western half the projected depletion year is 2009.

The North Central Tier has sufficient capacity to accommodate projected demand through the year 2022. The single-family supply is projected to be exhausted by 2008, whereas the multi-family supply is depleted beyond the year 2025. The projected demand for housing is higher in the eastern half, but the capacity there is also higher and the land is projected to be used up by 2021. In the western half the projected depletion year is beyond the year 2025.

Table 2-5
Residential Land Supply/Demand
North Central Tier, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part -- MSA 3.2			North Central Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2003	3,111	28,988	32,099	3,815	9,935	13,750	6,926	38,923	45,849
Demand 2003-2010	908	945	1,853	943	294	1,237	1,851	1,239	3,090
Capacity in 2010	0	24,263	22,834	0	8,465	7,565	0	32,728	30,399
Demand 2010-2015	926	923	1,849	738	231	969	1,664	1,154	2,818
Capacity in 2015	0	19,648	13,589	0	7,310	2,720	0	26,958	16,309
Demand 2015-2020	1,136	888	2,024	82	25	107	1,218	913	2,131
Capacity in 2020	0	15,208	3,469	0	7,185	2,185	0	22,938	5,654
Demand 2020-2025	1,430	778	2,208	0	0	0	1,430	778	2,208
Capacity in 2025	0	11,318	0	0	7,185	2,185	0	18,503	0
Depletion Year	**2008**	**>2025**	**2021**	**2009**	**>2025**	**>2025**	**2008**	**>2025**	**2022**

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Note: Residential capacity is expressed in terms of housing units. Projected housing demand is an annual average figure derived from 2004 updated population projections.

Table 2-6
Residential Land Supply/Demand
South Central Tier, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of Turnpike			West of Turnpike			South Central Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2003	1,982	17,667	19,649	7,221	1,453	8,674	9,203	19,120	28,323
Demand 2003-2010	812	329	1,141	2,498	299	2,797	3,310	628	3,938
Capacity in 2010	0	16,022	13,944	0	0	0	0	15,980	8,633
Demand 2010-2015	818	341	1,159	1,772	215	1,987	2,590	556	3,146
Capacity in 2015	0	14,317	8,149	0	0	0	0	13,200	0
Demand 2015-2020	1,401	677	2,078	464	60	524	1,865	737	2,602
Capacity in 2020	0	10,932	0	0	0	0	0	9,515	0
Demand 2020-2025	1,274	684	1,958	0	0	0	1,274	684	1,958
Capacity in 2025	0	7,512	0	0	0	0	0	6,095	0
Depletion Year	**2007**	**>2025**	**2018**	**2007**	**2009**	**2008**	**2007**	**>2025**	**2012**

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Note: Residential capacity is expressed in terms of housing units. Projected housing demand is an annual average figure derived from 2004 updated population projections.

The South Central Tier has sufficient capacity to accommodate projected demand through the year 2012. The single-family supply is projected to be exhausted by 2007, whereas the multi-family supply is depleted beyond 2025. The projected demand for housing is higher in the western half and the capacity there is lower. This capacity is projected to be used up by 2008. In the eastern half, the projected depletion year is 2018.

Table 2-7
Residential Land Supply/Demand
South Dade Tier, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of US-1			West of US-1			South Miami-Dade Total		
	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types	Single Family	Multi-Family	Both Types
Capacity in 2003	21,470	23,526	44,996	7,430	818	8,248	28,900	24,344	53,244
Demand 2003-2010	1,217	325	1,542	366	41	407	1,583	366	1,949
Capacity in 2010	15,385	21,901	37,286	5,600	613	6,213	20,985	22,514	43,499
Demand 2010-2015	1,324	354	1,678	427	49	476	1,751	403	2,154
Capacity in 2015	8,765	20,131	28,896	3,465	368	3,833	12,230	20,499	32,729
Demand 2015-2020	2,967	790	3,757	1,390	189	1,579	4,357	979	5,336
Capacity in 2020	0	16,181	10,111	0	0	0	0	15,604	6,049
Demand 2020-2025	3,815	1,001	4,816	1,884	277	2,161	5,699	1,278	6,977
Capacity in 2025	0	11,176	0	0	0	0	0	9,214	0
Depletion Year	**2017**	**>2025**	**2022**	**2017**	**2016**	**2017**	**2017**	**>2025**	**2020**

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Note: Residential capacity is expressed in terms of housing units. Projected housing demand is an annual average figure derived from 2004 updated population projections.

The South Tier has sufficient capacity to accommodate projected demand to the year 2020, more than the other three tiers. The large capacity for single-family units is depleted in 2017, and multifamily capacity extends to beyond 2025. The projected demand for housing increases from 1,949 units per year in the 2005-2010 period to about 7,000 units a year in the 2020 to 2025 period. This is about 60 percent of the projected demand for the entire County and is a reflection of the availability of residential land for development in South Miami-Dade. The demand is higher in the eastern half where the capacity is also larger.

Commercial, Office and Industrial Land Needs

The Department's most recent assessment of commercial and industrial land availability is presented below. This will provide the reader with a picture of the existing land use character and development rates throughout the County for these types of uses.

The adequacy of the Plan's existing capacities to accommodate projected commercial and office development is evaluated both on a countywide basis, and for smaller areas of the County, namely the Planning Analysis Tiers and Minor Statistical Areas (MSAs). Absorption tables are presented for Commercial and Office, and Industrial land.

Projected Commercial and Industrial Land Supply and Demand

The Research Section of the Department of Planning and Zoning has conducted an inventory (2003) of the supply, and assessed the use of land for industrial and commercial development in Miami-Dade County to determine whether it can sustain projected commercial and industrial demand through the years 2015 and 2025. Following are estimates and projections of commercial and industrial absorption in Miami-Dade County.

Commercial Land

The first step in deriving countywide control totals was to obtain existing commercial acreage, commercial employment, and total population for the years 1994, 1998, 2000, 2001, and 2003. Secondly, a linear regression was run with commercial acres being the dependent variable and commercial employment and population as the independent variable. The regression coefficient was then applied to independently projected population and commercial employment to arrive at projected commercial land.

The next step consisted of the allocation of projected countywide demand for commercial land to each MSA. To obtain the MSA's share of the countywide demand for commercial land, the following procedures were followed: The annual change in in-use commercial land for the 1994-2003, 1998-2003, 2000-2003, 2001-2003, and 2003-2004 periods was calculated. Then the average of these 5 periods, by MSA, was computed. If the average was negative, the MSA's share was put as zero. Next, the growth in population from 2004 to 2025, for each MSA, was calculated. The final step involved averaging the annual growth in commercial land and the population growth for each MSA. This was done to better take into account the historical demand for commercial land and the projected growth in population by MSA and represents a refinement of the method as previously applied. Lastly, the countywide demand was distributed proportionately to the MSA's share of the total average growth (average of historical growth in "in-use" commercial land and projected population growth) for all MSAs. The end result is an annual absorption rate for the 2003-2025 period.

Table 2-8 presents countywide projections of commercial land absorption. For purposes of this analysis, the only vacant land considered to be commercial supply is land that is specifically zoned for business, professional office, office park, or designated "Business and Office" on the CDMP Land Use Plan (LUP) map. While vacant industrially zoned or designated land may be

and often is used for commercial use, for purposes of this analysis none was included in the commercial land supply.

The first four columns of Table 2-8 summarize the result of applying the method described. Countywide, the 3,229 acres of vacant commercially zoned or designated land available in 2003 would be depleted in the year 2023, at the average annual absorption rate of 159.98 acres. However, the projected depletion year varies from Tier to Tier. No Tier will deplete its supply before 2015. Individual MSAs reveal more variability. MSAs 1.1, 1.2, 1.3, 4.3, 4.6, 4.7, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 7.2, and 7.6 all will have depleted their supply of commercial land before 2015.

At this point, it is necessary to point out that the projected year of depletion provides only one indication of the areas of the County where additional land for commercial use may be warranted. However, it cannot be concluded that land for commercial use should automatically be added in the specific MSAs where the numbers indicate depletion before the year 2015. Because of the dual purposes of commercial land use, the land allocation process and planning for future land availability are more complex than the case of residential or industrial land use.

It is worth noting that by redeveloping or adding additional uses to existing sites, the existing supply would accommodate significant growth. A second consideration is that some commercial uses are "population serving" and should be distributed throughout the community with consideration for convenience to the residential population, while some commercial uses can be categorized as "export" uses which may be better located in areas having good transportation access to larger areas, and where other similar or complementary uses can agglomerate into commercial or employment centers. In this regard, "export" oriented commercial centers, like regional centers, industrial centers, and transportation facilities, can help give structure to the urban pattern and comprehensive planning should foster this.

In an effort to gauge what is an appropriate amount of commercial land to be allocated to "population serving" commercial uses, the ratio of commercial acres per 1,000 persons by MSA, Tier, and countywide was analyzed. The final two columns of Table 2-8 indicate commercial acres per 1,000 persons for each MSA, Tier and the countywide average. The countywide ratio for 2015 is projected to be 6.1 acres per 1,000 persons declining to 5.4 per 1,000 persons by the year 2025 if no industrial land is used and no further supply is added. While 6.1 acres per 1,000 persons is the County average, this includes regional centers, racetracks, commercial stadiums and other such commercial uses. If a local area registers a commercial land/population ratio below average, it does not necessarily indicate an undesirable condition. However, those MSAs or Tiers showing ratios significantly below the Tier or Countywide ratio should warrant closer review to determine whether the commercial needs of the area's population would be adequately met.

Table 2-8
Projected Absorption of Commercial Land
Miami-Dade County, Florida 2004 – 2025

Tier and Minor Statistical Area	Vacant Commercial Land 2004 (Acres)	Commercial Acres Acres in Use 2004 (Acres)	Avg. Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Commercial Acres per Thousand Persons 2015 (Acres)	2025 (Acres)
North Tier						
1.1	7.0	66.9	0.67	2014	3.2	3.0
2.1	103.9	1070.4	3.94	2025+	6.4	6.2
2.2	62.2	236.0	0.71	2025+	5.6	5.4
2.3	363.2	582.5	0.94	2025+	10.4	10.1
2.4	58.0	542.9	1.32	2025+	7.0	6.7
3.1	216.2	839.6	14.74	2019	4.1	4.0
Total	810.5	3,338.3	22.32	2025+	5.9	5.8
North Central Tier						
1.3	11.8	250.8	0.95	2016	2.2	2.2
3.2	429.3	1506.8	17.18	2025+	11.6	11.5
4.1	47.4	388.4	0.57	2025+	4.9	4.7
4.2	109.5	454.3	2.43	2025+	6.7	5.6
4.3	23.1	899.4	4.08	2010	7.3	6.8
4.4	1.9	70.2	0.15	2017	4.3	4.2
4.5	49.9	191.9	0.00	2025+	--	--
4.6	14.2	337.1	4.28	2007	6.5	5.5
4.7	69.1	343.5	5.41	2017	7.2	6.1
5.1	9.5	574.9	0.95	2014	4.4	4.4
Total	765.7	5,017.3	36.00	2025	6.8	6.4
South-Central Tier						
1.2	1.4	95.4	0.00	2025+	8.2	8.2
5.2	13.6	249.0	3.23	2008	3.9	3.0
5.3	19.6	612.5	2.29	2013	4.9	4.5
5.4	9.6	569.9	1.41	2011	5.5	5.5
5.5	28.8	539.9	2.31	2016	6.3	5.7
5.6	3.4	242.3	0.73	2009	6.7	6.2
5.7	19.7	256.4	0.60	2025+	9.3	8.7
5.8	19.6	103.7	4.44	2008	3.2	2.8
6.1	148.6	445.2	15.02	2014	2.8	2.7
6.2	370.4	408.0	9.55	2025+	4.5	4.5
Total	634.7	3,522.3	39.58	2020	4.6	4.4
South Tier						
7.1	118.3	304.8	5.83	2024	7.1	4.6
7.2	48.2	176.9	16.47	2007	4.4	3.1
7.3	200.3	203.6	3.22	2025+	10.6	6.8
7.4	438.4	262.2	13.95	2025+	9.1	5.1
7.5	362.8	428.5	17.52	2025	27.2	12.2
7.6	0.0	0.0	5.09	2004	0.0	0.0
Total	1,168.0	1,376.0	62.08	2023	9.7	5.7
Grand Total	**3,378.9**	**13,382.0**	**159.98**	**2025**	**6.2**	**5.5**

-- Insignificant population.

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, Research Section, July 2005.

Where both measures – projected commercial land depletion year and the commercial acres per 1,000 population ratio – indicate a future need for additional commercial land, it is probable that this need will become apparent during the projection period if no additional land is designated on the LUP map for Commercial or Office use. Thus, both the vacancy condition and the adequacy of the commercial land to population ratio need to be considered when determining locations where additional commercial land should or need not be added.

Another factor that must be considered is the existence of vacant industrial land. There has been a continuing pattern in which there is much crossover in the use of industrial land for commercial purposes. The Research Section of the Planning and Zoning Department analyzed a sample (5,614 acres) of vacant industrially zoned or designated land for the period between 1985-2000. It found that only 20.9 percent was developed for industrial uses and that 18.6 percent was still vacant and zoned or designated for industrial uses. Of the 5,614 vacant industrial land analyzed, 17 percent went to residential capacity, 4.4 percent was built residential, and 13 percent was built for transportation and utilities. Some 7.3 percent was built for commercial uses and 7.1 percent was rezoned to commercial uses. Only 39 percent of the sample of vacant industrially zoned acres in 1985 remained either vacant industrial or in industrial use in 2000. Hence, the availability of vacant industrial land must be appraised before the final determination is made to add more commercial land.

In addition to the traditional depletion analysis, a new procedure was added to analyze the adequacy of small-scale applications for commercial uses. The procedure is what is commonly known as a Trade Area analysis. It consists of drawing a radius (the size of the radius depends on the project's size) around the proposed project and computing the population, in-use commercial acreage, and the vacant commercially zoned land inside its radius. Using guidelines developed by the Urban Land Institute (See Table 2-9), the feasibility of the proposed project can be assessed.

Table 2-9
Trade Area Guidelines

Type	Gross Leasable Area	Minimum Population Support Required	Radius
Neighborhood	30,000-100,000	3,000-40,000	1 ½
Community	100,000-300,000	40,000-150,000	3-5
Regional	300,000+	150,000+	8-12

Source: Adopted from Urban Land Institute, 1985.

Industrial Land

Table 2-10 presents countywide projections of industrial land absorption. The first step in projecting Miami-Dade County's future industrial land use was to develop control totals for countywide use of this type of land in each projection year. Historical land use data for 1994, 1998, 2000, 2001, and 2003 was divided by relevant employment data to obtain employees per acre ratios for each year. The average ratio was applied to employment projections to obtain projected industrial land. Using historical land use data, the share of industrial land was projected and applied to the total for each projection year.

Before drawing conclusions from Table 2-10, the reader must consider the assumptions and methods used in developing the information presented, the high potential for cross-over among the land uses which may occur on industrially designated land, and the spatial distribution of uses and sites in the area. Much cross-over can occur among business, office, and industrial uses, with commercial uses occurring in industrially designated land and, in particular, office developments occurring on land zoned or designated either for industrial use or for business use.

It is inappropriate to draw conclusions regarding the adequacy or inadequacy of supply in any individual MSA solely from the information provided in Table 2-10, as well as the projected supply and demand in a single MSA; it is necessary to consider all types of land supply and also land in adjoining MSAs.

In projecting future demand for industrial land, historical consumption data available for such land Countywide and in each MSA were used. On this basis, average consumption of industrial land during the periods 1994-2003, 1998-2003, 2000-2003, and 2001-2003 was used to project the annual absorption rate for the next twenty-two years. In MSAs where definitional or data compatibility issues are encountered, appropriate adjustments have been made. The demand for industrial land conversion through 2025 was calculated reflecting the foregoing time period.

Referring to Table 2-10, the situation with respect to industrial land supply/demand can be readily assessed. In the North Tier, again MSA 1.1 has no industrial land available, but it is not considered an industrial area. Likewise, in the North-Central Tier, except MSAs 4.6 and 4.7, there appears to be no candidate for additional designations of industrial land. The MSAs in the South-Central Tier mostly have small or no amounts of industrial land, but correspondingly low absorption rates. In particular, MSA 1.2, 5.2, 5.5, 5.7, and 6.1 have no vacant industrial land available, but the areas exhibit low absorption rates. Thus, except MSA 5.6 no other MSA indicate a need for increasing the current supply. The large supply in MSA 6.2 can meet the needs in this Tier. Similarly, no MSA in the South Tier, except 7.6, shows deficient industrial land, and this far western MSA is unique in that it is almost totally outside the Urban Development Boundary, and is not a good industrial location. However, as mentioned in the section on commercial land, only about 39 percent of vacant-industrially zoned land is left for industrial use. If this were to continue, the countywide depletion year for industrial land will be 2019 instead of 2045.

Table 2-10
Projected Absorption of Industrial Land
Miami-Dade County, Florida 2003 – 2025

Tier and Minor Statistical Area	Vacant Industrial Land 2003 (Acres)	Industrial Acres Acres in Use 2003 (acres)	Avg. Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion
North Tier				
1.1	0.0	0.0	0.00	--
2.1	3.8	326.1	0.00	--
2.2	48.3	159.6	0.54	2025+
2.3	99.5	35.2	1.48	2025+
2.4	157.2	1,407.0	9.40	2020
3.1	516.1	909.0	9.74	2025+
Total	824.9	2,836.9	21.16	2025+
North Central Tier				
1.3	0.4	6.9	0.02	2023
3.2	2,338.4	4,829.6	68.71	2025+
4.1	9.8	157.5	0.0	--
4.2	64.8	738.2	1.59	2025+
4.3	23.4	517.2	0.00	--
4.4	0.0	3.9	0.00	--
4.5	67.0	127.2	0.00	--
4.6	5.8	307.0	2.72	2005
4.7	11.9	215.3	2.20	2008
5.1	3.6	53.1	0.07	2025+
Total	2,525.1	6,955.9	75.31	2025+
South-Central Tier				
1.2	0.0	0.0	0.00	--
5.2	0.0	11.0	0.02	2003
5.3	22.1	70.8	0.00	--
5.4	10.5	135.7	0.00	--
5.5	0.0	91.0	0.12	2003
5.6	0.2	13.1	0.20	2004
5.7	0.0	0.0	0.00	--
5.8	6.0	25.5	0.00	--
6.1	0.0	0.0	0.00	--
6.2	635.6	389.3	10.94	2025+
Total	674.4	736.4	11.28	2025+
South Tier				
7.1	16.8	18.8	0.00	--
7.2	256.7	237.6	2.17	2025+
7.3	74.9	112.3	0.91	2025+
7.4	93.1	23.6	0.27	2025+
7.5	213.7	103.7	0.73	2030+
7.6	0.0	0.0	0.00	--
Total	655.2	496.0	4.08	2025+
Grand Total	**4,679.6**	**11,025.2**	**111.83**	**2025+**

-- Insignificant demand.

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, Research Section, March 2005.

Services

The public services addressed in this section of the report are roadways, transit, water and sewer, solid waste, fire and rescue, parks and schools. Drainage is addressed in the Environmental Conditions section. Each of the services has been evaluated for current and future conditions within the Study Areas. The time horizons for the assessment of future conditions vary somewhat among the different services because of the variability in planning time frames used by the service agencies in their functional planning and programming of capital improvements. Applications were evaluated for the application's impact on the various services as compared with the impact of the currently planned use of the site, or the adequacy of existing and future service levels in meeting the demand generated by the application.

In accordance with state requirements, the CDMP now includes level of service (LOS) standards for roadways, transit, parks, water, sewer, solid waste, and stormwater drainage. These standards are used proactively by service and facility agencies as objectives to be met by their facility planning and service delivery programs. The County in its administration of the state-mandated service “concurrency” program also uses them reactively. The concurrency program mandates that development orders not be issued unless the necessary services are in place, or will be in place and operating at or above all adopted LOS, around the time the development will begin occupancy. In the evaluation of the merits or drawbacks of proposed amendments to the land use plan, each of the noted services is evaluated in terms of the adopted LOS standards using the most current information available.

Miami-Dade County's concurrency management procedures took effect in July 1989. The affected County service agencies have developed methods for determining LOS. The Department of Planning and Zoning (DP&Z) coordinates the administration and implementation of those methods. The methods used by DP&Z are parallel to those developed for concurrency regulatory determinations but are not identical in all cases. In some cases, concurrency review agencies are using relatively short-term time horizons for concurrency determinations because they are responding to immediate development permit requests and are interested in immediate conditions, or because a full update of a complex data base is not yet complete. Geographic sub-areas used for concurrency may not be identical to those used in this report for long-range Countywide planning. Consequently, the evaluations of LOS made for this report are not a substitute for official concurrency determinations. In keeping with the function of long-range comprehensive planning, this report endeavors to address anticipated long-range conditions.

The LOS conditions for stormwater drainage are discussed in conjunction with flood protection in the "Environmental Considerations" section of this chapter. The LOS conditions pertaining to each of the other services, and the methods that were used in developing the analysis for each Study Area, are described below.

A final note on services is that the CDMP is a body of broad policy adopted as a legislative, not regulatory, act of the Board of County Commissioners. The array of Plan elements and policies reflect consideration of a host of social and physical responsibilities of County government, including housing, economic growth, prudent environmental resource management, as well as service delivery policies and their fiscal implications. Accordingly, broad service implications

may be considered when evaluating proposals to amend the CDMP, in addition to whether or not a proposed Land Use Plan map amendment would meet LOS standards.

Roadways

Estimates of traffic conditions for each Study Area and Application Area were developed using standard transportation analysis methods. For each Study Area an analysis was performed to determine:

1. current traffic conditions within the Area (i.e. existing number of lanes and operating level of service);
2. projected roadway concurrency conditions (i.e. level of service considering reserved trips from approved developments and programmed roadway capacity improvements) with and without impact of the CDMP amendment applications; and
3. estimated impacts generated by each application, if approved, in terms of the number of potential peak-period trips projected for both the current CDMP land use designation and the proposed designation, and the difference.

Key sources of information used in conducting these analyses include the Transportation Element Adopted Components (May 1997 Edition as amended through April 12, 2001, Printed October 2001) and Support Components (April 1988); the Miami-Dade County Transportation Improvement Program, 2006 (June 2005); the Miami-Dade Transportation Plan Update to the Year 2030, Cost Feasible Plan (November 2004); and the most recent available traffic count data published monthly by the Miami-Dade County Public Works Department (MDCPW) and the Florida Department of Transportation (FDOT).

Level of Service

The roadway level of service (LOS) concept is applied nationwide as a qualitative assessment of the road user's perception of the quality of traffic flow, and, therefore, the degree of traffic congestion. The LOS 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. The LOS reflects the quality of flow as measured by a scale of driver satisfaction. The definitions and measures of LOS reflect a national consensus of driver quality of flow. Measures of effectiveness such as average travel speed or volume to capacity ratio have been developed to approximate these qualitative representations quantitatively. The measures used by Miami-Dade County are described below.

The LOS standard adopted by the County requires that LOS conditions be measured during the "peak period". The peak period is defined in the Traffic Circulation Subelement of the CDMP as the average of the two highest consecutive hours of traffic volume during a weekday. Current peak period LOS conditions were measured based on FDOT's ART-TAB Model, which is designed to replicate the procedures of the 2000 Highway Capacity Manual Update prepared by the Federal Highway Administration. Many different roadway and traffic characteristics are taken into consideration when using this model in order to produce roadway segment specific

measures of LOS. A summary of the adopted long-term LOS standard for roadways in Miami-Dade County is shown in Table 2-11.

Table 2-11
Traffic Circulation Peak Period* LOS Standard

Non-FIHS Roadways					
Location	Transit Availability				
	No Transit Service		20 Min. Headway Transit Service Within 1/2 Mile		Extraordinary Transit Service (Commuter Rail or Express Bus)
Outside UDB	LOS D-State Minor Arterials LOS C-County Roads and State Principal Arterials				
Between UIA and UDB	LOS D (90% of Capacity); or LOS E on SUMAs (100% Capacity)		LOS E (100% of Capacity)		120% of Capacity
Inside UIA	LOS E (100% of Capacity)		120% of Capacity		150% of Capacity
FIHS Roadways					
FIHS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	B	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities	B	D [E]	E	E	Manage
	NOTE: LOS inside of [brackets] applies to general use lanes only when exclusive through lanes exist.				

Source: Miami-Dade County Comprehensive Development Master Plan, May 1997, as amended.

Notes: Constrained FIHS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

FIHS= Florida Intrastate Highway System

UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), excluding the City of Islandia, and excluding the area north of SR 826 and west of I-95.

UDB= Urban Development Boundary

SUMA= State Urban Minor Arterial

*Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

Levels of service for the year 2015 were projected using a transportation planning computer model and are expressed as a volume-to-capacity ratio (v/c ratio), which is the ratio of the number of vehicles using the road to the road capacity. The 2015 v/c ratio model output is expressed using daily volumes. Roadways for the 2015 highway network are rated as follows:

V/C Ratio	Level of Service
0.70 or less	LOS B or better
0.71to 0.80	LOS C
0.81 to 0.90	LOS D
0.91 to 1.0	LOS E
1.0 or greater	LOS F

Analysis Method and Assumptions

The Miami-Dade County Metropolitan Planning Organization (MPO) adopted the Miami-Dade County Year 2030 Transportation Plan, Cost Feasible Plan, in November 2004. The 2030 Plan was developed to guide federal, state, and local transportation expenditures through the 25-year period. Improvements and extensions to the transportation system throughout the County will be governed by this Plan. Significant transit improvement projects listed in the 2030 Cost Feasible Plan include: rapid transit facilities for the North (NW 27 Avenue) Corridor, Kendall (SW 88 Street) Corridor, Northeast (Biscayne Boulevard) Transit Corridor and Douglas Road (NW 37 Avenue) Corridor Light rail transit is planned for a downtown Miami to Miami Beach connection in the MacArthur Causeway corridor. One heavy rail extension is planned to the existing Metrorail system: the Earlington Heights Connection, from Earlington Heights Metrorail Station to the Miami Intermodal Center (MIC). Non-motorized facilities (on-road bicycle lanes, off-road greenways and trails, and sidewalks) are also included in the Cost Feasible Plan.

An interim year 2015 network was used to portray background traffic conditions within each Study Area without considering the impacts of the CDMP amendment applications based on the model outputs of the MPO's 2030 Transportation Plan. The transportation model used is called the Florida Standard Urban Transportation Modeling Structure (FSUTMS). The interim year 2015 highway network includes proposed Priorities I and II highway capacity improvements for both state and County roadways. These roadway improvements are anticipated to be completed by the year 2015.

It is important to note that the FSUTMS model used for these analyses is the best available tool for conducting these impact assessments. However, the model was designed for large-area analyses; it uses traffic analysis zones (TAZs) as the smallest geographic units; and it uses a schematic roadway network. Because of its schematic characteristics, it will not yield the same results, as would a site- or area-specific traffic model or impact analysis when evaluating specific development proposals.

The analysis also includes the estimated total PM peak hour trip generation impacts of each application. The land use designation requested for each application is the basis for estimating the number of peak hour trips that could be generated. This is then compared to the number of peak hour trips projected for a probable use consistent with the current CDMP land use designation of the subject property. The particular use chosen is based on the most recent use of the property, or if it is vacant, the most intense use allowed for each designation or the most likely use given the current development trend in the area. Trips generated by the proposed amendment applications are estimated from the trip generation rates published in the Institute of Transportation Engineers' Trip Generation, 7th Edition (2003).

A near-term trip distribution and traffic concurrency impact analysis is prepared for each application with the assistance of the Miami-Dade County Public Works Department. These analyses reveal any potential impacts the applications may have on near-term traffic conditions in the vicinity of the application areas, accounting for current traffic conditions, programmed near-term road improvements, and the calculated impact of other pending developments in the

vicinity for which development orders have been issued. In some instances, an anticipated near term concurrency problem to be solved by Long Range Transportation Plan improvements would be reported as well as satisfactory near-term conditions projected to deteriorate without regard for the requested CDMP amendment.

Transit Service

Transit service analyzes were conducted for each CDMP Application Area with assistance from Miami-Dade Transit (MDT). The current transit service characteristics of each route that travels through each Study Area are described. Transit service is measured in terms of route capacity, that is, service headways and seating capacity. The transit service characteristics attributed to each area are based on the distance the route travels through the Study Area.

Projected transit service improvements for the year 2010 are based on:

1. projections of the additional transit trips that would be generated from the growth of each Study Area;
2. characteristics of each CDMP amendment application;
3. Miami-Dade Transit's Service Planning Guidelines for transit vehicle loading;
4. planned improvements included in MDT's 2005 Five-Year Transit Development program (TDP); and
5. adopted CDMP Level of Service (LOS) standard for transit.

The adopted CDMP LOS standard for transit states that the minimum peak-hour mass transit LOS for areas within the Urban Development Boundary (UDB) which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 60-minute headways and an average route spacing of one mile provided that:

1. the average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile, and the corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
2. it is estimated that there is sufficient demand to warrant the service;
3. the service is economically feasible; and
4. the expansion of transit service into new areas is not provided at the detriment of existing or planned services in higher density areas with greater need.

Relevant transit related characteristics of applications are reported, such as proximity of each application area to existing or anticipated routes, and connections of said routes with Metrorail. Regarding the CDMP-adopted LOS standard and criteria outlined above, if the future impact of each Application in each Study Area is found to result in a combined population and employment of less than 10,000 persons per square mile, or the area already has transit service with minimum headways of 60 minutes and is projected to continue to have such service, no new transit service would be required to meet the transit LOS standard.

MDT annually updates its Five-Year Transit Development Program (TDP). This document analyzes existing transit network conditions and identifies short-term future transit needs. The currently adopted 2005 TDP addresses the 2006-2010 time frame. A Recommended Service Plan (RSP) for 2010 has been developed to provide a guideline for replacement, expansion and improvement of the transit system. The RSP improvements are prioritized and assigned cost estimates for implementation.

Each study area is reviewed for planned transit improvements identified for implementation in the TDP based or projected needs. Descriptions of such improvements, as relevant to each study area, are provided along with cost estimates for implementation. Estimates of costs for service improvements were based on the entire route and then distributed according to the percentage of actual distance that each route traveled through a given Study Area.

Water and Sewer

Virtually all water and sewer service in Miami-Dade County is provided by either a municipal utility or the Miami-Dade Water and Sewer Department (WASD). Under long-standing County policy, water and sewer service is provided to developed areas within the year 2005 Urban Development Boundary (UDB) and is discouraged outside the UDB. WASD, the major utility in the County, operates regional water supply and sewage disposal systems which serve both incorporated and unincorporated areas. WASD's water treatment plants produce 87 percent of the County's public potable water supply. The regional sewage plants treat and dispose of over 99 percent of the wastewater treated by public utilities in the County. Programmed improvements to the WASD systems are ongoing in accordance with the Miami-Dade County Water Facilities Master Plan (2003), Wastewater Facilities Master Plan (2003), sanitary sewer Settlement Agreement with the Florida Department of Environmental Protection (FDEP), a First Partial Consent Decree and a Second Partial Final Consent Decree with the U.S. Environmental Protection Agency (EPA), and a Consent Order with the FDEP. Evaluation of sewer system capacity is based on criteria established in the first consent decree and may change after the Peak Flow Study that is required by the Second and Final Partial Consent Decree is completed in 2007.

In addition to WASD's regional system, fifteen municipalities are franchised to operate a water distribution system, and twelve municipalities to operate a sewage collection system within specified service areas. Within a franchised service area, the designated utility has the responsibility of providing service which meets the adopted Level Of Service (LOS) within the time frame of the Comprehensive Development Master Plan (CDMP).

Potable Water

The rated capacity, average daily flow, and maximum daily flow for municipal and WASD's water treatment plants are shown in Table 2-12. In addition, the Florida Keys Aqueduct Authority operates ten wells that provide potable water for the Florida Keys. These wells, located southwest of Florida City, have a 15.2 million gallons/day (mgd) average day and 17.4 mgd maximum day capacity.

Table 2-12
Capacity of County and Municipal
Water Treatment Plants

Water Treatment Plant	Maximum Permitted Raw Water Withdrawal (mgd)	Permitted Treatment Capacity (mgd)	Average Plant Production (mgd) (1)	Maximum Plant Production (mgd) (1)	Treatment Capacity Available (mgd)	Treatment Capacity Percentage Available (2)
COUNTY (WASD)						
REGIONAL SYSTEM TOTAL (3)	442.7	442.7	335.5	389.4	53.3	12.0%
Hialeah/Preston	235.0*	225.0	158.2	188.6	36.4	16.2%
Alexander Orr	241.7**	217.7	175.3	200.8	16.9	7.8%
SO. DADE SYSTEM TOTAL	13.4	12.03	7.16	9.1	3.00	24.6%
Leisure City		6.48	2.79			
Newton		2.01	2.07			
Naranja		1.38	0.08			
Elevated Tank		1.44	0.76			
Everglades LC		0.72	0.68			
WASD TOTAL	456.1	454.7	340.7	398.5	56.2	12.4%
MUNICIPAL						
Florida City	3.6	2.70	2.74	3.41	-0.41	-13.67%
Homestead	15.2	14.11	9.76	11.50	2.62	18.5%
North Miami TOTAL	9.3	18.10	13.04	14.10	4.00	22.1%
Winson Plant		9.00	8.68	9.48		
WASD Delivery (4)		9.10	4.36			
North Miami Beach TOTAL	17.7	39.9	27.96	29.43	10.47	26.2%
Norwood-Oeffler		17.7	14.96	17.12		
WASD Delivery (4)		22.3	13.00			
MUNICIPAL TOTAL (5)	45.8	74.8	53.50	41.51	33.29	44.5%

(1) Production based on raw water for a 12-month period, ending May 31, 2005
(2) Percent Capacity Available is calculated as Treatment Capacity Available/Permitted Treatment Capacity.
(3) Maximum day for regional system is not sum of individual max. days, it is the actual combined max. day (since the individual max. days do not necessarily occur on the same day.)
(4) Treated potable water is purchased wholesale from WASD and combined with water produced by the municipal plants.
(5) Includes treatment plants and interconnections
*Maximum permitted withdrawal capacity is 235 mgd. 10 mgd allocated to ASR.
** Maximum permitted withdrawal capacity is 241.7 mgd. 24 mgd allocated to ASR.
Source: Water Treatment Plant Monthly Operation Reports submitted to Department of Environmental Resources Management, 2005.
Miami-Dade Water and Sewer Department, 2005.

Water LOS

The adopted level of service (LOS) standard for the potable water supply requires that all federal, state, and county primary water quality standards for potable water must be met; that countywide storage capacity for finished water shall be no less than 15 percent of the countywide average daily demand; that the regional system shall operate with a rated capacity no less than two percent above the maximum day flow for the preceding year and an average daily capacity 2 percent above the average daily per capita system demand for the preceding 5 years. In addition, the LOS standard mandates that water will be delivered to users at a pressure no less than 20 pounds per square inch (psi). Unless otherwise approved by the Miami-Dade Fire Department, minimum fire flows must be maintained for specified land uses as shown in Table 2-13. All public water systems are currently meeting the adopted LOS for potable water.

Table 2-13
Water Distribution
Level of Service Standard for Minimum Fire Flows

Land Use	Fire Flow Delivered at 20 PSI (gallons per minute)
Business and Industry	3,000
Hospitals, Schools	2,000
Multi-family Residential; Semiprofessional Offices	1,500
Single Family and Duplex; Residential on minimum lots of 7,500 square feet	750
Single Family Residential; Estate Density	500

Source: CDMP Adopted Components, Water, Sewer, and Solid Waste Element.

Status

The Hialeah-Preston Water Treatment complex serves the area north of Flagler Street and the Alexander Orr Water Treatment Plant serves the area south of Flagler Street. WASD's regional network of water mains currently runs from the Broward County line on the north to approximately SW 248 Street on the south. The network connects the regional plants to all of the municipal systems between these boundaries. South of SW 248 Street, the unincorporated area is served by the South Miami-Dade Water System, which consists of several small plants formerly operated by Rex Utilities.

In February 1999, the South Florida Water Management District (SFWMD) issued a new water use permit for the Hialeah-Preston Water Treatment complex increasing the average day allocation to 199.19 mgd and the maximum day allocation to 235 mgd. In February 2004, the WASD submitted an application to renew the Hialeah-Preston Water Use Permit to the existing allocation of 199.19 mgd and to modify the maximum day allocation from 235.04 mgd to a maximum month allocation of 7,050 million gallons, in accordance with new SFWMD regulations.

An issue being addressed by the County is the upgrading of the Alexander Orr Treatment Plant's permitted rated capacity. The facility is permitted to treat 217.7 mgd, but is pending completion of a new line between the chlorine contact tanks and the filters, and a plant performance demonstration. It is anticipated that upon completion of this performance demonstration in 2005, DERM and the Miami-Dade County Public Health Department will issue a new plant treatment capacity for 248 mgd.

In May 2004, the WASD submitted a request to the SFWMD to consolidate its three water use permits into a single permit. The consolidation request was made for a 20-year permit that included the permit application for Hialeah-Preston, the outstanding permit modification for the Alexander Orr plant, and the active permit for the South Miami-Dade Water System. WASD is proceeding with the permit process of this application request.

In order to meet projected demands, the County began planning for a new potable water wellfield in western Miami-Dade County in the mid-1980s. At this time, the County has completed the first phase of the new West Wellfield, which includes three Biscayne Aquifer wells with a capacity to deliver 15 mgd and three upper Floridan Aquifer wells, drilled to about 1,700 feet. The upper Floridan Aquifer wells are used to inject freshwater from the Biscayne Aquifer during the wet season for recovery and use during the dry season, in a process called Aquifer Storage and Recovery (ASR). The water recovered from the ASR wells is blended with water from the Biscayne wells and sent to the plant for treatment. The ASR wells are currently under operational testing to determine the injection capacity and recovery efficiency. At the Southwest wellfield, three Biscayne Aquifer wells have been constructed and two ASR wells have been completed and are awaiting operational testing approval. At the Northwest Wellfield, two ASR wells are anticipated to be designed and constructed.

The need for increased raw water supply for the Alexander Orr Water Treatment Plant has implications that extend beyond the area currently served by this facility. The Hialeah-Preston Water Treatment Plan is limited in its ability to expand because of the lack of vacant land in its vicinity. This plant will be re-rated to 235 mgd. A new 13-mgd membrane water treatment plant is included in the WASD's Water Facilities Master Plan for 2012. However, based on current per capita use, it is estimated that the new plant will not be needed before 2025. The anticipated location for this plant will be on MDWASD property at the Northwest Wellfield. While WASD has improved interconnections between the southern and northern portions of the treated water distribution system now under construction, the same degree of interconnection is not feasible for the raw water system. In addition, master planning for the South Miami-Dade service area (formerly served by Rex Utilities) has resulted in a plan to construct a 20 mgd regional facility in southwest Miami-Dade near US 1 and SW 208 Street to serve the present South Miami-Dade service area and part of the Orr service area. The South Miami-Dade service area will cover approximately the unincorporated area south of SW 208 Street. According to this plan, three of the present South Miami-Dade service area wellfields and plants will be abandoned on the completion of the new regional facility. Three new wellfields will be constructed at Roberta Hunter Park, Caribbean Park, and the former South Miami Heights Water Treatment Plant. The wells anticipated for Rock Pit Park will be part of the Phase II construction of the plant. The new treatment plant and wellfields are projected to be in service by the beginning of 2009. The Newton and Everglades Labor Camp wellfields and plants will remain in service.

Water Resource Management

Allocation of water resources among environmental, agricultural and urban interests is a serious issue in South Florida. Miami-Dade County has initiated several programs aimed at water conservation and at evaluating alternative water resource technologies. WASD has implemented a water conservation program which includes: public education, the use of low-volume water-conserving fixtures in all new developments, prohibition of landscape irrigation between the hours of 9 AM and 5 PM, an inclined block rate structure, and, when necessary, reduced water pressure in the system to curtail use. WASD had established an aggressive program to reduce its "unaccounted for" water and is exploring several ways of implementing wastewater re-use. At the present time 16.2 mgd of treated wastewater is used at the three regional sewage treatment plants instead of potable water, and a public access reuse project has been built at FIU North Campus that uses 95,000 gallons per day of treated wastewater for landscape irrigation purposes. WASD has completed construction of facilities to reduce potable water usage and to treat effluent to levels making it suitable for irrigation water at the North and South District wastewater treatment plants.

The County worked with the South Florida Water Management District (SFWMD) on a water supply plan for the Lower East Coast, which includes Palm Beach, Broward, Miami-Dade and Monroe Counties, and a plan for the Lake Belt area in northern Miami-Dade County. Water supply for urban and agricultural use in Miami-Dade County was analyzed in the context of the entire South Florida water management system. Several potential water management and water storage options were evaluated.

Wastewater

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

Status

WASD operates three regional wastewater treatment plants in the North, Central and South Districts. Because the system is interconnected, the service districts, shown in Figure 2-6, have flexible boundaries, and some flows from one district can be diverted to other plants in the system. In 2004-2005, the total WASD regional system capacity is 368 mgd, and the annual average daily flow treated at the three plants totaled 286.8 mgd, or 78 percent of the design capacity of the regional system. (See Table 2-14) There has been a significant reduction in average flow into the regional system as the result of extensive infiltration and inflow prevention work.

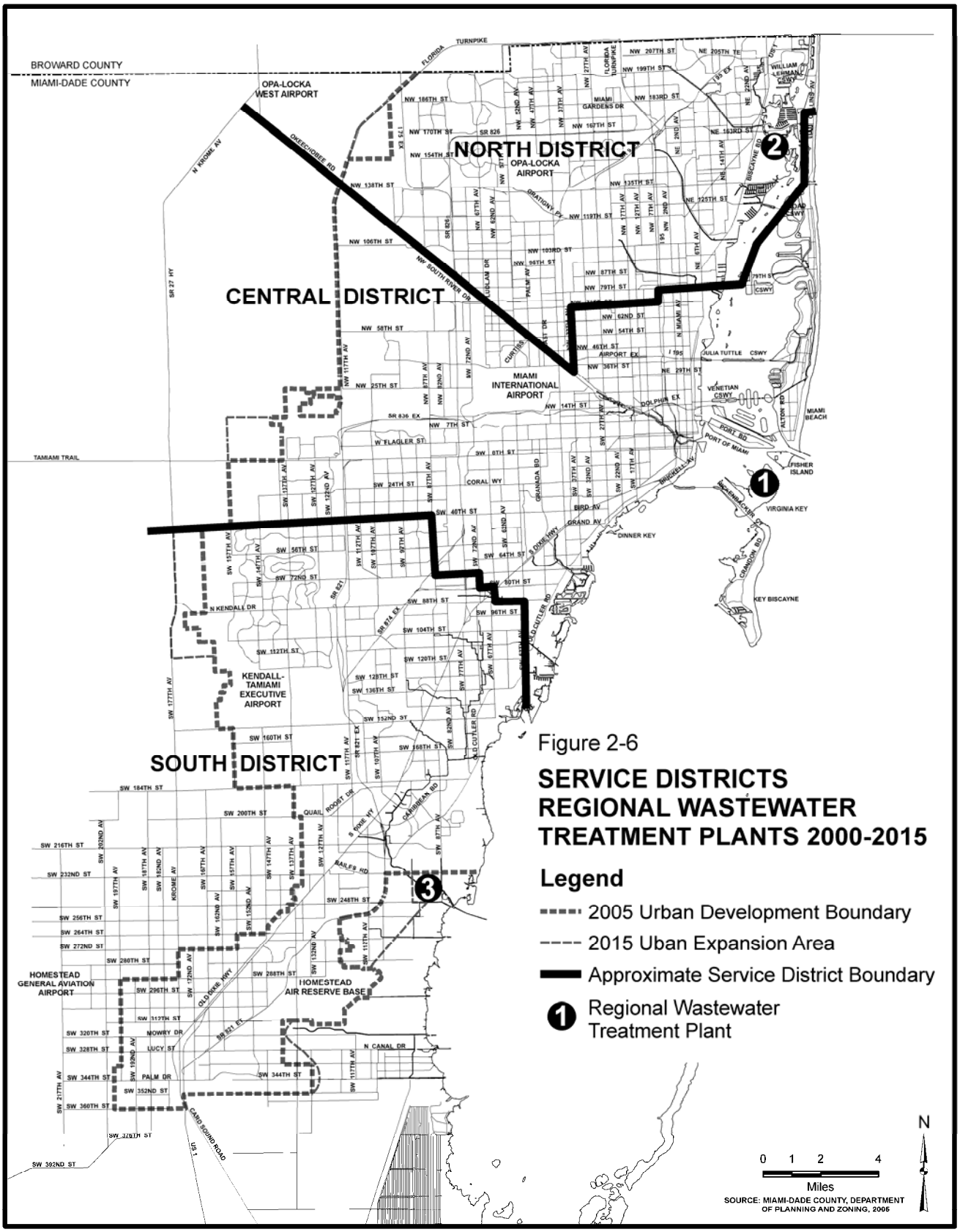

BROWARD COUNTY
MIAMI-DADE COUNTY
NORTH DISTRICT
CENTRAL DISTRICT
SOUTH DISTRICT
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
KENDALL-TAMIAMI EXECUTIVE AIRPORT
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
VIRGINIA KEY
KEY BISCAYNE
DINNER KEY
FISHER ISLAND
MIAMI BEACH
Figure 2-6
SERVICE DISTRICTS
REGIONAL WASTEWATER
TREATMENT PLANTS 2000-2015
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
Approximate Service District Boundary
Regional Wastewater Treatment Plant
N
0 1 2 4
Miles
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Table 2-14
Capacity of County and Municipal Wastewater Treatment Plants

Sewage Treatment Plant	Average Flow Design Capacity (mgd)	12 Month Average* (mgd)	Flow as Percent of Design Capacity	Long-Term Programmed Capacity (mgd)	Planned Capacity (mgd)	Effluent Disposal
MDWASD						
Central District WWTP	143.0	113.41	79%	143.0	143.0	Ocean Outfall
North District WWTP	112.5	83.75	74%	120.0	135.0	Ocean Outfall & Deep Well Injection
South District WWTP	112.5	89.15	79%	112.5	131.25	Deep Well Injection
Regional System Total	368.00	286.31	78%	375.5	409.25	
Municipal Plants						
Homestead	6.00	3.97	66%	6.00	6.00	Ponds & Trenches

* Twelve month period ending May 2005
Source: Department of Environmental Resources Management, 2005.
Miami-Dade Water and Sewer Department, 2005.

As the result of enforcement actions brought against Miami-Dade County by the State of Florida Department of Environmental Protection (FDEP) and the United States Environmental Protection Agency (EPA), Miami-Dade County agreed to construct more than $1.169 billion worth of improvements to its wastewater treatment plants, transmission mains and sewage

Major improvements included construction of a new Biscayne Bay sewer line, a force main interceptor at Flagler Street, a South Miami-Dade transmission main and new mains in North Miami-Dade. The County is subject to fines of $10,000 per day if it fails to complete the needed improvements on schedule. Construction of the Biscayne Bay sewer line was completed in August 1994.

Current Restrictions

Some of WASD's collection/transmission facilities have limited available capacity; consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and with the provisions of the Environmental Protection Agency Consent Decree. Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity in the sanitary sewer collection/transmission and treatment systems is

available at the point in time when the project will be contributing sewage to the system or if approval for alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity. Miami-Dade County has completed treatment plant expansion projects which will ultimately increase total treatment plant capacity to 375.5 mgd. A total of 851 wastewater transmission system projects, consisting of 630 pumping stations and 221 force mains, have been identified for compliance with the Consent Decree between the county and the Environmental Protection Agency. As of May 31, 2005, 781 projects have been completed, consisting of 581 pumping stations and 200 force mains.

Evaluation of Application Impacts

Although specific requirements under Chapter 24 of the Code of Miami-Dade County vary with land use, most new development in Miami-Dade County is required by Chapter 24 and CDMP policy to connect to the public water or sewer system, or to both. The timing of new development is heavily dependent on the availability of service connections. Where water and sewer lines do not exist and are not programmed, the necessary service connections may be provided by the developer. When construction is completed, the facilities are donated to the utility.

The proximity of an application to existing or programmed water and sewer lines is an important asset or constraint which can influence the feasibility of a site's development. For this reason, a map of major water and sewer lines and programmed improvements is presented for each of the Study Areas found in Chapter 1. In addition, the location of the nearest adequate water and sewer main connections is identified for each application area. The adequacy of available water and sewer service and capacity has been evaluated by DERM and WASD for each application.

In evaluating proposals to amend the Land Use Plan map, expected changes in water demand and wastewater generation which would result from the different land uses are estimated. This can be done only in a general way because each of the CDMP Land Use Plan map categories allows a variety of land uses to be approved. For example, the Industrial and Office category allows warehousing which creates little demand, office buildings and restaurants, and manufactures which could be large water users. When evaluating each proposed amendment, typical uses in the area are assumed.

The water and sewer demands for each application are summarized in Table 2-15. The water and sewer narratives for each Study Area in Chapter 1 provide water and sewer details for those application sites within the area.

Table 2-15
Water and Sewer Demand for Applications (1)

Application	Water and Sewer Demand (gallons per day – gpd) (2)	Change From Current Designation (gallons per day – gpd) (2)
1	67,800	+10,889
2	6,800	+1,550
3	193,800	+145,156
4	143,000	+72,400
5	1,629,732	+1,577,582
6	5,445	+5,445
7	47,045	+45,645
8b	6,000	+3,550
9	1,843	-649
10	405,650	+392,350
11	100,000	+97,550
12	8,712	+5,212
13	171,150	+165,550
14	12,977	-8,651
15	56,200	+11,050
16	36,600	+26,860
17	279,300	+257,950
18	92,400	+17,850
19	3,600	+800
20	36,800	+21,400
21	1,600	+550
22	100,800	+77,550
23	151,900	+147,000
24	30,100	+29,400
TOTAL APPLICATIONS	3,589,254	3,103,989

(1): Sewer demand at this time is calculated on a one-to-one ratio with water demand and therefore sewer demand for each application is identical to that of water demand.
(2): Highest demand possible under existing and proposed CDMP designations
Source: Department of Environmental Resources Management, 2005.
Department of Planning and Zoning, 2005.

Solid Waste Management

The Miami-Dade Department of Solid Waste Management (DSWM) oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements and regulations. In addition, the Department directs the countywide effort to comply with state regulations concerning recycling, household hazardous waste management and closure/maintenance of solid waste sites no longer in use. The locations of the County's disposal facilities and trash transfer stations are depicted in Figure 2-7.

Collection Services

The DSWM provides collection services to residential units in the unincorporated service area and several municipalities. The Department also operates 13 Neighborhood Trash and Recycling Centers for the residents of the waste collection service area to drop off yard trash, bulky items and recyclable materials such as used oil and white goods.

Residents in sparsely developed areas of the County outside of the waste collection service area are responsible for either delivering their waste to a proper disposal site or for contracting with a private hauler for waste collection service. Although the County offers commercial collection services, private haulers are usually employed by most commercial and multi-family establishments throughout the incorporated and unincorporated portions of the County, and the Department manages the licensing of these entities.

The majority of municipalities either operate their own collection departments or contract with private haulers for single-family residential waste collection service. The Department does, however, provide waste collection service to the municipalities of Aventura, Doral, Miami Gardens, Miami Lakes, Palmetto Bay, Pinecrest, Sunny Isles Beach, and Sweetwater.

Disposal System

The County maintains three major disposal sites including the Resources Recovery Facility, the South Miami-Dade Landfill, the North Miami-Dade Landfill and three regional transfer stations at 18701 NE 6th Avenue, 1150 NW 20th Street, and 2900 SW 72nd Avenue where waste is received from County collections operations as well as municipal and licensed private haulers. The County also has contracts with private disposal facilities for disposal of a share of the County's disposal tonnage. The waste that is received is compacted and transported to disposal sites in larger vehicles, thus reducing the number of trips to the more remote disposal sites and enabling the County to coordinate waste deliveries in order to meet the tonnage commitments to its various disposal contractors. The Miami-Dade DSWM projects disposing of 1.76 million tons in FY 04-05.

The Resources Recovery Facility at 6990 NW 97th Avenue is projected to receive 1,231,000 tons of waste in FY 04-05. This facility includes a waste processing plant, an electrical generating facility, and related support structures to handle garbage and trash and to recover usable energy and materials for recycling. Incoming waste is separated on the basis of combustibility and then shredded. The combustible fraction is burned to generate high-pressure, super-heated steam that

runs turbine generators for the production of electricity. About 197,000 tons of recyclable material is currently being recovered from this facility annually.

The South Dade Landfill is located on a 230-acre site near Black Point. This facility has had limited specialized use since Hurricane Andrew. Currently, Cells 1 and 2 are closed, Cell 3 is being used, and Cell 4 has been constructed. Approximately 457,000 tons of waste is projected to be disposed of at this facility in FY 04-05. In total, South Dade provides approximately 7.6 million tons (currently permitted and future) of remaining disposal capacity.

The North Dade Landfill is located on a 268-acre site near the Broward County Line at NW 47th Avenue. Approximately 265,000 tons of trash is projected to be disposed of at this landfill during FY 04-05. There is approximately 2.5 million tons of additional disposal capacity remaining at this site.

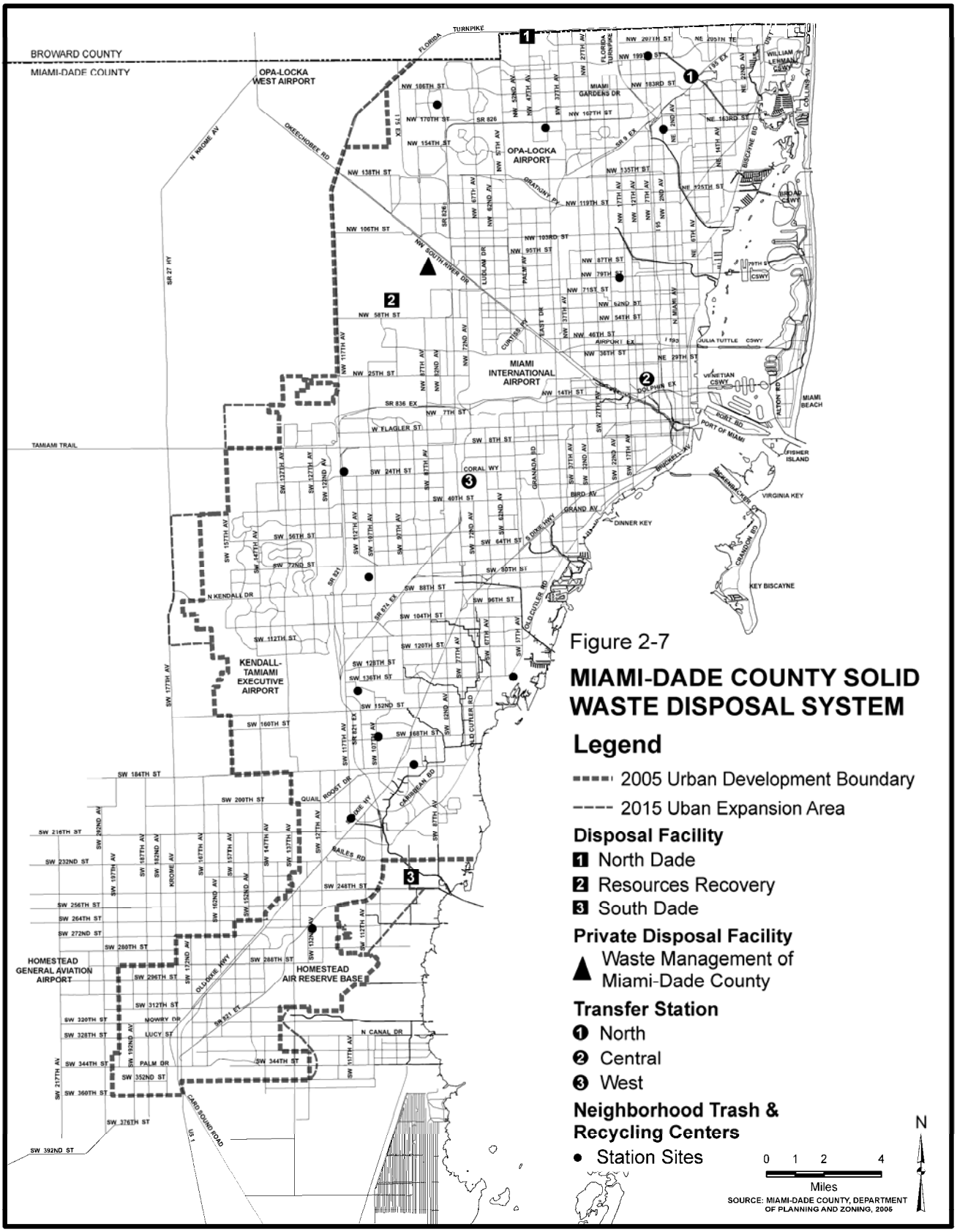
In addition to these County facilities, the County maintains a disposal service contact with Waste Management [100,000 to 500,000 tons per year (tpy) for 20 years with two five-year options to renew]. These arrangements allow for some flexibility in the amount delivered, permitting the County to maintain adequate capacity and meeting concurrency requirements even as demand varies.

Recycling

Curbside recycling for single-family residences in unincorporated Miami-Dade County was implemented in FY 90-91. The current contract with a private hauler expires in 2006. In addition, fifteen area municipalities have elected to participate in this joint contract, bringing the current total households served to approximately 333,000. Most of the remaining municipalities in Miami-Dade County offer recycling services to their residents either through municipal service or contracts with private haulers. Also, as of 1992, commercial and multi-family establishments are required by County ordinance to provide for a recycling program. The DSWM has been active in the educational and enforcement aspects of implementation of this requirement. Through these and other recycling programs, the DSWM seeks to achieve compliance with the state's recycling goals.

Level of Service Standard

The adopted level of service standard (LOS) for the County Solid 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 years. At the present time, the DSWM is projecting remaining available capacity in excess of the five-year standard.


BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
MIAMI INTERNATIONAL AIRPORT
KENDALL-TAMIAMI EXECUTIVE AIRPORT
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
TURNPIKE
FLORIDA
TAMIAMI TRAIL
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SR 27 HY
N KENDALL DR
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Fire Rescue

The Miami-Dade Fire Rescue Department (MDFR) along with the Coral Gables, Hialeah, Miami, Miami Beach and Key Biscayne municipal fire departments provide fire protection and emergency medical services to the residents of Miami-Dade County. During 2004, the population of MDFR's service area was comprised of approximately 1,619,657 residents, while the service area for the five municipal fire departments collectively was comprised of about 760,160 residents.

Demand for fire and rescue services continues to increase. Within MDFR's service area, alarms have increased by 167% from 77,035 in 1980 to 205,600 in 2004. In contrast, the population of the service area has increased 63% over the same period. Notwithstanding, the County has over 500,000 uninsured residents. This, coupled with the County's diverse demographics, explains why medical emergencies account for 75% of alarms. Structure fires have increased by 1% from 2003 to 2004. Heightened awareness of prevention techniques, increased inspections, installation of early warning systems and improved construction practices contribute to this minimal increase.

Service Level Factors

One of the most critical factors in any emergency incident is response time, which is measured from the time an alarm is received by 911 to the time the first unit arrives. Major variables affecting response time are station alarm activity and travel time from the station to the incident. As a result of MDFR's existing CAD system's inability to capture turnout time, travel time encompasses both time en route to an incident and turnout time. The busier a local station, the less likely those units will be available to respond, increasing the probability that a unit from a surrounding station will be dispatched. As a result, travel time to the incident will likely be increased. Another major factor affecting travel time is location. The distance from a station, as well as poor, congested or discontinued roads will increase travel time. These factors adversely impact the travel time of the first arriving unit, as well as those of other units responding on multiple-unit assignments, such as structure fire alarms. In areas of intense land use, the location of stations should facilitate several units working in tandem. The use of traffic calming devices such as barricades, speed bumps and lane narrowing obstructions also increases travel times.

Many factors, including existing alarm volumes, infrastructure development and other demographic changes are considered in planning new station locations. Maps I and II illustrate travel times in increments of 1, 5, 8, and greater than 10 minute intervals to life-threatening emergencies and structure fires. In 1994, MDFR revised targeted travel times from the traditional 3 and 6 minutes, based primarily on response to structure fires, to 6 and 8 minutes within and outside the Urban Development Boundary (UDB), respectively. This change correlated with a shift in service demand for medical emergencies. This standard is also in compliance with response time objectives for critical medical calls outlined in National Fire Protection Association (NFPA) standard 1710. Figure 2-8 depicts countywide response times for fire rescue.

Service Enhancements

MDFR continues its aggressive expansion in meeting the service demands as a result of development and population growth within the Fire District. In April 2003, West Kendall Station 57 was placed in service with a rescue unit. Two Advanced Life Support (ALS) suppression units were also placed in service pending future construction of permanent facilities for Palmetto Bay Station 62 and Highland Oaks Station 63. In March 2004, an ALS suppression unit was placed in service at Palm Springs North Station 44 pending construction of Miami West Lakes Station 64. This service was relocated to a temporary location on Commerce Way in August 2004. In July 2004, a rescue unit was placed in service at West Sunset Station 56, and in August 2004, an ALS suppression unit was placed in service at Bunche Park Station 54. In 2004, the ALS suppression unit temporarily placed in service at Sweetwater Station 29 was transferred to newly constructed Tamiami Station 58.

During fiscal year 2004-2005, MDFR will deploy two new ALS suppression units at existing Fountainbleau Station 48, and Honey Hill Station 51, and inaugurate Redland Station 60 with an ALS tanker. MDFR also plans to add two rescue units to service the Highland Oaks and East Homestead areas pending construction of stations 63 and 65 projected for fiscal year 2007. In 2005, MDFR also anticipates adding new rescue units to Palm Springs North Station 44 and Tamiami Station 58.

MDFR continues to implement a plan to enhance rescue capabilities by annually upgrading four Basic Life Support (BLS) suppression units to Advanced Life Support (ALS) suppression units staffed with two paramedics and two Emergency Medical Technicians and supplied with critical medical care equipment. These ALS units respond to both fires and life-threatening emergencies. By the third quarter of fiscal year 2005, MDFR will have 30 ALS suppression units in service with another 19 BLS suppression units awaiting upgrade.

In fiscal year 2005-2006, MDFR plans to add East Homestead Station 65. Rescue unit 65, temporarily located in Station 16, will be relocated to newly constructed East Homestead Station 65. Service units for the Palm Glades/Naranja and Trail areas will be in place by the end of fiscal year 2005-2006 pending construction of the stations.

Continuous assessment of station and service needs is required to ensure efficient and effective delivery of medical and fire services. It is anticipated that the new CAD system will expedite call dispatch and response. The new system will also capture turnout time and enhance unit tracking. CAD's Automatic Vehicle Locator (AVL) will allow the closest available unit to be dispatched to an incident. Additionally, MDFR is currently implementing a mechanized station/unit location model to facilitate rapid analysis in projecting service needs. The DECCAN Modeling System through its computer module called ADAM, utilizes projected population growth, projected increase in service call volume, establishment of infrastructure sites and established performance criteria to forecast areas with high service demand needs.

MDFR expects to develop future fire station locations through a comprehensive service demand evaluation while utilizing the assessment functionality provided by the DECCAN Modeling System. MDFR has already scheduled the construction and service for East Kendall Station 13,

Highland Oaks Station 63 and Village of Homestead Station 66 in fiscal year 2006-2007. ALS Engine 63, temporarily located at Station 8, and Rescue 63, temporarily located at Station 22, will be relocated to newly constructed Highland Oaks Station 63. During fiscal year 2007-2008, MDFR has scheduled the construction and service of Dolphin Station, Doral North Station, Trail Station, Naranja (Palm Glades) Station, and the acquisition of a new rescue unit for the West Little River Station 7. During fiscal year 2008-2009, MDFR has planned the construction and service for Eureka Station, Palmetto Bay Station and the Sunny Isles Station. Miami Lakes North Station and Beacon Glades Station are scheduled for construction and service during fiscal year 2010-2011.

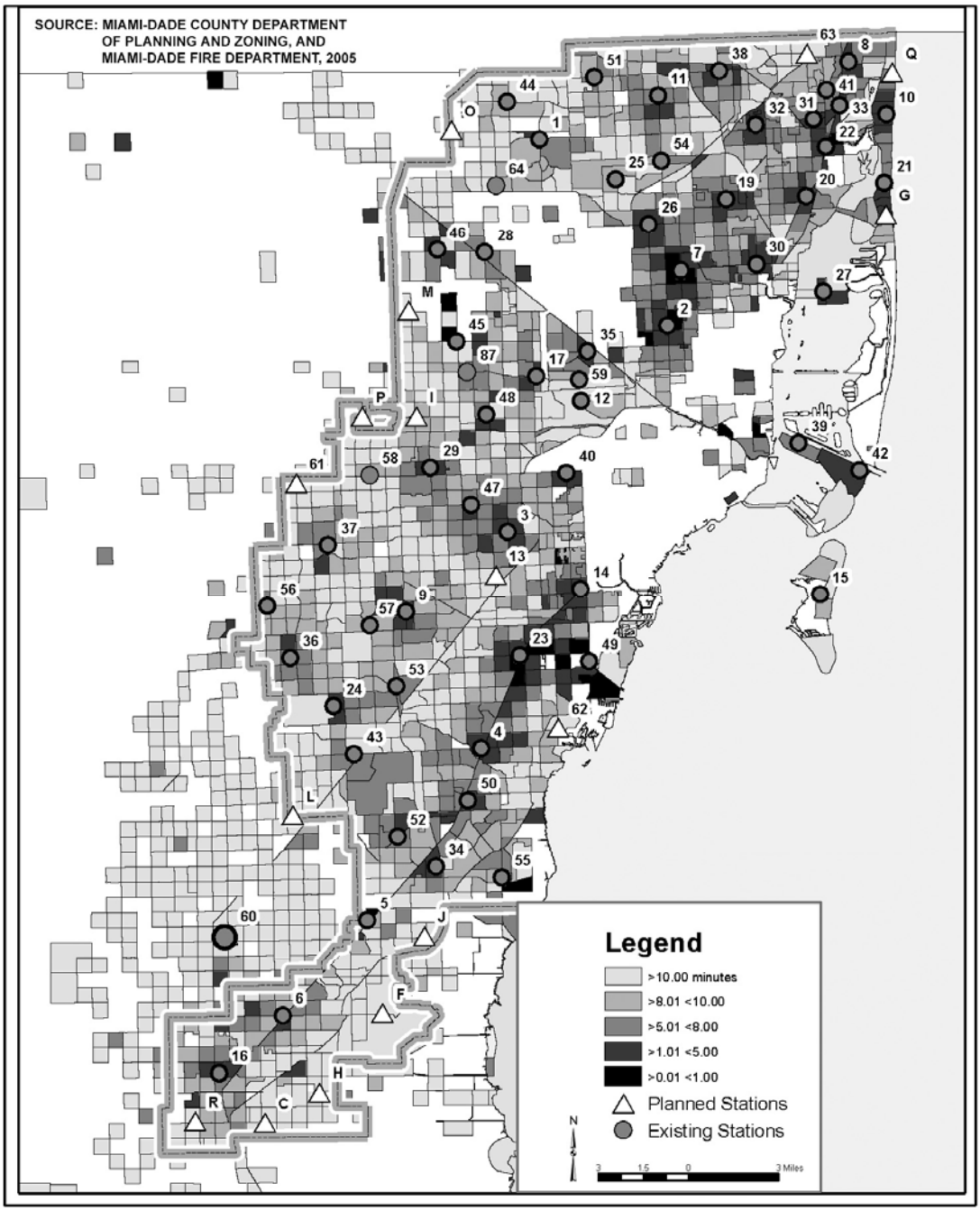
Water Service for Fire Suppression

Another determinant of the adequacy of fire protection is the availability of sufficient water flow rates and pressures. Specific County requirements are contained in the CDMP's potable Water Level of Service (LOS) Standard and are codified in Sections 2-103.20 and 2-103.21 of the Miami-Dade County Code (see Table I of the Fire Flow Ordinance). In general, the greater the intensity of use, the higher the fire flow requirements. The fire flow requirements per Applications are discussed further.

Fire flow deficiencies per area exist in scattered locations throughout the County, primarily residential areas predating the 1974 Fire Flow Ordinance that have not been redeveloped. MDFR is working with the Miami-Dade Water and Sewer Department in accessing fire flow throughout Miami-Dade County.

Figure 2-8 Fire-Rescue Response Time, 2004

Figure 2-8
FIRE-RESCUE RESPONSE TIME, 2004



Parks

Miami-Dade County residents benefit from a variety of parks offered by many different providers. Each provides a type of recreation and park land, facilities and services that is consistent with the provider's policies and service population needs. Within Miami-Dade County, recreation and open spaces include federal parks and preserves, state parks and water conservation areas and County and municipal parks. In 2005, there are a total of 779 recreational facilities and open space areas, of which 21 are under federal and state jurisdiction, 268 parks are under County jurisdiction and 490 parks are under municipal jurisdiction. Total park acreage in Miami-Dade County includes 1,200,121 acres (see Table 2-16). Several County parks were lost due to conveyance of parks from incorporations in 2005.

Table 2-16
2005 Countywide Recreation & Open Space Inventory

Jurisdiction	Miami-Dade County		Municipal		State/ Federal		Total	
	Sites	Acres	Sites	Acres	Sites	Acres	Sites	Acres
TOTAL	268	12,522	490	3,718	21	1,183,881	779	1,200,121

Source: Miami-Dade County Park and Recreation Department, 2005

The Miami-Dade County Park and Recreation Department (PARD) provides recreation and parkland, facilities and services to Miami-Dade County in two primary ways. First, the PARD provides local recreation open space for Unincorporated Municipal Service Area (UMSA) residents who comprise about 55 percent of the County's population. Second, the County provides countywide recreation open space for both UMSA residents and residents of the other 32 municipal areas. Typically, the PARD does not provide local park services to municipal residents unless an intergovernmental agreement exists, and then such services would be limited.

PARD countywide parks are large and diverse and include such areas as beaches, natural area preserves, historic sites, and unique places such as Miami-Metrozoo. Local parks are commonly much smaller and in the form of neighborhood, community and district properties. At present, the PARD offers 81 countywide parks and 187 local parks. Additional local recreation open spaces available for public use also include recreation facilities within public schools, colleges, and universities, as well as privately owned local recreation open spaces within homeowner association areas.

Annually, the inventory of PARD recreation open space sites and acreage varies according to incorporations, land acquisitions and transfer of maintenance responsibility to other County departments or government entities.

The Miami-Dade County Park and Recreation Department operates and maintains a system of 12,522 acres of parkland that includes the two categories of countywide and local parks, as well as County-owned Environmentally Endangered Lands (EEL) that are adjacent or contiguous to PARD properties and managed as County parks. Countywide parks serve all residents and tourists, while local parks serve UMSA residents. Within these two general categories, County parks are further classified on the basis of their primary function, size, and degree of

facility/program development. The characteristics of the various classes of parks are summarized in Table 2-17.

Table 2-17
Miami-Dade County Recreation & Open Space Classifications

Countywide					Local				
Criteria	Metropolitan	Natural Area Preserves	Greenway	Special Activity	District	Single-purpose	Community	Neighborhood	Mini Park
Primary Orientation	Resource	Resource	Resource	Resource	User	User	User	User	User
Staff	Yes	Varies	No	Yes	Yes	Yes	Yes	No	No
Available Programs	Varies	Varies	No	Yes	Yes	Yes	Yes	No	No
Acres	Varies	Varies	Varies	Varies	200 +	Varies	20-100	1-10	½
Service Area	County-wide	County-wide	County-wide	County-wide	5 miles	3 miles	3.5 miles	1 mile	.5 mile

Source: (1) Miami-Dade Parks and Recreation Department, 2005
(2) Miami-Dade Park and Recreation Areas- Summary of Park Classification, December 2005

Park Classifications

Countywide parks support the recreational needs of incorporated and unincorporated area residents and tourists that can only be accommodated within larger, resource-based parks. They serve large populations and draw users from great distances. Countywide parks provided by the County include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, and Greenways.

Metropolitan Parks are large resource-oriented parks. Generally, these parks preserve valuable natural and historical resources while providing a broad mix of resource-dependent recreation opportunities. They typically include prominent water features. For example, Crandon Park provides numerous compatible recreational activities to park users, while at the same time preserving 343 acres of coastal wetland and 48 acres of coastal hammock as natural areas.

Natural Area Preserves are ecologically unique, resource-based parks that are only minimally improved with interpretive facilities and trails. Examples include Castellow Hammock Preserve, Nixon Smiley Pineland Preserve, and the R. Hardy Matheson Preserve.

Special Activity Areas vary greatly, but they typically are large and provide a unique recreational opportunity centered on a single theme. Miami-Metrozoo and Redland Fruit and Spice Park illustrate the diverse nature of Special Activity Areas.

Greenways are linear open spaces that provide a select range of recreation and conservation activities. Greenway parks include horse trails, bike paths, canoe trails, and conservation corridors that often link parks and other public facilities. Greenways are specialized recreational facilities that often include linear modes of transportation or a natural feature such as a trail, canal, or stream.

As shown in Table 2-18, 702,591 acres (43%) of the countywide recreational open space in Miami-Dade County is located within the boundaries of two national parks: Everglades National Park with 521,591 acres and Biscayne National Park with 181,000 acres. National preserves account for 30,302 acres (2%). An additional 476,683 acres (29%) of countywide recreational open space are located in State Conservation Areas. Federal and State Special Activity Parks account for 410,893 acres (25%). State Parks and other state owned recreation areas account for 1,619 acres (<1%) of countywide parkland. County and municipal countywide park land account for 9,347 acres (<1%).

Table 2-18
2005 Countywide Recreation & Open Space Inventory

Park Class	Miami-Dade County Sites	Miami-Dade County Acres	Other Govt. Sites	Other Gov't Acreage	Total Sites	Total Acres
National Parks	-	-	2	702,591	2	702,591
National Preserves	-	-	2	30,302	2	30,302
State Parks	-	-	4	1,619	4	1,619
State Conservation Areas	-	-	15	479,226	15	479,226
Metropolitan Parks	15	3,925	3	222	18	4,147
Natural Area Preserves	15	1,695	31	-	46	1,695
Special Activity	26	3,603	39	410,893	65	414,496
Greenways	25	124	4	-	29	124
TOTAL	81	9,347	100	1,624,853	181	1,634,200

Source: (1) Inventory of Recreation Open Spaces, Miami-Dade Park and Recreation Department, 2005
(2) Florida Department of Environmental Protection, Division of Park and Recreation, 2004

Local Parks

Local parks are the County's functional equivalent of municipal parks and are designed to fulfill the specific recreational needs of unincorporated area residents. There are 187 local County parks totaling 3,174.62 acres that include District, Community, Single Purpose, Neighborhood and Mini-Parks. There are an additional 413 local parks totaling 2,604 acres of park land in municipalities. Local parks have smaller service populations than countywide parks, drawing users principally from surrounding residential neighborhoods and communities.

Table 2-19 summarizes local park land by park class, and differentiates between the total number of County-owned park acres and acres for other government agencies.

Table 2-19
2005 Local Parkland Inventory Summary

Park Class	Miami-Dade County Sites	Miami-Dade County Acres	Other Gov't Sites	Other Gov't Acres	Total Sites	Total Acres
District	7	1,523.25	3	896	10	2,419.25
Single Purpose	13	137.17	25	116	38	253.17
Community	53	1,044.09	124	1,138	177	2,182.09
Neighborhood	81	445.74	90	371	171	816.74
Mini-Parks	33	24.37	171	83	204	107.37
TOTAL	187	3,174.62	413	2,604	600	5,778.62

Source: Inventory of Local Recreation Open Spaces, Miami-Dade Park and Recreation Dept., 2005

District Parks are large-sized user-oriented parks that provide extensive recreational facilities and staffed recreational programs to UMSA residents living within many different communities. They also provide recreational facilities and programming to municipal residents. For example, Tropical Park offers swimming, picnicking, athletic fields, game courts, and supervised recreational programs to the residents living in west-central portions of the County.

Community Parks are medium-sized user-oriented parks that provide recreational facilities and staff programming to residents living within nearby communities. These parks focus on an aggregate of neighborhoods within a three and one-half mile radius of the park. Typically, community parks include a combination of active and passive areas, tot-lots, lighted athletic fields and game courts, and a staffed recreation building.

Single-Purpose Parks are smaller, user-oriented parks that provide single themed recreational facilities that meet the specific recreational needs of local residential communities. Tennis, boxing, and youth athletics are examples of the recreational opportunities provided at these parks. Unlike other County parks, single-purpose parks are sometimes operated by non-profit service organizations, and most include lighted facilities.

Neighborhood Parks are small-sized user-oriented parks that meet the recreational needs of individual neighborhoods, usually within one and one-half miles of the park. Most neighborhood parks are passive, unstaffed areas that typically include tot lots, multi-purpose courts, open playfields, and a picnic shelter. These facilities are generally open only during daylight hours since the facilities have no lighting.

Mini-parks are among the smallest parks, typically less than one-half acre, that provide a passive recreational setting for residents in various neighborhoods. The vast majority of mini-parks include tot-lots, walking and sitting areas, and open space. These facilities are unlit, walk-to type parks, and include a number of special taxing districts and common open spaces that are maintained by the Department.

Level of Service Standards

The County has adopted a Level of Service (LOS) standard of 2.75 acres of local recreation open space per 1,000 unincorporated area residents. Local recreation open spaces include: (1) County provided district, mini-, neighborhood, community, and single-purpose parks; (2) portions of County-provided countywide parks that function and are designated as local parks in the implementation of the Miami-Dade Service Concurrency Management Program; (3) portions of public school and public college playfields; and (4) 50 percent of the recreation open space provided at private developments in the unincorporated area. As of July 2005, there were 4,334.02 acres of local recreation open space, including 3,018.56 acres of local and designated portions of countywide parks, 1,083.45 acres of public school and public college playfields, and 232.01 acres of privately provided open space (see Table 2-20).

As required by Chapter 163, Florida Statutes, and the Miami-Dade Service Concurrency Management Program, the Park and Recreation Department calculates the Level of Service provided in each of the County's three Park Benefit Districts (PBDs). Figure 2-9 illustrates and Table 2-20 summarizes the Level of Service conditions by Park Benefit District as of July 2005.

Table 2-20
2005 Local Recreation Open Space Level of Service

Park Benefit District	Unincorporated Population (1) Plus Permitted Development	Standard @ 2.75 Acres Per 1000 (Acres)	Public Park Acres (2)	School Acres (3)	Private Open Space Acres (4)	Total Recreation Open Space Acreage	Surplus (Deficit) Acres	Percent of Standard (%)
1	361,845	995.06	963.51	491.02	85.32	1,539.85	544.79	155
2	544,441	1,497.21	1,476.12	466.13	139.79	2,082.04	584.83	139
3	183,987	505.95	578.93	126.30	6.90	712.13	206.18	141
TOTAL	1,090,273	2,998.22	3,018.56	1,083.45	232.01	4,334.02	1,335.80	145

Source: (1) Miami Dade Department of Planning and Zoning, July 2004
(2) Miami-Dade County Park and Recreation Department, Planning and Research Division, July 2005
(3) Miami-Dade County School Board, Site Planning Department
(4)Private Open Space is one-half of total private acres.

The Park and Recreation Department also estimates the Year 2010 Level of Service. This estimate relies on acreage projections of: (1) local parks expected to be purchased through impact fees; (2) pending donations, covenants, and long-term lease agreements; (3) acquisitions funded by Safe Neighborhood Park and Quality Neighborhood Initiative Bond Programs; and (4) school playfield acquisition. Table 2-21 summarizes projected local recreation open space additions between the years 2005 to 2010.

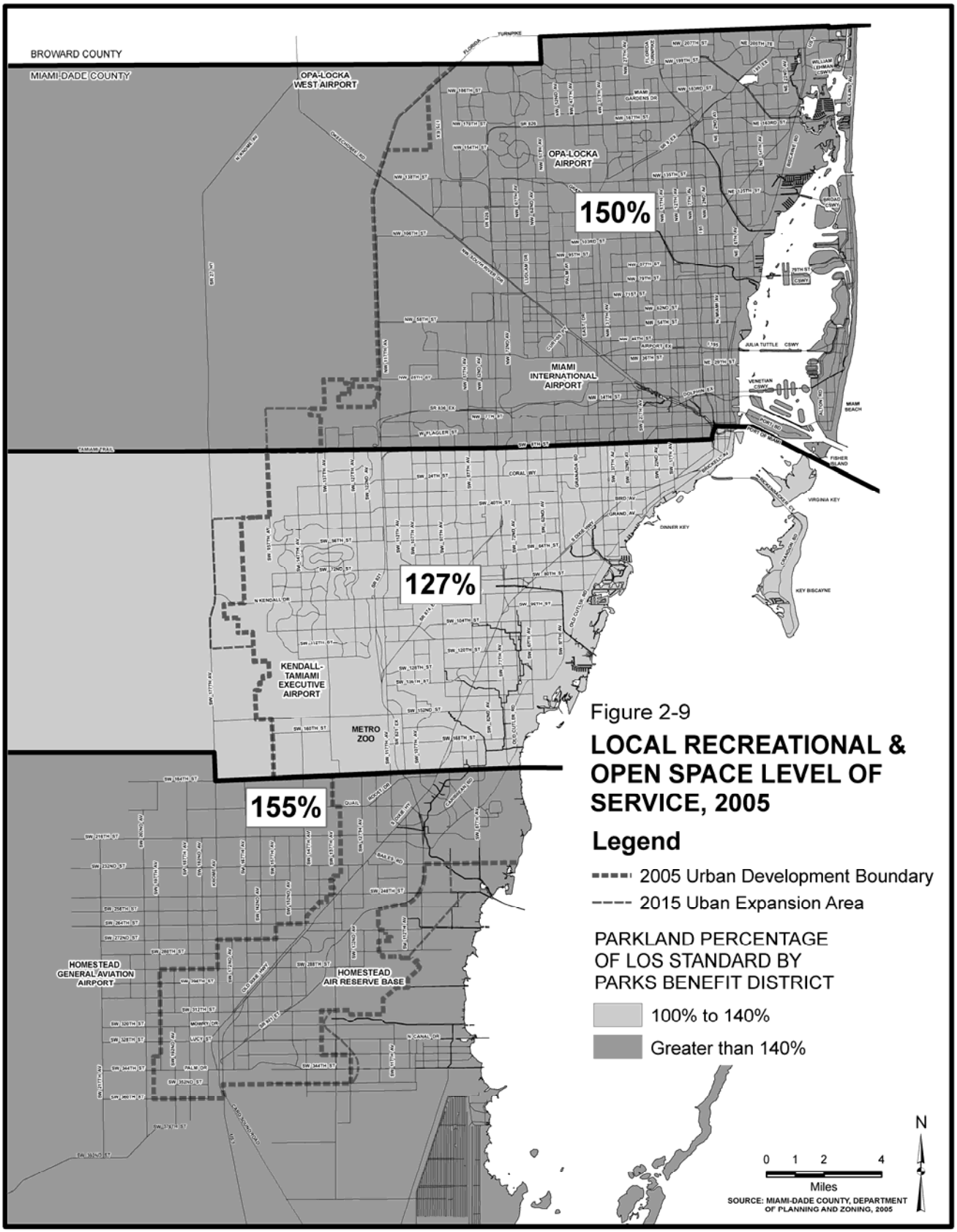

BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
OPA-LOCKA AIRPORT
150%
MIAMI INTERNATIONAL AIRPORT
127%
KENDALL-TAMIAMI EXECUTIVE AIRPORT
METRO ZOO
155%
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
Figure 2-9
LOCAL RECREATIONAL & OPEN SPACE LEVEL OF SERVICE, 2005
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
PARKLAND PERCENTAGE OF LOS STANDARD BY PARKS BENEFIT DISTRICT
100% to 140%
Greater than 140%
0 1 2 4
Miles
N
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Table 2-21
2005-2010 Projected Local Recreation Open Space Additions

Park Benefit District	Impact Fee Acquisitions (1) (Acres)	Covenant Dedications (2) (Acres)	Bond Acquisition (Acres)	School Playfields (3) (Acres)	Projected Total Additions (Acres)
1	51.60	51	0	11	113.60
2	62.95	9	1	31	103.95
3	29.15	18	0	4	51.15
TOTAL	143.70	78	1	46	268.70

Notes: (1) Based on approved and projected residential development. Computed in accordance with the Park Impact Fee Ordinance No. 90-95
(2) Previously approved developer dedications.
(3) Based on School Board's 1995-2001 new construction plans, and State Department of Education for 1999-2001.
Source: Miami-Dade County Park and Recreation Department, Planning and Research Division, 2005
Miami-Dade County School Board, Site Planning Department, 2005.

Table 2-22 summarizes Years 2005-2010 Levels of Service. The estimates in the "Year 2010 Surplus/Deficit Acres" column in Table 2-22 shows that the County needs to continue to acquire more land in PBD 1 in order to accommodate the Year 2010 population if park impact fees, developer dedications, and new school playfields produce the acreage as estimated in Table 2-22. PBDs 2 and 3 will meet the needs of the projected Year 2010 population with surplus local recreation and open space acres.

Table 2-22
Projected 2005-2010 Local Recreation Open Space Level of Service

Park Benefit District	Projected 2010 Unincorporated Population (1)	2005 Total Recreation Open Space Acreage (2)	2005-2010 Public Park Land Acres Addition (2)	2005-2010 School Play-field Acres Addition (3)	2010 Total Local Open Space Acres	Standard @ 2.75 Acres Per 1,000 (Acres)	Year 2010 Surplus/ (Deficit) Acres	2010 Percent of Standard
1	399,608	1,539.85	102.60	11	1,653.45	1,098.92	554.53	150.46
2	624,882	2,082.04	72.95	31	2,184.99	1,718.43	466.56	127.15
3	179,321	712.13	47.15	4	763.28	493.13	270.15	154.78
TOTAL	1,203,811	4,334.02	222.70	46	4,601.72	3,310.48	1,291.24	139.00

Sources: 1) Miami-Dade County Department of Planning and Zoning, Research Section, July 2002
2) Miami-Dade County Park and Recreation Department, Planning and Research Division, July 2005 – Park Ordinance (90-59), previously approved developer donations, and General Obligation Bond Acquisition: Safe Neighborhood Park Act of 1996.
(3) Miami-Dade County School Board, Site Planning Department, 2000.

Existing Plans

During FY 2005-2006, 33 acres of local recreation open space are projected to be acquired through Park Impact Fees, Safe Neighborhood Park Bond and Quality Neighborhood Initiative Bond, School Board acquisitions, and other means (see Table 2-23).

Table 2-23
2005-2006 Programmed Recreation Open Space Acquisitions

Park Benefit District	2005-2006 Public Park Land Additions Acres (1)	2005-2006 School Playfield Additions Acres (2)	2005-2006 Total Combined Additions Acres
1	11	5	16
2	3	9	12
3	5	0	5
TOTAL	19	14	33

Source: Miami-Dade County Park and Recreation Department, Planning and Research Division, July 2005
(1) Based on Park Impact Fee Ordinance (90-59) and previously approved developer donations.
(2) Miami-Dade County School Board, Site Planning Department, 2000.
Note: No additional private open space acres are included.

Constraints

There are a number of constraints to the Park and Recreation Department's ability to adequately acquire, maintain and operate existing and proposed parks. These constraints include: 1) budget reductions that reduce staff's ability to manage and operate existing parks, much less new parks; 2) inadequate funding from bond and impact fees for the acquisition of neighborhood and community parks; and 3) the uncertainty of maintaining County-owned parks within areas considering incorporation.

Cumulative Impacts of Applications

Table 2-24 describes the cumulative total of all proposed amendments at the Park Benefit District level. If all applications within Park Benefit District 1 were to be approved, 11.77-acres of additional park land would be needed to serve the increased population. Within Park Benefit District 2, 20.39-acres of additional park land would be needed to serve the increased population if all applications in this district were approved. Park Benefit District 3 would need an additional 30.45-acres of park land were all applications within this District approved. If the applications in all three Park Benefit Districts were approved, a total of 62.61-acres of park land would be needed to serve the increased population.

Table 2-24
Projected Level of Service after Proposed Applications

Park Benefit District	2010 Projected Local Open Space Acres	Standard @ 2.75 Acres Per 1,000 (Acres)	Year 2010 Surplus/ (Deficit) Acres	2010 Percent of Standard	2005 Proposed Application Acreage Requirements	Year 2010 Surplus/ (Deficit) Acres including 2005 Proposed Applications	Year 2010 Percent of Standard including 2005 Proposed Applications
1	1,653.45	1,098.92	554.53	150.46	11.77	542.76	149.39
2	2,184.99	1,718.43	466.56	127.15	20.39	446.17	125.96
3	763.28	493.13	270.15	154.78	30.45	239.70	148.61
Total	4,601.72	3,310.48	1,291.24	139.00	62.61	1228.63	137.11

Public Schools

Public schools were evaluated for existing conditions, and for projected conditions after the completion of the projects programmed under the Miami-Dade County School System's ongoing $2.0 billion construction program. Almost half of these funds are derived from a $980 million bond issue approved on March 8, 1988; the remaining $1.02 billion represents projected revenues from other state and local sources.

Analysis Method

The adequacy of existing schools was evaluated based on October 2004 membership of each public school, the Florida Inventory of School Houses (FISH) design capacity, which includes permanent and relocatable (portables) student stations and the FISH percent rate. Optimally, the number of students enrolled at a particular school facility should not exceed the number of permanent student stations.

The Interlocal Agreement, between Miami-Dade County, the Cities of Miami-Dade County and the Miami-Dade County School Board for Public School Facility Planning (Interlocal Agreement), requires the reporting and reviewing of the individual applications based on FISH design capacity and percent rates. The Countywide and Planning Analysis Tiers School Facility Rates are reported using the FISH design capacity and percent rates.

According to figures provided by Miami-Dade County Public Schools, mainstream public school facilities had a total enrollment of 333,742 and a total FISH design capacity of 285,902 in October 2004, resulting in a systemwide FISH capacity rate of 117 percent.

Existing Conditions Countywide

As stated above, in October 2004, there were 333,742 students attending Miami-Dade County's 293 mainstream public schools (this excludes magnet and charter schools).

The 206 elementary schools (including 15 primary learning centers and 10 K-8 centers) had an October 2004 membership of 160,536 and a FISH design capacity of 147,931 for a systemwide FISH percent rate of 109 percent. See Table 2-25 and Figure 2-10 for elementary school FISH percent rates.

The 54 middle schools had an October 2004 membership of 75,457 and a FISH design capacity of 60,201 for a systemwide FISH percent rate of 125 percent. See Table 2-25 and Figure 2-11 for middle school FISH percent rates.

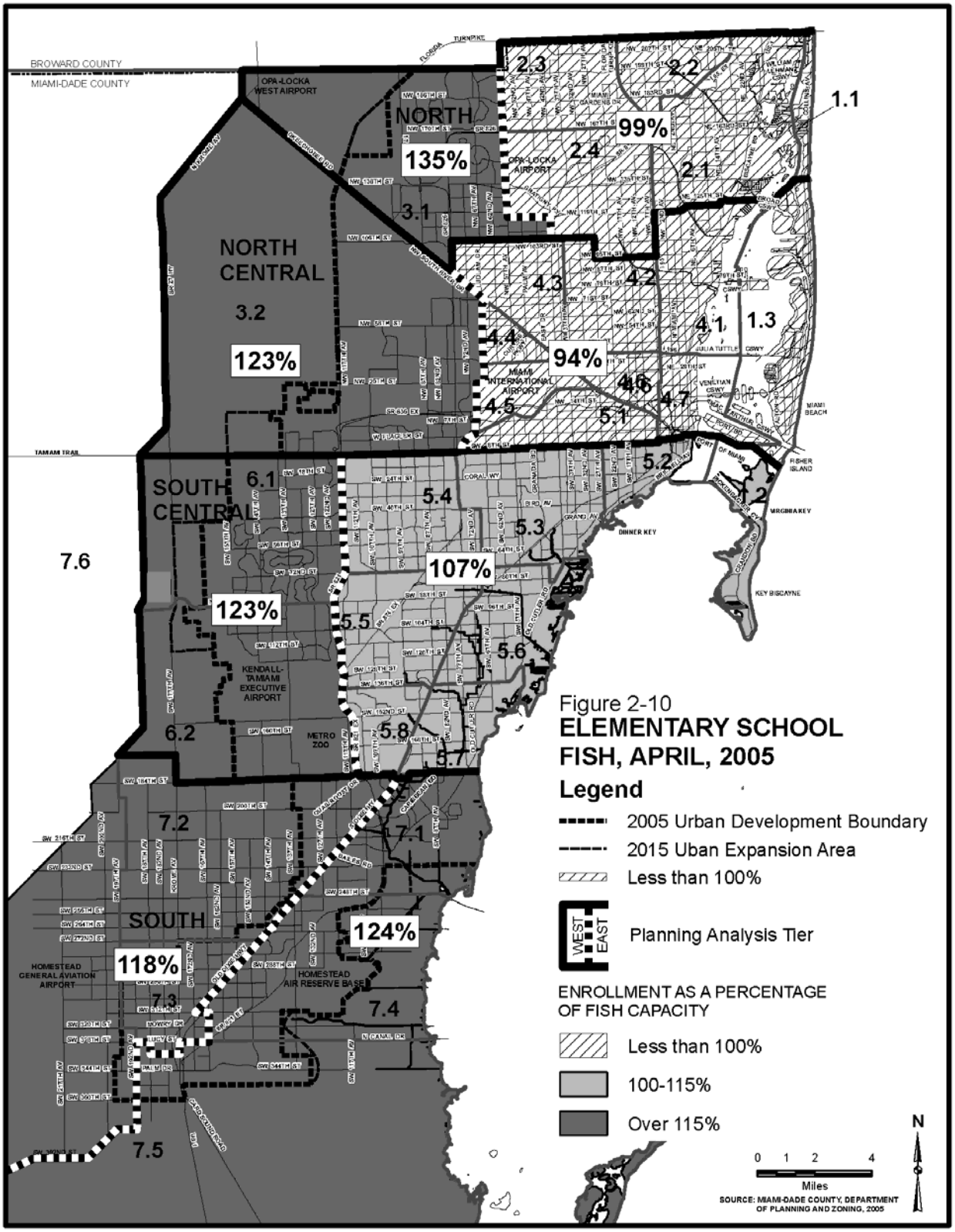
The 33 senior high schools had an October 2004 enrollment of 97,749 and a FISH design capacity of 77,770, resulting in a systemwide enhanced program utilization rate of 126 percent. See Table 2-25 and Figure 2-12 for senior high school percent rates. Among Miami-Dade County's 293 public schools, there is countywide student population of 333,742, a FISH design capacity of 285,902, and a FISH percent rate of 117 percent.

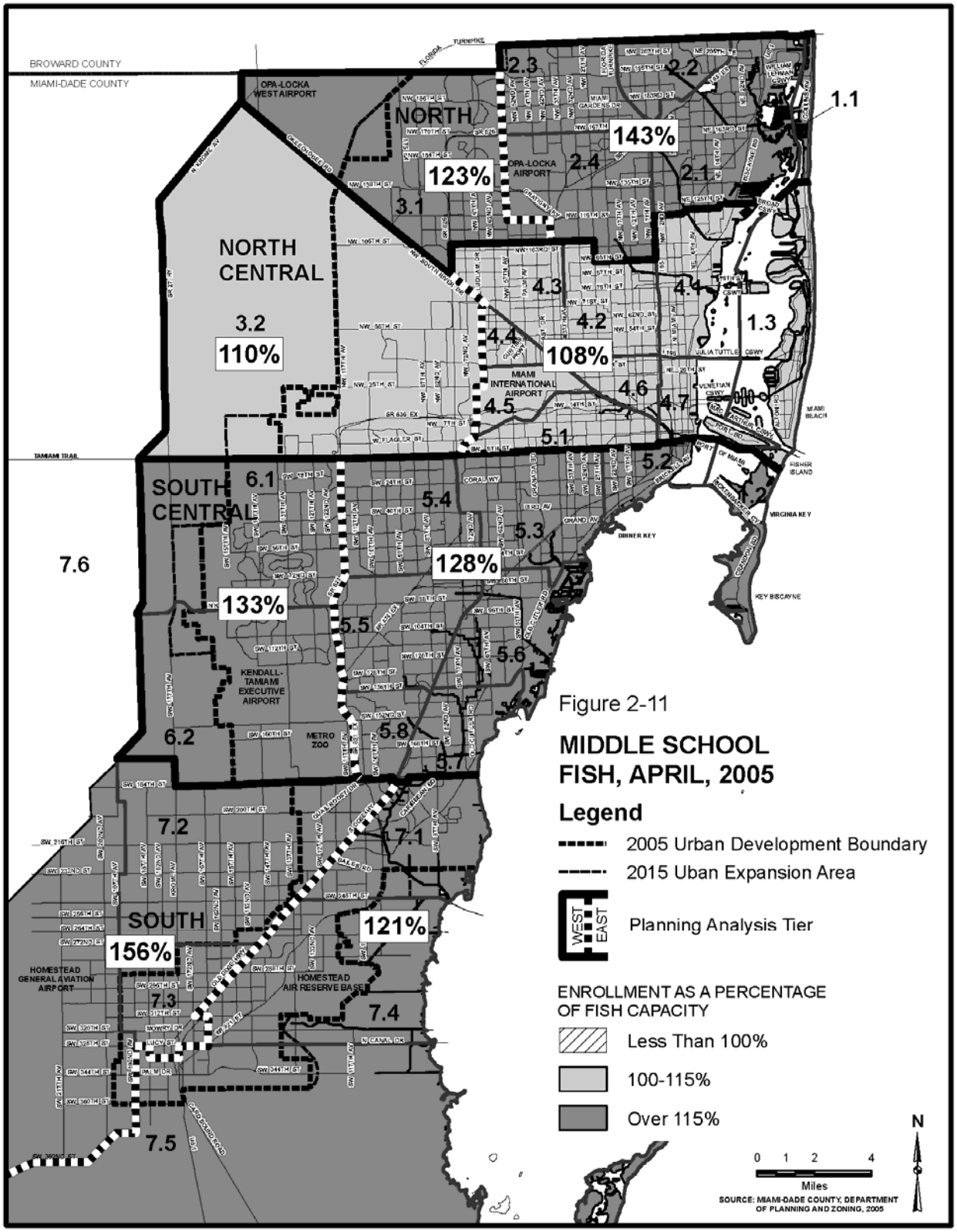
The FISH percent rates apply only to permanent student stations and relocatables. The optional situation is for the number of students enrolled in a particular facility not to exceed the number of permanent student stations. The FISH design capacity percent rates includes both permanent and portable student stations

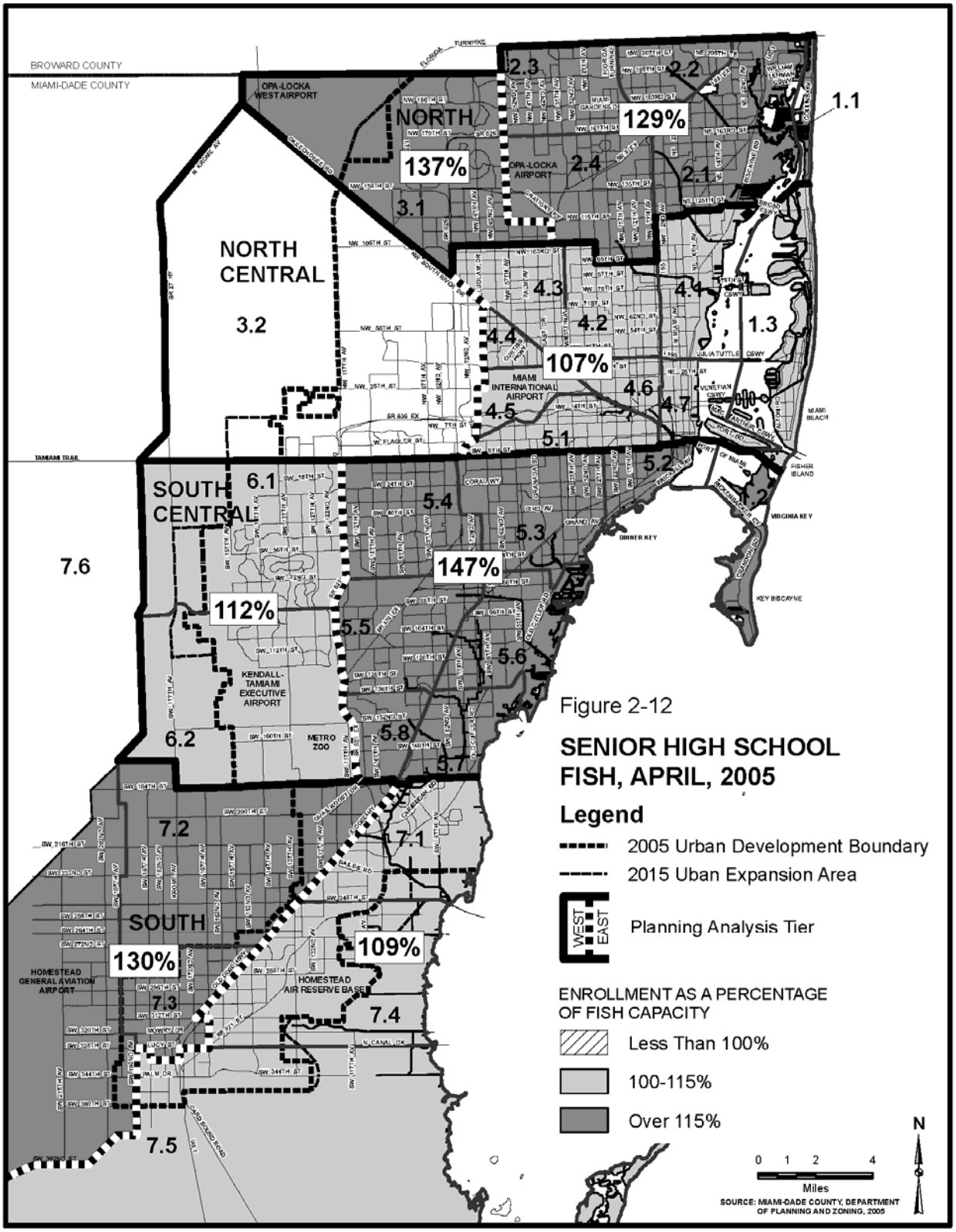
Table 2-25
School Facility Utilization Rates
Countywide And By Planning Analysis Tiers

Planning Analysis Tier (Portion)	October 2004 Enrollment	Fish Design Capacity	FISH Rate Percentage	Number of Schools In Half Tier
North (Eastern Part)				
Elementary	27,526	27,869	99%	41
Middle	14,544	10,186	143%	10
Senior	18,935	13,927	129%	6
North (Western Part)				
Elementary	18,768	13,899	135%	15
Middle	7,959	6,463	123%	12
Senior	10,532	7,682	133%	3
North-Central (Eastern Part)				
Elementary	37,494	39,862	94%	56
Middle	15,175	14,027	108%	12
Senior	21,264	19,794	107%	9
North-Central (Western Part)				
Elementary	8,290	6,757	123%	8
Middle	3,815	3,469	110%	3
Senior	-	-	-	-
South-Central (East of Turnpike)				
Elementary	29,943	28,081	107%	45
Middle	15,460	12,069	128%	11
Senior	24,705	16,819	147%	8
South-Central (West of Turnpike)				
Elementary	20,865	16,944	123%	21
Middle	10,522	7,930	133%	7
Senior	13,769	12,266	112%	4
South (East of US-1)				
Elementary	11,609	9,386	124%	13
Middle	4,963	4,117	121%	4
Senior	3,191	2,926	109%	1
South (West of US-1)				
Elementary	6,041	5,134	118%	4
Middle	3,022	1,942	156%	2
Senior	6,353	4,878	130%	2
Countywide				
Elementary	160,536	147,931	109%	206
Middle	75,457	60,201	125%	54
Senior	97,749	77,770	126%	33
Total	333,742	285,902	117%	293

Source: Miami-Dade Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, October 2004


BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
NORTH
135%
NORTH CENTRAL
3.2
123%
3.1
2.3
2.2
1.1
99%
2.4
OPA-LOCKA AIRPORT
2.1
4.3
4.2
4.1
1.3
4.4
94%
MIAMI INTERNATIONAL AIRPORT
4.6
4.7
4.5
5.1
5.2
SOUTH CENTRAL
6.1
5.4
5.3
7.6
107%
123%
5.5
5.6
KENDALL-TAMIAMI EXECUTIVE AIRPORT
6.2
METRO ZOO
5.8
5.7
7.2
7.1
SOUTH
124%
118%
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
7.3
7.4
7.5
TAMIAMI TRAIL
FLORIDA TURNPIKE
CORAL WY
GRAND AV
BIRD AV
DINNER KEY
KEY BISCAYNE
VIRGINIA KEY
FISHER ISLAND
MIAMI BEACH
JULIA TUTTLE CSWY
VENETIAN CSWY
Figure 2-10
ELEMENTARY SCHOOL
FISH, APRIL, 2005
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
Less than 100%
WEST
EAST
Planning Analysis Tier
ENROLLMENT AS A PERCENTAGE OF FISH CAPACITY
Less than 100%
100-115%
Over 115%
N
0 1 2 4
Miles
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005


BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
NORTH
123%
NORTH CENTRAL
3.2
110%
OPA-LOCKA AIRPORT
143%
2.3
2.2
1.1
2.4
2.1
3.1
4.3
4.4
4.2
1.3
4.4
108%
MIAMI INTERNATIONAL AIRPORT
4.6
4.7
4.5
5.1
5.2
TAMIAMI TRAIL
SOUTH CENTRAL
6.1
5.4
5.3
128%
7.6
133%
5.5
5.6
KENDALL-TAMIAMI EXECUTIVE AIRPORT
6.2
METRO ZOO
5.8
5.7
7.2
7.1
SOUTH
121%
156%
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
7.3
7.4
7.5
Figure 2-11
MIDDLE SCHOOL
FISH, APRIL, 2005
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
WEST
EAST
Planning Analysis Tier
ENROLLMENT AS A PERCENTAGE
OF FISH CAPACITY
Less Than 100%
100-115%
Over 115%
N
0 1 2 4
Miles
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005


BROWARD COUNTY
MIAMI-DADE COUNTY
OPA-LOCKA WEST AIRPORT
NORTH
137%
OPA-LOCKA AIRPORT
129%
NORTH CENTRAL
3.2
MIAMI INTERNATIONAL AIRPORT
107%
SOUTH CENTRAL
147%
112%
KENDALL-TAMIAMI EXECUTIVE AIRPORT
METRO ZOO
SOUTH
130%
109%
HOMESTEAD GENERAL AVIATION AIRPORT
HOMESTEAD AIR RESERVE BASE
2.3
2.2
1.1
2.4
2.1
3.1
4.3
4.2
4.4
1.3
4.5
4.6
4.7
5.1
5.2
6.1
5.4
5.3
7.6
5.5
5.6
6.2
5.8
5.7
7.2
7.1
7.3
7.4
7.5
Figure 2-12
SENIOR HIGH SCHOOL
FISH, APRIL, 2005
Legend
2005 Urban Development Boundary
2015 Uban Expansion Area
WEST
EAST
Planning Analysis Tier
ENROLLMENT AS A PERCENTAGE
OF FISH CAPACITY
Less Than 100%
100-115%
Over 115%
N
0 1 2 4
Miles
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005

Future Conditions and Current Initiatives

The original goal of the $980 million bond issue, combined with an estimated $1.02 billion from other state and local revenues, is to achieve an optimum permanent utilization rate of 100 percent (or less) for every school in the County by making additions to existing schools and by building 51 or more new schools. While the School Board of Miami-Dade County has made considerable progress in the implementation of the Construction Program, factors such as Hurricane Andrew and the high rate of school-age population growth have slowed progress in achieving this goal.

Between 1988 and 2002, 44 new schools have opened under the Construction Program: thirty-one elementary schools (excluding the 15 PLCs); seven middle schools; and six senior high schools opened. Hurricane Andrew resulted in major damage to numerous public schools, which diverted a significant amount of funding for hurricane-damage repairs.

Miami-Dade County and the Miami-Dade County School Board have increased coordination efforts and are committed to cooperatively seek solutions to the overcrowding problem. The School Board will continue to construct Primary Learning Centers (PLCs) and Charter Schools at sites throughout the County. Because their size and facility requirements are reduced, PLCs and Charter Schools can be built more quickly, on less land, and at lower costs than traditional elementary schools. The PLCs reduce the overcrowding rate in elementary schools by providing alternative facilities for kindergarten through second grade students. The Charter Schools also reduce overcrowding at elementary schools by providing alternative facilities for usually kindergarten through fifth grade. Twenty-five charter schools have opened in Miami-Dade County and approximately eighteen more are scheduled to open over the next two years.

On April 18, 1995, Miami-Dade County adopted an Ordinance imposing an impact fee on all new residential development to fund the additional educational facilities required by continued growth and development. The Miami-Dade County School Board had previously adopted this ordinance for submission to the County in February 1995. This fee structure reflects current levels of service and types of capital facilities in the public school system, including portable classrooms. Thus, the fee schedule will not necessarily reduce crowding, but will help prevent it from getting worse. The impact fee is projected to generate approximately $52,270,000 by 2004-2005, enabling construction of 4,256 new student stations.

An Interlocal Agreement was adopted on February 20, 2003 and provides for establishing specific ways in which the plans and processes for coordinating comprehensive land use and school facilities planning programs in Miami-Dade County are to occur. The agreement mandates school board staff to review the potential impact of proposed development based on current FISH capacity. The review is only required where the proposed development will result in an increase in the FISH capacity in excess of 115%. The FISH capacity is based on the number of permanent student stations and the relocatables (portables).

When measuring Level of Service for the purpose of charging impact fees, portable facilities are counted at one-half of their capacity. These are counted because they are expected to be used in the capital facility mix for the foreseeable future, but they can not be counted as complete

student stations because they do not have corresponding space in other required school facilities such as media centers, cafeterias, and auditoriums.

Miami-Dade County and Miami-Dade County Public Schools have adopted an Educational Element, which has been included in the CDMP. The Miami-Dade County Planning Advisory Board and Board of County Commissioners requested the element in response to community comments raised during preparation of area planning studies. While public schools are not recommended to be included in the County's concurrency management program, the Educational Element lays the groundwork for improved intergovernmental coordination between the County and the School District to ensure that public school facilities are provided at an adequate level, and to identify strategies to manage or reduce school overcrowding.

Capital Improvements Element Schedule Modifications

During each CDMP amendment cycle, some or all of the CDMP's schedules of capital improvements may be proposed for revision for a variety of reasons. During the April cycle, typically all schedules are revised. This section briefly outlines the functional capital facility programs proposed for amendment this cycle, and explains the more significant proposed amendments recommended for approval in Application No. 16 as presented in Chapter 1 of this report.

The FY 2004/05 Capital Improvements Element (CIE) adopted in April 2005 contained 312 active projects with a total cost of almost $15 billion. The largest expenditures are Transit-related projects with 33 percent of the total, followed closely by Aviation with 26.6 percent. Water and sewer facilities make up another 21 percent, Conservation 5.2 percent, and Highways and roads just over 7.8 percent of total programmed expenditures. Aviation, water and sewer, and traffic projects have long been the dominant components of the CIE. Due to the injection of funding from the ½ cent transit surtax, the mass transit area has now emerged.

Aviation

The aviation component has consistently been the largest in dollar terms since the inception of the CIE process in 1988. The Miami-Dade County Aviation Department is responsible for planning and carrying out renovation and upgrading of existing, and construction of new facilities to meet current and forecasted commercial passenger, cargo, and general aviation demand at Miami International Airport (MIA), four other active airports, and one training facility.

The currently adopted CIE (April 2004 cycle), like its predecessor, contains 17 aviation projects at a total cost of almost $5.0 billion. About 41 percent is proposed for expenditure over the 6-year program period, a number somewhat below the previous program cycle. During the 2004/05 budget year, $2.06 billion is programmed and many projects were carried out in six areas: support facilities, concourses and terminals, cargo facilities, landside improvements, and airside improvements. However, by far the bulk of the program (81 percent) is to be found in the

second category, a total of almost $586 million. During 2004, six of the 48 gates in the North Terminal Development were opened and all should be operational by mid-2007.

For the 2005/2006 budget year, this capital programming is being continued; i.e. terminal, concourse, and gate expansion at MIA along with cargo handling capacity increases; necessary airside and landside improvements (roads and parking) and a variety of support projects. Programmed funding has increased somewhat to $2.19 billion.

Overall, the proposed April 2005-cycle Aviation Schedule of Improvements plans expenditures of almost $2.2 billion during the six-year program period, somewhat above 2004 while total cost of the program at $5.3 billion, is up slightly. Almost all is funded from a combination of State and federal grants, revenue bond funds, current capital outlay and passenger facility charges. There are no new projects and none were deleted.

This new schedule of improvements embodies the strategy of somewhat reduced future capabilities of MIA to handle more modest increases in passenger and cargo operations than previously anticipated. International flight handling capacity is being enhanced, as international gates will go from 75 to 103 by 2008. In tandem with the terminal expansions and modifications are airfield developments, ground transportation, and other support projects as required, including the new Northside runway, which began operations in 2003. Cargo capacity is being substantially increased. In addition, the general aviation airports are undergoing a number of improvements.

Coastal Management

The coastal management program as reflected in Table 3 of the Schedule of Improvements is administered by the Miami-Dade County Department of Environmental Resources Management (DERM). Its primary aim is beach restoration and preservation. The program focuses on initiating and coordinating federal and/or State projects essential to the protection and recreational viability of the County's ocean shoreline.

The adopted (April 2004/05) Coastal Management Schedule of Improvements includes only two projects at a cost of $90.7 million, with planned expenditures at $85.3 million. Both the cost and expenditures are much higher than the previous year. During 2004/05, two beach re-nourishment projects at a cost of $5.1 million are to be completed. The currently recommended Coastal Schedule of Improvements again contains only two projects with a six-year expenditure, which has now decreased to $66 million and a cost of $69.3 million. Only one beach re-nourishment is being planned for FY 2005/06, but the cost has escalated to $16 million.

Conservation

The Conservation Element of the CDMP provides direction for the protection and conservation of Miami-Dade County's natural resources. Projects with this purpose are included in the Conservation Schedule of Improvements of the CIE, which has emphasized protection of natural water bodies and unique endangered lands. Since the advent of the Stormwater Utility program, the focus has been heavily on major and local drainage improvements. The presently adopted

program for FY 2004/05 contains 31 projects at a total cost of $940.8 million, with expenditures programmed at $401.5 million. The total cost is $30 million above the previous year, but the six-year expenditures are about $240 million lower. The decline in expenditures is primarily a result of the expected completion in FY 2004/05 of all FEMA projects related to Hurricane Irene and the "no name" storm.

Major activity during 2004/05 includes continued acquisition of environmentally endangered lands. A little over $6.9 million is programmed for this purpose. The Miami River dredging project continues and several local drainage projects are being carried out. However, the program is again dominated by FEMA-funded projects. About 61 percent of the FY 2004/05 conservation expenditures are FEMA related. By far, the largest is secondary canal dredging at close to $181 million. But smaller ones include drainage structure replacement, roadway restoration, drainage structure cleaning, and drainage mitigation. Several individual drainage projects will be completed.

The April 2005 recommended program for Conservation continues these efforts and will cost $828.4 million, but with only $242.4 million planned to be expended over the six-year period, which is a big drop from the previous year. There are 23 active projects and 8 proposed deletions; all due to completion. There are 47 newly proposed projects costing $85.9 million, three being drainage related and one wetlands restoration. The FY 2005/06 program year is much less dominated by FEMA-funded projects with only 22 percent of the total. For the remainder six-year programming period, FEMA funds are no longer available. Of the $242.4 million to be expended in FY 2005/06, most is devoted to river and canal dredging and a variety of drainage improvements.

Drainage

The Miami-Dade County Public Works Department has been responsible for eliminating or controlling localized stormwater drainage problems, and has an ongoing program directed to that purpose. The adopted April 2004/05 Schedule of Improvements contains one project costing a total of $58.8 million, with programmed expenditures at the $35.8 million level. In the April 2005 proposed Schedule, the equivalent numbers are $70.5 for costs and $19.2 for expenditures exclusively for roadway drainage improvements.

Park and Recreation

The Miami-Dade County Park and Recreation Department builds, maintains, operates or manages an extensive and diversified system of parks, other recreational and cultural facilities along with open spaces, to serve the people of Miami-Dade County. Department facilities range from tot-lots and local parks serving unincorporated area neighborhoods, to metropolitan and regional parks, golf courses, marinas, and Metrozoo that serve the entire County. Overall, the Department manages 255 parks totaling 12,372 acres. It also is responsible for historic sites and nature preserves.

Historically faced with huge unfunded capital needs, in recent years this situation has been somewhat relieved. This is due to the approval, late in 1996, of the Safe Neighborhood Parks (SNP) bond program and the Mayor's FY 1998/99 Quality Neighborhoods Improvement Program (QNIP). The former is exclusively for parks while the latter also funds other local capital projects such as sidewalks and street resurfacing.

Utilizing these and a wide assortment of other funding sources, the Department is proceeding with ambitious capital programs. The currently adopted FY 2004/05 capital budget and multi-year plan shows programmed expenditures at $150 million with a total cost of $280 million. During the year, the Department plans to complete six projects costing $5.8 million, the largest being Areawide Park Renovations at $3.7 million.

The presently recommended Park and Recreation Schedule lists 43 active projects, at a total cost of $752 million and programmed outlays of $316.7 million. Eighty-seven new projects are proposed, covering a wide range of activities, most relatively small expenditures on local parks. But there are also significant improvements being made at the larger parks and the single largest outlay is at Metrozoo

Of the total FY 2005/06 ongoing program, about 29 percent is devoted to local (UMSA) park renovations and new development, most of it to the latter. More than 62 percent of the program is allocated to Metropolitan or areawide Parks. During FY 2005/06, the Department plans to complete, open, and operate 26 new and/or expanded facilities. About 15 percent of the expenditures are allocated to various renovation, repair, miscellaneous and maintenance efforts. All told, these new projects cost $423 million, most of it coming from the recent voter approved GOB program.

Seaport

The Miami-Dade County Seaport Department manages and operates the Port of Miami, which is the busiest cruise port in the world and the 8th ranked containerized cargo port in the U.S. The Seaport Department is responsible for meeting the infrastructure needs of the cruise and cargo industries, ensuring the Port of Miami is managed efficiently and effectively, and expanding, renovating, and maintaining the Port's facilities to meet industry growth for both cargo and cruise operations. The Department promotes cruises and cargo growth through infrastructure enhancements and through capacity improvements combined with aggressive foreign and domestic marketing program.

The presently adopted (2004/05) CIE contains a Seaport component listing a six-year expenditure program of $181.8 million and a total cost of $374.4 million. There are a total of 28 projects. The program is front end loaded with 95 percent of the total expenditures being planned for the first two years. The largest project in FY 2004/05 is dredging the South Channel Phase II. Other major expenditures are for the new Cruise Terminals D and E, followed by Gantry Berth Power Conversion. These three projects together account for 48 percent of the first year capital budget. If Container Yard Construction and Fender Replacement were added, just these five projects constitute two-thirds of the FY 2004/05 investments.

In this, the April 2005/06 recommended Schedule of Improvements, there are 16 ongoing projects with 29 new projects being proposed while 12 are being deleted; numbers 3, 4, 6, 8, 11, 13, 14, 21, 22, 23, 24 and 25. Projects 6, 11 and 21 have been completed. Number 14 has been withdrawn while the others have been either separated or combined in some fashion.

This 2005/2006 capital program embodies continued investment in new and improved berthing, cruise terminal facilities, security, traffic circulation enhancement and throughput projects. The six-year expenditure total of $371.3 million is more than double the level from the prior year, as a result of the added projects. A number of road improvements are being done both on and off the Port. A wide variety of new and improved cargo facilities have expenditures of $36.5 million. Likewise, passenger facilities are being expanded and improved including both terminal and marine projects at a cost of $48.7 million. Other general port improvements and channel deepening are also being accomplished. Access route improvements are being made during 2005/06 as well. While the six-year expenditure program totals $371.3 million, the total cost of these projects is $665 million.

Sewer Facilities

The Miami-Dade Water and Sewer Department (WASD) is the largest water and sewer utility in the Southeastern U.S. The Department has a major capital program to build and maintain wastewater collection and treatment infrastructure. About 99 percent of the wastewater generated in Miami-Dade County is collected and treated by this agency, utilizing three large regional facilities with a capacity of 368 million gallons per day. The Department serves 316,000 retail sewer customers and provides wholesale service to twelve municipalities.

The currently adopted capital schedule (April, 2004/05) contains expenditures of $1,139.5 million for the period 2004/05-2009/10, with a total cost of $1,805.1 million for 26 projects. The 2004/05 program reflected continuation of the major, expedited capital program to meet the requirements and deadlines of two settlement agreements with the Florida State Department of Environmental Protection and two consent decrees with the U.S. Environmental Protection Agency. Over 90 percent of the required improvements have been put in place and completion is now expected by 2010. During the current year (FY 2004/05), the program expenditure total is $136.7 million. The largest expenditures include $34.8 million for Peak Flow Management Facilities, $10.9 million for Wastewater System Improvements, $10.8 million for Pump Station Improvements, $10.4 million for Wastewater System Equipment and Vehicles, and almost $9.0 million for the South District W.W.T.P. Disinfection facilities. These five projects constitute 55 percent of the program's first year.

For the period FY 2005/06 – 2010/11, recommended expenditures are $841 with the total projects cost $1.6 billion. **At the time of publication, the project details for the Wastewater program were not available; they will be added at a later date.**

Over the course of the 2005-2010 six-year program period, the Water and Sewer Department will continue to pursue a capital strategy aimed at overcoming the deficiencies specified in the Consent Decrees through a series of improvements to the wastewater collection, transmission, treatment and disposal systems. Many upgrades go beyond merely correcting the deficiencies

identified by the State and federal governments. This is especially true at the Central and South Wastewater Treatment Plants, systemwide peak flow pumping capacity, infiltration reduction, wastewater reuse, corrosion control program, and several sewer line extensions. Primary funding for the overall program is from wastewater revenue bonds and connection charges.

Solid Waste Disposal

Miami-Dade County's Solid Waste Management Department collects garbage and trash in unincorporated Miami-Dade County and a few municipalities. It contracts for the collection of recyclable materials also. It is responsible for all trash and garbage disposal in the County and also regulates all waste collection, transportation of waste and recycling. This service system incorporates three regional trash transfer stations, a large resource recovery plant, a shredder facility, two landfills, and thirteen neighborhood trash and recycling centers. A large fleet of trucks and other equipment is maintained in order to carry out these and other activities. For its collection services, the Solid Waste Management Department is transitioning from a manual to automated technology.

The existing adopted capital program lists 27 projects costing $67.5 million, with $34.5 million to be expended over the 2004/05-2009/10 period. These numbers are very close to those for the previous six-year program. The Solid Waste Management capital program, guided by the 1995 Strategic Plan, contains projects directed at the four broad areas of Environmental Projects, Nuisance Control, Waste Collection, and Waste Disposal.

The recommended Solid Waste Management Schedule of Improvements for FY 2005/06–20010/11 is somewhat larger than the previous one. There are 25 active projects with eight proposed additions and two deletions. Total cost is now $178.3 million and planned expenditures $48.2 million. Projects 5 and 19 are completed. The eight proposed additions have a total cost of $114.1 million, the largest project being $45.7 million for the closure of the Virginia Key landfill. Two cell closures at the South Landfill total $28.3 million, cell closure at the North Landfill is almost $20 million, and cell construction at the South Landfill is $19.9 million. The other three new projects cost only $7.4 million together.

During the first three years, almost 74 percent of the program expenditures are devoted to environmental projects. These include Resource Recovery Plant (RRP) retrofits, cell closures (at the RRP, North, South and Virginia Key landfills) plus other remediation projects. About 18 percent of the program is concerned with waste disposal. There are a number of small projects covering the full range of disposal activities. At the Resources Recover Facility, the third 10-acre landfill site will be constructed at a cost of about $40 million. Waste collection and nuisance control constitute only about 8 percent of the program, the majority of it being the former. Major emphasis is being placed on improvements at existing TRCs and the construction of a new TRC in West/Southwest Miami-Dade. For the most part, these projects will be completed by FY 2006/07 as more than 90 percent of the funding is programmed in the first two years of the six-year plan. Major funding comes from waste disposal revenues, followed by waste collection revenues and Solid Waste System Revenue Bonds.

Traffic Circulation

The Miami-Dade County Public Works Department is responsible for constructing and maintaining the County's roadway and bridge infrastructure system which totals 5,676 roadway miles and 203 bridges. Basically, this includes many of the section-line and most half-section line roads, all collector roads and most of the various bridges in the County. In addition, all local roads in unincorporated Miami-Dade are maintained. Capacity improvements typically consist of widening and/or reconstructing roadways, replacement of bridges and reconfiguring intersections. Countywide street and roadway signage and signalization are also this department's responsibility.

The presently adopted (FY 2004/05) Traffic Circulation component of the CIE contains 88 projects totaling $956.3 million in cost. Expenditures of $600 million are heavily programmed during the first three years of the FY 2004/05 – 2009/10 period, with 60 percent of the outlay found there. Capital budget year 2004/05 was fairly typical for this agency. The largest category of expenditures was for Major Road Improvements (50.3 percent), Infrastructure Improvements (18.5 percent), next was Traffic Control Systems (17 percent), and Local Road Improvements (3 percent). The Department maintains 203 bridges, 1,100 miles of arterial roadway, 2,941 traffic signals and school flashers, 2,453 traffic signal controllers and 20,300 streetlights.

As recommended, the new 2005/06 – 2010/11 program is expanded and will have a total cost of $1,045.9 million for 80 ongoing projects and 100 newly proposed ones. The six-year expenditure plan is for $731.9 million. The cost figure is well above the prior year program, as are the expenditures. Eight projects are listed as deletions from the program; projects 2, 28, 37, 41, 57 and 67 being completed. Project 66 is being withdrawn and number 75 is shifted to the developer. A hundred new projects are listed at a total cost of $340.2 million and planned expenditures of $230.1 million. Forty-five new projects are for part of the People's Transportation Plan. The cost of these PTP projects is $182.6 million, more than 53 percent of the total for all the new projects. Public Works is responsible for carrying out the building of several new roads, widening many others, resurfacing, new operational improvements and new curbs and gutters as set forth in the PTP. The second largest number of projects, 33 in all, are funded by the new GOB program at $114.5 million, about 34 percent of the total. The projects include unspecified infrastructure improvements in each Commission District, several bike path projects, and a few bridge expenditures. The other 22 projects are funded by the old standbys impact fees, secondary gas tax, and causeway tolls, and are applied to the usual array of road and bridge projects.

This 2005/06-2010/11 multi-year Public Works Capital plan is very similar to previous versions with inclusion of projects both countywide and in unincorporated Miami-Dade. As it did last year, following its new Business Plan, the Department has segmented the capital program into two parts: Neighborhood and Unincorporated Area Municipal Services, and Transportation. The latter is the largest component, $851.9 million in cost versus $755.4 million, while six-year expenditures are $627.5 versus $112.7 million. It is made up of Causeway Improvements, Major Road Improvements, Traffic Control Systems, Infrastructure Improvements, and ADA Accessibility Improvements. The former includes Drainage Improvements, Infrastructure Improvements, Mosquito Control (not addressed herein) and Local Road Improvements. In

Transportation, the expenditures are relatively evenly spread over the six-year programming period, much less so in the Neighborhood/UMSA program.

Mass Transit

Miami-Dade Transit (MDT) is the 14th largest public transit system in the U.S. and the largest transit agency in the state. A large capital program is necessary for the purpose of constructing and maintaining facilities and acquiring equipment necessary to provide transportation services to the public. The transit system has four major components; Metrorail, Metromover, bus service and special transportation services. MDT provides more than 35 million miles of Metrobus service with almost 110 routes, the 22.6-mile elevated Metrorail system, and a 4.4-mile elevated People Mover system. The passage by the voters of the ½ cent sales tax in 2002 to be used exclusively for transportation is a boon to transit. The tax will generate $150 million annually which has opened the door to applying for federal and state matching funds. Thus, a much expanded and viable transit system can be planned and put into place. The various elements were compiled prior to the vote in a document entitled The Peoples Transportation Plan (PTP), and the Agency, working with the Citizens Independent Transportation Trust, is in the process of implementing the PTP.

The capital program for FY 2004/05 has total costs of $4.53 billion and planned expenditures of $2.55 billion through the year 2009/10. The single largest component is for the North Corridor Extension of Metrorail. The next highest expenditure is for the East-West Corridor, then Earlington Heights/MIC Connector, Bus Acquisition and Rail/Mover Facilities and Equipment. Together, these five projects account for almost 77 percent of the planned six-year expenditures. Infrastructure Improvements include the extension to Florida City of the South Miami-Dade Busway and new bus facilities. A total of $71 million will be spent on new equipment for revenue collection. The remaining funds in this expanded capital program are being used to construct and modify park and ride facilities and for planning, administration and contingency. Funding comes from federal grants, County bonds, State of Florida, and the new surtax supported bonds.

Expenditures for Metrorail include vehicle mid-life modernization, repair and maintenance of Metrorail and Metromover facilities, Metromover vehicle overhaul and refurbishment of rail and mover facilities and stations. The largest outlay for the bus system is the acquisition of new buses ($148 million) followed by construction of new bus garages. Equipment purchases include a variety of items ranging from the Automated Vehicle and Monitoring System, tools and equipment for repair, to bus security and surveillance monitoring devices.

The proposed FY 2005/06 capital program consists of 25 active projects, six new ones, and three deletions. The cost is $4.2 billion with expenditures of $3.1 billion. Of the six newly proposed projects, the South Busway Extension transit line, the Capitalization of Preventive Maintenance, and the Track and Guideway Rehabilitation account for 89 percent of the total. Three projects are being deleted, number 19 is completed, number 26 is unfunded and 22 has been included in project 9. The funding breakdown for the six-year expenditures is as follows: PTP Bond Program $1.14 billion; federal grants $1.18 billion; and State of Florida-FDOT $402.7 million.

These three sources comprise 89 percent of total expenditures. MDT expenditures are more or less evenly spread over the first three years, then jump up and increase over the last three.

Water Facilities

The Miami-Dade Water and Sewer Department (WASD) provides about 87 percent of the potable water to consumers in the County. About 401,000 retail customers are served and 15 municipalities purchase water wholesale. This is accomplished by the operation of three regional and five smaller water treatment plants, with water supply coming from 14 wellfields with 88 pumping wells. The capital program necessary to accomplish this includes wellfield development, the expansion and upgrade of water treatment facilities, pumping capacity and related infrastructure. Water quality standards are also maintained or improved.

The April 2004/05 adopted program has 20 projects costing $859.3 million with $497.8 million to be spent by FY 2009/10. Both of these amounts are considerably below the prior year's program. Several revenue sources were used to fund a variety of water supply and quality projects. However, just six projects account for almost 77 percent of the six-year expenditures. These are Wellfield Improvements, South Miami Heights Water Treatment Plant and Wellfield, System Maintenance and Upgrades, Distribution System Extension Enhancements, Water Treatment Plant Replacement and Renovations, and Equipment and Vehicles. All of these projects are ongoing with various subcomponents completed each year.

The newly recommended Schedule of Improvements shows a higher total cost at $927.9, but lower expenditures at $424 million. **At the time of publication, the project details for the Water program were not available, they will be added at a later date.**

Like the ones before it, this 6-year schedule of improvements is aimed at meeting current and future needs for water pumping, treatment, transmission, and distribution capacity. Water quality is given high priority also as dictated by various federal and State regulations and guidelines.

Chapter 3

CONSISTENCY OF AMENDMENT APPLICATIONS WITH ADOPTED CDMP POLICIES

All CDMP amendment applications are evaluated for consistency with the Adopted Components of the CDMP. The 500-plus goals, objectives, policies, maps and concepts were reviewed by the Department of Planning and Zoning to determine which ones materially applied to the requested amendments.

Each application proposing to amend the CDMP was evaluated for consistency with selected objectives and policies of the plan. As the potential effect of each application has been fully discussed in the Study Area reports and in the recommendations, only the most significant supporting or impeding CDMP objectives and policies related to each application are presented herein. The applicable objectives and policies are listed in abbreviated form following each application. The full texts of these objectives and policies are presented in Appendix A under the heading "Text of CDMP Objectives and Policies Cited in the Consistency Review".

In reviewing the Plan amendments, staff noted whether adoption of the requested amendments would further, or would impede, the accomplishment of objectives, policies, land use plan concepts or other Plan provisions relating to the subject. In some cases, a requested amendment may be consistent with one part of a policy while being inconsistent with another part. For example in the case of the multifaceted Land Use Policy 8F, it is possible for a requested CDMP amendment to be consistent with the requirement for the provision of services at the adopted level-of-service (LOS) standards, but to be incompatible with surrounding land use.

The need for balancing and weighting of objectives and policies is inherent in this process. This is recognized in the CDMP Statement of Legislative Intent, which provides the following:

> "…Recognizing that County Boards and agencies will be required to balance competing policies and objectives of the CDMP, it is the intention of the County Commission that such boards and agencies consider the overall intention of the CDMP as well as portions particularly applicable to a matter under consideration in order to ensure that the CDMP, as applied, will protect the public health, safety and welfare…"

Following is the evaluation of the requested Land Use Plan map applications grouped by Study Areas A through E, containing the applications to amend the CDMP text or policies. Where approval of the amendment would have a marginal or indirect effect or would be neutral with regard to individual CDMP components, those Objectives, Policies, and Concepts are not specifically noted.

These evaluations apply to the amendment applications as requested and not to any modifications or changes that may be recommended by the Department of Planning and Zoning, the Community Council, or the Planning Advisory Board acting as the Local Planning Agency, or to any changes or conditions that may be proffered by the applicant, after this date of printing.

CDMP Consistency Evaluation: Study Area A

Application No 1

Change: From: Industrial and Office
To: Low-Medium Density Residential (5 to 13 DU/Ac.)

Approval of Application No. 1 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1C
Priority shall be given to infill development on vacant sites in currently urbanized areas.

LAND USE ELEMENT POLICY 1E
The County shall seek to facilitate the planning of residential areas as neighborhoods.

LAND USE ELEMENT OBJECTIVE 2
Decisions regarding the location of future land use in the County are based upon the feasibility of providing, by the year 2005, all urbanized areas with services at LOS, which meets or exceed the minimum standards.

LAND USE ELEMENT POLICY 8A
Accommodate residential development in suitable locations. Density pattern should reflect the Guidelines for Urban Form.

Approval of Application No. 1 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2A – Traffic –
Development of urban land should be contingent upon provision of LOS at or above standards specified in the CIE.

LAND USE ELEMENT POLICY 4A
Compatibility among proximate land uses.

LAND USE ELEMENT POLICY 8F ii, iii
Evaluate the consistency, and to what extent the proposal would:
Ii: enhance or impede provisions of LOS
Iii: be compatible with surrounded neighborhood

Application No 2
Change: From: Low Density Residential
To: Low-Medium Density residential

Approval of Application No. 2 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1C
Priority shall be given to infill development on vacant sites in currently urbanized areas.

LAND USE ELEMENT POLICY 5C
Planning activities shall be consistent with the "Population Estimates and Projections"

Approval of Application No. 2 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8A
Accommodate residential development in suitable locations. Density pattern should reflect the Guidelines for Urban Form.

EDUCATIONAL ELEMENT POLICY 1.4
Cooperate with the Miami-Dade County Public School System in their efforts to provide public school facilities. Develop operational alternatives to mitigate the impacts of overcrowding.

Application No 3
Change: From: Low & Low-Medium Density Residential and Business & Office
To: Medium Density residential and Business and Office

Approval of Application No. 3 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1C
Priority shall be given to infill development on vacant sites in currently urbanized areas.

LAND USE ELEMENT POLICY 1E
Planning residential areas as neighborhoods which include recreational, educational and other public facilities

LAND USE ELEMENT POLICY 1H
Business development shall be design to relate to adjacent development and serve as anchor to adjoining businesses.

Approval of Application No.3 would impede implementation of the following CDMP Objectives and Policies:

HOUSING ELEMENT OBJECTIVE 3
Assist the private sector in providing affordable housing… throughout the County by 2015.

LAND USE ELEMENT POLICY 3A
County shall be consistent with goals, objectives and policies contained in the conservation of coastal management element.

LAND USE ELEMENT POLICY 6A
County shall continue to identify … and protect properties of historic, architectural and archeological significance.

LAND USE ELEMENT POLICY 9B vi
County shall maintain regulations consistent with CDMP's protection of environmental sensitive land.

Application No 4
Change: From: Low-Medium density residential
To: Medium density residential &Medium-High Density Residential

Approval of Application No. 4 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1C
Priority shall be given to infill development on vacant sites in currently urbanized areas.

LAND USE ELEMENT POLICY 8F (i)
Application Amendment to the CDMP shall accommodate projected population or economic growth of the county

Approval of Application No.4 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 4C
Residential neighborhood shall be protected from intrusion by uses that would disrupt […] the neighborhood by creating such impacts as excessive density … dust or traffic.

CDMP Consistency Evaluation: Study Area B

Application No 5
Change: From: Open Land
To: Industrial and Office

Approval of Application No. 5 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1P
County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agricultural Areas.

LAND USE ELEMENT POLICY 8H iii
In considering expansion of the UDB land shall be subject to conformance with policy 8G and contiguous to UDB.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT OBJECTIVE 2
Protect ground and surface water resources from degradation, provide for effective surveillance for pollution and clean up polluted areas…

INTERGOVERNMENTAL COORDINATION ELEMENT POLICY 1A
County seeks to consistency between MDC comprehensive Master Plan and the local comprehensive plans of Dade municipalities.

Approval of Application No. 5 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

CDMP Consistency Evaluation: Study Area C

Application No 6

Change: From: Open Land
To: Restricted Industrial and Office and Include within the Urban Development Boundary

Approval of Application No. 6 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8H iii (b)
In considering expansion of the UDB land shall be subject to conformance with policy 8G and contiguous to UDB.

Approval of Application No.6 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

CONSERVATION AQUIFER RECHARGE & DRAINAGE ELEMENT POLICY 7B
Degradation or destruction of wetlands shall be limited to activities that …4) in areas that have been highly disturbed or degraded …

Application No 7

Change: From: Open land
To: Business and Office and include within UDB

Approval of Application No. 7 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1H
Business development shall be designed to relate to adjacent development and serve as anchor to adjoining businesses.

Approval of Application No. 7 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT POLICY 7A
Degradation or destruction of wetlands shall be limited.

CDMP Consistency Evaluation: Study Area D

Application No 8

Change: From: Low Density Residential
To: B: Medium Density Residential

Approval of Application No. 8 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1C
Priority shall be given to infill development on vacant sites in currently urbanized areas.

Application No 9

Change: From: Business & Office and Low Density Residential
To: Business & Office

Approval of Application No. 9 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 4D
Supportive but potentially incompatible uses shall be permitted on sites within functional neighborhood.

LAND USE ELEMENT POLICY 8D
Distribution of neighborhood or commercial-servicing retail sales uses and personal and professional offices shall reflect the spatial distribution of the residential population.

LAND USE ELEMENT POLICY 1F
County shall promote implementation of "Guideline of Urban Form".

LAND USE ELEMENT POLICY 1H
Business development shall be design to relate to adjacent development and serve as anchor to adjoining businesses

LAND USE ELEMENT POLICY 4C
Residential neighborhood shall be protected from intrusion by uses that would disrupt […] the neighborhood by creating such impacts as excessive density … dust or traffic.

CDMP Consistency Evaluation: Study Area E

Application No 10

Change: From: Agriculture
To: Low Density Residential and include within the Urban Development Boundary

Approval of Application No. 10 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 5C
Planning activities shall be consistent with the "Population Estimates and Projections"

Approval of Application No. 10 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8H ii (b)
Avoid development of land designated as agricultural on the Land Use Plan Map.

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

LAND USE ELEMENT POLICY 2A – Traffic
Development of urban land should be contingent upon provision of LOS at or above standards specified in the CIE.

Application No 11

Change: From: Agriculture
To: A: Business and Office
B: Office/ residential and include within the UDB

Approval of Application No. 11 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1H
Business development shall be design to relate to adjacent development and serve as anchor to adjoining businesses.

LAND USE ELEMENT OBJECTIVE 8
Maintain a process of periodic amendments to LUP map to accommodate projected countywide growth.

LAND USE ELEMENT POLICY 8B
Distribution of neighborhood or commercial-servicing retail sales uses and personal and professional offices shall reflect the spatial distribution of the residential population.

Approval of Application No. 11 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

LAND USE ELEMENT POLICY 8H ii (b)
Avoid development of land designated as agricultural on the Land Use Plan Map.

LAND USE ELEMENT POLICY 1F
County shall promote implementation of "Guidelines for Urban Form".

LAND USE ELEMENT POLICY 2A – Traffic
Development of urban land should be contingent upon provision of LOS at or above standards specified in the CIE.

Application No 12
Change: From: Estate density residential
To: Office/ Residential

Approval of Application No. 12 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8B
Distribution of neighborhood or commercial-servicing retail sales uses and personal and professional offices shall reflect the spatial distribution of the residential population.

Approval of Application No. 12 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 4C
Residential neighborhood shall be protected from intrusion by uses that would disrupt […] the neighborhood by creating such impacts as excessive density … dust or traffic.

LAND USE ELEMENT POLICY 4A
Compatibility among proximate land uses

Application No 13
Change: From: Agriculture
To: Low Density Residential and Include within the UDB

Approval of Application No. 13 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8F(i)
Application Amendment to the CDMP shall accommodate projected population or economic growth of the county

LAND USE ELEMENT POLICY 8A
Accommodate residential development in suitable locations. Density pattern should reflect the Guidelines for Urban Form.

La LAND USE ELEMENT POLICY 8F(i)
Application Amendment to the CDMP shall accommodate projected population or economic growth of the county

Approval of Application No. 13 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2A – Traffic
Development of urban land should be contingent upon provision of LOS at or above standards specified in the CIE.

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

LAND USE ELEMENT POLICY 8H ii (b)
Avoid development of land designated as agricultural on the Land Use Plan Map.

Application No 14
Change: From: Industrial and Office
To: Business and Office

Approval of Application No. 14 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8B
Distribution of neighborhood or commercial-servicing retail sales uses and personal and professional offices shall reflect the spatial distribution of the residential population.

Approval of Application No. 14 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 4E
Land Use compatibility – Impact on airport zoning

TRANSPORTATION POLICY – AVIATION SUBELEMENT POLICY 7E
CDMP LU Element shall maximize compatibility of LU around airport

LAND USE ELEMENT POLICY 1F
County shall promote implementation of "Guideline of Urban Form".

Application No 15
Change: From: Low density residential
To: Business and office

Approval of Application No. 15 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1F
County shall promote implementation of "Guideline of Urban Form".

LAND USE ELEMENT POLICY 2A – Traffic
Development of urban land should be contingent upon provision of LOS at or above standards specified in the CIE.

Approval of Application No. 15 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1P
County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agricultural Areas.

LAND USE ELEMENT POLICY 4C
Residential neighborhood shall be protected from intrusion by uses that would disrupt […] the neighborhood by creating such impacts as excessive density … dust or traffic.

LAND USE ELEMENT POLICY 9G
County shall review and revise its development regulations to promote design which are more compatible with surrounding neighborhoods.

Application No 16
Change: From: Industrial and Office
To: A: Business and Office
B: Medium density residential with DI-1 (Density Increase 1) category

Approval of Application No. 16 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1E
The County shall seek to facilitate the planning of residential areas.

LAND USE ELEMENT POLICY 4D
Redevelopment around transit and bus routes should be planned to reduce walking.

TRANSPORTATION ELEMENT – MASS TRANSIT SUBELEMENT POLICY 1A
Sets minimum peak hour mass transit level of service standards within the UDB.

Approval of Application No. 16 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 4A
Compatibility among proximate land uses

LAND USE ELEMENT POLICY 4C
Residential neighborhood shall be protected from intrusion by uses that would disrupt […] the neighborhood by creating such impacts as excessive density … dust or traffic.

Application No 17

Change: From: Agriculture
To: A: Estate Density Residential
B: Business and Office

Approval of Application No. 17 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8F(i)
Application Amendment to the CDMP shall accommodate projected population or economic growth of the county

Approval of Application No. 17 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

LAND USE ELEMENT POLICY 8H ii (b)
Avoid development of land designated as agricultural on the Land Use Plan Map.

CDMP Consistency Evaluation: Study Area F

Application No 18
Change: From: Low Density Residential
To: Business and Office

Approval of Application No. 18 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1C
Priority shall be given to infill development on vacant sites in currently urbanized areas.

LAND USE ELEMENT POLICY 1H
Business development shall be design to relate to adjacent development and serve as anchor to adjoining businesses.

LAND USE ELEMENT POLICY 9D
County shall facilitate sound compatible mixing of uses in projects and communities.

Approval of Application No.18 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 4A
Compatibility among proximate land uses

LAND USE ELEMENT POLICY 4C
Residential neighborhood shall be protected from intrusion by uses that would disrupt […] the neighborhood by creating such impacts as excessive density … dust or traffic.

Application No 19
Change: From: Low density residential
To: Business and Office

Approval of Application No. 19 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8B
Distribution of neighborhood or commercial-servicing retail sales uses and personal and professional offices shall reflect the spatial distribution of the residential population.

Approval of Application No.19 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 4C
Residential neighborhood shall be protected from intrusion by uses that would disrupt […] the neighborhood by creating such impacts as excessive density … dust or traffic

Application No 20
Change: From: Medium Density residential
To: Business and Office

Approval of Application No. 20 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8B
Distribution of neighborhood or commercial-servicing retail sales uses and personal and professional offices shall reflect the spatial distribution of the residential population.

Approval of Application No. 20 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 6A.
Dade County shall continue to identify, seek appropriate designation, and protect properties of historic, architectural and archaeological significance.

Application No 21
Change: From: Low Density residential
To: Business and Office

Approval of Application No. 21 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1C
Priority shall be given to infill development on vacant sites in currently urbanized areas.

LAND USE ELEMENT POLICY 8B
Distribution of neighborhood or commercial-servicing retail sales uses and personal and professional offices shall reflect the spatial distribution of the residential population.

Approval of Application No.21 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1H.
Business developments locations and designs with regard to roadways and intersections.

Application No 22

Change: From: Low density residential
To: A: Low-Medium density residential
B: Medium density residential

Approval of Application No. 22 would further implementation of the following CDMP Objectives and Policies:

HOUSING ELEMENT OBJECTIVE 3
Assist the private sector in providing affordable housing… throughout the County by 2015.

LAND USE ELEMENT POLICY 8G
UDB shall contain developable land having to sustain projected countywide resident demand for 10 years. Capacity to develop and redevelop around transit stations at the densities recommended in Policy 7F

Approval of Application No.22 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT OBJECTIVE 2
Decisions regarding the location of future land use in the County are based upon the feasibility of providing, by the year 2005, all urbanized areas with services at LOS, which meets or exceed the minimum standards.

LAND USE ELEMENT POLICY 8A
Accommodate residential development in suitable locations. Density pattern should reflect the Guidelines for Urban Form.

CDMP Consistency Evaluation: Study Area G

Application No 23

Change: From: Agriculture
To: Business and Office and Include within Urban Development Boundary

Approval of Application No. 23 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 8H iii (b)
In considering expansion of the UDB land shall be subject to conformance with policy 8G and contiguous to UDB.

Approval of Application No.23 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2A – Traffic
Development of urban land should be contingent upon provision of LOS at or above standards specified in the CIE.

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

LAND USE ELEMENT POLICY 8H ii (b)
Avoid development of land designated as agricultural on the Land Use Plan Map.

Application No 24

Change: From: Agriculture
To: Business and Office and include within the Urban Development Boundary

Approval of Application No. 24 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1P
County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agricultural Areas.

LAND USE ELEMENT POLICY 4A
Compatibility among proximate land uses

Approval of Application No.24 would impede implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 2B
Urban Services and facilities, which support or encourage urban development in Agriculture and Open Land areas, shall be avoided.

LAND USE ELEMENT POLICY 8H ii (b)
Avoid development of land designated as agricultural on the Land Use Plan Map.

Text and Policy Applications

Application No 25

Change: Amendment of Policy 8G of the Comprehensive Development Master Plan Land Use Element Text.

Approval of Application No. 25 would impede implementation of the following CDMP Objectives and Policies:

LAND USE OBJECTIVE 1
Urban growth should emphasize intensification around centers of activity.

LAND USE POLICY 1A:
High intensity, well designed urban centers shall be facilitated at locations having high multimodal accessibility.

LAND USE POLICY 1C:
Priority shall be given to infill development and redevelopment of suitable urban areas contiguous to existing urban development.

LAND USE POLICY 1P:
The County shall seek to prevent discontinuous, scattered development at the urban fringe.

LAND USE POLICY 7A:
The County shall encourage development of a wide variety of residential and non-residential land uses in nodes around rapid transit stations.

LAND USE POLICY 8A:
Accommodate residential development in suitable locations and densities with proximity and accessibility to employment, commercial and cultural centers, consistent with the "Guidelines for Urban Form" of the Land Use Element.

LAND USE POLICY 8F:
Applications to amend CDMP Land Use Plan to be evaluated for consistency to determine if they would:

i) Satisfy a deficiency in the Plan map to accommodate projected population growth;
ii) Enhance or impede provision of services at or above LOS standards;
iii) Be compatible with abutting and nearby land uses;

LAND USE POLICY 8G:
Application No. 25 seeks to amend this policy in a manner that would impede its implementation as currently written.

LAND USE POLICY 10A:
Facilitate contiguous urban development, infill, and redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.

Application No.26

Add a note for urban center symbol with diagonal lines to the legend of the Land Use Plan Map. The note states the following:

> This symbol denotes an urban center where an area plan report has been accepted by the Board of County Commissioners and codified in a zoning overlay district that shows the defined boundaries of the urban center.

Approval of Application No. 26 would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 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 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.

LAND USE ELEMENT INTERPRETATION OF THE LAND USE PLAN MAP: POLICY OF THE LAND USE ELEMENT – URBAN CENTERS
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. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan

Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.

Application No.27

The following changes are requested to the Capital Improvement Element (CIE):

A. In the CIE Schedules of Improvements, Tables of Proposed Projects, modify the following currently adopted tables as indicated in the attached tables: Table 2, Aviation; Table 3, Coastal Management; Table 4, Conservation; Table 5, Drainage; Table 6, Park and Recreation; Table 7, Seaport; Table 8, Sewer Facilities; Table 9, Solid Waste Management; Table 10, Traffic Circulation; Table 11, Mass Transit; and Table 12, Water Facilities.

   Proposed additions are listed under the heading "Proposed Additions, April 2005 CDMP Amendment Cycle". Proposed deletions are indicated by dash lines and footnoted accordingly. All other Proposed Projects already exists in the CIE and remain essentially unchanged.

B. Revised any other summary table or related text in the Capital Improvements Element as necessary to be consistent with the additions, deletions, or changes made by Part A of this application.

Approval of Application No. 27, Table 2 (Aviation) would further implementation of the following CDMP Objectives and Policies:

TRANSPORTATION ELEMENT - AVIATION SUBELEMENT POLICY 4A.
Make aviation capacity improvements at existing airports so long as they are cost effective and consistent with other CDMP objectives and policies.

TRANSPORTATION ELEMENT - AVIATION SUBELEMENT POLICY 5A.
Give priority consideration to on-site and off-site roadway capacity enhancements that provide, or will improve, airport access.

TRANSPORTATION ELEMENT - AVIATION SUBELEMENT POLICY 5B.
Dade County shall utilize the Dade County Metropolitan Planning Organization's transportation planning and project review processes to coordinate, evaluate and implement transit linkages between Miami International Airport, Metrorail, commuter rail, future high speed rail systems, and the Seaport.

Approval of Application No. 27, Table 3 (Coastal Management), Table 4 (Conservation) and Table 5 (Drainage) would further implementation of the following CDMP Objectives and Policies:

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT POLICY 2A
The basin stormwater master plans produced by Dade County pursuant to Objective 5 will establish priority listings of stormwater/drainage improvements to correct existing system deficiencies and problems and to provide for future development. At a minimum, these lists shall include:

- Interconnected sanitary/storm sewer systems;
- Drainage/stormwater sewer systems within wellfield protection areas;
- Drainage/stormwater sewer systems in industrial and heavy business areas and areas with large concentrations of small hazardous waste generators;
- Basins and sub-basins that fail to meet the target criteria for the twelve NPDES priority pollutants listed in Policy 5A.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT POLICY 5E
Dade County shall establish a priority listing of stormwater drainage and aquifer recharge improvements needed to correct existing system deficiencies and problems, and to provide for future drinking water needs. This shall include:

- Drainage/stormwater sewer system improvements in developed urban areas with persistent drainage problems;
- Canal and/or stormwater drainage improvements in developed urban areas that have less than one in ten year storm protection and where no roadway drainage improvements are planned or proposed, which would remedy the problems;

- Hydrologic modifications that are needed to deliver water to public waterwells or to protect those waterwells from prospective contamination.

PORT OF MIAMI RIVER SUBELEMENT OBJECTIVE 2
Actions shall be taken to promote marine activity on the Miami River, and to improve linkages between the shipping terminals on the Miami River west of NW 27 Avenue and surface transportation routes and modes.[1]

PORT OF MIAMI RIVER SUBELEMENT POLICY 3A
Dade County shall continue to place high priority on having the polluted sediments removed from the Miami River.

Approval of Application No. 27, Table 6 (Park and Recreation) would further implementation of the following CDMP Objectives and Policies:

RECREATION AND OPEN SPACE ELEMENT GOAL
Develop, program, and maintain a comprehensive system of parks and recreational open spaces offering quality and diversity in recreational experiences while preserving and protecting valuable natural, historical and cultural resources, unimpaired, for present and future generations.

RECREATION AND OPEN SPACE ELEMENT POLICY 5C
The Park and Recreation Department shall, as funds are available, renovate, restore, and upgrade County facilities to ensure that the public can safely and securely enjoy recreational opportunities, and that the County can cost-effectively extend the useful life of existing facilities. Expenditures for the renovation, restoration and upgrade of existing parks and recreation facilities are prioritized as follows: 1) repairs and projects increasing visitor safety; 2) hazard reduction; 3) facility upgrade and resource management; 4) accessibility improvements in compliance with ADA, and; 5) energy efficiency improvements. The County shall implement projects and activities including but not limited to the following in order to address these priorities.

CAPITAL IMPROVEMENTS ELEMENT OBJECTIVE 1
Upon adoption of this Plan the CIE shall provide for necessary replacement of existing facilities, upgrading of facilities when necessary to maintain adopted level of service (LOS) standards, and for new facility investments which are needed and affordable.

Approval of Application No. 27, Table 7 (Seaport) would further implementation of the following CDMP Objectives and Policies:

PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1A
The port shall construct new berths and terminals on-island and off-island to the extent possible to accommodate the projected volumes of passengers and ships.

[1] Consistent with Initial Recommendations – April 2004 Applications to Amend the Comprehensive Master Plan

PORT OF MIAMI MASTER PLAN SUBELEMENT OBJECTIVE 4
The port shall promote sound environmental practices in its day-to-day operations and long-term maintenance and expansion plans, consistent with the unique role and responsibilities of deep-water port facilities.

PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1B
The port shall construct the parking, roads and other ancillary facilities required to service the new terminals.[2]

PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1C
The port shall rehabilitate existing terminal facilities wherever required and possible

Approval of Application No. 27, Table 8 (Sewer Facilities) would further implementation of the following CDMP Objectives and Policies:

WATER, SEWER, AND SOLID WASTE ELEMENT – WATER AND SEWER SUBELEMENT OBJECTIVE 3
The County will provide an adequate level of service for public facilities to meet both existing and projected needs as identified in this plan through implementation of those projects listed in the Capital Improvements Element. All improvements for replacement, expansion or increase in. capacity of facilities shall conform with the adopted policies of this Plan including level of service standards for the facilities.

WATER, SEWER, AND SOLID WASTE ELEMENT – WATER AND SEWER SUBELEMENT POLICY 3B
Potable water supply, and sanitary sewage facility improvements will be undertaken in conformity with the schedule included in the Capital Improvements Element.

Approval of Application No. 27, Table 9 (Solid Waste Management) would further implementation of the following CDMP Objectives and Policies:

WATER, SEWER, AND SOLID WASTE ELEMENT – SOLID WASTE SUBELEMENT POLICY 5A
Dade County shall seek to achieve a balanced program of solid waste disposal which will include recycling, resources recovery, and landfilling.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT OBJECTIVE 2
Protect ground and surface water resources from degradation, provide for effective surveillance for pollution and clean up polluted areas to meet all applicable federal, State and County ground and surface water quality standards.

Approval of Application No. 27, Table 10 (Traffic Circulation) would further implementation of the following CDMP Objectives and Policies:

[2] Consistent with Initial Recommendations – April 2004 Applications to Amend the Comprehensive Master Plan

TRANSPORTATION ELEMENT – TRAFFIC CIRCULATION SUBELEMENT OBJECTIVE 1
It is desirable that all roadways in Dade County operate at level of service (LOS) C or better. By the year 2005 no roadways in Dade County should operate at a level of service lower than the base level of service standard contained herein.

TRANSPORTATION ELEMENT – TRAFFIC CIRCULATION SUBELEMENT POLICY 1A: Dade County will continue to update and readopt a Long Range Transportation Plan, as periodically required, that will achieve Traffic Circulation Objective 1 above, in a manner consistent with the other objectives of the Comprehensive Development Master Plan (CDMP). Upon completion of each update of the Long Range Transportation Plan Dade County shall prepare for submittal, pursuant to Chapter 163, Part II, F.S., proposals to enhance and revise the Traffic Circulation and Mass Transit Subelements of the Transportation Element as warranted by said technical findings and policy proposals, consistent with the goals, objectives and policies of the CDMP.

TRANSPORTATION ELEMENT – TRAFFIC CIRCULATION SUBELEMENT POLICY 1K: The County shall utilize the Dade County MPO transportation planning and project review processes to evaluate and implement roadway and transit improvements that will improve access to, and connections between, the County's major aviation, rail and port facilities.

Approval of Application No. 27, Table 11 (Mass Transit) would further implementation of the following CDMP Objectives and Policies:

LAND USE ELEMENT POLICY 1B
Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility

LAND USE ELEMENT OBJECTIVE 10
Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.

LAND USE ELEMENT CONCEPT 6
Shape the pattern of urban development to maximize the efficiency of existing public facilities and support the introduction of new public facilities or services such as improved mass transit systems.

TRANSPORTATION ELEMENT - MASS TRANSIT SUBELEMENT OBJECTIVE 8
Encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the transportation network.

Approval of Application No. 27, Table 12 (Water Facilities) would further implementation of the following CDMP Objectives and Policies:

WATER, SEWER AND SOLID WASTE ELEMENT – WATER AND SEWER SUBELEMENT OBJECTIVE 3

The County will provide an adequate level of service for public facilities to meet both existing and projected needs as identified in this plan through implementation of those projects listed in the Capital Improvements Element. All improvements for replacement, expansion or increase in capacity of facilities shall conform with the adopted policies of this Plan including level of service standards for the facilities.

WATER, SEWER AND SOLID WASTE ELEMENT – WATER AND SEWER SUBELEMENT POLICY 3B

Potable water supply, and sanitary sewage facility improvements will be undertaken in conformity with the schedule included in the Capital Improvements Element.

APPENDIX A

TEXT OF CDMP OBJECTIVES AND POLICIES CITED
IN THE CONSISTENCY REVIEW

LAND USE ELEMENT OBJECTIVE 1. The location and configuration of Miami-Dade County's urban growth through the year 2015 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.

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

LAND USE ELEMENT POLICY 1B. Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility

LAND USE ELEMENT POLICY 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.

LAND USE ELEMENT POLICY 1E. In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic.

LAND USE ELEMENT POLICY 1F. In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the "Guidelines for Urban Form" contained in the "Interpretation of The Land Use Plan Map" text adopted as an extension of these policies.

LAND USE ELEMENT POLICY 1G. To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.

LAND USE ELEMENT POLICY 1H. 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.

LAND USE ELEMENT POLICY 1N. In formulating or amending development regulations, Miami-Dade County shall avoid creating disincentives to redevelopment of blighted areas. Where redevelopment occurs within the urban area, requirements for contributions toward provision of public facilities may be moderated where underutilized facilities or surplus capacities exist, and credit toward required infrastructure contributions may be given for the increment of development replaced by redevelopment.

LAND USE ELEMENT POLICY 1P. Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agriculture Areas, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

LAND USE ELEMENT OBJECTIVE 2. Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, will be based upon the physical and financial feasibility of providing, by the year 2005, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element.

LAND USE ELEMENT POLICY 2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).

LAND USE ELEMENT POLICY 2B. Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) map. Second priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities, which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban areas.

LAND USE ELEMENT POLICY 3A. Development orders in Miami-Dade County shall be consistent with the goals, objectives and policies contained in the Conservation and Coastal Management Elements of this Plan, and with all applicable environmental regulations, as well as all other elements of the CDMP.

LAND USE ELEMENT POLICY 4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor,

runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.

LAND USE ELEMENT POLICY 4C. Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.

LAND USE ELEMENT POLICY 4D. Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.

LAND USE ELEMENT POLICY 4E. Zoning shall be examined to determine consistency with the Comprehensive Plan, and if deemed necessary to remedy an inconsistency, rezoning action shall be initiated. Examination could occur through a special zoning study, area planning activity, or through a study of related issues.

LAND USE ELEMENT OBJECTIVE 5. Upon the adoption of this plan, all public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map", as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Plan.

LAND USE ELEMENT POLICY 5B. All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map". The Director of the Department of Planning, Development and Regulation shall be the principal administrative interpreter of the CDMP.

LAND USE ELEMENT POLICY 5C. All planning activities pertaining to development and redevelopment and the provision of public services and facilities in Dade County shall be consistent with the "Population Estimates and Projections" contained in this Element, and with the locations and extent of future land uses as identified by the LUP map and its interpretive text. Plans for providing public facilities and services in Dade County shall be updated by the responsible service providers as soon as possible after the filing of applications to amend the CDMP population projections, and the corresponding elements of the CDMP shall be updated in association with the updating of the facility/service plans.

LAND USE ELEMENT CONCEPT 6. Shape the pattern of urban development to maximize the efficiency of existing public facilities and support the introduction of new public facilities or services such as improved mass transit systems.

LAND USE ELEMENT POLICY 6A. Dade County shall continue to identify, seek appropriate designation, and protect properties of historic, architectural and archaeological significance.

LAND USE ELEMENT POLICY 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 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.

LAND USE ELEMENT POLICY 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.

LAND USE ELEMENT OBJECTIVE 8. Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map, consistent with the adopted Goals, Objectives and Policies of this Plan, which will provide that the Land Use Plan Map accommodates projected countywide growth.

LAND USE ELEMENT POLICY 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.

LAND USE ELEMENT POLICY 8B. Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.

LAND USE ELEMENT POLICY 8D. Encourage local, regional, State and federal agencies and organizations to work together in evaluating the existing criteria for designating places for shelter and reaching consensus. Such criteria should include but not be limited to: locations of shelter; structural integrity of shelter; space provided per person; and availability of essential provisions.

LAND USE ELEMENT POLICY 8E. The maintenance of internal consistency among all Elements of the CDMP shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan. Among other considerations, the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.

LAND USE ELEMENT POLICY 8F. Applications requesting amendments to the CDMP Land Use Plan map shall 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; and

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 7, herein.

LAND USE ELEMENT POLICY 8G. The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy 7F. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.

LAND USE ELEMENT POLICY 8H. When considering land areas to add to the UDB, after demonstrating that a need exists, in accordance with foregoing Policy 8G:

i) The following areas shall not be considered:

a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 25 Street, and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;

b) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;

c) The Redland area south of Eureka Drive; and

ii) The following areas shall be avoided:

a) Future Wetlands delineated in the Conservation and Land Use Element;

b) Land designated Agriculture on the Land Use Plan map;

c) Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge; and

iii) The following areas shall be given priority for inclusion, subject to conformance with Policy 8G and the foregoing provision of this policy:

a) Land within Planning Analysis Tiers having the earliest projected supply depletion year;

b) Land contiguous to the UDB;

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

d) Locations having projected surplus service capacity where necessary facilities and services can be readily extended.

LAND USE ELEMENT POLICY 9B. Miami-Dade County shall continue to maintain, and enhance as necessary, regulations consistent with the CDMP which govern the use and development of land and which, as a minimum, regulate:

i) Land use consistent with the CDMP Land Use Element and CDMP Level of Service Standards;

ii) Subdivision of land;

iii) Protection of potable water wellfields;

iv) Areas subject to seasonal or periodic flooding;

v) Stormwater management;

vi) Protection of environmentally sensitive lands;

vii) Signage; and

viii) On-site traffic flow and parking to ensure safety and convenience and that no avoidable off-site traffic flow impediments are caused by development.

LAND USE ELEMENT POLICY 9D. Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities.

LAND USE ELEMENT POLICY 9E. Miami-Dade County shall enhance and formalize its standards for defining and ensuring compatibility among proximate uses, and requirements for buffering.

LAND USE ELEMENT POLICY 9G. Miami-Dade County shall review and revise its development regulations to promote building designs in multi-family residential zoning districts which are more compatible with, and sensitive to, surrounding neighborhoods, and to establish minimum densities for development in multifamily residential zoning districts.

LAND USE ELEMENT OBJECTIVE 10. Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.

LAND USE ELEMENT POLICY 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.

LAND USE ELEMENT INTERPRETATION OF THE LAND USE PLAN MAP: POLICY OF THE LAND USE ELEMENT – URBAN CENTERS. 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. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.

The locations of urban centers and the mix and configuration of land uses within them are 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. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.

The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and areawide traffic will be reduced in several

ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of both jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.

Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall be, at a minimum, be developed in accordance with the Community Center policies established below.

Following are policies for Development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform with the guidelines provided below.

CAPITAL IMPROVEMENTS ELEMENT OBJECTIVE 1. Upon adoption of this Plan the CIE shall provide for necessary replacement of existing facilities, upgrading of facilities when necessary to maintain adopted level of service (LOS) standards, and for new facility investments which are needed and affordable.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT OBJECTIVE 2: Protect ground and surface water resources from degradation, provide for effective surveillance for pollution and clean up polluted areas to meet all applicable federal, State and County ground and surface water quality standards.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT POLICY 2A: The basin stormwater master plans produced by Dade County pursuant to Objective 5 will establish priority listings of stormwater/drainage improvements to correct existing system deficiencies and problems and to provide for future development. At a minimum, these lists shall include:

- Interconnected sanitary/storm sewer systems;
- Drainage/stormwater sewer systems within wellfield protection areas;
- Drainage/stormwater sewer systems in industrial and heavy business areas and areas with large concentrations of small hazardous waste generators;
- Basins and sub-basins that fail to meet the target criteria for the twelve NPDES priority pollutants listed in Policy 5A.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT POLICY 5E. Dade County shall establish a priority listing of stormwater drainage and aquifer recharge improvements needed to correct existing system deficiencies and problems, and to provide for future drinking water needs. This shall include:

- Drainage/stormwater sewer system improvements in developed urban areas with persistent drainage problems;
- Canal and/or stormwater drainage improvements in developed urban areas that have less than one in ten year storm protection and where no roadway drainage improvements are planned or proposed, which would remedy the problems;
- Hydrologic modifications that are needed to deliver water to public waterwells or to protect those waterwells from prospective contamination.

This shall be based on such factors as:

- Miles of canals with out-of-bank flow;
- Miles of collector and local streets impassable during a 5 year storm;
- Miles of minor arterial streets impassable during a 10 year storm;
- Miles of principal arterials, including major evacuation routes, that are impassable during a 100 year storm; and
- Number or structures flooded by a 100 year storm.

CONSERVATION, AQUIFER RECHARGE AND DRAINAGE ELEMENT POLICY 7A: The degradation or destruction of wetlands shall be limited to activities that 1) are necessary to prevent or eliminate a threat to public health, safety or welfare; or 2) are water dependent, clearly in the public interest and no other reasonable alternative exists or; 3) are carried out in accordance with an approved basin management plan or; 4) are in areas that have been highly disturbed or degraded and where restoration of a wetland with an equal or greater value in accordance with federal, State and local regulations is feasible. Habitats critical to endangered or threatened species shall not be destroyed.

HOUSING ELEMENT GOAL 2. Identify and provide more affordable housing opportunities from within the existing housing stock and ensure its efficient use through rehabilitation, infill development, and adaptive conversion of non-residential structures to housing use throughout Dade County.

HOUSING ELEMENT OBJECTIVE 3. Assist the private sector in providing affordable housing products in sufficient numbers throughout the County by the year 2015, (approximately 272,000 units), keeping in mind the housing needs of existing and future residents as well as making an appropriate percentage (about 49 percent) of new affordable housing available to very low, low and moderate income residents.

HOUSING ELEMENT POLICY 3B. Continue to investigate methods for providing low-cost residential dwelling units and to review, evaluate and streamline those aspects of planning, taxing, zoning, permitting and building codes that may unduly restrict or increase the cost of housing.

INTERGOVERNMENTAL COORDINATION ELEMENT POLICY 1A. Make full use of the coordination mechanisms built into the intergovernmental review and comment provisions of the Local Government Comprehensive Planning and Land Development Regulation Act to seek

consistency between the Miami-Dade County Comprehensive Development Master Plan (CDMP) and the local comprehensive plans of Miami-Dade municipalities; Broward, Collier and Monroe Counties; and the adjacent municipalities of Hallandale, Pembroke Park and Miramar within Broward County.

RECREATION AND OPEN SPACE ELEMENT GOAL. Develop, program, and maintain a comprehensive system of parks and recreational open spaces offering quality and diversity in recreational experiences while preserving and protecting valuable natural, historical and cultural resources, unimpaired, for present and future generations.

RECREATION AND OPEN SPACE ELEMENT POLICY 5C. The Park and Recreation Department shall, as funds are available, renovate, restore, and upgrade County facilities to ensure that the public can safely and securely enjoy recreational opportunities, and that the County can cost-effectively extend the useful life of existing facilities. Expenditures for the renovation, restoration and upgrade of existing parks and recreation facilities are prioritized as follows: 1) repairs and projects increasing visitor safety; 2) hazard reduction; 3) facility upgrade and resource management; 4) accessibility improvements in compliance with ADA, and; 5) energy efficiency improvements. The County shall implement projects and activities including but not limited to the following in order to address these priorities.

i) The Park and Recreation Department will repair facilities, equipment, and grounds that have the potential to be unsafe for public use, and install adequate security measures to protect visitors and facilities.

ii) The Park and Recreation Department will remove known hazards existing within its facilities. Provisions will be made to remove or abate asbestos within buildings, remove or mitigate materials containing lead, and provide storm protection to walls, windows and doors.

iii) The Park and Recreation Department will redevelop facilities that are no longer functional, whose use has changed, or that require building code upgrades. Park sites containing important natural, historic, or archaeological resources will be developed and managed for the long-term sustainability and integrity of the resource.

iv) The Metro-Dade County Park and Recreation Department shall continue to provide improved access for persons with disabilities by removing architectural, communication and program barriers to participation in compliance with ADA.

v) The Park and Recreation Department will install energy efficient equipment within its facilities that measurably: 1) decreases water consumption and treatment within restrooms and irrigation systems; 2) increases the use of more energy efficient cooling, refrigeration, and lighting equipment, including solar powered lighting; 3) increases the use of fuel-efficient park maintenance vehicles, and; 4) increases the use of automated equipment to filter and monitor swimming pools.

TRANSPORTATION ELEMENT - AVIATION SUBELEMENT POLICY 4A. Make aviation capacity improvements at existing airports so long as they are cost effective and consistent with other CDMP objectives and policies.

TRANSPORTATION ELEMENT - AVIATION SUBELEMENT POLICY 5A. Give priority consideration to on-site and off-site roadway capacity enhancements that provide, or will improve, airport access.

TRANSPORTATION ELEMENT - AVIATION SUBELEMENT POLICY 5B. Dade County shall utilize the Dade County Metropolitan Planning Organization's transportation planning and project review processes to coordinate, evaluate and implement transit linkages between Miami International Airport, Metrorail, commuter rail, future high speed rail systems, and the Seaport.

TRANSPORTATION ELEMENT - AVIATION SUBELEMENT POLICY 7E. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of the use around airports, reflecting recommendation in the federal and State guidance documents cited in Aviation Policy 7B.

TRANSPORTATION ELEMENT - MASS TRANSIT SUBELEMENT OBJECTIVE 8
Encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the transportation network.

TRANSPORTATION ELEMENT - PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1A. The port shall construct new berths and terminals on-island and off-island to the extent possible to accommodate the projected volumes of passengers and ships; however, any expansion of port facilities into existing and planned public parkland shall be designed to promote public access to the waterfront and park and recreation opportunities.

TRANSPORTATION ELEMENT - PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1B. The port shall construct the parking, roads and other ancillary improvements required on- and off-island to service existing and new cruise facilities.[3]

TRANSPORTATION ELEMENT - PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1C. The port shall rehabilitate existing terminal facilities wherever required and possible

TRANSPORTATION ELEMENT - PORT OF MIAMI RIVER SUBELEMENT OBJECTIVE 2
Actions shall be taken to improve linkages between the shipping terminals on the Miami River and surface transportation routes and modes.[4]

TRANSPORTATION ELEMENT - PORT OF MIAMI MASTER PLAN SUBELEMENT OBJECTIVE 4. The port shall promote sound environmental practices in its day-to-day operations and long-term maintenance and expansion plans, consistent with the unique role and responsibilities of deep-water port facilities.

[3] Consistent with the Comprehensive Development Master Plan – Adopted components
[4] Consistent with the Comprehensive Development Master Plan – Adopted components

TRANSPORTATION ELEMENT - PORT OF MIAMI RIVER SUBELEMENT POLICY 3A. Dade County shall continue to place high priority on having the polluted sediments removed from the Miami River.

TRANSPORTATION ELEMENT – TRAFFIC CIRCULATION SUBELEMENT OBJECTIVE 1. It is desirable that all roadways in Dade County operate at level of service (LOS) C or better. By the year 2005 no roadways in Dade County should operate at a level of service lower than the base level of service standard contained herein.

TRANSPORTATION ELEMENT – TRAFFIC CIRCULATION SUBELEMENT POLICY 1A: Dade County will continue to update and readopt a Long Range Transportation Plan, as periodically required, that will achieve Traffic Circulation Objective 1 above, in a manner consistent with the other objectives of the Comprehensive Development Master Plan (CDMP). Upon completion of each update of the Long Range Transportation Plan Dade County shall prepare for submittal, pursuant to Chapter 163, Part II, F.S., proposals to enhance and revise the Traffic Circulation and Mass Transit Subelements of the Transportation Element as warranted by said technical findings and policy proposals, consistent with the goals, objectives and policies of the CDMP.

TRANPORTATION ELEMENT - TRAFFIC CIRCULATION SUBELEMENT POLICY 1B. Miami-Dade County shall continue to maintain programs for optimal development and expansion of the Port of Miami and the Miami-Dade County aviation system, and shall continue to support viable operation and enhancement of the Port of Miami River. The County shall also accommodate and facilitate provision of inter-city and inter-state commuter rail and bus, high speed intrastate rail, and freight rail services. These activities will be conducted in accordance with the respective sub-elements of this element and other applicable elements of the CDMP including the Land Use and Capital Improvement Elements.

TRANSPORTATION ELEMENT – TRAFFIC CIRCULATION SUBELEMENT POLICY 1K: The County shall utilize the Dade County MPO transportation planning and project review processes to evaluate and implement roadway and transit improvements that will improve access to, and connections between, the County's major aviation, rail and port facilities.

WATER, SEWER AND SOLID WASTE ELEMENT – SOLID WASTE SUBELEMENT 1C. Miami-Dade County shall use all practical means to assure that land in the vicinity of-solid waste disposal facilities is developed for a use that is compatible with the operation of said facilities. The County shall discourage changes to the Land Use Plan Map or land development regulations which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers particularly noise and odor, can reasonably be expected.

WATER, SEWER, AND SOLID WASTE ELEMENT – SOLID WASTE SUBELEMENT POLICY 5A. Dade County shall seek to achieve a balanced program of solid waste disposal which will include recycling, resources recovery, and landfilling.

WATER, SEWER AND SOLID WASTE ELEMENT – WATER AND SEWER SUBELEMENT OBJECTIVE 3. The County will provide an adequate level of service for public facilities to meet both existing and projected needs as identified in this plan through implementation of those projects listed in the Capital Improvements Element. All improvements for replacement, expansion or increase in capacity of facilities shall conform with the adopted policies of this Plan including level of service standards for the facilities.

WATER, SEWER AND SOLID WASTE ELEMENT – WATER AND SEWER SUBELEMENT POLICY 3B. Potable water supply, and sanitary sewage facility improvements will be undertaken in conformity with the schedule included in the Capital Improvements Element.

Chapter 4

FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

The following is a fiscal evaluation of the April 2005 applications to amend the Comprehensive Development Master Plan (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 impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

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

Solid Waste	Miami-Dade Department of Solid Waste Management
Water and Sewer	Miami-Dade Water and Sewer Department
Park and Recreation	Miami-Dade Park and Recreation Department
Mass Transit	Miami-Dade Transit Agency
Fire and Rescue Service	Miami-Dade Fire and Rescue Department
Roadways	Miami-Dade Public Works Department
Flood Protection	Miami-Dade Department of Environmental Resource Management
Public Schools	Miami-Dade County Public Schools

The agencies used various methodologies to make 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.

The evaluations are organized by the services, on capital expenditure as listed above. The Miami-Dade County Public Schools, are responding only to those applications requesting residential uses. As of the date of printing this report, the Park and Recreation and Public Works Departments' fiscal evaluations of the applications have not been completed, therefore, those evaluations will be included in a supplement.

Solid Waste

The summaries provided below describe the anticipated impact and any associated cost of the applications on Solid Waste Collection and Disposal services and facilities.

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, this DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds that standard by nearly four (4) years.

Residential Collection and Disposal Service

The incremental cost of adding a residential unit to the DSWM Service Area, which includes the disposal cost of waste, is offset by the annual fee charges to the user. Currently, that fee is $399 per residential unit. For a residential dumpster, the current fee is $308. The average residential unit currently generates approximately 3.0 tons of waste annually, which includes garbage, trash and recycled waste.

As reported in March 2005 to the State of Florida, Department of Environmental Protection, for the fiscal year ending September 30, 2004, the full cost per unit of providing waste Collection Service was $370 including disposal and other Collections services such as, illegal dumping clean-up and code enforcement.

Waste Disposal Capacity and Service

The incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of $52.25 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is $68.90. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service 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 actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors.

IMPACT FEES
PAID BY DEVELOPER

Application No.	Total Usage (gpd)	Water Impact Fee	Sewer Impact Fee	Connection Fee[1]	Annual O&M Cost
1	84,750	117,803	474600	$1,200	65,156
2	8,500	11,815	47600	$1,200	6,535
3	67,201	93,409	376325	$1,200	51,664
4	178,750	248,463	1001000	$1,200	137,423
5	325,946	453,065	1825300	$1,200	250,587
6	1,089	1,514	6098	$1,200	837
7	28,226	39,234	158067	$1,200	21,700
8	7,500	10,425	42000	$1,200	5,766
9	1,843	2,561	10318	$1,200	1,417
10	405,650	563,854	2271640	$1,200	311,864
11	58,205	80,905	325946	$1,200	44,748
12	8,712	12,110	48787	$1,200	6,698
13	171,150	237,899	958440	$1,200	131,580
14	12,977	18,037	72668	$1,200	9,976
15	28,253	39,272	158217	$1,200	21,721
16	50,363	70,005	282033	$1,200	38,719
17	271,368	377,202	1519661	$1,200	208,628
18	46,535	64,684	260597	$1,200	35,776
19	1,830	2,543	10245	$1,200	1,407
20	4,025	5,595	22539	$1,200	3,094
21	810	1,126	4537	$1,200	623
22	331,200	460,368	1854720	$1,200	254,626
23	94,635	131,542	529953	$1,200	72,755
24	18,753	26,066	105014	$1,200	14,417

[1]Connection fee based on a 1" service line and meter
Source: Miami-Dade County Water and Sewer Department, 2005

The impact fee, connection fee, and annual operation and maintenance cost associated with each application is provided. The water impact fee was calculated at a rate of $l.39 per gallon per day (gpd), and the sewer impact was calculated at a rate of $5.60 per gpd. The annual Operations and Maintenance (O&M) cost was based on $0.8308 gallons for the water, and $1.2755 gallons for the sewer. The connection was based on providing a one-inch service line and meter. The construction connection charges may apply to a particular application but cannot be provided until construction of the development has been completed. The developer pays for these costs at various development order stages, such as; plat application and building permit application.

WATER & SEWER IMPACTS IN PUBLIC RIGHT-OF-WAYS						
Application	Water Line Extension		Sewer Line Extension		Eng. Fees and Contingency	Total Cost
	Linear Feet	Cost	Linear Feet	Cost		
1	45	$130	430	$130	$ 16,364	$ 78,114
2*	0	0	3,635 1^	$143 $350,00	$229,999	$1,100,303
3**	0	0	0	0	0	0
4	75 1,125	$130 $155	2,390	$130	$131,129	$625,954
5***	0	0	0	0	0	0
6	1,125	$155	1,265	$134	$94,827	$452,661
7	1,250 305	$155 $178	340 1^	$155 $350,000	$172,446	$823,186
8	50	$130	15	$130	$2,239	$10,689
9	540	$130	30	$130	$19,637	$93,737
10	1,680 5,315 3,251	$291 $155 $178	40 40 2^	$130 $143 $500,000	$769,110	$3,671,413
11	3,420 190	$291 $155	1^	$500,000	$132,500	$632,500
12	50	$155	75	$130	$4,638	$22,138
13	2,650	$155	2,000 1^	$155 $350,000	$283,749	$1,354,499
14	50	$130	330	$130	$13,091	$62,491
15	1,540 40	$254 $155	220 1^^	$130 $6,000	$114,469	$546,429
16	1,000	$155	40	$130	$42,453	$202,653
17	5,900 6,800	$178 $155	3^	$500,000	$955,113	$4,559,313
18	720	$155	750 1^^	$143 $6,000	$59,585	$284,435
19	400	$155	990 2^^	$130 $6,000	$53,716	$256,416

WATER & SEWER IMPACTS IN PUBLIC RIGHT-OF-WAYS						
Application	Water Line Extension		Sewer Line Extension		Eng. Fees and Contingency	Total Cost
	Linear Feet	Cost	Linear Feet	Cost		
20	650	$155	20	$130	$27,388	$130,738
21<	225	$155		0	$9,242	$44,117
22	3,100 3,200	$155 $178	Parcel A 1,025 Parcel B 1,700 1^	$130 $178 $500,000	$526,277	$2,512,227
23****	0	0	0	0	0	0
24****	0	0	0	0	0	0

Estimating Disclaimer:
The final costs of the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Accordingly, the final project costs will vary from the estimate. The costs provided herein are based on Miami-Dade County water and sewer unit cost.

* Water service area belongs to the City of North Miami Beach
** Water and sewer service area belongs to the City of North Miami
*** Water and sewer service area belongs to the City of Hialeah
**** Water and sewer service area belongs to the City of Homestead
< No sewer available
^ Public Pump Station
^^ Manhole
Source: Miami-Dade County Water & Sewer Department

Mass Transit

Application 1

A trip-generation analysis was performed in the Traffic Analysis Zone 64 where application 1 is located. If granted, the expected transit impact produced is an increase of about 38 additional transit trips, which would not warrant additional changes beyond those already planned for the area. However, a minor extension of the Route 91 or 99 would be recommended to properly serve the area.

Application 2

A trip-generation analysis was performed in the Traffic Analysis Zone 222, where Application 2 is being requested. The expected transit impact produced by Application No. 2 is minimal and, therefore, the number of transit trips generated by the application would not warrant changes beyond those already planned for the area.

Application 3

A trip-generation analysis was performed in the Traffic Analysis Zones 200 and 201, where Application 3 is being requested. The expected transit impact produced by Application No. 3 varies depending on the Alternative used. Alternative 3A would produce 80 additional transit trips and Alternative 3B would produce 82 additional transit trips. This area is well served by transit and all future improvements. No further changes to the transit system are warranted. However, a new stop for the Biscayne MAX would be created by this application and pull-out bus bays will be necessary at this location and will be required in the future from the applicant.

Application 4

A trip-generation analysis was performed in the Traffic Analysis Zone 370, where Application 4 is being requested. The expected transit impact is estimated in 88 additional transit trips. This increase in the number of transit trips would warrant minor changes to the transit system beyond those already planned for the area. Route 33 would need to have the headways increased to accommodate capacity and properly serve the area.

Application 5

A trip-generation analysis was performed for Traffic Analysis Zone 5 and 7, where Application No. 5 is being requested. Only three additional transit trips are estimated to be produce by the application. If granted, there will be no variation on the transit trip generation and no expected changes beyond those already planned for the area.

Application 6

A trip-generation analysis was performed in the Traffic Analysis Zones 832, where the Application 6 is being requested. The expected transit impact by Application No. 6 is minimal.

If granted, this Application would not warrant changes beyond those already planned for the area.

Application 7

A trip-generation analysis was performed in the Traffic Analysis Zone 836, where the Application 7 is being requested, 24 additional transit trips would be generated by the Application. Therefore no changes beyond those already planned for the area would be warranted.

Application 8

A trip-generation analysis was performed in the Traffic Analysis Zone TAZ 1031 where Application 8 is being requested. The trip generation analysis indicates that if the application is granted there would be no variation on the transit trip generation and, therefore, no expected changes beyond those already planned for the area would be warranted.

Application 9

A trip-generation analysis was performed in the Traffic Analysis Zone TAZ 993 where Application 9 is being requested. There will be no variation on the transit trip generation as a result of this application and, therefore, no additional changes beyond those already planned for the area would be necessary.

Application 10

A trip-generation analysis was performed in the Traffic Analysis Zone TAZ 844 where the Application 10 is being requested. The analysis indicates that this application, if granted, would generate 213 additional transit trips. There are many transit improvements programmed for this area; therefore, no expected changes beyond those already planned for the area will be necessary. However, a new bus stop would be created for this application and for the buses that transverse this area and pull-out bus bays will be necessary at this location and required in the future from the applicant.

Application 11

A trip-generation analysis was performed in the Traffic Analysis Zone 1251 where Application 11 is being requested. The analysis indicates that this application would add four more transit trips and, therefore, no expected changes beyond those already planned for the area would be warranted.

Application 12

A trip-generation analysis was performed in the Traffic Analysis Zone 1229 where Application 12 is being requested. The analysis indicates that the transit impact generated by this application will cause no variation on the transit trip generation of this TAZ and, therefore, no changes beyond those already planned for the area are necessary.

Application 13

A trip-generation analysis was performed in the Traffic Analysis Zones 1254 and 1255 where Application 13 is being requested. The analysis indicates that the transit impact produced by this application would generate 26 additional transit trips; however, this impact wouldn't warrant additional changes in transit service beyond those already planned for the area.

Application 14

A trip-generation analysis was performed in the Traffic Analysis Zone 1216 where Application 14 is being requested. The analysis indicates that the transit impact produced by this application will cause no variation on the transit trip generation and, therefore, no changes beyond those already planned for the area are warranted.

Application 15

A trip-generation analysis was performed in the Traffic Analysis Zone 1285 where Application 15 is being requested. The analysis indicates that the requested application will generate 80 additional transit trips. Many improvements are planned for the study area, including a new route, the Quail Roost MAX, which will serve the nearby area and, therefore, no additional changes beyond those already planned for the area would be necessary.

Application 16

A trip-generation analysis was performed in the Traffic Analysis Zone 1194 and 1326 where Application 16 is being requested. The analysis indicates that the requested application will cause no variation on the transit trip generation and, therefore, no expected changes beyond those already planned for the area will be warranted.

Application 17

A trip-generation analysis was performed in the Traffic Analysis Zones 1287 and 1296 where Application 17 is being requested. The analysis indicates that the requested application will cause no variation on the transit trip generation and, therefore, no expected changes beyond those already planned for the area will be necessary.

Application 18

A trip-generation analysis was performed in the Traffic Analysis Zone 1340 where application 18 is being requested. The analysis indicates that this application, if granted, would generate 144 additional transit trips. As presented in Table F-2 improvements are planned for the study area, including improvements to three routes traveling within a half mile of the property. As a result of this application, a minor extension of the Route 70 would be recommended to properly serve the area. Pullout bus bays will be necessary at this location and will be required in the future from the applicant.

Application 19, 20 and 21

A trip-generation analysis was performed in the Traffic Analysis Zones 1343, 1370 and 1369 where applications 19, 20 and 21 are being requested. The analyses indicate that these applications, if granted, would produce no variation on the transit trip generation and, therefore, no expected changes beyond those already planned for the area would be warranted.

Application 22

A trip-generation analysis was performed in the Traffic Analysis Zone 1372 where application 22 is being requested. The analysis indicates that this application, if granted, this application will generate 32 additional transit trips. Improvements are planned for the study area, including two routes traveling within a quarter mile of the application site. Therefore, no expected changes beyond those already planned for the area would be necessary.

Application 23

A trip-generation analysis was performed in the Traffic Analysis Zone 1397 where Application 23 is being requested. The analysis indicates that this application, if granted, would generate only nine additional transit trips. Therefore, there will be no expected changes beyond those already planned for the area.

Application 24

A trip-generation analysis was performed in the Traffic Analysis Zone 1397 where Application 24 is being requested. In TAZ 1397, where Application No. 24 is requested, the analysis indicates that this application, if granted, would generate only six additional transit trips. Therefore, there will be no expected changes beyond those already planned for the area.

Fire and Rescue Service

The fiscal impact of new service is for both capital and operating. Operating costs include all expenses associated with the recurring annual costs of maintaining fire rescue service. These encompass the direct operating of equipment but also include all the administrative and support functions necessary to sustain direct service to the public. The fiscal impact of applications to amend the CDMP is defined on the attached table.

Capital costs are those associated with the one time cost of capital asset acquisition such as land, equipment, and facility construction. These costs are paid through impact fees, developer contributions, the 1994 Special Obligation Bond, or other financial packages. Impact fees are paid by developers at the time of issuance of building permits. These funds are used for new station construction and equipment purchases and support services needed to serve new development. Developer contributions are designated capital funds that are provided by new developments and are conditions for development. Bond funds were voter approved in 1994 to build ten additional stations in areas already developed but requiring more service. Financial packages are generally used for major station renovations or relocations.

Estimated Annual Operating Fiscal Impact

Estimated Annual Operating Fiscal Impact	***Application 1***		***Application 2***		***Application 3***	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	33	62	4	6	53	177
Est. Fire Rescue Budget Impact*	$35,239	$66,206	$4,271	$6,407	$56,595	$189,007
Estimated Property Assessment	$14,193,946	$41,484,190	$1,919,721	$2,930,616	$31,846,355	$32,385,629
Estimated Fire Rescue Tax Revenue**	$36,791	$107,527	$4,976	$7,596	$82,546	$83,944
Donor/(Recipient) Amount	$1,552	$41,321	$705	$1,189	$25,950	($105,064)

Estimated Annual Operating Fiscal Impact	***Application 4***		***Application 5***		***Application 6***	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	65	131	40	961	0	3
Est. Fire Rescue Budget Impact*	$69,409	$139,887	$42,713	$1,026,191	$0	$3,204
Estimated Property Assessment	$17,634,438	$17,728,970	$30,619,854	$25,947,977	$138,355	$1,847,040
Estimated Fire Rescue Tax Revenue**	$45,708	$45,953	$79,367	$67,257	$359	$4,788
Donor/(Recipient) Amount	($23,701)	($93,933)	$36,653	($958,934)	$359	$1,584

Estimated Annual Operating Fiscal Impact	***Application 7***		***Application 8b***		***Application 9***	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	2	75	2	6	4	5
Est. Fire Rescue Budget Impact*	$2,136	$80,088	$2,136	$6,407	$4,271	$5,339
Estimated Property Assessment	$848,480	$24,280,143	$433,744	$3,710,934	$1,627,491	$1,873,975
Estimated Fire Rescue Tax Revenue**	$2,199	$62,934	$1,124	$9,619	$4,218	$4,857
Donor/(Recipient) Amount	$64	($17,154)	($1,011)	$3,212	($53)	($482)

Estimated Annual Operating Fiscal Impact (Continued)

Estimated Annual Operating Fiscal Impact	*Application 10*		*Application 11*		*Application 12*	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	10	310	2	153	3	23
Est. Fire Rescue Budget Impact*	$10,678	$331,029	$2,136	$163,379	$3,204	$24,560
Estimated Property Assessment	$7,520,542	$279,784,660	$1,382,836	$44,625,966	$2,710,040	$6,661,760
Estimated Fire Rescue Tax Revenue**	$19,493	$725,202	$3,584	$115,671	$7,024	$17,267
Donor/(Recipient) Amount	$8,815	$394,172	$1,449	($47,709)	$3,821	($7,293)

Estimated Annual Operating Fiscal Impact	*Application 13*		*Application 14*		*Application 15*	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	4	130	12	34	34	74
Est. Fire Rescue Budget Impact*	$4,271	$138,819	$12,814	$36,306	$36,306	$79,020
Estimated Property Assessment	$3,489,992	$106,662,865	$8,385,813	$9,283,499	$25,287,995	$18,416,859
Estimated Fire Rescue Tax Revenue**	$9,046	$276,470	$21,736	$24,063	$65,546	$47,736
Donor/(Recipient) Amount	$4,775	$137,651	$8,922	($12,244)	$29,240	($31,283)

Estimated Annual Operating Fiscal Impact	*Application 16*		*Application 17*		*Application 18*	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	8	72	16	231	57	122
Est. Fire Rescue Budget Impact*	$8,543	$76,884	$17,085	$246,670	$60,867	$130,276
Estimated Property Assessment	$6,187,008	$4,964,624	$11,968,200	$26,906,660	$28,156,467	$38,030,341
Estimated Fire Rescue Tax Revenue**	$16,037	$12,868	$31,022	$69,742	$72,982	$98,575
Donor/(Recipient) Amount	$7,494	($64,016)	$13,936	($176,928)	$12,115	($31,701)

Estimated Annual Operating Fiscal Impact	*Application 19*		*Application 20*		*Application 21*	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	2	5	14	10	1	2
Est. Fire Rescue Budget Impact*	$2,136	$5,339	$14,950	$10,678	$1,068	$2,136
Estimated Property Assessment	$937,847	$1,762,369	$2,381,216	$2,539,423	$311,955	$440,448
Estimated Fire Rescue Tax Revenue**	$2,431	$4,568	$6,172	$6,582	$809	$1,142
Donor/(Recipient) Amount	$295	($771)	($8,778)	($4,096)	($259)	($994)

Estimated Annual Operating Fiscal Impact	*Application 22*		*Application 23*		*Application 24*	
	Current	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Estimated Service Impact	93	223	4	250	1	49
Est. Fire Rescue Budget Impact*	$99,309	$238,128	$4,271	$266,959	$1,068	$52,324
Estimated Property Assessment	$26,579,124	$27,616,443	$1,540,533	$4,117,151	$220,076	$7,983,036
Estimated Fire Rescue Tax Revenue**	$68,893	$71,582	$3,993	$10,672	$570	$20,692
Donor/(Recipient) Amount	($30,416)	($166,546)	($278)	($256,288)	($497)	($31,632)

* Based on cost per alarm in FY 2004

** Based on FY 2004 Millage of 2.592

Source: Miami-Dade County Fire and Rescue

Flood Protection

The Department of Environmental Regulation Management (DERM) is restricted to 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 of 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

The summary below provides the fiscal impacts of CDMP applications 1, 2, 3, 4, 8, 9, 10, 11, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 24 on public schools for both the capital and the operating costs. Application 12 has a net reduction on both the capital and operating costs. Applications 5, 6, 7, and 14 do not impact capital or operating costs.

Application	Additional Students	Increase in Operating Costs*	Increase in Capital Costs**
1	197	$1,290,153	$3,171,679
2	8	$52,392	$126,610
3	90	$589,410	$1,449,927
4	12	$163,725	$400,424
8	9	$58,941	$147,204
9	3	$19,647	$49,731
10	616	$4,034,184	$9,924,470
11	158	$1,034,742	$2,545,183
13	308	$2,017,092	$4,958,725
15	48	$314,352	$773,700
16	158	$1,034,742	$2,545,183
17	494	$3,235,206	$7,956,052
18	205	$1,342,545	$3,305,309
19	8	$52,392	$126,610
20	17	$111,333	$273,814
21	4	$26,196	$63,305
22	236	$1,545,564	$3,798,175
23	282	$1,846,818	$4,542,738
24	56	$366,744	$900,310

* Operating Cost of $6,549 for each K-12 student.

** Capital Costs of $13,574 per elementary student, $15,563 per middle school, and $20,594 per senior high student. Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student stations does not include land cost.

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