Application No. 11

Commission District 9 Community Council 14

APPLICATION SUMMARY

Applicant/Representative:	Frenchtex Inc/Guillermo Olmedillo
Location:	South side of SW 186 Street (Quail Roost Drive) between the South Dade Busway and SW 103 Court
Total Acreage:	±6.35 Gross Acres (±5.79 Net Acres)
Current Land Use Plan Map Designation:	Industrial and Office
Requested Land Use Plan Map Designation:	Business and Office
Amendment Type:	Small-Scale
Existing Zoning/Site Condition:	IU-1/Modernage Furniture warehouse

RECOMMENDATIONS

Staff:	**ADOPT WITH CHANGE** – redesignate only the frontage portion of subject site 165 deep from centerline of SW 186 Street (±2.06 gross acres) to Business and Office and keep the remaining portion as is without change, (August 25, 2006)
Redland Community Council:	**DENY** (September, 29, 2006)
Planning Advisory Board (PAB) acting as Local Planning Agency:	**ADOPT** (October 16, 2006)
Final Action of Board of County Commissioners:	**ADOPTED AS SMALL-SCALE AMENDMENT** (November 20, 2006)

Staff recommends: **ADOPTION WITH CHANGE** of the proposed small-scale Land Use Plan Map amendment based on the Staff Conclusions located at the end of this report and summarized below:

- The application, as requested would not be consistent with the Perrine Area Plan (Charrette).

- If approved as recommended by staff, the application would be consistent with the overall citizens' vision of the Area Plan.

- No need exists to convert the entire application site from the "Industrial and Office" designation to "Business and Office" designation as requested by the applicant. Site is located in the only area reserved for industrial land uses in the Cutler Ridge area.

- Approval of application would promote new residential land uses that would not be compatible with both existing and future industrial land uses of the surrounding areas.

- Site's location is approximately equidistant and within ¼ of a mile for the nearest two busway stops.

- The proposed redesignation of "Business and Office" is supportive of transit ridership. Except for manufacturing operations, offices and live-work or work-live activities, industrial development is not generally supportive transit ridership.

STAFF ANALYSIS

Location and Land Use

The application site encompasses approximately 6.35 gross acres located on the south side of SW 186 Street (Quail Roost Drive) between the South Dade Busway and SW 103 Court. See Appendix A: Amendment Application). The site contains a closed two-story Modernage furniture warehouse with empty parking lots. The site is currently zoned IU-1, which allows light industrial development such as furniture and other similar merchandise. The request is to change the site from Industrial to Business and Office designation. Under the current Land Use Plan (LUP) map designation, the site could be developed with a maximum of 126,106 square feet of industrial. Under the proposed Business and Office designation the site could be developed with a maximum of 381 dwelling units (du) under residential scenario with the application of DI-1 (one density increase with urban design) or 100,884 sf of retail commercial under a commercial scenario resulting in 252 employees or 126,106 sf of office with 427 employees under a office scenario.

Adjacent Land Use and Zoning

North of the application site (across Quail Roost Drive) is the south terminal end of Homestead Avenue, which is sandwiched by a vacant property (west and zoned BU-3) and a light industrial property containing an old industrial warehouse (east and zoned IU-1). BU-3 allows liberal businesses while IU-1 allows light industrial uses. These zonings are likely to change because the referenced properties were recently adopted and redesignated from Industrial and Office to Business and Office on the LUP map in the previous two CDMP amendment cycles noted below. Northwest of the application site are BellSouth telephone offices and other warehouses in an area zoned IU-C (industrial controlled) and IU-1 respectively. These areas are generally designated Industrial and Office on the LUP map.

Directly west and south of the application site are active light industrial/commercial warehouses including US Post Office, Quail Roost Adult Video, etc., which are zoned IU-1. Directly south is a vacant land that is used by certain automobile dealership as an off-site storage for new vehicles for retail sales. Further south beyond this property is a cluster of active warehouses, including The Palm warehouse on land area also zoned IU-1. These areas are all also designated Industrial and Office on the LUP map. East of the site, across the Homestead Busway, is an area lined with other light industrial businesses including Shell gas station, Old Pizzahut building, Pollo Tropical and Miami Sub restaurants. The areas are zoned BU-1A, which allows limited businesses listed above, and are designated Business and Offices. Other light industrial uses on the same line with the restaurants include Rooms-To-Go, City Furniture and other retail furniture warehouses. The narrow Busway area east of the site is zoned BU-3, which allows liberal or wholesale businesses and GU, while the commercial warehouses after the Busway are zoned BU-1A and designated Business and Office on the LUP map.

Land Use and Zoning History

There is no recent zoning change on this property. Prior to the Modernage furniture business was the old Levitz furniture store on the subject property, which went out of business. Likewise, the Modernage furniture has gone out of business at this location. However, in the April 2005 Amendment cycle, the property north of the site (Application No. 16) was redesignated to Business and Office (Ordinance No. 06-73 dated May 22, 2006) for Parcel A and Medium Density Residential for Parcel B directly abutting the subject property. Likewise, in the October 2005 Amendment cycle, the other property north of the site (Application No. 12) and fronting Busway, was redesignated to Business and Office.

These two amendment sites are portion of the West Perrine Charrette that was held in March 2003 and accepted by the Board County Commissioners by Resolution No. 993-04 in July 2004. According to the Charrette report, the "Charrette Area Plan proposes to take advantage of the location between two arterial streets and proximity to the SW 184 Street Busway stations with residential, commercial, office and light industrial uses. Seven blocks are proposed to be developed with three-to-five story perimeter buildings that enclose landscaped parking courts. Developing these properties in an intense manner can encourage greater use of the Busway and provide an appropriate southern anchor to Homestead Avenue." Currently the Perrine Charrette Plan and associated Master Plan is scheduled for Commission's second public hearing on September 12, 2006. The Charrette District map or map series accompanying the substitute ordinance for this hearing, show the southern boundary extended to SW 186 Street with the Homestead Avenue being the Main Street terminating southerly at the SW 186 Street , which is proposed as a Boulevard. The Charrette plan also envisions mixed-use developments along the SW 186 Boulevard to compliment other mixed-use development along the Main Street. The subject site is south of and fronting SW 186 Street in an area currently designated Industrial and Office and zoned IU-1.

Supply and Demand

Residential Land Analysis

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 5.7, 5.8, 7.1, and 7.2) in 2006 was estimated to have a capacity for about 19,462 dwelling units, with about 67 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 599 units per year in the 2006-2010 period to 1,386 units in the 2020-2025 period. An analysis of the residential capacity by type of dwelling units shows absorption of single-family units occurring in 2016 and for multi-family beyond 2025 (See Table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2024.

Residential Land Supply/Demand Analysis
2006 to 2025

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 2006	6,364	13,098	19,462
DEMAND 2006-2010	469	130	599
CAPACITY IN 2010	4,488	12,578	17,066
DEMAND 2010-2015	512	138	650
CAPACITY IN 2015	1,928	11,888	13,816
DEMAND 2015-2020	1,123	295	1,418
CAPACITY IN 2020	0	10,413	6,726
DEMAND 2020-2025	1,111	275	1,386
CAPACITY IN 2025	0	9,038	30
DEPLETION YEAR	**2016**	**>2025**	**2024**

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, 2006.

The table above addresses the residential land supply and demand in the Analysis Area without the effect of the projected CDMP amendment. This is a small-scale amendment requesting a change from Industrial and Office to Business and Office for approximately 6.35 acres. Given the existing capacity in multi-family units, this application, if approved, will have a nominal impact on an area with a depletion year that is already beyond 2025.

Commercial Land Analysis

The Analysis Area for application 11 contained 177.7 acres of vacant land zoned or designated for commercial uses in 2006. In addition, there were 888.9 acres of in-use commercial land. The average annual absorption rate projected for the 2003-2025 period is 15.60 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 2020 (See Table below).

The Trade Area analysis is based on the location of the application, which is considered as the focal point of the Trade Area. Analysis of the Trade Area, 4.0 miles around the proposed project, for Application #11, shows that there are 1,040.1 acres in existing commercial uses and 161.7 acres of vacant commercially zoned or designated land. There is a variety of vacant parcels, zoned or designated for commercial uses, both north and south of the proposed project along US 1 (See Appendix A: Trade Area Analysis map).

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

Analysis Area MSA	Vacant Commercial Land 2006 (Acres)	Commercial Acres in Use 2006	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons 2015	2025
5.7	17.1	259.0	0.59	2025+	9.3	8.7
5.8	9.6	117.5	2.93	2009	3.3	2.9
7.1	99.1	311.3	6.51	2021	6.9	4.4
7.2	51.9	201.1	5.57	2015	4.9	3.4
Total	**177.7**	**888.9**	**15.60**	**2017**	**6.0**	**4.4**

Source: Miami-Dade Department of Planning & Zoning, Planning Division, Research Section, July 2006.

Industrial Land Analysis

In the South Tier of the Statistical Areas in which MSA 7.2 is located the cumulative industrial vacant land is only 204.8 acres as of 2006. At the average annual absorption rate of 2.65 acres, the projected year of depletion for industrial land would be 2025. While it appears as if there is surplus land Industrial as documented by research, the application site is located in the only area that is appropriate to preserve as industrial in the tier. Also it is the only area that is accessible by two major highways (US 1 and the Homestead Extension Florida Turnpike, which is required of industrial sites.

Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

Flood Protection	
County Flood Criteria (NGVD)	+8.8 feet
Stormwater Management	5-year storm
Drainage Basin	C-100
Federal Flood Zone	X
Hurricane Evacuation Zone	NO
Biological Conditions	
Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	NO
Natural Forest Communities	NO
Endangered Species Habitat	NO
Other Considerations	
Within Wellfield Protection Area	NO
Archaeological/Historical Resources	Information Pending

Water and Sewer

Potable water service to the site is to be provided by an existing 16-inch water main located along SW 186 Street. The source of water is the Miami-Dade Water and Sewer Department's (MDWASD) Alexander Orr Treatment Plant, which has a remaining available rated treatment plant capacity of 14.5 million gallons per day. The estimated water demand from this application, based a the worst-case scenario of residential, is 31,600 gallons per day (gpd). Therefore, the water treatment plant has sufficient capacity to serve this application.

The estimated water flow figures generated above are used solely for the purpose of evaluating the impact of the proposed potential development on the level of service (LOS) of that water treatment facility serving the site and are not used for water supply planning purposes. If this application is approved, the change in land use will not result in an increased demand for water supply above that projected by the County's Water and Sewer Department through the year 2025 utilizing population projections approved by the County and the South Florida Water Management District. MDWASD is currently assembling alternative water supply projects that will be used to meet the future water supply demand of Miami-Dade County. It is anticipated that these projects will be identified and adopted into the 10-Year Water Supply Plan by March 2008.

Sanitary sewer service to the site is to be provided by an existing 8-inch sanitary sewer line along SW 103 Court. Treatment is provided at the Central District Wastewater Treatment Plant, which has a remaining available capacity of approximately 20.82 million gpd. The estimated potential sewage flow demand of this application, based on the worst-case scenario, is 31,600 gpd. Therefore, the wastewater treatment plant has sufficient capacity to serve this application. Additionally, impacted pump stations are operating within their mandated criteria.

Solid Waste

This application site lies within the DSWM's waste service area for garbage and trash collections. The closest DSWM facility serving Application No. 11 is the West Perrine Trash and Recycling Center (16651 SW 107 Avenue), which is approximately 2 miles away. The impact on collection services is minimal.

Parks

The nearest park site to this application is Quail Roost Park, a Neighborhood Park of 4 acres, which is located at SW 186 Street and SW 113 Avenue, approximately one mile west of the application site. Application No. 11 is located with Park Benefit District 2 (PBD 2), which has a surplus capacity of 639.57 acres when measured by the County concurrency level-of-service standard. The impact of this application will increase the potential population of PBD 2 by 292. Approval of this application would decrease available reserve capacity by 0.80 acres to 638.7 acres

Public Schools

Students generated by this application will attend those schools identified in the following table. This table also identifies the school's enrollment as of October 2005, the school's Florida Inventory of School Houses (FISH) Design Capacity, which includes permanent and relocatable student stations, and the school's FISH utilization percentage. Pursuant to the state-mandated Interlocal Agreement for Public School Facility Planning, between Miami-Dade County and the Miami-Dade County School Board, the school board and development community are required to collaborate where proposed development would result in an increase in the schools' FISH % utilization in excess of 115%.

This application, if approved, will increase the potential student population of the schools serving the application site by an additional 63 students. Approximately 30 of these additional students will attend Bel-Aire Elementary, increasing the FISH utilization from 78% to 84%; 14 students will attend Cutler Ridge Middle, increasing the FISH utilization from 81% to 82%, and 19 students will attend Miami Southridge Senior, increasing the FISH utilization from 128% to 129%. Only the senior high school will exceed the 115% FISH design capacity threshold set by the Interlocal Agreement but not significantly beyond its current FISH utilization. (See Table below).

School	2005 Enrollment*		FISH Capacity**	% FISH Utilization	
	Current	With Application		Current	With Application
Bel-Aire Elementary	512	542	648	79	84
Cutler Ridge Middle	1,152	1,166	1,427	81	82
Miami Southridge Senior High	3,665	3,684	2,862	128	129

* Enrollment as of: October 15, 2005

** FISH Capacity includes the total of permanent student stations and portable student stations

The following table outlines the relief schools identified in the five-year capital improvement program that are currently being planned, designed or constructed.

School	Status	Projected
State School "YYY-1" Varela/Sunset/Southridge High (2,858 student-stations)	Planning	2010 School Opening
Cutler Ridge Middle Replacement (1,642 student stations)	Construction	2007-08

Roadways

Existing Conditions

The roadways serving the application site include SW 186 Street (Quail Roost Drive/SR 994) and US 1 (South Dixie Highway/SR 5). SW 186 Street, a four-lane divided arterial, connects to US 1 to east of the application site and the Homestead Extension of Florida's Turnpike (HEFT) to the west of the application site. Both US 1 and the HEFT provide accessibility to other portions of the county.

The Traffic Impact Analysis Table, below, shows the current operating levels of service (LOS) on US 1, SW 186 Street, and the HEFT in the vicinity of the application site. All these roadway segments are currently operating at the acceptable levels of service B, C, and D, above the adopted LOS D, E, and E+20% standards applicable to these roadway segments. No roadway capacity improvements are programmed for these roadways in the county's 2007 Transportation Improvement Program (TIP) in fiscal years 2006-2011.

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.

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions without the application's impact, as of June 22, 2006, which considers reserved trips from approved developments not yet constructed and any programmed capacity improvements, predicts that all the roadway segments in the vicinity of the application site will operate at the acceptable LOS B, C and E, above the adopted LOS D, E and E+20% standards applicable to these roadway segments.

Application Impact

Two development scenarios were analyzed for traffic impact under the requested CDMP land use designation (Business and Office). Scenario 1 assumes the application site developed with commercial use (100,884 sq. ft. of retail). Scenario 2 assumes the application site developed with residential use (65 multifamily dwelling units).

CDMP Amendment Application No. 11 (Commercial)
Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
54	SW 186 St/ SR 994	SW 127 Ave. to HEFT	4 DV	E	3270	2096	C	269	C	64	2429	C (04)
9882	SW 186 St	HEFT to US 1	4 DV	D	4560	2009	B	258	B	160	2427	C (04)
332	US 1/ South Dixie Hwy	152 St to SW 186 St	6 DV	E+20%	8490	6083	D	756	E	123	6962	E (04)
9970	US 1/ South Dixie Hwy	SW 186 St to Caribbean Blvd	6 DV	E+20%	7220	3851	B	248	B	109	4208	B (04)
2254	HEFT/ SR 821	SW 152 St. to SW 186 Street	8 DV	D	13600	12573	D	331	D	72	12976	D (04)
2256	HEFT/ SR 821	SW 186 St. to Mill Dr.	6 DV	D	10050	9947	D	21	D	36	10004	D (04)

Source: Compiled by Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2006.
Notes: DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access
*County adopted roadway level of service standard applicable to the roadway segment
E+20% = 120% of capacity (LOS E) with extraordinary transit service (Express Bus) within the Urban Infill Area and the Urban Development Boundary.
() Year traffic count was updated or LOS revised

CDMP Amendment Application No. 11 (Residential)
Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
54	SW 186 St/ SR 994	SW 127 Ave. to HEFT	4 DV	E	3270	2096	C	269	C	11	2376	C (04)
9882	SW 186 St	HEFT to US 1	4 DV	D	4560	2009	B	258	B	27	2294	B (04)
332	US 1/ South Dixie Hwy	SW 152 St to SW 186 St	6 DV	E+20%	8490	6083	D	756	E	21	6860	E (04)
9970	US 1/ South Dixie Hwy	SW 186 St to Caribbean Blvd	6 DV	E+20%	7220	3851	B	248	B	18	4117	B (04)
2254	HEFT/ SR 821	SW 152 St. to SW 186 St.	8 LA	D	13600	12573	D	331	D	12	12916	D (04)
2256	HEFT/ SR 821	Mill Dr to Quail Roost Dr	6 LA	D	10050	9947	D	21	D	15	9983	D (04)

Source: Compiled by Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2006.
Notes: DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access
*County adopted roadway level of service standard applicable to the roadway segment
E+20% = 120% of capacity (LOS E) with extraordinary transit service (Express Bus) within the Urban Infill Area and the Urban Development Boundary
() Year traffic count was updated or LOS revised.

The Estimated Peak Hour Trip Generation Table, below, identifies the estimated PM peak-hour trips expected to be generated for the proposed development scenarios under the requested CDMP land use designation, and compares it to the development that could occur under the existing CDMP land use designation. The estimated trip difference between the requested and current land use designations is an additional 308 PM peak-hour trips if the application site is developed with commercial use, and 13 less PM peak-hour trips if developed with residential use.

Estimated Peak Hour 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 Land Use Designation
11 (Scenario 1)	Industrial & Office. - 126,106 sq. ft. warehouse 78	Business & Office 100,884 sq. ft. Shopping Ctr. 386[1]	+308
11 (Scenario 2)	Industrial & Office. - 126,106 sq. ft. warehouse 78	Business & Office Residential Use - Medium Density Resid. (13 to 25 DUS/Acre) 65	-13

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.
Notes: [1] includes pass-by trips adjustment factor, ITE Trip Generation, 7th Edition, 2003.

The concurrency evaluation with the application's impact, under the worst-case scenario (retail use), indicates that the concurrency LOS of SW 186 Street, US 1, and the HEFT are projected to be still above the adopted LOS D and E+20% standards applicable to these roadway segments.

Transit Service

The application site is currently served by Miami-Dade Transit (MDT) Metrobus Routes 31, 34m 35 and 38. The table below shows the existing service frequency for these routes in summary form.

Metrobus Route Service

Route	Headways (in minutes) Peak	Off-Peak	Sat.	Sunday	Stop Locations	Type of Service
52	30	40	40	40	SW 152 St. & SW 97 Ave. SW 152 St. & SW 98 Ave.	L
252	15	20	40	40	152 St. & SW 99 Ct.	L/F – Dadeland South Metrorail Station

Source: 2006 Transit Development Program, Miami-Dade Transit, May 2006.
Notes: L means local service route
F means feeder service route to Metrorail

Future Conditions

Route 31 (Busway Local) – Improve peak headways from 15 to 12 minutes. Extend to Florida City and Homestead along the South Miami-Dade Busway Extension. Improve weekend headways from 30 to 20 minutes. Re-align route to service the Gould area. Improve midday headways from 30 to 15 minutes.

Route 53 – Improve peak headways from 30 to 15 minutes. Re-align along South Miami-Dade Busway.

One new Metrobus route is also planned for the South Miami-Dade area, the Florida City/Medley MAX. This new route will provide peak hour express service between Florida City and Medley (3 trips in the morning and 3 trips in the afternoon).

Other Planning Considerations

No covenant was submitted with this application as of July 28, 2006. It should be noted that this application site is located within the Enterprise Zone, which is an adopted plan like CDGB plans, upon which the County bases its community development programs. This is supported by Economic Element Policy ECO-3B of the CDMP.

STAFF CONCLUSIONS

The Department of Planning and Zoning does not support the proposed small-scale Land Use Plan (LUP) map amendment to redesignate the entire subject property from "Industrial and Office to "Business and Office". Staff is recommending that only the frontage portion of subject site, the area 165 feet deep from the centerline of SW 186 Street (± 2.06 gross acres), be redesignated to "Business and Office." Therefore, staff recommends **ADOPTION WITH CHANGE** of the proposed small-scale map amendment based on the following considerations.

1. The application, as requested, would not further the Perrine Charrette report and associated Area Plan. The application site is located within the Perrine Charrette Area Plan at the south terminus of Homestead Avenue, which is designated as the Main Street in the Area Plan. This Main Street intersects with SW 186 Street, which serves as a boulevard in the area plan. However, the general vision of the Area Plan is to create a mixed-use development along the SW 186 Street to compliment similar land uses and development along the Homestead Main Street. Staff believes that such mixed-use development would be appropriate to be restricted along the SW 186 roadway in order to keep the remainder of the property as industrial. As noted above, the parcel is located in an area preserved as Industrial and Office in both the CDMP and the Perrine Charrette.

2. The "Business and Office" land use category allows a wide variety of uses, including residential development. Residential land uses associated with the

proposed redesignation would not be compatible with the existing surrounding industrial land uses because of factors such as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, etc.

3. The depletion of land zoned and designated for industrial use is a concern to the Department of Planning and Zoning. The entire parcel lies within the only area suitable for industrial and office development in the Cutler Ridge area, due to its location between two major highways (US 1 and Homestead Extension of Florida Turnpike).

   The area does not have deficiency in residential, commercial, or industrial land. The depletion year for vacant commercial land is projected to be 2015 in MSA 7.2 or 2017 in the entire analysis, while the supply of vacant residential land for both single-family and multi-family is projected to be depleted in 2024. The depletion year for industrial land in the MSA 7.2 is 2025.

4. Regardless of the requested or recommended redesignation, mixed-use development on the application site would promote transit-oriented development use, which mixes residential, retail, office, open space and public uses in a pedestrian-friendly environment which are consistent with Objective LU-7 and associated policies of the CDMP. The application site is located approximately equidistant and within ¼ of a mile for the nearest two busway stops.

   The CDMP encourages transit-oriented development that is located within a ¼ mile of a bus stop for a route, which has a headway of 20 minutes or less during peak periods.. Metrobus Routes 31 and 38, which stops near the application site at the Busway and Sw 184 Street, do operate with headways of 15 minutes during peak periods. The proposed redesignation of "Business and Office" is supportive of transit ridership. Except for manufacturing operations, offices and live-work or work-live activities, industrial development is not generally supportive of transit ridership.

5. The application would have minimal or no impacts on public facilities and services such as potable water, sanitary sewer, parks, etc.

6. There are no impacts on any environmental or historic resources.

Staff Modification:

The staff recommended designation of Business and Office would apply to approximately one third of the application site, which is the portion fronting on SW 186 Street (approximately 165 feet deep from the center line of SW 186 Street or 2.06 gross acres). Developing this frontage as mixed-use under "Business and Office" category would provide a southern terminus to the mixed-use area that is envisioned in the Charrette Area plan along the Homestead Avenue main street. Based on provisions in

the CDMP text, this strip area could potentially allow up to 123 dwelling units maximum at 60 units per gross acre. Approval of the application as recommended by staff would provide the site opportunity to be developed in compatibility with the surrounding areas.

Consistency with CDMP Goals, Objectives, Policies and Concepts

The proposed application would impede the following CDMP goals, objectives, policies, and concepts:

- Policy LU-4A: Factors to evaluate compatibility among proximate land uses;
- Policy LU-4B: Uses protected from encroachment by residential uses;
- Policy LU-4D: Potentially incompatible uses permitted with design; and
- Policy LU-8E(iii): compatibility with abutting and nearby land uses and protection of the character of established neighborhoods.
- Policy CON-1C: Residential and other high occupancy land uses not to be located in areas that may be adversely impacted by stationary sources of air pollutant emissions.
- CON-1C: Residential and other high occupancy land uses not to be located in areas t hat may be adversely impacted by stationary sources of air pollutant emissions.

The proposed application would further the following CDMP goals, objectives, policies, and concepts:

- Policy ECO-3B: County's Community development programs to be based on plans adopted by the Commission such as Perrine Charrette Area plan and Enterprise/Empowerment Strategic plan.
- Policy LU-8E (v): Location within a planned Urban Center or ¼ mile of an existing or planned transit station, exclusive busway, etc.
- Objective LU-7: promote transit-oriented development and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes the use of rapid transit services.

APPENDICES

Appendix A Map Series

Appendix B Amendment Application

Appendix C Miami-Dade County Public Schools Analysis

Appendix D Applicant's Traffic Study

Appendix E Fiscal Impact Analysis

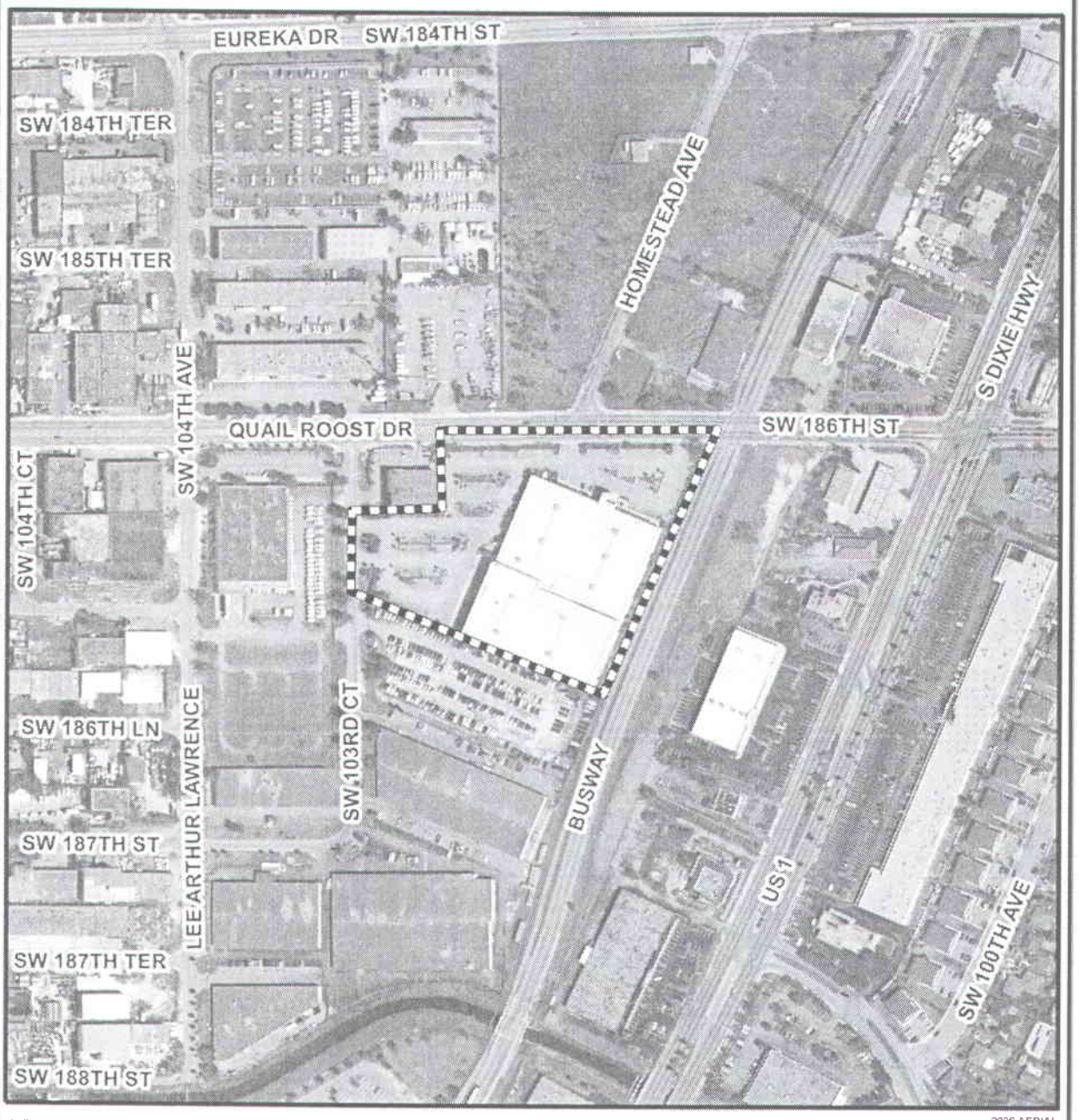
Appendix F Proposed Declaration of Restrictions

Appendix G Photos of Site and Surroundings (from site visit)

APPENDIX A

Map Series

AERIAL PHOTO: APPLICATION NO. 11



2006 AERIAL

APPLICATION AREA

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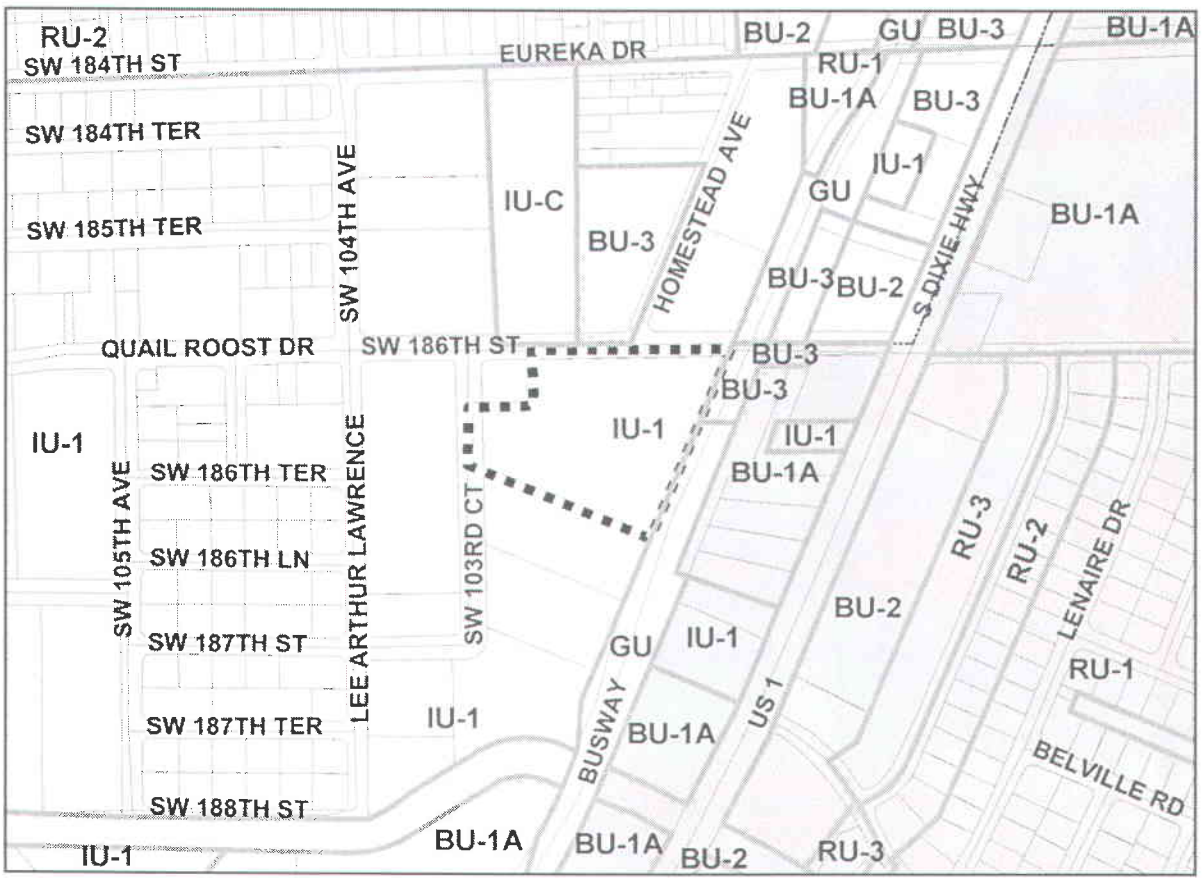
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, JULY 2006

APPLICATION NO. 11
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

CUTLER BAY

MIAMI-DADE ZONING DISTRICTS

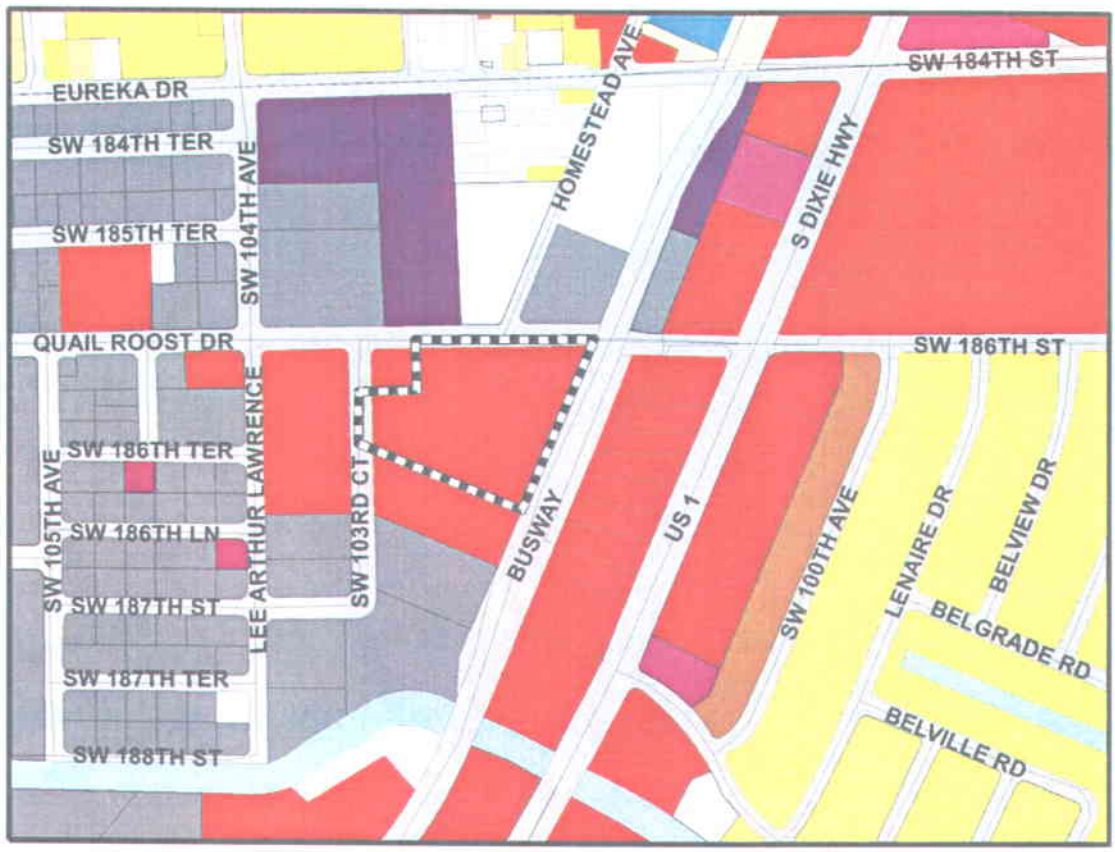
GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
RU-1	SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT.NET
BU-1A	BUSINESS - LIMITED
BU-2	BUSINESS - SPECIAL
BU-3	BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANICAL GARAGE AND USED CAR LOTS
IU-1	INDUSTRY - LIGHT
IU-C	INDUSTRY - CONTROLLED

0 0.025 0.05 0.1
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, JULY 2006

APPLICATION NO. 11
EXISTING LAND USE



LEGEND

APPLICATION AREA

EXISTING LAND USE

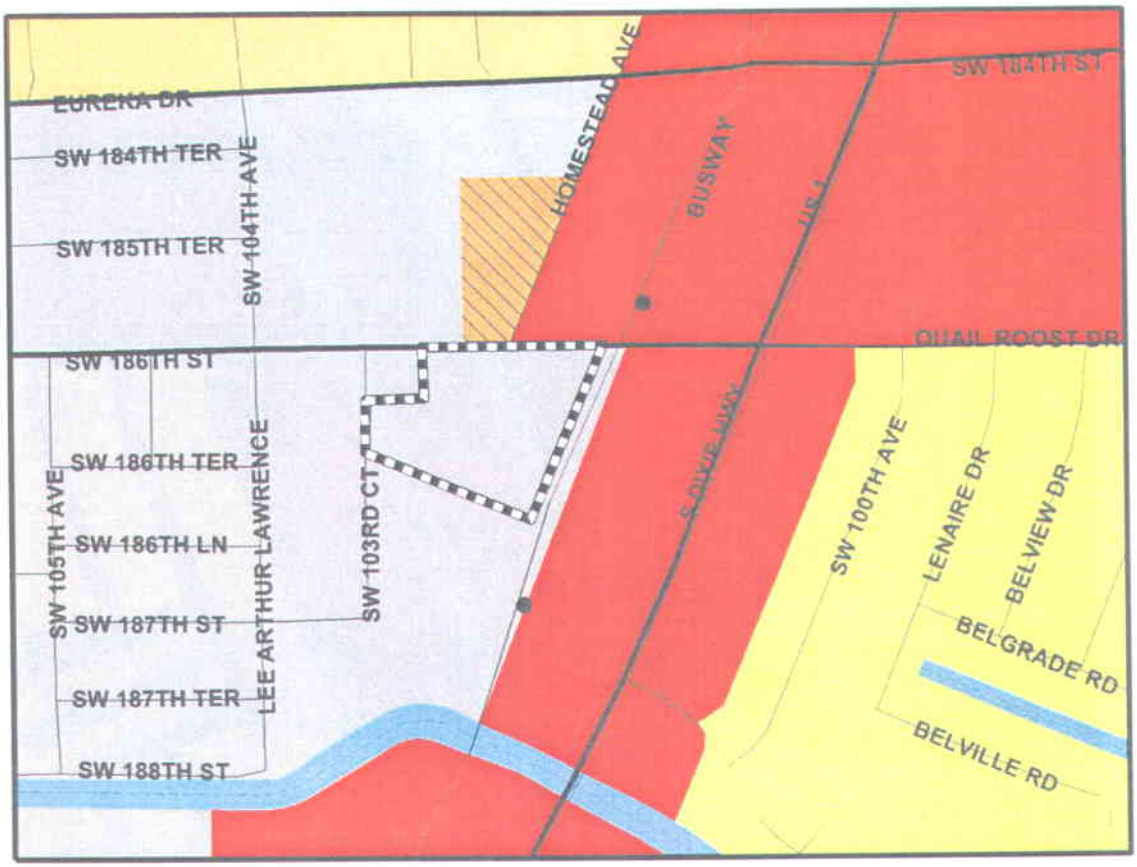
- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- LOW-DENSITY MULTI-FAMILY
- COMMERCIAL, SHOPPING CENTERS, STADIA
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- VACANT, GOVERNMENT OWNED
- VACANT UNPROTECTED
- INLAND WATERS

0 0.05 0.1 0.2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, JULY 2006

APPLICATION NO. 11
CDMP LAND USE PLAN



NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2015 and 2025 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 TO 6 DU/AC

LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6 TO 13 DU/AC

MEDIUM DENSITY RESIDENTIAL (MDR) 13 TO 25 DU/AC WITH ONE DENSITY INCREASE WITH URBAN DESIGN

INDUSTRIAL AND OFFICE

BUSINESS AND OFFICE

WATER

EXISTING RAPID TRANSIT

MAJOR ROADWAYS (3 OR MORE LANES)

MINOR ROADWAYS (2 LANES)

CANAL

0 0.05 0.1 0.2
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, AUGUST 2006

TRADE AREA MAP: APPLICATION NO.11

Miami-Dade County
Department of Planning & Zoning
Planning Research Section
July 2006

APPENDIX B

Amendment Application

APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN
APRIL 2006 CYCLE
MIAMI-DADE COUNTY.

1. APPLICANTS

Frenchtex, Inc. A Florida Corporation

2. APPLICANT'S REPRESENTATIVE

Guillermo Olmedillo
330 Greco Avenue. Suite 108
Coral Gables, Florida 33146
Voice 305 448 7730 or 786 252 0381
Facsimile 305 448 7306
Electronic Mail golmedil@bellsouth.net

Don M Walters - Pres. 4-25-2006
Applicant's Signature Date

Debra Davis Sands 4/25/06

Notary Public State of Florida
Debra Davis-Sands
My Commission DD507752
Expires 03/16/2010

3. DESCRIPTION OF REQUESTED CHANGE

A. Amendment to the Future Land Use Map of the Land Use Element of the Miami-Dade County's CDMP from a land use designation of "Industrial and Office" to "Business and Office."

B. The subject property consists of 252,007 square feet (5.79 acres); fronting on the North on SW 186th. Street; on the East bounded by the South Dade Bus-way; and on the West bounded by SW 103rd. Court

and a small property not included as part of this application. Also described under Folio Number 30-6005-018-0010.
This property was improved in 1993 with a building containing 109,298 square feet of construction, originally permitted to be used as a Furniture Showroom.

C. The entire property subject of this application is owned by the Applicant.

D. Along with the request for Land Use Designation Amendment, the applicant requests that it be reviewed as a "Small Scale Application" in order to receive an expedited decision from the Board of County Commissioners.

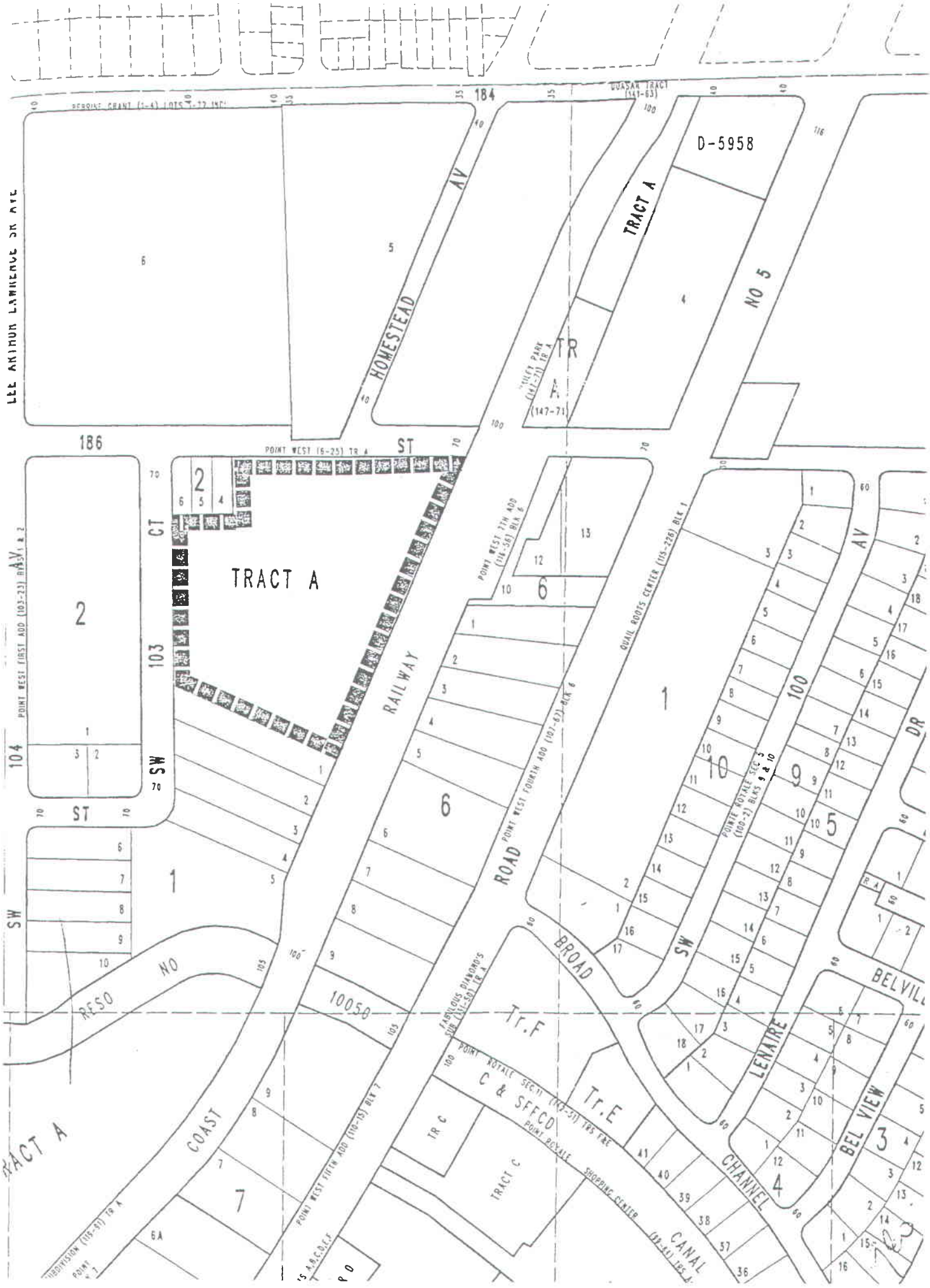
4. REASONS FOR THE REQUEST

The "Perrine Community Urban Center District" was prepared by the Planning and Zoning Department, after a series of meetings with the community. The subject property is located at the south terminus of Homestead Avenue, which is designated as the" Main Street" of the District; and along Quail Roost Drive (SW 186 Street), designated as a Boulevard. On this location a mixed use building, including residential uses is more compatible and consistent with the proposed land uses in the District.

5 The following documents are submitted to afford the Planning and Zoning Department the opportunity for the proper analysis of this application:

A. Aerial photo
B. Boundary survey
C. Existing Zoning Atlas surrounding the property

6 DISCLOSURE FORMS



D-5958
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(147-71)
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104
SW
TRACT A
RAILWAY
ROAD
BROAD
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AV
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LENAIRE
BEL VIEW
CHANNEL
CANAL
COAST
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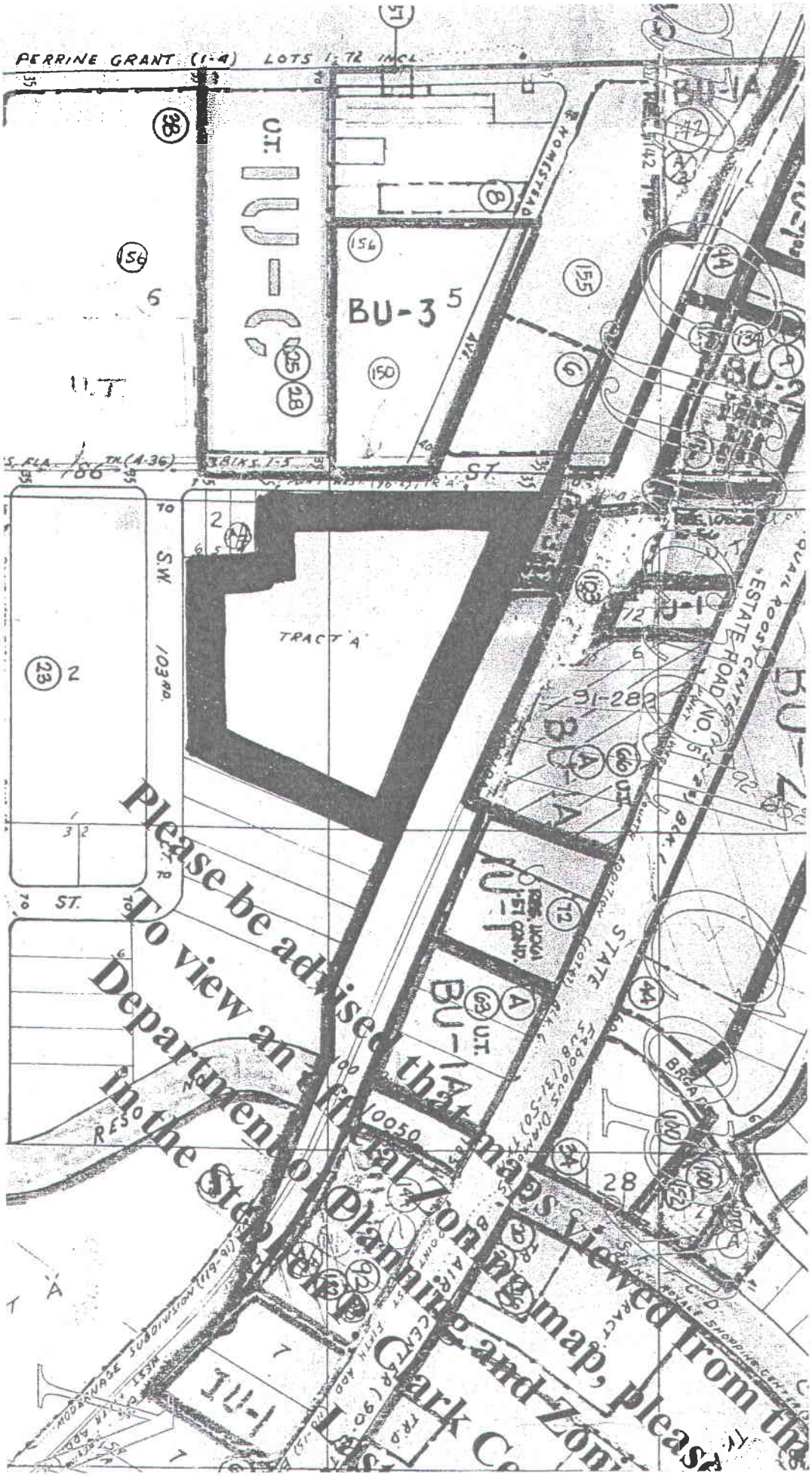
TRACT C
TRACT A


PERRINE GRANT (1-4) LOTS 1-72 INCL.
BU-3
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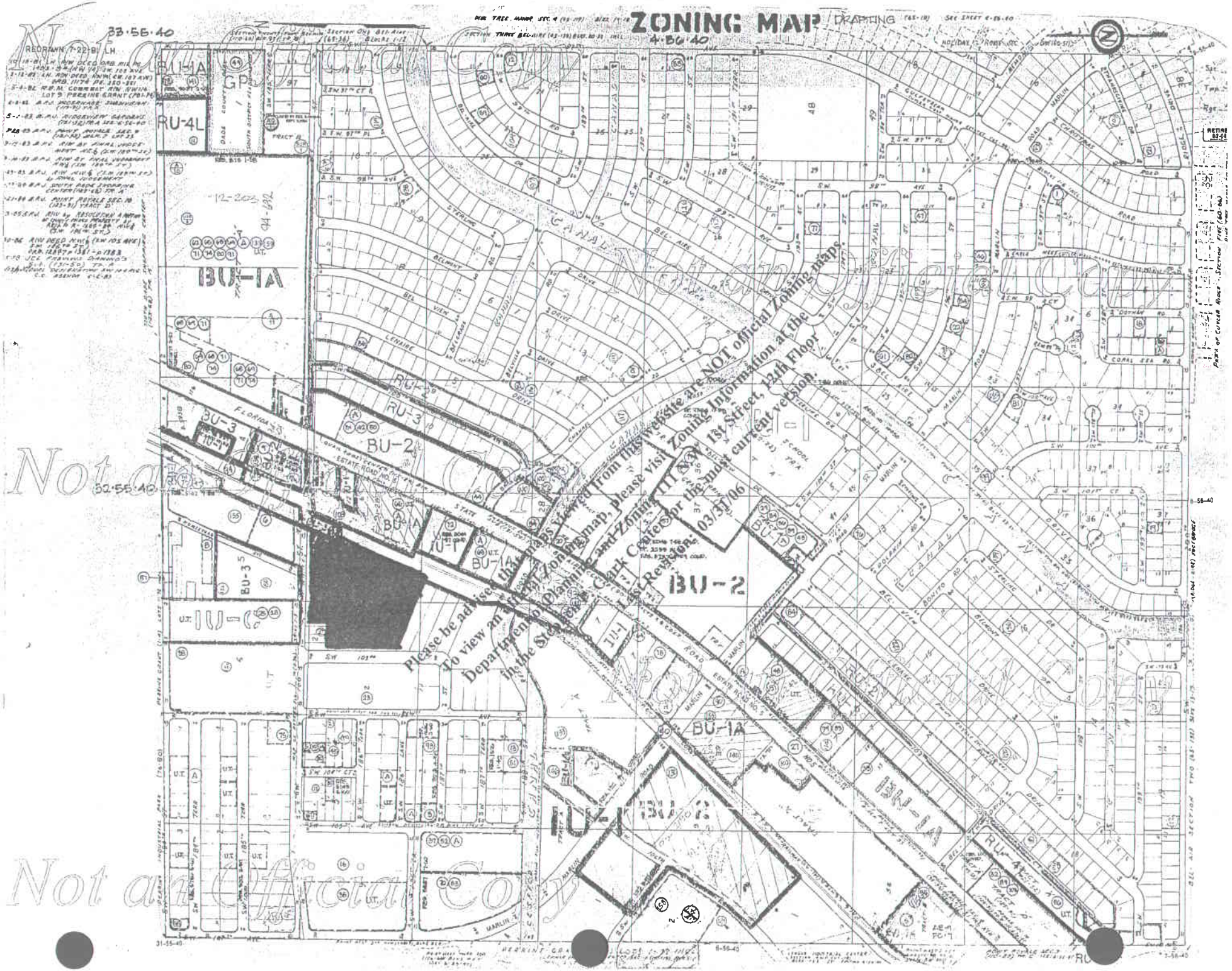
TRACT 'A'
S.W. 103RD.
ST.
ESTATE ROAD NO. 5
STATE
BU-1A
U.T.
RESO
10050
Please be advised that maps viewed from the
To view an official Zoning map, please
Department of Planning and Zoning
in the Stephen P. Clark Ce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Please be advise that maps viewed from this website are NOT official Zoning Information at the
Department of Planning and Zoning, 111 NW 1st Street, 12th Floor
To view an official Zoning map, please visit Zoning
in the Stephen P. Clark Center or the most current version.
Clerk Center
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BELMONT
BEL VIEW
LEMAIRE
STATE
MARLIN
ROAD
DRIVE
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EXHIBIT A
LEGAL DESCRIPTION

TRACT "A", POINT WEST, according to the Plat thereof recorded in Plat Book 96, at Page 25, of the Public Records of Miami-Dade County, Florida

LESS AND EXCEPTING: According to the plat of POINT WEST recorded in Plat Book 96, page 25, of the Public Records of Miami-Dade County, Florida, begin at the Point of Beginning at the Southeast corner of Tract A shown on said plat, thence from this established Point of Beginning, run North 67 degrees 28 minutes 38 seconds West for a distance of 450.44 feet to the Southwest corner of Tract A shown on said plat, thence run North 00 degrees 39 minutes 21 seconds West for a distance of 217.60 feet to a point and from this point thence run South 67 degrees 28 minutes 38 seconds East for a distance of 536.07 feet to a point, and from this point thence run South 22 degrees 31 minutes 22 seconds West for a distance of 200 feet to the Point of Beginning of this description.

APPENDIX C

Miami-Dade County Public Schools Analysis

Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Rudolph F. Crew, Ed.D.

Chief Facilities Officer
Rose Diamond

Planning Officer
Ana Rijo-Conde, AICP

Miami-Dade County School Board
Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Frank J. Bolaños
Evelyn Langlieb Greer
Dr. Robert B. Ingram
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson

July 10, 2006

Ms. Diane O'Quinn-Williams, Director
Miami-Dade County
Department of Planning and Zoning
Zoning Evaluation Section
111 NW 1 Street, Suite 1110
Miami, Florida 33128

Re: Land Use Amendments
April 2006 Cycle
(Applications No. 1-16)

Dear Ms. O'Quinn-Williams:

Pursuant to the state-mandated and School Board approved Interlocal Agreement, local government, the development community and the School Board are to collaborate on the options to address the impact of proposed residential development on public schools where the proposed development would result in an increase in the schools' FISH % utilization (permanent and relocatable), in excess of 115%. This figure is to be considered only as a review threshold and shall not be construed to obligate the governing agency to deny a development.

Attached please find the School District's (District) review analysis of potential impact generated by the above referenced applications. Please note that land use amendments 6, 10 and 16 will not generate additional student impact to the District; and the schools impacted by land use amendments 2 and 3 do not meet the review threshold. However, land use amendments proposed in applications 1, 4, 5, 7, 8, 9, 11, 12, 13, 14 and 15 will generate an additional student impact to the District (see attached analyses).

Please note that some of the impacted school facilities for Amendments 1, 4, 5, 7, 8, 9, 11, 12, 13, 14 and 15 meet the referenced review threshold. As such, it is our recommendation that dialogue between the District and the applicants take place as it relates specifically to public schools in the affected area that meet the review threshold. The District will keep the County apprised if such dialogue takes place with respective applicants.

School Board Administration Building *• 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132*
305-995-7285 • FAX 305-995-4760 • ***arijo@dadeschools.net***

Also, attached is a list of approved Charter School Facilities which may provide relief on a countywide basis.

Additionally, pursuant to Miami-Dade County's Educational Facilities Impact Fee Ordinance, the proposed developments, if approved, will be required to pay educational facilities impact fees (impact fees) based on the following formula:

> New residential unit square footage X .90 (Square Footage Fee) + $600.00 (Base Fee) + 2% administrative fee = Educational Facilities Impact fee

In accordance with the Agreement, this letter and attached information should not be construed as commentary on the merits of the pending land use amendment applications. Rather it is an attempt to provide relevant information to the Planning Advisory Board, Community Councils and Miami-Dade County Board of County Commissioners on public schools that will likely serve the proposed developments and meet the referenced threshold.

As always, thank you for your consideration and continued partnership in our mutual goal to enhance the quality of life for the residents of our community.

Sincerely,

Ivan M. Rodriguez, R.A.
Director II

IMR:ir
L001
Attachments

cc: Ms. Ana Rijo-Conde
Mr. Fernando Albuerne
Mr. Michael A. Levine
Ms. Vivian Villaamil
Ms. Patricia Good
Ms. Helen Brown

SCHOOL IMPACT REVIEW ANALYSIS
July 5, 2006

APPLICATION:	No. 11, Frenchtex Inc.
REQUEST:	Change Land Use from Industrial and Office to Business and Office
ACRES:	± 6.35 acres
LOCATION:	Approximately 10200 SW 186 Street (NW corner of SW 200 Street (Quail Roost Drive) between the South Dade Busway and SW 103 Court)
MSA/ MULTIPLIER:	7.2 / .40 Multifamily

		Proposed Land Use	Existing Land Use
NUMBER OF UNITS:	158 additional units	158 Multifamily	0 units

ESTIMATED STUDENT POPULATION:	63
ELEMENTARY:	30
MIDDLE:	14
SENIOR HIGH:	19

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY:	Bel-Aire Elementary – 10205 SW 194 Street
MIDDLE:	Cutler Ridge Middle – 19400 Gulfstream Road
SENIOR:	Miami Southridge Senior High – 19355 SW 114 Avenue

All schools are located in Regional Center VI.

*Based on Census 2000 information provided by Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Bel-Aire Elementary	512	514	100%	134	79%	542
	542 *		105%		84%	
Cutler Ridge Middle	1,152	1,328	87%	99	81%	1,167
	1,166 *		88%		82%	
Miami Southridge Senior	3,665	2,662	138%	200	**128%**	4,103
	3,684 *		138%		**129%**	

*Student population increase as a result of the proposed development
**Estimated number of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.
Notes:

1) Figures above reflect the impact of the class size amendment.
2) Pursuant to the Interlocal Agreement, Miami Southridge Senior High School meets the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA
(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005)

Projects in Planning, Design or Construction

School	Status	Projected Occupancy Date
State School HHH-1 (Varela / Sunset / Southridge Senior High Schools relief) (2,858 student stations)	Planning	2010 School Opening

Proposed Relief Schools

School	Funding year
Cutler Ridge Middle Replacement (1,642 student stations)	07-08

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	514
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	1,642
Estimated Permanent Senior High Seats (Current and Proposed in 5-Year Plan)	5,520

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected need.

OPERATING COSTS: Accounting to Financial Affairs, the average cost for K-12 grade students amounts to $6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total $412,587.

CAPITAL COSTS: Based on the State's July 2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	Does not meet review threshold				
MIDDLE	Does not meet review threshold				
SENIOR HIGH	19	x	25,366	=	$481,954
Total Potential Capital Cost					**$481,954**

*Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

APPENDIX D

Applicant's Traffic Study

Not Required for Small-scale Application

APPENDIX E

Fiscal Impact Analysis

FISCAL IMPACTS
ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 11 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 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

Solid Waste Services

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, 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 (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 $53.65 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 $70.75. 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. Assuming Application No. 11 is built at the maximum residential density of 13 dwelling units per gross acre (the use allowed under the proposed redesignation of Business and Office that would generate the greatest water and sewer demand), the fees paid by the developer would be $43,924 for water impact fee, $176,960 for sewer impact fee, $1,300 per unit for connection fee, and $25,379 for annual operating and maintenance costs based on approved figures through September 30,2005.

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

Application No. 11 will result in 63 additional students, thus, increasing operating costs by $412,587 and capital costs by $481,954.

APPENDIX F

Proposed Declaration of Restrictions

No covenants have been proffered for the subject property as of July 28, 2006.

APPENDIX G

Photos of Application Site and Surroundings

Out parcel property northeast of application site.

Light industry/warehouses northeast of site across and along SW 186 Street.

Modernage Furnitture 2-story building on the site (east side).

Off-site car dealership parking on adjacent property south of site.