

Application No. 1

Commission District 2 Community Council 8

APPLICATION SUMMARY

Applicant/Representative: Geovanis Medina/Gloria M. Velazquez, Esq.

Location: 100 feet east of NW 27 Avenue between NW 87 Terrace and theoretical NW 89 Street

Total Acreage: 1.57 Gross Acres, \pm 1.37 Net Acres

Current Land Use Plan Map Designation: Business and Office and Low-Medium Density Residential (6-13 DU/Ac)

Requested Land Use Plan Map Designation: Business and Office

Amendment Type: Small-scale

Existing Zoning/Site Condition: RU-1 (Single-Family dwellings on 7,500 sq ft net lots) and BU-3 (Liberal Business) / Parcel A: truck parking, Parcel B: vacant house, Parcel C: undeveloped

RECOMMENDATIONS

Staff: **DENY** (August 25, 2007)

North Central Community Council: **NO QUORUM** (September 25, 2007)

Planning Advisory Board (PAB) acting as Local Planning Agency: **DENY** (October 15, 2007)

Board of County Commissioners: **TO BE DETERMINED** (November 27, 2007)

Final Recommendation of PAB acting as Local Planning Agency: **TO BE DETERMINED**

Final Action of Board of County Commissioners: **TO BE DETERMINED**

Staff recommends **DENY** the proposed “small-scale” amendment to redesignate the subject property from “Business and Office” and “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre) to “Business and Office” on the adopted Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP) based on the staff analysis as summarized in the Principal Reasons for Recommendations below:

Principal Reasons for Recommendations:

1. The requested “Business and Office” designation for Parcels A, B and C would intrude into the “Low-Medium Density Residential” designated neighborhood east of the subject site that is situated 100 feet east of NW 27 Avenue between NW 87 Terrace and theoretical NW 89 Street (for the location of parcels please review the aerial photograph, the existing land use map, the zoning map or CDMP Land Use Plan map in Appendix A). The application site is adjacent to the applicant’s business of selling used diesel trucks. The existing business faces NW 27 Avenue, and currently uses Parcel A for overflow truck parking and storage. During a recent visit to the site, trucks and their accompanying trailers were observed parked within the swales on both sides of NW 88 Street. Parcel C, the property south of NW 88 Street, has received code violations in 2000 and 2007 regarding unauthorized bulky or industrial waste in the right-of-way. Expanding the “Business and Office” designation to include the subject properties would not be compatible with the abutting residential neighborhood, including single-family dwellings to the east and south of the application site. The North Central Miami- Dade Charrette Report, dated January 2003, states on page 25 regarding the NW 27th Avenue Used-Car Dealership District that “this use and district should be limited to the corridor and should not be allowed to permeate into the surrounding neighborhoods.”
2. The applicant has not demonstrated that redesignation of the subject site would provide adequate buffering and protection (e.g.: landscaping, screening, noise, fumes, etc.) for the adjacent residential property owners. The North Central Miami-Dade Charrette master plan specifically identifies NW 27 Avenue, between NW 79 and NW 119 streets, as a “used car district.” The plan states that many dealerships are surrounded by barbed wire with used cars, car parts and debris scattered over the lots that severely impacts the overall perception of the community. The North Central Miami- Dade Charrette Report, dated January 2003, states on page 25 regarding the NW 27th Avenue Used-Car Dealership District that “this use and district should be limited to the corridor and should not be allowed to permeate into the surrounding neighborhoods.” The charrette has developed a set of design guidelines to assist the DP&Z and property owners in the development and redevelopment of businesses along the corridor.
3. The proposed request does not satisfy a deficiency in the Plan map to accommodate projected population or economic growth within the County. There are currently 95.7-acres of vacant commercial, or commercially zoned land,

within the Analysis Area of which 37.4-acres are located within a 1.5-mile radius of the subject site. At the projected rate of absorption, the study area will deplete its supply of commercially zoned or designated land beyond the year 2025.

4. The future north corridor of Metrorail is planned to extend along NW 27 Avenue between NW 79 Street and the Florida Turnpike. A new station is proposed to be built near NW 82 Street and NW 27 Avenue, which is a little more than 1/4 mile from the site. A distance of 1/2 mile is the maximum distance that people are expected to walk to mass transit. The application does not promote transit ridership and pedestrianism. The proposed use is a truck dealership and is, thus, a vehicular-oriented business.
5. The proposed use will not impede the provision of services at or above adopted LOS standards, nor degrade environmental or historical resources, features or systems. However, there are no existing sewer lines at or near the subject property. The Department of Environmental Resources Management (DERM) should be contacted to determine if a septic tank is allowed at the site and what, if any, restrictions of use might apply.

STAFF ANALYSIS

Application Site

The subject site consists of 1.57-acres located approximately 100-feet east of NW 27 Avenue, on the north and south sides of NW 88 Street in the West Little River neighborhood. The site is comprised of three parcels: Parcels A and B are situated on the north side of NW 88 Street, and Parcel C is on the south between NW 88 Street and NW 87 Terrace. The applicant proposes to utilize the subject site for the redevelopment and expansion of the existing 'Best Used Trucks' sales business, adjacent to Parcel A, on NW 27 Avenue. Parcel A is undeveloped and is currently being used for the sale and storage of diesel trucks. A vacant house occupies Parcel B. Parcel C—the largest of the three parcels—is undeveloped and contains mature trees and vegetation. The Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP) designation for Parcel A is "Low-Medium Density Residential" (6-13 DU/gross acre), with approximately 3,594 square feet along the western edge of the lot designated "Business and Office." Parcel B is designated "Low-Medium Density Residential" and Parcel C is designated "Low-Medium Density Residential," with approximately 3,625 square feet along the western edge of the lot designated "Business and Office." Parcel A is zoned BU-3 (Business-Liberal), and Parcels B and C are zoned RU-1 (Single-Family Residential).

North Central Miami-Dade Charette

The subject site is located within the "North Central Miami-Dade Charette" area. The North Central Miami-Dade (NCMD) charrette was the result of a series of public "charrettes" held in May 2002, and represents the citizens' vision of revitalization of the area bounded by NW 119 Street/The Gratigny Expressway on the north, NW 79 Street on the south, NW 7 Avenue on the east, and NW 27 Avenue on the west.

The subject site is located within one of the master plan's 20 "traditional neighborhoods," represented in the plan as a "circle" to indicate a 5-minute walking distance from center to edge; the circle comprises approximately 125-acres. The master plan states that many dealerships are surrounded by barbed wire with used cars, car parts and debris scattered over the lots. The lack of regulations and control of the car lots project an image of disrepair and insecurity that severely impacts the overall perception of the communities east and west of the corridor. The description of use for the "Use-Car District" states: "this use and district should be limited to the corridor and should not be allowed to permeate into the surrounding neighborhoods". The charette report identified proposed improvements to the "Used-Car District" along NW 27 Avenue, some of which include:

- Sales offices and showrooms should be built close to the sidewalk;
- Large car lots should be shielded from pedestrians and passers-by with buildings;
- Parcels should not be surrounded by barbed wire or chain-link fences; and

- Additional parking should be accommodated behind buildings and accessed through an alley.

Adjacent Land Use and Zoning

An approximately 100-foot deep strip of land on either side of NW 27 Avenue is designated “Business and Office” on the CDMP LUP map. The predominant development pattern on this section of NW 27 Avenue, between NW 79 and NW 119 streets, consists of auto and truck sales businesses. East of NW 27 Avenue, beyond the “Business and Office” designated area and including the subject site, is a residential neighborhood comprised of modest, single-family detached homes on narrow, deep lots. Parcels A and B are bordered by the 27th Avenue Motel—a marginal, one-story motel situated between NW 27 and NW 25 Avenues—on the north. The motel property is split-zoned, with the portion fronting NW 27 Avenue classified as BU-1 (Neighborhood Business District) and the remainder of the property zoned RU-4A (Hotel/Apartment House District). Single-family detached homes border the south and east sides of Parcels B and C, and are zoned RU-1 (Single Family Residential). The western one-half of NW 87 Terrace, between NW 27 Avenue and the eastern edge of Parcel C, is an unpaved road. The business area along NW 27 Avenue includes *Best Used Trucks*, located on the west side of Parcel A; *Free Pawn* and *Black Jack Auto & Truck Wholesalers* are west of and adjacent to Parcel C. All of the lots west of Parcels A and, C and fronting NW 27 Avenue, are alternately zoned BU-3 (Liberal Business District) and BU-1 (Neighborhood Business District).

Land Use and Zoning History

In April 1947, at the behest of the Dade County Zoning Department, the Dade County Zoning Commission approved a zoning change (Resolution No. 2514) for Parcel B from BU-3 to RU-1B, which change in the 1950s to RU-1 when the RU-1B zoning classification was eliminated.

On March 14, 1957 the Dade County Zoning Commission approved a zoning change (Resolution No. 11312) for Parcel A from RU-1 (One Family Residential) and BU-1 (Neighborhood Business) to BU-1A (Liberal Business) to permit retail businesses and/or automotive repair and washing on the property. The zoning change was approved with the following conditions: a site plan to include building location, the type and location of signs, lighting standards, parking, drainage, walls, fences and landscaping; and that five-foot CBS walls be required along the rear (east) and South property lines, with the southern wall set back five-feet from the property line, and the five-foot strip to be landscaped. The site currently has a retaining wall on the west property line; however, there is no evidence that the proposed business was ever built.

On June 9, 1999, the Miami-Dade County Community Zoning Appeals Board approved (Resolution CZAB8-18-99) a special exception, non-use variances for parking, setback and lot area requirements, and a non-use variance of zoning regulations for the Sunrise Missionary Baptist Church on Parcel C. The application was approved under the

condition that the applicant meet the following conditions: submit a site plan that will be substantially in accordance with the plans submitted during the public hearing on May 14, 1998; the use be established and maintained in accordance with the approved plan; install, at minimum, a 3-foot tall hedge that would grow to six-feet in height; install a staggered, double row of trees at least 10-feet in height along the south property line; submit for approval a landscaping plan prior to issuance of a building permit and Certificate of Occupancy; no trailers, tents or other temporary structures be permitted onsite; obtain a Certificate of Use and Occupancy upon compliance with all terms and conditions, subject to revocation if any conditions are violated; the applicant comply with DERM and Public Works Department requirements and conditions contained in the application's Memorandum. The church was never built.

Parcel C was cited for code violations in 2000 and 2007 (Citation Nos. 2000-766236 and 2007-996790), regarding unauthorized bulky or industrial waste within the right-of-way. There have been no code violations on Parcels A and B.

Supply & Demand

Residential Land Analysis

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 4.2) in 2007 was estimated to have a capacity for approximately 4,887 dwelling units, with 54.9 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 38 units per year in the 2007-2010 period to 96 units in the 2015-2020 period. An analysis of the residential capacity by type of dwelling units shows absorption of single-family units occurring in 2021 and for multi-family in 2025. The supply of residential land for both single-family and multi-family units is projected for depletion by 2023.

Residential Land Supply/Demand Analysis
2007 to 2025: **Application 1**

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 2007	2,004	2,683	4,887
DEMAND 2007-2010	24	14	38
CAPACITY IN 2010	2,132	2,641	4,773
DEMAND 2010-2015	60	36	96
CAPACITY IN 2015	1,832	2,461	4,293
DEMAND 2015-2020	180	111	291
CAPACITY IN 2020	932	1,906	2,838
DEMAND 2020-2025	559	343	902
CAPACITY IN 2025	0	191	0
DEPLETION YEAR	2021	2025	2023

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, 2007.

Commercial Land Analysis

The Analysis Area contained 438.9 acres of in-use commercial uses in 2007 and an additional 95.7 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2003-2025 period is 2.62 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 beyond the year 2025 (See Table below).

Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Application 1 Analysis Area

Analysis Area	Vacant Commercial Land 2007 (Acres)	Commercial Acres in Use 2007	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres Per Thousand Persons	
					2015	2025
MSA4.2						
Total	95.7	438.9	2.62	2025+	6.4	5.3

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, August 2007.

Trade Area Analysis

A trade area analysis of existing commercial uses identified 216.5 acres of existing commercial uses and 37.4 acres of vacant, commercially zoned or designated land within a 1.5-mile radius of the application site. The analysis found that most of the vacant parcels are located to the southeast, along NW 79 Street, and north of the application site along NW 27 Avenue.

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)	6.7 feet
Stormwater Management	On-site retention (5-year storm)
Drainage Basin	C-7 Canal
Federal Flood Zone	X - Outside the 100-year floodplain
Hurricane Evacuation Zone	NO

Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	YES
Natural Forest Communities	NO
Endangered Species Habitat	NO

Other Considerations

Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO

Specimen Trees

The subject site may contain specimen-sized trees (trunk diameter \geq 18 inches). Section 24-49.2(II) of the Code of Miami-Dade County, Florida, requires that specimen trees be preserved when reasonably possible. Thus, a Miami-Dade County Tree Removal Permit is required prior to the removal or relocation of any tree that is subject to the tree preservation and protection provisions of the Code. The Department of Environmental Resource Management's (DERM) approval of the subject application will be contingent upon the inclusion of tree permitting requirements of Sections 24-49.2 and 24-49.9 of the Code.

Water and Sewer

Water Supply

In April 2007, the Board of County Commissioners (BCC) adopted alternative water supply and reuse projects into the Capital Improvements Element of the CDMP in the amount of \$1.6 billion dollars. This commitment by the BCC fully funds the projects outlined in the Lower East Coast Regional Water Supply Plan; projects upon which a 20-year water permit from the South Florida Water Management District, expected in November 2007, is based. A summary of these projects can be found in Application 16 (Water Supply Facilities Workplan) of this report. Appendix A of Application 16 indicates that the City of North Miami Beach will no longer be a retail customer after 2007 and therefore the Miami-Dade Water and Sewer Department's (MDWASD) system will realize a surplus in water supplies of 4.63 MGD. The water needs of this application will therefore be met by MDWASD.

It should be noted that the MDWASD is developing an allocation system to track the water demands from platted and permitted development. This system will correspond to the allocation system currently being used by DERM for wastewater treatment facilities, and will require all development to obtain a water supply allocation letter from MDWASD stating that adequate water supply capacity is available for the proposed project. MDWASD's water allocation system is anticipated to be operational in November 2007.

Potable Water Facilities

Potable water service is provided to the site by an existing 12-inch water main along NW 88 Street and a 20-inch water main at NW 88 Street and NW 25 Avenue. The MDWASD water treatment plant servicing this area is the Hialeah/Preston Water Treatment Plant. According to data provided by the Department of Environmental Resources Management (DERM), this water treatment plant currently has a rated treatment capacity of 225 million gallons/day (mgd) and a maximum plant production based upon the last 12 months of 204.1 mgd. Based upon these numbers, this treatment plant has 21.0 mgd or 9.31% of treatment plant capacity remaining.

An estimated water demand of 7,800 gallons per day (gpd) for this application was based on a 100% residential development scenario, since residential land use produces the highest water demand. Under a residential development scenario, 39 multi-family units could be built under the "Business and Office" designation. This number of units is higher than what is currently allowed under the "Business and Office" and "Low-Medium Density Residential" designation; therefore, no increased water demand increase would be realized from approval of this amendment. The demand of 7,800 gpd would decrease the 21.0 mgd treatment plant capacity to 20.99 mgd a remaining maximum capacity that meets the LOS standard for water treatment plant facilities.

Wastewater Facilities

There are no existing sewer lines at or near the property. The closest public sanitary sewer line is an existing 12-inch force main located along NW 21 Avenue, approximately 3,500 feet from the subject property. Given the distance of the nearest sewer main, this site may be permitted to develop utilizing a septic tank. DERM should be contacted to determine if a septic tank is allowed at the site and what, if any, restrictions of use would apply.

If connection to the sanitary sewer system is required, data provided by DERM indicates that Pump Station 30-0001 would be impacted by sewage flows; however, this from this site. Ultimate disposal for sewage flows from this site would be the Central District Wastewater Treatment Facility. This facility has a design capacity of 143 million gallons per day (mgd) and has a 12-month average flow of 114.17 mgd. This flow rate is approximately 79.8% of the design capacity of the wastewater treatment plant.

Based upon a residential development scenario of 39 units, it is estimated that the sewage demand for this site will yield 7,800 gpd. These estimated flows will not significantly increase the 114.17 mgd treatment plant flow and therefore the remaining wastewater treatment plant capacity meets the established level of service.

Solid Waste

The application lies within the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The closest DSWM facility serving this site is the West Little River Trash and Recycling Center, located at 1830 NW 79 Street, which is approximately one mile to the south.

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. The DSWM is projecting a remaining available solid waste capacity in excess of the five-year LOS standard.

Parks

There are 17 County local parks within a two-mile radius of this application site. Although no residential development is anticipated with this application, future uses may include a residential component. Under a residential development scenario and based upon the level of service standard of 2.75 acres per 1,000 persons, this site could yield a potential residential population of 89 persons, thus requiring a total of 0.09-acres.

The subject site is located within Park Benefit District (PBD) 1, which according to the Miami-Dade County Department of Parks and Recreation has a surplus capacity of 396-acres of parkland when measured by the County's concurrency level of service standard. This capacity is sufficient to meet the estimated 0.09-acres of parkland necessary to meet the LOS for the application.

Application No. 1
County Parks (Local) within 2 Mile Radius of Application Area

Name of Park	Park Classification	Acreage
Arcola Lakes Park	COMMUNITY PARK	19
Arcola Park	COMMUNITY PARK	4
Gwen Cherry Park	COMMUNITY PARK	39
Little River Park	COMMUNITY PARK	9
Martin Luther King Memorial Park	COMMUNITY PARK	10
Alonzo Kelly Park	MINI-PARK	1
Area 223	MINI-PARK	1
Area 225	MINI-PARK	0
Claire Rosichan Park	MINI-PARK	0
Fernville Park	MINI-PARK	0
Gladeview Park	MINI-PARK	1
Northwest Highlands Park	MINI-PARK	1
Broadmoor Park	NEIGHBORHOOD PARK	2
Drew Park	NEIGHBORHOOD PARK	4
West Little River Elementary	NEIGHBORHOOD PARK	5
27th Avenue Teen Center (Boxing)	SINGLE PURPOSE PARK	1
Miami Shores Optimist Club	SINGLE PURPOSE PARK	9

Source: Department of Parks and Recreation, August 2007

Fire-Rescue

The subject site is currently served by Miami-Dade Fire-Rescue Station No. 7 (West Little River), located at 9350 NW 22 Avenue. The station is equipped with an Advanced Life Support (ALS) Engine and Rescue unit, and is staffed by seven firefighters/paramedics. A planned, but un-funded station, Station No. 67 (Arcola), will be located at 1275 NW 79 Street upon completion.

The average response/travel time to incidents in this area is approximately 3 minutes, 30 seconds; the travel time for life threatening emergencies is 3 minutes, 12 seconds

and for structural fires is 1 minute, 36 seconds. According to the Fire-Rescue Department, the current "Business and Office" and "Low-Medium Density Residential" CDMP LUP map designation generates 6.44 alarms per year, and the proposed "Business and Office" designation is anticipated to generate 10.92 alarms per year. The LUP map change will have minimal impact on the provision of 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 a minimum of 750 GPM.

Public Schools

As stated earlier, although no residential component is anticipated with this application, redevelopment of the property in the future may add a residential component. Therefore the following evaluation is included.

By January 1, 2008, Miami-Dade County is expected to adopt a level of service (LOS) standard for public school facilities. The current proposed LOS standard is 100% utilization of Florida Inventory of School Houses (FISH) and allows the LOS standard to be satisfied if: 1) construction of new capacity is programmed to relieve the impacted school within 3 years; 2) capacity is available at a contiguous public school facility; 3) development is phased to meet existing capacity; or, 4) if the proportionate share mitigation option is used. The evaluation of school capacity based upon the proposed LOS standard and concurrency methodology differs significantly from the current method of assessing the impact to the school and requiring collaboration with the Miami-Dade County School Board if the proposed development results in an increase of FISH utilization in excess of 115%. Therefore, the Miami-Dade County Public Schools staff will re-evaluate this application utilizing the proposed LOS standard and concurrency methodology. The re-evaluation is anticipated in September 2007 and should be available as a supplement to this application prior to the Community Council meeting. The evaluation of this application under the current assessment methodology is presented below.

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 2006, the school's FISH Design Capacity, which includes permanent and relocatable student stations, and the school's FISH utilization percentage.

This application, if approved, will increase the potential student population of the schools serving the application site by an additional 3 students. One student will attend Broadmoor Elementary; one student will attend Madison Middle, with the FISH utilization remaining at 77%; and one student will attend Miami Central Senior, with the FISH utilization remaining at 82%. The three school(s) will not exceed the 115% FISH design capacity threshold set by the current Interlocal Agreement.

School	2006 Enrollment*		FISH Capacity**	% FISH Utilization	
	Current	With Application		Current	With Application
Broadmoor Elementary	469	470	708	66%	42%
Madison Middle	779	780	1,016	77%	77%
Miami Central Senior High	2,237	2,238	2,732	82%	82%

Source: Miami-Dade County Public Schools, July 2007

* 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, none of the impacted schools meet the review threshold.

There are currently no school relief projects being planned, designed or under construction in the proposed 5-Year Capital Plan, 2006-2010 (dated July 2006 and November 2006) for this application site.

Roadways

Existing Conditions

Application No. 1 is a 1.57 gross-acre site located between NW 25 and NW 27 avenues and NW 87 and NW 90 streets. Primary access to the Application sites is from NW 88 Street, which is a two-lane local street. North-south access is from neighboring NW 22 and NW 27 Avenues, east and west of the Application sites. Northwest 22 and NW 27 Avenues provide access to NW 95 and NW 103 Streets to the north and NW 79 Street to the south.

Current operating traffic condition on NW 27 Avenue between NW 103 Street and NW 79 Street, level-of-service (LOS) E, in the vicinity of the Application sites is acceptable. The adopted LOS standard for the subject roadway segment is LOS E+20%. Northwest 103 Street from NW 42 Avenue/LeJeune Road (SR 932) to Interstate 95 (I-95), NW 95 Street from NW 36 Avenue to NW 27 Avenue, and NW 74 Street (SR 934) between NW 37 Avenue and NS 13 Court are operating at LOS C, above the adopted LOS E and LOS E+20% standards applicable to these roadway segments.

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, as of July 24, 2007, which considers reserved trips from approved developments not yet constructed, any programmed roadway capacity improvements, and the application's traffic impacts predicts that most roadway segments have sufficient service capacity. The evaluation predicts that none of the roadways in the vicinity of the Application sites will deteriorate below the County's adopted LOS standards. See "Traffic Impact Analysis" Table below.

Application Impact

The "Estimated Peak Hour Trip Generation" Table, below, identifies the estimated number of PM peak-hour trips expected to be generated by the potential development that could occur under the current CDMP land use designations, "Business and Office" and "Low-Medium Density Residential" (6 to 13 DUs/Acre), and compares them to the number of trips that would be generated by the potential development that could occur under the requested CDMP land use designation, "Business and Office." Parcels A and C are currently unimproved, and Parcel B has one single-family home.

CDMP Amendment Application No. 1
Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Roadway	Location/Link	Number Lanes	Adopted LOS Std.*	Peak Hour Capacity	Peak Hour Volume	Existing LOS	Approved D.O's Trips	Amend. Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
COMMERCIAL USE										
NW 27 Avenue	NW 103 St to NW 79 St	4 DV	E+50%	4,905	3,148	E	145	100	3,393	E+4% (06)
NW 103 ST (SR 932)	NW 42 Ave to NW 27 Ave	6 DV	E	4,920	3,280	C	99	21	3,400	C (06)
NW 103 ST (SR 932)	NW 27 Ave to I-95	4 DV	E	3,270	2,240	C	51	14	2,305	C (06)
NW 95 Street	NW 36 Street to NW 27 Avenue	2 UD	E	650	337	C	145	8	490	C (06)
NW 74 Street (SR 934)	NW 37 Avenue to NW 27 Avenue	4 DV	E+50%	4,905	2,072	C	147	14	2233	C (06)
NW 74 Street (SR 934)	NW 27 Avenue to NW 13 Court	6 DV	E	4,920	3,587	C	NA	8	3,595	C (06)
RESIDENTIAL USE										
NW 27 Avenue	NW 103 St to NW 79 St	4 DV	E+50%	4,905	3,148	E	145	39	3,332	E+2% (06)
NW 103 ST (SR 932)	NW 42 Ave to NW 27 Ave	6 DV	E	4,920	3,280	C	99	21	3,400	C (06)
NW 103 ST (SR 932)	NW 27 Ave to I-95	4 DV	E	3,270	2,240	C	51	14	2,305	C (06)
NW 95 Street	NW 36 Street to NW 27 Avenue	2 UD	E	650	337	C	145	3	485	C (06)
NW 74 Street (SR 934)	NW 37 Avenue to NW 27 Avenue	4 DV	E+50%	4,905	2,072	C	147	6	2,225	C (06)
NW 74 Street (SR 934)	NW 27 Avenue to NW 13 Court	6 DV	E	4,920	3,587	C	NA	3	3,590 5	C (06)

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

Note: DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

*County adopted roadway level of service standard applicable to the roadway segment

E+50% = 150% of LOS E; Extraordinary Transit in Urban Infill Area, a designated transportation concurrency exception area.

() Year traffic count was updated or LOS Revised

Two potential development scenarios under the requested land use designation were analyzed. The first scenario (Scenario 1) considers the Application sites developed with commercial retail (23,871 sq. ft.). The second scenario (Scenario 2) considers the Application sites developed with multifamily residential uses (39 townhouses/condominiums). The estimated trip difference between the requested and current CDMP Land Use designations is shown in the “Estimated Peak-Hour Trip Generation” Table below.

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
1 (Scenario 1)	Business & Office and Low-Medium Density Resid. (6 to 13 DUs/Acre) -/ (3,397 sq. ft. Commercial ¹ and 16 Single Family units)	Business & Office – (23,871 sq. ft. Commercial ¹)	
	45+43=88 trips	100	+12
1 (Scenario 2)	Business & Office and Low-Medium Density Resid. (Residential use only) - (7 Multifamily dwelling units and 16 Single Family units)	Business & Office (Residential use only) - (39 Multifamily Units)	
	21+22 = 43 trips	39	- 4

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department, July 2007.

Note: ¹ Includes pass-by trips adjustment factor, ITE Trip Generation, 7th Edition, 2003.

Application No. 1, if granted, would generate 12 more PM peak-hour trips under Scenario 1 and four fewer PM peak-hour trips under Scenario 2 than the current CDMP Land Use designation of “Business and Office” and “Low-Medium Density Residential.” The segment of NW 27 Avenue between NW 79 and NW 103 streets, currently operating at LOS E, has been determined to operate at LOS E+4% with the impacts of the subject Application and the developments already approved. However, the subject roadway segment will remain above the adopted E+20% level of service standard.

Transit

Metrobus Routes 21 and 27 service the application sites. Route 21 is a Metrorail Feeder route to the Northside and Allapattah stations and maintains 60-minute Peak and Off-Peak headways. Metrobus Route 27 is also a Metrorail Feeder route to the

Martin Luther King, Jr., Brownsville and Coconut Grove stations, and maintains 15-minute Peak headways on weekdays and 30-minute Off-Peak Headways on weekends. Planned improvements for Route 21 include a reduction in the Peak and Midday headways from 60 to 30-minutes north of the Northside station; there are no planned improvements for Route 27. There are no new routes proposed in this area. Miami-Dade Transit is currently examining a 9.5-mile corridor along NW 27 Avenue, north of NW 79 Street, for future rail extension to Broward County from the existing Northside Metrorail station as part of the People's Transportation Plan Rapid Transit Improvements.

Application No.1 Metrobus Route Service						
Route	Peak	Headways (in minutes)			Closest Stop Locations	Type of Service
		Off-Peak	Sat	Sun		
21	60	60	N/A	N/A	NW 27 Ave and NW 87 Terrace	F – Northside and Allapattah Stations
27	15	30	20	30	NW 27 Ave and NW 87 Terrace	F – Martin Luther King Jr., Brownsville, and Coconut Grove Stations

Source: Miami-Dade Transit, August 2007.

Notes: F= Feeder route to Metrorail

Application No. 1 Planned Improvements	
Route No.	Improvement Description
21	Improve peak headway south of Northside Station from 30 to 15 minutes.
21	Improve daily headway north of the Northside station from 60 to 30 minutes.
21	Extend route from Bunche Park to the future Golden Glades Intermodal Terminal.
27	Improve Saturday headway from to 20 to 15 minutes and Sunday headway from 30 to 20 minutes.

Source: Miami-Dade Transit, August 2007.

Other Planning Considerations

No additional planning considerations were noted for this application.

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

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

- Policy LU-1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- Policy LU-4D: Uses that 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 complimentary elements and buffer any potentially incompatible elements.
- Policy LU-9J: Miami-Dade County shall continue to use, but not be limited exclusively to design guidelines established in its urban design manual as additional criteria for use in the review of all applications for new residential, commercial and industrial development in unincorporated Miami-Dade County.

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

- Policy LU-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.
- Policy LU-12D: The County shall consider developing strategies that promote infill development in specific areas.

APPENDICES

Appendix A Map Series

Appendix B Amendment Application

Appendix C Miami-Dade County Public Schools Analysis

Appendix D Fiscal Impact Analysis

Appendix E Photos of Application Site

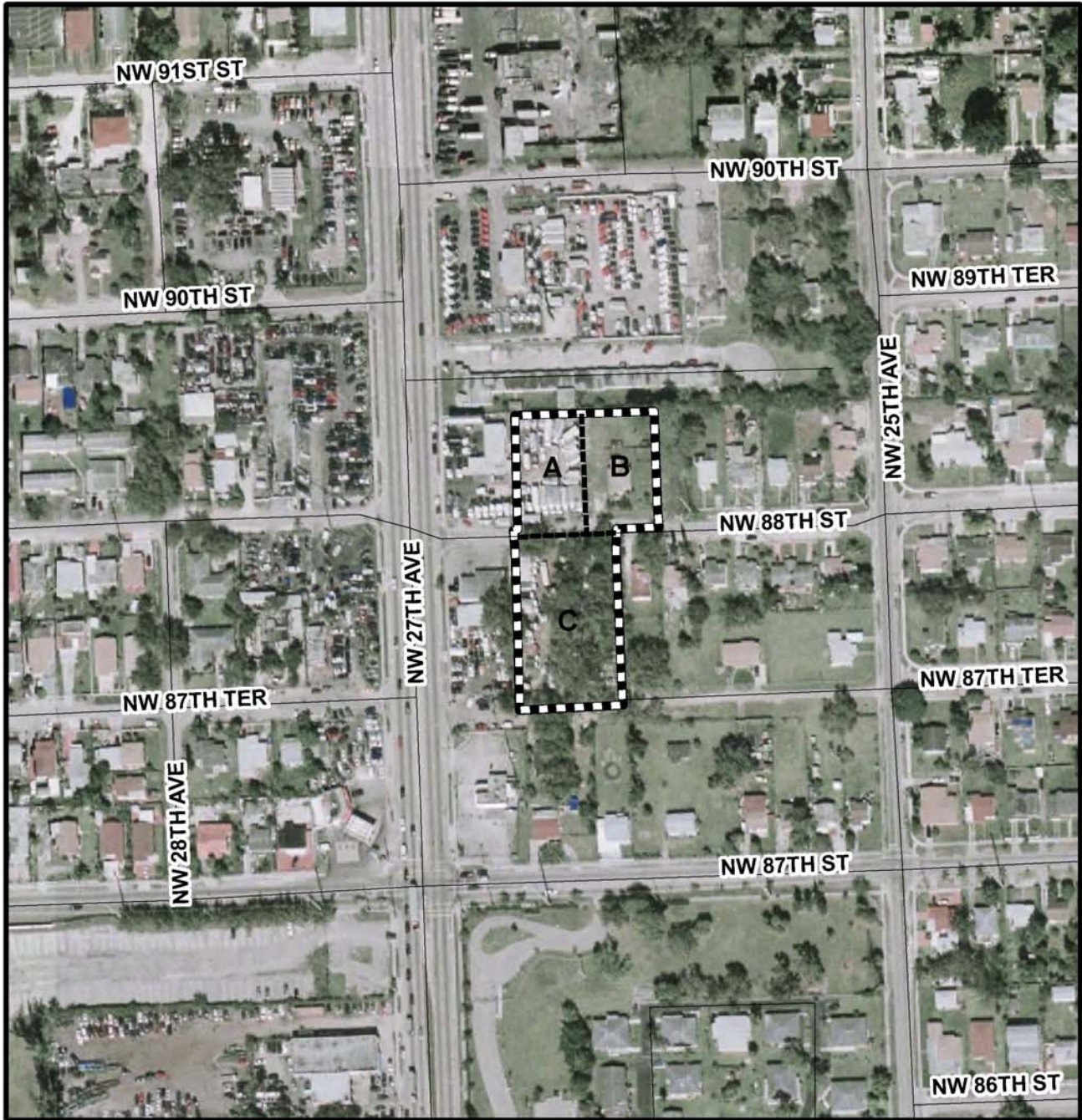
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APPENDIX A

Map Series

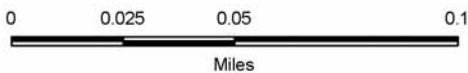
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AERIAL PHOTO: APPLICATION NO. 1



APPLICATION AREA

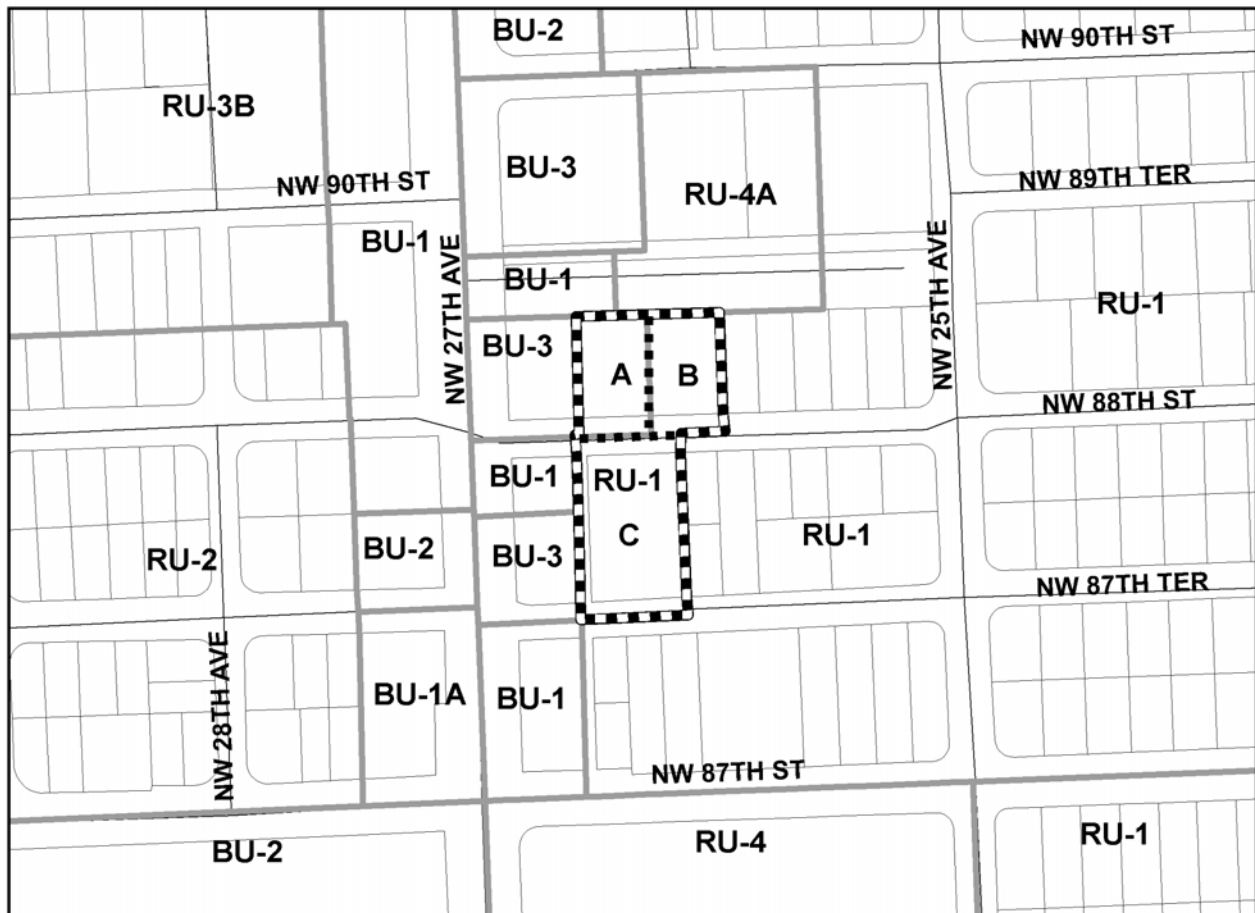
2007 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, AUGUST 2007



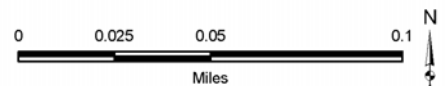
APPLICATION NO. 1 CURRENT ZONING MAP



APPLICATION AREA

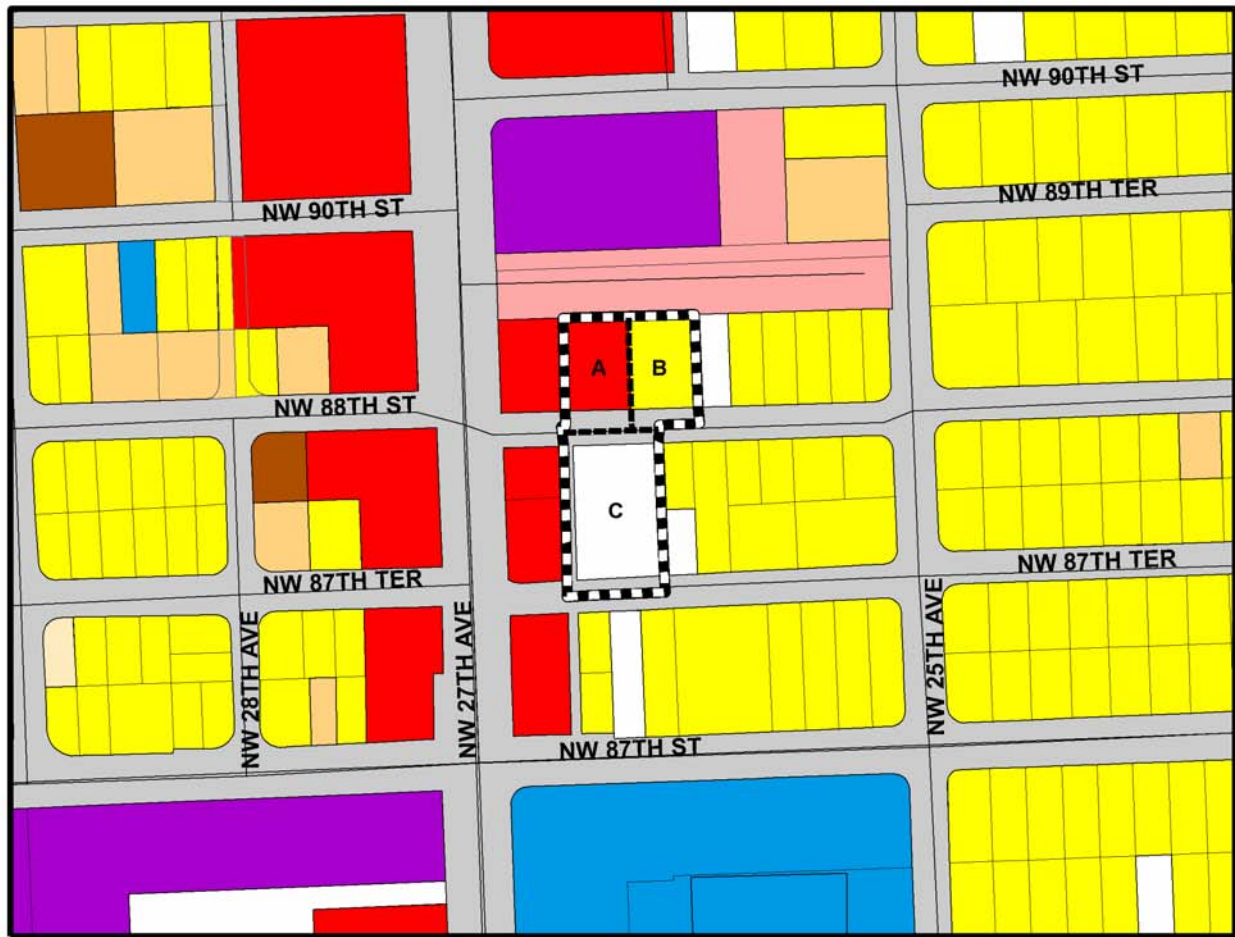
MIAMI-DADE ZONING DISTRICTS

- RU-1 SINGLE FAMILY RESIDENCE ON 7,500 SQ. FT. NET LOT
- RU-3 FOUR UNIT APARTMENT ON 7,500 SQ. FT. NET LOT
- RU-3B BUNGALOW COURT ON 10,000 SQ. FT. NET LOT
- RU-4 APARTMENTS 50 UNITS/NET ACRE
- RU-4A APARTMENTS 50 UNITS/NET ACRE, HOTEL/MOTEL 75 UNITS/NET ACRE
- BU-1 BUSINESS - NEIGHBORHOOD
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL
- BU-3 BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANICAL GARAGE AND USED CAR LOTS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, AUGUST 2007

APPLICATION NO. 1 EXISTING LAND USE



LEGEND



APPLICATION AREA

EXISTING LAND USE



SINGLE FAMILY



TWO-FAMILY (DUPLEXES)



LOW-DENSITY MULTI-FAMILY (UNDER 25 DU/ GROSS ACRE)



TRANSIENT-RESIDENTIAL (HOTELS, MOTELS)



COMMERCIAL, SHOPPING CENTERS, STORAGE YARDS



INSTITUTIONAL



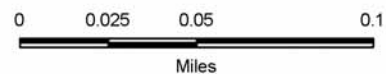
COMMUNICATIONS, UTILITIES, TERMINALS



STREETS, ROADS, EXPRESSWAYS, RAMPS



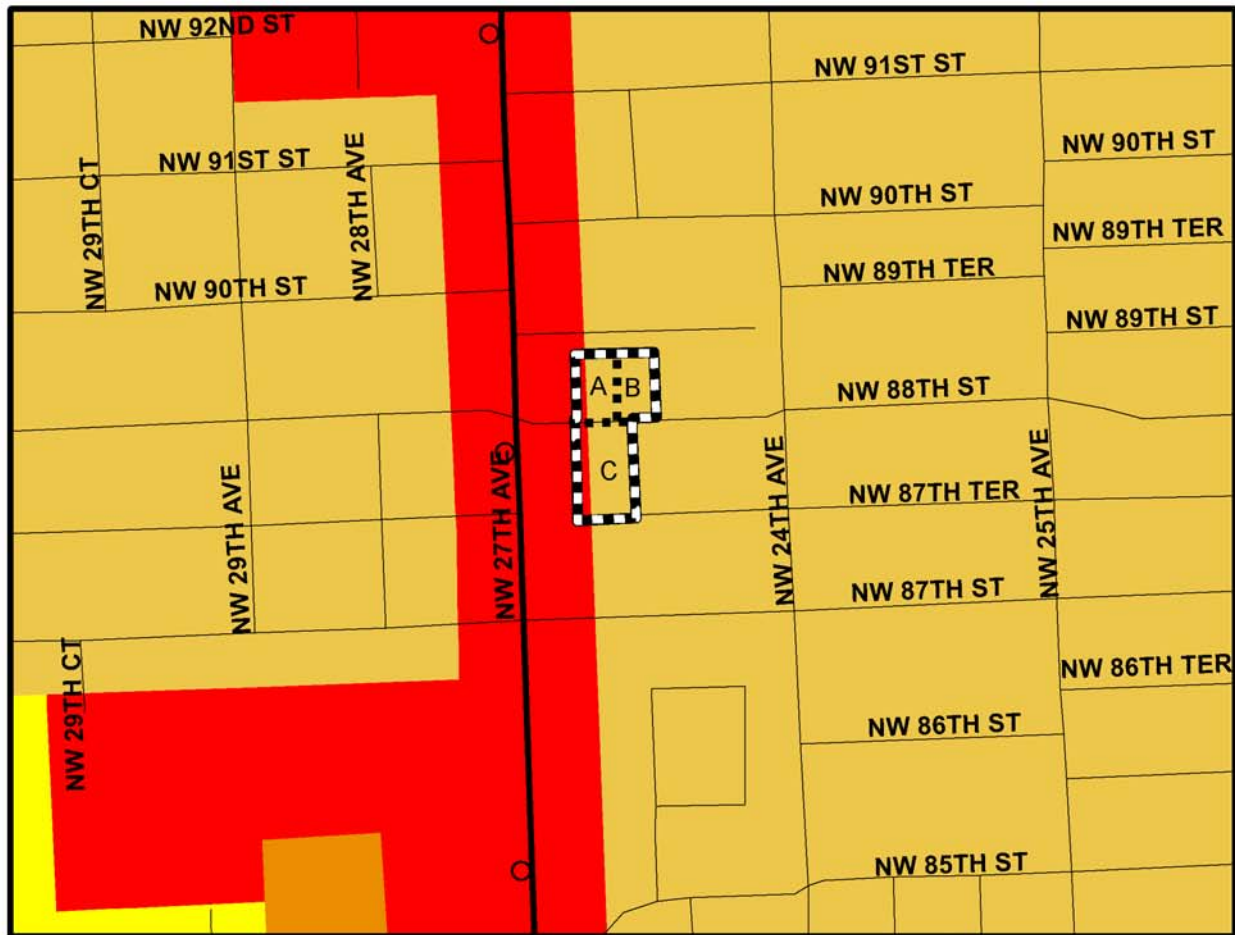
VACANT - UNPROTECTED



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, AUGUST 2007



APPLICATION NO. 1 CDMP LAND USE PLAN



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



BUSINESS AND OFFICE



MAJOR ROADWAYS (3 OR MORE LANES)



FUTURE RAPID TRANSIT



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, AUGUST 2007



APPENDIX B

Amendment Application

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**APPLICATION TO AMEND THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

2007 APR 26 A 11:14

PLANNING & ZONING
METROPOLITAN PLANNING SECT

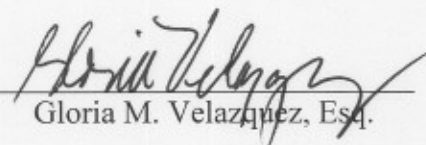
1. APPLICANT

Geovanis Medina
2615 NW 88th Street
Miami, Florida 33147-3837

2. APPLICANT'S REPRESENTATIVE

Gloria M. Velazquez, Esq.
Gloria M. Velazquez, P.A.
1711 West 38th Place, Suite 1207
Hialeah, Florida 33012
305-725-4566

By:


Gloria M. Velazquez, Esq.

Date: April 23, 2007

3. DESCRIPTION OF REQUESTED CHANGE

A. A change to the Land Use Element, Land Use Plan map is requested.

B. Description of the Subject Property

The subject property (the "Property") consists of approximately 1.37 net acres located in Section 03, Township 53S, Range 41E and as more specifically described in Exhibit "C" attached.

C. Gross and Net Acreage

Application area: 1.57 gross acres / 1.37 net acres

Acreage Owned by Applicant: 1.57 gross acres / 1.37 net acres

D. Requested Change

It is requested that the application area be redesignated on the Land Use Plan map from BUSINESS AND OFFICE & LOW-MEDIUM DENSITY RESIDENTIAL (5-13 DU/AC.) TO BUSINESS AND OFFICE.

It is requested that this application be processed as a Small-Scale Amendment under the expedited procedures.

4. REASONS FOR AMENDMENT

The Property consists of approximately 1.37 net acres parcel of land located on the east side of NW 27th Avenue, 100 feet easterly at NW 88th Street, located both north and south of the street, and identified by Miami-Dade County Folio No. 30-3103-028-0270, 30-3103-028-0240 and 30-3103-028-0090. Each folio has been referenced in this Application as Parcel A, B, and C for purposes of explanation. The CDMP LUP Map already designates the western portions of Parcel A and C of the Property as "Business and Office" at a depth of approximately 40 feet. One of the main reasons to support this small-scale amendment is that it is a logical extension of the existing "Business and Office" designation that already exists along the western portion of the Property. The prevailing development pattern along this portion of NW 27th Avenue consists of approximately 140-foot wide strip of "Business and Office designation. The proposed designation will expand that strip on the eastern side of 27th Avenue on NW 88th Street. The current designation is barely deep enough to support a business. This redesignation will enable the current business to redevelop and expand their current truck sales business.

N.W. 27th Avenue is a major roadway which, in the long-term, the CDMP identifies this area for transit-oriented development. However, this application site is located beyond the two metrorail stations radii for pedestrian activity and falls outside the Community Urban Center (CUC) radii contemplated in the future. The CUC radii which the CDMP defines as normally between 700 and 1800 feet. Our site is just beyond the 1800 feet. The impact of redesignating this property will have a no affect to the overall goal of the Community Urban Centers, which is to create pedestrian activity. Additionally, although there is sufficient land banked for commercial in this area, the acres that will be added to the commercial pool will be de minimus and the reduction of approximately less than 1 acre of residential will also have no significant impact in light of the fact that a large portion of the Property is already designated "business and office" and zoned commercial.

Infill development has been encouraged time and time again. This is a prime example of urban infill development where further intensification is promoted. Further, this application site falls within the Targeted Urban Areas. This area has been identified to encourage revitalization through economic development. This application will further revitalize an existing business in the area.

Based on the foregoing, the Applicant believes that the approval of this application would be a timely improvement to the Land Use Plan map to properly designate the existing use and provide opportunity for expansion of the existing use. Parcel B and C are currently vacant. Thus, promoting "LAND USE 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."

Lastly, you will find the same type of "business and office" uses across NW 27th Avenue. A review of the uses shows that the existing depths for "business and office" are greater than what the norm is according to the map.

5. ADDITIONAL MATERIAL SUBMITTED

Additional materials will be submitted at a later date.

6. COMPLETE DISCLOSURE FORMS

See Attached Exhibit "B"

Attachments:

Legal Description of Property owned by Applicants – Exhibit "A"

Disclosure of Interest Form – Exhibit "B"

Location Map for Application – Exhibit "C"

Aerial Photograph – Exhibit "D"

**LOCATION MAP FOR APPLICATION
TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN
Exhibit "C"**

APPLICANT / REPRESENTATIVE

Geovanis Medina / Gloria M. Velazquez, Esq.

DESCRIPTION OF SUBJECT AREA

The Property consists of approximately 1.37 acres located in Section 03, Township 53S, Range 41E.



APPENDIX C

Miami-Dade County Public Schools Analysis

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Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

Chief Facilities Officer

Jaime G. Torrens

Planning Officer

Ana Rijo-Conde, AICP

August 20, 2007

Miami-Dade County School Board

Agustin J. Barrera, Chair

Dr. Martin Karp, Vice Chair

Renier Diaz de la Portilla

Evelyn Langlieb Greer

Perla Tabares Hantman

Dr. Robert B. Ingram

Ana Rivas Logan

Dr. Marta Pérez

Dr. Solomon C. Stinson

Mr. Subrata Basu, AIA, AICP, Interim Director
Miami-Dade County
Department of Planning and Zoning
Zoning Evaluation Section
111 NW 1 Street, 11th Floor
Miami, Florida 33128

Re: Land Use Amendments April 2007 Cycle

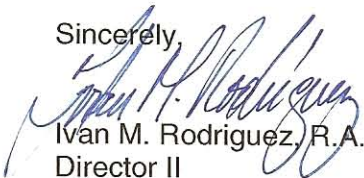
Dear Mr. Basu:

As a follow-up to our letter of July 10, 2007, attached are the results from dialogues conducted with several of the applicant's representatives: Applications 5, 8 and Opa-Locka West Airport, have provided covenants to the County stating there would not be any residential development; therefore they would not impact the District; Applications 7 and 11 would generate sufficient impact fees to fully mitigate their additional impact; Application 3 requires further discussions to explore the opportunity of building an educational facility within the development; Application 10 has proffered a monetary donation to mitigate its impact; and we are still trying to meet with representatives from application 9.

Please note that land use amendments 2, 4, 12 and 13 do not impact the District; and amendments 1 and 6 do not meet the review 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

L100

Attachments

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

SCHOOL IMPACT REVIEW ANALYSIS

July 2, 2007

APPLICATION: No. 1, Geovanis Medina

REQUEST: Change Land Use from Business and Office and Low-Medium Density Residential (6-13 DU/Ac) to Business and Office

ACRES: ± 1.37 acres

LOCATION: Approximately 100 feet east of NW 27 Avenue between NW 87 Terrace and theoretical NW 89 Street

**MSA/
MULTIPLIER:** 4.2 / .69 SF Attached and 0.43 Multifamily

NUMBER OF UNITS:	23 additional units	Proposed Land Use 39 Multifamily	Existing Land Use 16 SF Attached; 7 Multifamily
ESTIMATED STUDENT POPULATION:	3	17	14
ELEMENTARY:	1		
MIDDLE:	1		
SENIOR HIGH:	1		

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY: Broadmoor Elementary – 3401 NW 83 Street

MIDDLE: Madison Middle – 3400 NW 87 Street

SENIOR HIGH: Miami Central Senior High - 1781 NW 95 Street

All schools are located in Regional Center III.

*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 2006:

	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**
Broadmoor Elementary	469	708	66%	424	41%	470
	470*		66%		42%	
Madison Middle	779	798	98%	218	77%	780
	780		98%		77%	
Miami Central Senior High	2,237	2,423	92%	309	82%	2,238
	2,238*		92%		82%	

*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, none of the impacted schools meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2006-2010, dated July 2006 and November 2006 Workshop Plan)

Projects in Planning, Design or Construction

<u>School</u>	<u>Status</u>	<u>Projected Occupancy Date</u>
---------------	---------------	---------------------------------

N/A

Proposed Relief Schools

<u>School</u>	<u>Funding year</u>
---------------	---------------------

N/A

OPERATING COSTS: According 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 \$19,647.

CAPITAL COSTS: Based on the State's July 2007 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	Does not meet review threshold

Total Potential Capital Cost **\$0**

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

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APPENDIX D

Fiscal Impact Analysis

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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. 1 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 \$439 per residential unit. For a residential dumpster, the current fee is \$339. The average residential unit currently generates approximately 3.0 tons of waste annually, which includes garbage, trash and recycled waste.

As reported in March 2007 to the State of Florida, Department of Environmental Protection, for the fiscal year ending September 30, 2006, the full cost per unit of providing waste Collection Service was \$437 including disposal and other Collections services such as, illegal dumping clean-up and code enforcement.

Waste Disposal Capacity and Service

The users pay for the incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities. The DSWM charges a disposal

tipping fee at a contract rate of \$56.05 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 \$73.90. 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. Assuming Application No. 1 is built as 23,871 square feet of commercial space, the fees paid by the developer would be \$3,318 for water impact fee, \$13,368 for sewer impact fee, \$1,300 per unit for connection fee, and \$2,215 for annual operating and maintenance costs. If built at the maximum residential density of 39 dwelling units per gross acre (the use allowed under the current Low-Medium Density Residential designation that would generate the greatest water and sewer demand), the fees paid by the developer would be \$10,842 for water impact fee, \$43,680 for sewer impact fee, \$1,300 per unit for connection fee, and \$7,238 for annual operating and maintenance costs based on approved figures through September 30, 2006.

Flood Protection

The Department of Environmental Resource 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.

Fire-Rescue

The Application site is expected to generate approximately 6.44 annual alarms. Based on 2006 data, the cost per alarm is estimated at \$1,302, which results in a total fiscal impact of \$14,218. In comparison, the projected Fire-Rescue Tax Revenue is expected to be \$2,848, based on an estimated property assessment of \$1,091,429. Thus, the Application will generate \$11,370 more in services than the revenue generated from the Fire-Rescue Tax. This will represent a net loss for Miami-Dade County.

Public Schools

Application No. 1 will result in three additional students, thus, increasing operating costs by \$19,647. There would be no additional capital costs generated by the additional students.

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APPENDIX E

Photos of Application Site

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View of right-of-way between Parcel A and truck dealership



View of NW 88 Street looking west towards NW 27 Avenue
(Parcels A and B are on the right)



View of Parcel C looking north from NW 87 Terrace



View looking east from NW 27 Avenue at NW 88 Street