

<div><h1>Application No. 9</h1><div>Commission District 11      Community Council 11</div></div>
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## APPLICATION SUMMARY

Applicant/Representative:	Ferro Investment Group II, LLC/Miguel Diaz De la Portilla, Esq., Crystal Conner-Lane, Esq.
Location:	Area between SW 104 and SW 112 Streets and between SW 167 Avenue and theoretical SW 164 Avenue
Total Acreage:	±94.84 Gross Acres (±81.61 Net Acres)
Current Land Use Plan Map Designation:	<div>1. Part A (84.84 Gross Acres) Agriculture Part B (10.00 Gross Acres) Agriculture</div>
Requested Land Use Plan Map Designation:	<div>1. Part A (84.84 Gross Acres) Low Density Residential (2.5 to 6 Du/Ac) Part B (10.00 Gross Acres) Business and Office 2. Expand Urban Development Boundary (UDB) to include subject property 3. Add the Declarations to the Restrictions Table in the Land Use Element</div>
Amendment Type:	Standard
Existing Zoning/Site Condition:	GU (Interim District); Also zoned AU (Agricultural District on a small western strip portion of the site). Site is used for agriculture but currently no crops are growing.

## RECOMMENDATIONS

Staff:	<b>DENY, DO NOT TRANSMIT</b> (August 25, 2007)
West Kendall Community Council:	<b>TRANSMIT WITH NO RECOMMENDATION</b> (September 19, 2007)
Planning Advisory Board (PAB) acting as Local Planning Agency:	<b>DENY AND TRANSMIT</b> (October 15, 2007)
Board of County Commissioners:	<b>TO BE DETERMINED</b> (November 27, 2007)
Final Recommendation of PAB acting as Local Planning Agency:	<b>TO BE DETERMINED</b>
Final Action of Board of County Commissioners:	<b>TO BE DETERMINED</b>

Staff recommends **DENY AND DO NOT TRANSMIT** the proposed standard amendment to redesignate the application site from “Agriculture” to “Low Density Residential” (2.5 to 6 Du/Ac) for Part A (84.84 Gross Acres), “Business and Office” for Part B (10.0 Gross Acres) and expand the 2015 Urban Development Boundary (UDB) 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. This amendment cycle is the second time that a CDMP amendment application has been filed to move the UDB and change the land use designation on the subject property. In the April 2005 Cycle Applications to amend the CDMP, Application No. 13 requested that the subject property be redesignated on the adopted LUP map from “Agriculture” to “Low Density Residential Communities” and include the parcel within the UDB. After careful review of CDMP Goals, Objectives, and Policies, staff determined that the application did not meet the requirements for expanding the UDB as stated in Policy 8G (now Policy LU-8F) of the Land Use Element of the CDMP and was inconsistent with Policy 8H [now Policy LU-8G(ii)] concerning areas that should be avoided when considering areas for addition to the UDB. The application was withdrawn following the “denial” that was recommended by DP&Z, the affected Community Council and the Planning Advisory Board (PAB) in the April 2005 Cycle applications to amend the CDMP (Standard). No conditions of the site have changed since the April 2005 application cycle to warrant the approval of the site for an increased development intensity and density and for inclusion in the UDB. The withdrawal was by letter dated February 23, 2006 that was prior to the final hearing of the PAB.

The current application differs from the prior one in that the request now is that the subject property be redesignated on the adopted LUP map from "Agriculture" to "Low Density Residential Communities" and "Business and Office". Under the proposed changes, Part A of the site could potentially be developed with a maximum of 509 single family detached homes with a "Low Density Residential" designation. Similarly, Part B of the site could potentially be developed with a maximum of 174,240 square feet of retail space or 130 town houses with a "Business and Office" designation. As of July 27, 2007, the applicant had not provided a draft declaration of restrictions limiting development on the property.

2. The application site lies outside the UDB and no need exists to expand the UDB for residential use at this time in order to include the site. Policy LU-8F of the Land Use Element states that "The UDB should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)." The estimation of this capacity shall include the capacity to develop and redevelop around the transit stations at the densities recommended in LU-7F. The depletion year for both single and multifamily units countywide is 2019, which is a 16-year supply from the date of the EAR.
3. According to Policy LU-8G, agriculturally designated areas shall be avoided when considering lands to add to the UDB, after demonstrating that a need exists as required in Policy LU-8F of the Land Use Element of the CDMP. The property is designated "Agriculture" and is not reasonably contiguous to the UDB except to the north. Approving the site would create a pocket of land designated as "Agriculture" between two areas designated for urban development. This result would be tantamount to leapfrogging of agricultural land, which is not conducive to good urban services planning.

Policy LU-1S of the Land Use Element of the CDMP, which states that the CDMP shall be consistent with the Miami-Dade County Strategic Plan adopted by the County Commission on June 3, 2003 by Resolution R-664-03, provides more support for the preservation of agricultural land. The Strategic Plan provides for no net loss of agricultural land.

4. Some of the public facilities and services in this west Kendall area are strained and require additional time for facility plan updates and programming to catch up with demand. Schools in particular, are operating at levels of service exceeding their adopted standards, and acceptable solutions and/or mitigations have not yet been programmed. This application, if approved, will increase the potential student population of the schools serving the application site by an additional 380 students. Approximately 182 of these additional students will attend Dr. Gilbert L. Porter Elementary, increasing the Florida Inventory for School Houses (FISH) utilization from 104% to 123%; 84 students will attend Hammocks Middle, increasing the FISH utilization from 131% to 136%, and 114 students will attend

Felix Varela Senior, increasing the FISH utilization from 130% to 134%. Thus, the subject application will exceed the current FISH utilization standard of 115% for all the schools.

The FISH utilization standard used to review this application will change prior to final action on this application. In fact, the same date, November 27, that this application will have its transmittal hearing before the Board of County Commissioners (BCC); the final BCC hearing is also scheduled for the Special Application for Educational Facilities in order to meet the state deadline of January 1, 2008 for adopting 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.

An evaluation of peak-period traffic concurrency conditions as of July 24, 2007, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the application's traffic impacts, indicates that Krome (SW 177) Avenue from SW 8 to SW 88 Streets, SW 88 Street between SW 167 and SW 152 Avenues, and SW 104 Street from SW 157 to SW 137 Avenues, are predicted to operate below the adopted LOS standard, applicable to these roadway segments. However, the roadway segments of SW 88 Street from SW 167 to SW 152 Avenues, and SW 104 Street between SW 147 and SW 137 Avenues, will be widened to six lanes, thus increasing their service capacity and improving their concurrency LOS to LOS D. However, no improvements are proposed for SW 104 Street between SW 147 and SW 157 Avenues.

In addition, the development of the site will have a severe impact to fire and rescue services since there is no planned station to mitigate the estimated potential of 194.27 annual alarms to be generated by this application's development.

5. The requested "Business and Office" designation on Parcel B of the application site does not appear to meet the locational criteria for an activity node, which is characteristic of a Business and Office designation. Such activity nodes occur at the intersection of two section line roads. There is no continuity of either SW 104

Street or SW 167 Avenue beyond their intersection point to conform to the Guidelines for Urban Form prescribed in the CDMP.

6. The application site lies within the West Wellfield protection area. According to Section 24-43(5) of the County Code, non-residential uses, which generate, use, handle, dispose of, discharge or store hazardous waste (usually permissible in "Business and Office" designated areas) are prohibited in the wellfield protection area.
7. Institutional uses such schools are allowed by the CDMP text in both the "Low Density Residential" and "Business and Office" land use categories. However, the subject property lies within the No School Zone as indicated in the Airport Zoning Ordinance for Tamiami-Kendall Executive Airport. New educational facilities (including day care facilities but excluding aviation schools) are not permitted in this zone. Thus, no land can be set aside for schools on the site.

# **STAFF ANALYSIS**

## **Introduction**

The applicant is requesting a redesignation on the Land Use Plan (LUP) map of approximately 94.84 gross acres of Agriculture to Part A: 84.84 gross acres of Low Density Residential (2.5 to 6 du/ac) and Part B: 10.00 gross acres of Business and Office. The applicant is also requesting an expansion of the UDB to include the application site; and an addition of the declaration of restrictions associated with the application to the "Restrictions Table" in the Land Use Element. However, no Declaration of Restrictions (covenant) has been submitted as of July 27, 2007 – the deadline for submitting a covenant that should be considered in the initial recommendations report.

## **Application Site**

The application site encompasses approximately 94.84 gross acres ( $\pm$ 81.61 net acres) located in an area between SW 104 and SW 112 Streets and between SW 167 Avenue and theoretical SW 164 Avenue. The site is located outside the UDB but inside the UEA. The applicant is requesting a redesignation on the Land Use Plan (LUP) map of Part A ( $\pm$ 71.6 net acres) of the application site from "Agriculture" to Low Density Residential (2.5 to 6 du/ac), Part B ( $\pm$  10 net acres) from Agriculture to "Business and Office", and an expansion of the UDB to include the entire application site. The applicant is also requesting that any declaration of restrictions proffered in associated with the application be added to the "Restrictions Table" in the Land Use Element.

The application site is utilized for agriculture (though not presently active) and is currently zoned GU (Interim), with a small portion of the western strip zoned AU (Agricultural District). The subject property also lies within the No School Zone as indicated in the Airport Zoning Ordinance for Tamiami-Kendall Executive Airport. New educational facilities (including day care facilities but excluding aviation schools) are not permitted in this zone.

Under the current land use designation of "Agriculture", the entire site could be developed with a maximum of 18 single-family detached dwelling units (du). This is projected to result in 61 people in population and 12 students. Under the proposed changes, Part A of the site as "Low Density Residential" could potentially be developed with a maximum of 509 single family detached homes with a population of 1,731 people. Similarly, Part B of the site as "Business and Office" could potentially be developed with a maximum of 174,240 square feet (sf) of retail commercial with 436 employees or 130 town houses. Altogether, the entire application site could potentially be developed either with 174,240 square feet (sf) of retail commercial with 436 employees and 509 single-family detached homes with 1,731 people and 331 students or with 509 single-family detached homes and 130 town homes (639 units total) with a total population of 2,090 people, and 392 students.

## **Adjacent Land Use and Zoning**

Directly north of the application site, across SW 104 Street is a residential subdivision called The Mansions Forest Lakes zoned RU-1 (single-family residential at 7,500 sf per net acre. Lands to the west, southwest and east are zoned GU (Interim) and also used for agriculture. Directly south of the property is the C-1 Canal beyond which is additional agricultural land that is also zoned GU. To the northeast of the site is a residential area zoned RU-3M (Modified Apartment House District, 12.9 units/net acre) containing a residential subdivision called "The Hammocks-Belmont". The Archbishop Coleman Carroll High school (belonging to the Roman Catholic Archdiocese of Miami) lies to the northwest beyond SW 104 Street and NW 167<sup>th</sup> Avenue and is zoned GU. This area is outside the UDB too.

## **Land Use and Zoning History**

There is no relevant zoning history for the evaluation of this application site. However, the application site was the subject of Application No. 13 in Study Area E of the April 2005 Cycle Applications to Amend the CDMP. The requests to redesignate the site from "Agriculture" to "Low Density Residential" and to expand the UDB to include the property were recommended for denial by the Department, the affected Community Council (West Kendall CC 8) and the Planning Advisory Board due to certain planning reasons such as no need based on need analysis, inconsistencies with CDMP policies on lands designated Agriculture, site's location in the flight zone of the Tamiami-Kendall Executive Airport, inadequate public facilities to support the requested amendment, etc. However, the applicant withdrew the application by letter dated February 23, 2006.

In the application area, the residential area to the north of the property was redesignated from "Agriculture" to "Low Density Residential" in 1985 as approved by Ordinance No. 85-49 adopted on July 10, 1985. The most recent CDMP LUP map change occurred one half mile southeast of the site, which redesignated approximately one square mile from "Agriculture" to "Parks and Recreation" by Ordinance No. 05-219 adopted on December 12, 2005. This change was the result of an amendment based on the 2003 Evaluation and Appraisal Report (EAR).

## **Supply and Demand**

### Residential Land Analysis

Vacant residential land in the Analysis Area for this application (Minor Statistical Area 6.2) in 2007 is estimated to have a capacity for about 4,114 dwelling units, of which about 29 percent is for single-family type units. The annual average demand is projected to decrease from 1,384 units per year in the 2007-2010 period to 819 units per year in the 2010-2015 period. An analysis of the residential capacity, without differentiating by type of units, shows absorption occurring in the year 2009 (See Table below). About 95 percent of the projected demand is for single-family type units, and

this land is projected to be absorbed by the year 2007. The supply of multi-family land is projected to accommodate demand beyond 2025.

Policy LU-8F states that the UDB can be moved if the County has less than a 15-year supply of residential land beyond the date of the Evaluation and Appraisal Report (EAR) adoption, which was in 2003. The countywide depletion year for both the single-family and multi-family is 2019, 16 years beyond the EAR adoption date. The depletion year countywide for single-family is 2012 and for multi-family is greater than 2025.

Residential Land Supply/Demand Analysis  
2007 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 2007	1,211	2,903	4,114
DEMAND 2007-2010	1,320	64	1,384
CAPACITY IN 2010	0	2,711	0
DEMAND 2010-2015	781	38	819
CAPACITY IN 2015	0	2,521	0
DEMAND 2015-2020	3	0	3
CAPACITY IN 2020	0	2,521	0
DEMAND 2020-2025	0	0	0
CAPACITY IN 2025	0	2,521	0
<b>DEPLETION YEAR</b>	<b>2007</b>	<b>&gt;2025</b>	<b>2009</b>

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 for this application contained 169.7 acres of vacant land zoned or designated for commercial uses in the year 2007. The average annual absorption rate projected for the 2003-2025 period is 16.85 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercial zoned or designated land by 2017. In addition, its commercial acres per thousand persons ratio is below the County average for both 2015 and 2025 (See Table below).

Projected Absorption of Land for Commercial Uses  
Indicated Year of Depletion and Related Data  
Application 9 Analysis Area

Analysis Area	Vacant Commercial Land 2007 (Acres)	Commercial I Acres in Use 2007	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2015	2025
<b>MSA 6.2</b>	<b>169.7</b>	<b>545.9</b>	<b>16.85</b>	<b>2017</b>	<b>4.1</b>	<b>4.1</b>

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



## 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)	8.5+ feet
Stormwater Management	Surface Water Management Permit
Drainage Basin	C-1
Federal Flood Zone	AH - 100-year floodplain, constant surface ponding between 1-3 ft.
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	YES
Archaeological/Historical Resources	NO

### **Stormwater Management, Drainage and Flood Protection:**

A retention/detention system adequately designed to contain the run-off generated by a 5-year storm event onsite is required for this application. According to DERM an off-site discharge of stormwater from any proposed development on the subject property shall not be acceptable. A Surface Water Management Permit and any others needed by DERM would be required for any development of the site if the application were approved.

### **Specimen Trees:**

Section 24-49 of the County Code provides for the preservation and protection of tree resources. Since the application contains tree resources, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code.

### **Wellfield Protection Area**

The subject property is located within West Wellfield protection area. Section 24-43(5) of the County Code prohibits the approval of any building permits, certificates of use and occupancy, municipal occupational licenses, platting actions or zoning actions for any nonresidential land use which generates, uses, handles, disposes of, discharges or stores hazardous wastes on property located within the basic wellfield protection area of

any public utility potable water supply well or within the Northwest Wellfield protection area or the West Wellfield Interim protection area.

## **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 CDM 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 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 Work plan) 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

Connection to public water and sewer services is subject to approval of UDB expansion to include the subject property. If the UDB expansion is approved potable water service will be provided to the site by an existing 20-inch water main along SW 104 Street. The MDWASD water treatment plant servicing this area is the Alexander Orr 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 214.7 million gallons/day (mgd) and a maximum plant production based upon the last 12 months of 198.6 mgd. Based upon these numbers, this treatment plant has 16.1 mgd or 7.5% of treatment plant capacity remaining.

An estimated water demand of 210,650 gallons per day (gpd) for this application was based on a 100% residential development scenario, since residential land use produces the highest water demand. A residential development scenario of 509 single-family units and 130 town-homes could be built under the requested designation. The water demand of 210,650 gpd would decrease the average treatment plant capacity to 15.9 mgd or 7.4%; a remaining water treatment plant capacity that exceeds the LOS standard.

## Wastewater Facilities

Sanitary sewer services would be provided to the site by a 12-inch force main located along SW 104 Street. Data provided by DERM also indicates a possible connection to an existing 8-inch gravity main located approximately 200 feet north of the site, which would discharge to Pump Stations Nos. 30-0215, 30-0536 and 30-0559. These pump stations, would be impacted by sewage flows from this site; however, both the last two pump stations are operating within mandated criteria. Ultimate disposal for sewage flows from this site would be the South District Wastewater Treatment Facility. This facility has a design capacity of 112.5 mgd and has a 12-month average flow of 93.32 mgd. This flow rate is approximately 83% of the design capacity of the wastewater treatment plant.

Based upon a residential development scenario of 509 single-family units and 130 townhomes, it is estimated that the sewage flows for this site would increase by approximately 210,650 gpd. These estimated flows will increase the average treatment plant flows to 93.53 mgd or 83.1% of the design capacity and therefore will not exceed 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 Sunset Kendall Trash and Recycling Center located at 8000 SW 107 Avenue, which is approximately seven miles east of the site.

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 six neighborhood parks, two community parks and one district park located within two miles of the application site with the 5-acre Water Oaks Park as the smallest park, and the 164-acre West Kendall District Park as the largest park. (see Table below). 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 2,090 persons, thus requiring a total of 5.75 acres.

The subject site is located within Park Benefit District (PBD) 2, which according to the Miami-Dade County Department of Parks and Recreation has a surplus capacity of 555 acres of park land when measured by the County's concurrency level of service

standard. This capacity is sufficient to meet the estimated 5.75 acres of park land necessary to meet the LOS for the application.

County Park and Recreation Open Space Facilities Within a Three-Mile Radius		
Name of Park	Park Classification	Acreage
Forest Lakes Park	NEIGHBORHOOD PARK	6
Hammocks Community Park	COMMUNITY PARK	15
Lago Mar Park	NEIGHBORHOOD PARK	12
Olympic Park	NEIGHBORHOOD PARK	9
Sandpiper Park	NEIGHBORHOOD PARK	5
Sun Lakes Park	NEIGHBORHOOD PARK	7
Water Oaks Park	NEIGHBORHOOD PARK	5
West Kendall District Park	DISTRICT PARK	164
Wild Lime Park	COMMUNITY PARK	12
Source: Department of Park and Recreation, 2007		

## Fire and Rescue Service

The subject property is currently served by Miami-Dade Fire-Rescue Station No. 36 (Hammocks), located at 10001 Hammock Boulevard. The station is equipped with an Advanced Life Support (ALS) Engine and Rescue unit, and is staffed by seven firefighters/paramedics. According to the Fire-Rescue Department, there was no alarm in the vicinity of the property in 2006. However, the proposed “Business and Office” on Parcel B and “Low-Medium Density Residential” on Parcel A will potentially generate 194.27 annual alarms, which will have a severe impact to the fire rescue services.

There are no planned stations in the vicinity of the subject property to help mitigate the impacts. The required “fire flow” for the proposed CDM design 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

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 Florida Inventory of School Houses (FISH) Design Capacity, which includes permanent and relocatable student stations, and the school's FISH utilization percentage.

School	2006 Enrollment*		FISH Capacity**	% FISH Utilization	
	Current	With Application		Current	With Application
Dr. Gilbert L. Porter Elementary	972	1,154	937	104	123
Hammocks Middle	2,190	2,274	1,668	131	136
Felix Varela Senior High	3,759	3,873	2,888	130	134

\* Enrollment as of: October 15, 2006

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

This application, if approved, will increase the potential student population of the schools serving the application site by an additional 380 students. Approximately 182 of these additional students will attend Dr. Gilbert L. Porter Elementary, increasing the FISH utilization from 104% to 123%; 84 students will attend Hammocks Middle, increasing the FISH utilization from 131% to 136%, and 114 students will attend Felix Varela Senior, increasing the FISH utilization from 130% to 134%. If the application is approved, the elementary, middle and senior high schools will exceed the 115% FISH capacity, and are therefore required to consult with the Miami-Dade County School Board regarding mitigation.

No relief schools are currently being planned, designed or constructed. However, the following relief school in the Table below is currently proposed in the 5-Year Capital Plan for this application site.

School	Relief Schools	Student Stations	Status	Projected
State School "HHH-1" Senior High School	Varela, Southridge and Sunset Senior High Schools	2,858	Site Acquisition	FY 07-08

## **Roadways**

### Existing Conditions

The 94.84-acre application property is located in an area between SW 104 and SW 112 Streets and between SW 167 Avenue and theoretical SW 164 Avenue. Access to this site, if approved, would be from these roads. The Application site is located outside the Adopted 2005 Urban Development Boundary (UDB) but within the 2015 Urban Expansion Area (UEA). The UDB line cascades along SW 172, SW 167 and SW 157 Avenues between SW 42 Street and SW 120 Street. The area between the 2005 UDB and SW 177 Avenue (Krome Avenue) from theoretical SW 42 Street to theoretical SW 112 Street is located within the 2015 UEA.

SW 104 Street and SW 167 Avenue serve the application site. The east-west expressway and arterials in the vicinity of the subject site include SW 88 (SR 94), SW 104 and SW 112 Streets. North-south expressways and arterials include the Homestead Extension of Florida's Turnpike (HEFT)/(SR 821), SW 127, SW 137, SW 147, SW 157, SW 167, and SW 177/ Krome (SR 997) Avenues. Such corridors are the major travel corridors that provide accessibility within the study area and to other portions of the County. There is also adequate access to the HEFT with interchanges at SW 40, SW 88, and SW 120 Streets.

The operating condition, level of service (LOS), of a roadway segment 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.

A Study Area was selected to determine the traffic impact of the Application on the roadway network. The boundaries of the Study Area are: SW 42 Street on the north, the Homestead Extension of the Florida's Turnpike on the east, SW 136 Street on the south, and SW 177 Avenue (SR 997) on the west.

The Existing Traffic Conditions Table 9-1, below, lists the current operating Level of Service (LOS) traffic conditions on the major roadways within the Study Area. Existing traffic conditions within the Study Area are relatively uncongested during the peak periods. However, five roadway segments are currently operating at their adopted LOS D standard, two roadway segment are operating below their adopted LOS standards, and another is operating at E+10%, but still above its adopted LOS E+20% standard. Krome Avenue, from SW 8 to SW 88 Streets, is operating at LOS D, below its adopted LOS C standard; and SW 127 Avenue, between SW 88 and SW 104 Streets, is operating at LOS F, below is adopted LOS D standard. SW 152 Avenue from SW 88 to SW 96 Streets, SW 137 Avenue from SW 72 to SW 88 Streets, SW 127 Avenue from SW 72 to SW 88 Streets, the HEFT from SW 40 to SW 88 Streets, and SW 120 Street from SW 137 to SW 117 Avenues were determined to be operating at LOS D in 2004 and are likely to violate their adopted LOS standards. The rest of the roadway network is operating at acceptable levels of service.

Table 9-1  
Existing Traffic Conditions  
Roadway Lanes and Peak Period Operating Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.*	LOS
SW 177 Ave. (SR 997)	SW 8 Street to SW 88 Street	2 UD	C	D (06)
	SW 88 Street to SW 136 Street	2 UD	C	C (06)
SW 157 Avenue	SW 72 Street to SW 88 Street	4 DV	E+20%	C (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (06)
Hammocks Boulevard	SW 88 Street to SW 104 Street	4 DV	D	C (04)
SW 152 Avenue	SW 88 Street to SW 96 Street	2 UD	D	D (04)
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	E+20%	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	B (04)
	SW 72 Street to SW 88 Street	4 DV	D	B (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (04)
	SW 104 Street to SW 120 Street	4 DV	D	B (04)
SW 137 Avenue	SW 42 Street to SW 56 Street	6 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
SW 137 Avenue (SR 825)	SW 88 Street to SW 104 Street	6 DV	D	C (06)
	SW 104 Street to SW 120 Street	6 DV	D	C (06)
SW 137 Avenue	SW 120 Street to SW 136 Street	6 DV	D	A (04)
SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
	SW 88 Street to SW 104 Street	2 UD	D	F (04)
	SW 104 Street to SW 120 Street	2UD	D	B (04)
SW 122 Avenue	SW 104 Street to SW 123 Terrace	4 DV	D	C (04)
HEFT (SR 821)	SW 40 Street to SW 88 Street	6 LA	D	D (06)
	SW 88 Street to SW 120 Street	6 LA	D	C (06)
	SW 120 Street to SR 874	6 LA	D	C (06)
	SR 874 to SW 152 Street	8 LA	D	C (06)
SW 42 St/Bird Rd	SW 157 Ave. to SW 147 Ave.	4DV	D	A (04)
	SW 147 Ave. to SW 137 Ave.	4DV	E+20%	B (04)
	SW 137 Ave. to SW 127 Ave	4DV	E+20%	A (04)
	SW 127 Ave. to HEFT/SR 821	4DV	E+20%	E+10% (04)
SW 56 Street/Miller Dr.	SW 157 Avenue to SW 147 Avenue	4 DV	D	B (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	D	C (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	C (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	B (04)
SW 72 Street/Sunset Dr.	SW 162 Avenue to SW 157 Avenue	4DV	E+20%	B (04)
	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	B (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	D (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	D (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	B (04)
Kendall Dr. (SR 90)	SW 177 Avenue to SW 167 Avenue	4 DV	D	C (06)
	SW 167 Avenue to SW 152 Avenue	4 DV	E+20%	C (06)
	SW 152 Avenue to SW 137 Avenue	6 DV	E+20%	C (06)

Table 9-1  
Existing Traffic Conditions  
Roadway Lanes and Peak Period Operating Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.*	LOS
Kendall Dr. (SR 90)	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	D (06)
	SW 127 Avenue to SW 117 Avenue	8 DV	E+20%	D (06)
SW 104 Street	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	E (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	C (04)
	SW 127 Avenue to SW 117 Avenue	6 DV	E+20%	B (04)
SW 120 Street	SW 147 Avenue to SW 137 Avenue	4 DV	D	B (04)
	SW 137 Avenue to SW 117 Avenue	4 DV	D	D (04)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, July 2007.

Note: () in LOS column identifies year traffic count was revised/updated

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

\*LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

E+20% means 120 percent of roadway capacity.

### Traffic Concurrency Evaluation

Two development scenarios were analyzed for traffic impacts. Both development scenarios assume the Application site developed with 18 single-family homes under the current CDMP Land Use designation (Agriculture). Scenario 1 assumes the Application site developed with commercial and residential uses, and Scenario 2 assumes the Application site developed with residential use only under the requested Business and Office designation. An evaluation of peak-period traffic concurrency conditions as of July 24, 2007, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the application's traffic impacts, indicates that Krome (SW 177) Avenue from SW 8 to SW 88 Streets, SW 88 Street between SW 167 and SW 152 Avenues, and SW 104 Street from SW 157 to SW 137 Avenues, are predicted to operate below the adopted LOS E+20% standard, applicable to these roadway segments. However, the roadway segments of SW 88 Street from SW 167 to SW 152 Avenues, and SW 104 Street between SW 147 and SW 137 Avenues, will be widened to six lanes, thus increasing their service capacity and improving their concurrency LOS to LOS D. All other expressways and arterials that are currently monitored show acceptable peak-period concurrency LOS conditions. See Traffic Impact Analysis Table 9-2 below.



Table 9-2  
Traffic Impact Analysis on Roadways Serving and in the Vicinity of the Application Site  
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Roadway	Location/Link	Number Lanes	Adopted LOS Std. <sup>1</sup>	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.
<b>Scenario 1: COMMERCIAL AND RESIDENTIAL USE</b>										
Krome Avenue	Kendall Drive to SW 8 Street	2 UD	C	1,310	1,421	D	0	12	1,433	D (06)
SW 157 Avenue	Kendall Drive to SW 72 Street	4 DV	D	3,110	1,194	C	NA	94	1,288	C (06)
SW 137 Avenue	SW 104 Street to SW 120 Street	6 DV	D	4,680	2,892	C	352	76	3,320	C (06)
SW 88 Street	SW 167 Avenue to SW 152 Avenue	4 DV/6 DV <sup>2</sup>	E+20%	3,924/5,904	2,108	C	2,062	94	4,264	E+32%/D (06)
SW 88 Street	SW 177 Avenue to SW 167 Avenue	4 DV	D	3,110	1,263	C	20	12	1,295	C (06)
SW 104 Street	SW 147 Avenue to SW 157 Ave.	4 DV	E+20%	3,560	2,875	E	448	781	4,104	E+38% (04)
SW 104 Street	SW 147 Avenue to SW 137 Ave.	4 DV/6 DV <sup>3</sup>	E+20%	3,930/5,904	3,255	E	161	781	4,197	E+28%/D (04)
<b>Scenario 2: RESIDENTIAL USE</b>										
Krome Avenue	Kendall Drive to SW 8 Street	2 UD	C	1,310	1,421	D	0	6	1,427	D (06)
SW 157 Avenue	Kendall Drive to SW 72 Street	4 DV	D	3,110	1,194	C	NA	48	2,142	C (06)
SW 137 Avenue	SW 104 Street to SW 120 Street	6 DV	D	4,680	2,892	C	352	38	3,282	C (06)
SW 88 Street	SW 167 Avenue to SW 152 Avenue	4 DV/6 DV <sup>2</sup>	E+20%	3,924/5,904	2,108	C	2,062	48	4,218	E+29%/D (06)
SW 88 Street	SW 177 Avenue to SW 167 Avenue	4 DV	D	3,110	1,263	C	20	6	1,289	C (06)
SW 104 Street	SW 147 Avenue to SW 157 Ave.	4 DV	E+20%	3,560	2,875	E	448	394	3,717	E+25% (04)
SW 104 Street	SW 147 Avenue to SW 137 Ave.	4 DV/6 DV <sup>3</sup>	E+20%	3,930/5,904	3,255	E	161	394	3,810	E+16%/C (04)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2007.

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

<sup>1</sup> County adopted roadway level of service standard applicable to the roadway segment

<sup>2</sup> Roadway segment is currently 4 lanes divided but will be widened to 6 lanes by a private developer; therefore, the concurrency level of service is expected to improve substantially.

<sup>3</sup> Roadway segment is currently 4 lanes divided but will be widened to 6 lanes; therefore, the concurrency level of service is expected to improve substantially.

() Year traffic count was updated or LOS Revised

## Future Conditions

The Programmed Capacity Improvements Table 9-3 below lists the roadway capacity improvements programmed in the 2008 Transportation Improvement Program (TIP) for construction within this Study Area in Fiscal Years 2007/2008-2011/2012. A number of significant projects are programmed, including the six-lane widening of SW 88 Street between SW 162 Avenue and SW 150 Avenue, the six-lane widening of SW 104 Street from SW 147 Avenue to SW 137 Avenue, and the new 4-lane construction of SW 157 Avenue from SW 112 Street to SW 136 Streets. Other roadway capacity improvements include the widening of the HEFT from Kendall Drive to SW 117 Avenue, the widening to four lanes of SW 120 Street from SW 157 to SW 152 Avenues, and the matching of the existing two-lane SW 167 Avenue between SW 88 and SW 96 Streets.

Table 9-3  
Programmed Roadway Capacity Improvements  
Fiscal Years 2007/2008 – 2011/2012

Roadway	From	To	Type of Improvement	Fiscal Year
SW 42 Street	SW 150 Avenue	SW 149 Avenue	Widen 2 to 4 lanes	Prior Funding
SW 56 Street	SW 158 Avenue	SW 152 Avenue	Widen 2 to 4 lanes	UC
SW 88 St. (SR 94)	SW 162 Avenue	SW 157 Avenue	Widen 4 to 6 lanes	Private Sector
SW 88 St. (SR 94)	SW 157 Avenue	SW 150 Avenue	Widen 4 to 6 lanes	Private Sector
SW 96 Street	SW 162 Avenue	SW 157 Avenue	New construction: 4 lanes	Private Sector
SW 96 Street	SW 172 Avenue	SW 167 Avenue	2 lanes and ½ of turn lane	Private Sector
SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen 4 to 6 lanes	2007 - 2008
SW 120 Street	SW 137 Avenue	SW 117 Avenue	Widen 4 to 6 lanes	2011 - 2012
SW 120 Street	SW 157 Avenue	SW 152 Avenue	2 lanes of 4 lanes divided	Private Sector
SW 136 Street	SW 127 Avenue	HEFT	Widen 2 to 4 lanes	2011 – 2012
SW 136 Street	SW 149 Avenue	SW 139 Court	Widen 2 to 4 lanes	2008 – 2009
SW 136 Street	SW 162 Avenue	SW 157 Avenue	½ of R4.4 (4-lane divided)	Private Sector
HEFT (SR 821)	Kendall Dr (SR 94)	SW 117 Avenue	Add lanes and reconstruct	2009 - 2010
SW 127 Avenue	SW 128 Street	SW 132 Street	New construction: 2 of 4 lanes	Private Sector
SW 127 Avenue	SW 88 Street	SW 120 Street	Widening: 2 to 4 lanes	2007 – 2008
SW 127 Avenue	SW 121 Street	SW 124 Street	½ of R4.4 (4-lane divided)	Private Sector
SW 137 Avenue	SW 72 Street	SW 88 Street	Widen 4 to 6 lanes	Private Sector
SW 152 Avenue	SW 88 Street	SW 96 Street	½ of R4.5 (4-lane divided)	Private Sector
SW 157 Avenue	SW 52 Street	SW 54 Terrace	Widen 2 to 4 lanes	2007 – 2008
SW 157 Avenue	SW 70 Street	SW 72 Street	New construction: 4 lanes	2007-2008
SW 157 Avenue	SW 94 Street	SW 96 Street	New construction: SB lane	Private Sector
SW 157 Avenue	SW 112 Street	SW 120 Street	New 4 lanes	2007 – 2008
SW 157 Avenue	SW 120 Street	SW 136 Street	New 4 lanes	2008 – 2009
SW 162 Avenue	SW 88 Street	SW 96 Street	New construction: 4 lanes	UC
SW 167 Avenue	SW 42 Street	SW 43 Street	2 lanes of 4 lanes divided	UC
SW 167 Avenue	SW 88 Street	SW 96 Street	Matching existing 2 lanes	UC
SW 172 Avenue	SW 96 Street	SW 88 Street	2 lanes and ½ of turn lane	Private Sector
Krome Avenue	350" N/O SW 8 St.	MP 3.478	Add lanes (2 to 4 lanes)	2009– 2010

Source: 2008 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, May 2007.

Notes: UC means under construction

Private Sector: Project to be constructed by a developer to help mitigate the traffic impact of a specific development project. The construction of improvements are normally linked to specific dates, but instead are usually dependent upon the construction schedule of a specific development project, which can vary considerably according to the market and other conditions.

According to the Miami-Dade Transportation Plan to the Year 2030, Cost Feasible Plan, a number of additional roadway improvements are planned for this Study Area. As indicated in Table 9-4 below, these improvements, listed as Priority I and Priority II projects, are projects planned to be funded between 2007 and 2015.

Table 9-4  
Planned Roadway Capacity Improvements  
Year 2015 Planned Roadway Improvements

Roadway	From	To	Type of Improvement	Priority
SW 42 Street	SW 167 Avenue	SW 157 Avenue	New 2 lane	I
SW 42 Street	SW 162 Avenue	SW 157 Avenue	Widen 2 to 4 lanes	I
SW 56 Street	SW 167 Avenue	SW 158 Avenue	New 2-lane road	I
SW 88 St. (SR 94)	SW 167 Avenue	SW 162 Avenue	Widen 4 to 6 lanes	I
SW 136 Street	SW 157 Avenue	HEFT	Widen 2 to 4 lanes	I
Krome Ave. (SR 997)			Add turn lanes at SW 136 Street	I
SW 142 Avenue	SW 8 Street	SW 42 Street	New 2-lane road	I
SW 72 Street	SW 157 Avenue	SW 117 Avenue	New 2-lane road	II
SW 88 St. (SR 94)	SW 177 Avenue	SW 167 Avenue	Widen 4 to 6 lanes	II
Krome Ave. (SR 997)	SW 8 Street	SW 136 Street	Widen 2 to 4 lanes	II
Krome Ave. (SR 997)	SW 136 Street	SW 296 Street	Widen 2 to 4 lanes	II
SW 167 Avenue	SW 56 Street	SW 88 Street	New 2-lane road	II
HEFT (SR 821)	SW 88 Street	SW 117 Avenue	12 lanes + 3 lane CD/ 8 lanes	II

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

Notes: Priority I – Project improvement to be funded by 2009

Priority II – Project improvements planned to be funded between 2010 and 2015

A 2015 traffic impact analysis indicates that a number of roadways are projected to exceed, with and without the application's impacts, their adopted LOS standards within the Study Area. These roadways include the following east-west arterials: SW 42, SW 47, SW 56, SW 88, SW 96, SW 104, SW 120 and SW 128 Streets; and north-south arterials SW 122, SW 127, SW 137, SW 142, SW 147, SW 157 and SW 177 (Krome) Avenues. See Table 9-5 below.

Table 9-5  
2015 Volume-to-Capacity (V/C) Ratios  
Roadways Projected to Violate the Adopted Level-of-Service Standards

Roadway	Segment	Base Scenario W/O Application	Scenario 1 With Application	Scenario 2 With Application	Level of Service Standard
SW 42 Street	HEFT to SW 127 Ave.	1.06 – 1.27	1.1 – 1.32	1.06 – 1.36	E+20%
SW 47 Street	SW 122 Avenue to SW 127 Avenue	1.02	0.96	1.35	D
	SW 127 Ave. to SW 137 Avenue	0.84 – 1.05	0.79 – 0.97	0.84 – 1.26	D
	SW 142 Avenue to SW 147 Avenue	1.23 – 1.25	0.90 – 0.95	0.97 – 1.03	D
	SW 147 Avenue to SW 152 Avenue	1.12	1.05	1.06	D
SW 56 Street	SW 117 Avenue to SW 127 Avenue	1.08 – 1.25	1.11 – 1.29	1.0 – 1.18	D
	SW 127 Avenue to SW 137 Avenue	0.81 – 1.01	0.87 – 1.08	0.79 – 0.99	D
	SW 137 Avenue to SW 142 Avenue	1.00 – 1.04	1.06 – 1.08	1.00 – 1.03	D
SW 88 Street	SW 122 Avenue to SW 117 Avenue	1.33	1.33	1.31	E+20%
SW 96 Street	SW 137 Avenue to SW 142 Avenue	0.90 – 1.12	0.90 – 1.15	0.90 – 1.14	D
SW 104 Street	SW 117 Avenue to SW 122 Avenue	1.28	1.26	1.27	E+20%
SW 120 Street	SW 117 Avenue to HEFT	0.94	0.99	0.98	D
	HEFT to SW 127 Avenue	0.91 – 1.21	0.96 – 1.27	0.97 – 1.27	D
	SW 127 Avenue to SW 137 Avenue	0.89 – 0.91	0.92 – 0.94	0.92 – 0.94	D
SW 128 Street	SW 122 Avenue to SW 127 Avenue	0.88	0.95	0.84	D
	SW 132 Avenue to SW 137 Avenue	1.12	1.11	1.11	D
HEFT	SW 42 Street to SW 88 Street	1.08	1.07	1.06	D
SW 122 Ave.	SW 42 Street to SW 47 Street	1.05 – 1.26	0.96 – 1.17	1.30 – 1.51	D
	SW 88 Street to SW 104 Street	0.48 – 0.87	0.48 – 0.93	0.48 – 0.93	D
SW 127 Ave.	SW 56 Street to SW 72 Street	0.95 – 1.09	1.01 – 1.13	1.03 – 1.15	D
	SW 72 Street to SW 88 Street	0.86 – 0.96	0.87 – 0.97	0.88 – 0.99	D
	SW 104 Street to SW 112 Street	0.91 – 0.96	0.88 – 0.94	0.89 – 0.95	D
	SW 120 Street to SW 128 Street	0.97	0.96	1.01	D
SW 137 Ave.	SW 42 Street to SW 47 Street	0.87 – 0.94	0.78 – 0.85	0.80 – 0.87	D
	SW 56 Street to SW 72 Street	0.98 – 1.21	0.95 – 1.14	0.95 – 1.14	D
	SW 128 Street to SW 136 Street	0.92 – 1.01	0.90 – 0.99	0.90 – 0.99	D
SW 142 Ave.	SW 42 Street to SW 47 Street	1.54 – 1.69	1.26 – 1.41	1.32 – 1.47	D
SW 147 Ave.	SW 42 Street to SW 47 Street	0.83 – 0.99	0.89 – 1.05	0.89 – 1.05	D
	SW 56 Street to SW 72 Street	0.99 – 1.03	1.01 – 1.05	1.02 – 1.06	D
SW 157 Ave.	SW 42 Street to SW 56 Street	1.29	1.36	1.4	D
	SW 56 Street to SW 72 Street	0.94	0.96	0.95	D
	SW 96 Street to SW 104 Street	0.85 – 1.07	0.88 – 1.11	0.88 – 1.12	D
	SW 104 Street to SW 112 Street	1.03	1.09	1.08	D
Krome Ave.	Theo. SW 64 Street to SW 88 Street	0.90	0.88	0.89	B
	SW 88 Street to Theo SW 96 Street	0.54 – 0.77	0.53 – 0.76	0.54 – 0.77	B

Source: Gannett Fleming, Inc., Metropolitan Planning Organization for the Miami Urbanized Area, July 2007.

## Application Impacts

As indicated above, two development scenarios were analyzed. Both scenarios assumed the Application site developed with 18 single-family homes under the current CDMP Land Use designation. Scenario 1 assumes the Application site developed with a 174,420 sq. ft. shopping center and 509 single-family detached units, while Scenario 2 assumes the Application site developed with residential use only (509 single-family detached and 130 single-family attached units). Table 9-6, below, identifies the number of PM peak-hour trips estimated to be generated by the proposed development scenarios under the requested land use designations (Low Density Residential and Business and Office) and compares them to the development that could occur under the current CDMP designation (Agriculture). The application site, if developed with single-family housing and commercial use, would generate approximately 1,045 more PM peak-hour trips than the current CDMP designation. Similarly, if the site were developed with residential use only, it would generate 516 more PM peak-hour trips than the current CDMP designation.

Table 9-6  
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
9 (Scenario 1)	Agriculture (Residential use only) – (18 Single Family Detached)/ 23	Business and Office - (174,240 sq. ft. Comm. Retail); Low Density Residential (509 Single Family detached) / 1,068 <sup>1</sup>	+1,045
9 (Scenario 2)	Agriculture (Residential use only) – (18 Single Family Detached)/ 23	Business and Office (Residential use only) – (130 Single Family attached); Low Density Residential (509 Single Family detached) / 539	+516

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

Notes: <sup>1</sup> Includes pass-by trips adjustment factor, ITE Trip Generation, 7<sup>th</sup> Edition, 2003.

Currently, most of the roadways in the vicinity of the Application site are operating at acceptable levels of service, with the exception of Krome Avenue from SW 88 Street to SW 8 Street, which is operating at LOS D, below its adopted LOS C standard; and SW 127 Avenue, from SW 88 to SW 104 Streets, which is operating at LOS F, below its adopted LOS D standard. In analyzing the potential trip distribution of the trips estimated to be generated by the proposed application, it was determined that the requested land use would further deteriorate the levels of service of SW 88 Street from SW 167 to SW 152 Avenues, and SW 104 Street between SW 157 and SW 137

Avenues. However, the deficiency of these roadways may be mitigated as a result of the programmed and planned roadway capacity improvements outlined in the “Programmed” and “Planned” Roadway Capacity Improvements tables above. In the year 2015, no roadway segments in the immediate vicinity of the application site are projected to operate at or violate their adopted LOS standard; however, Krome Avenue from Theoretical SW 64 Street to SW 88 Street, is projected to operate at LOS D, below the adopted LOS B standard, applicable to this roadway.

The applicant submitted a traffic study, prepared by David Plummer & Associates, Inc., dated July 2007, in support of this application. DP&Z staff reviewed the traffic study and realized that the study is based on a mixed-use development program, which includes 233 single-family homes, 193 townhouses, and 60,000 square feet of retail. Since the applicant did not submit a declaration of restrictions limiting the development of the application site to the proposed development program described above, DP&Z staff based the traffic impact analysis on the maximum potential development under the requested land use designation. A copy of the applicant’s traffic study is attached in Appendix D of this report.

## Transit

### Existing Service

Metrobus Routes 104, 147, Kendall KAT, Killian KAT, and the West-Dade Connection service the application site. The table below shows the existing service frequency in summary form.

Route No.	Existing Metro Bus Route Service			
	Weekday Headway*		Proximity in miles to App. No. 9	Feeder, Local or Express
	Peak	Off-Peak		
104	30	30	1	L/F
147	30	60	1	L
Kendall KAT	12	N/a	1	F/E
Killian KAT	6	N/a	0	F/E
West-Dade Conn.	30	30	2.75	L

Source: 2006 Transit Development Program, May 2006; Miami-Dade Transit, August 2007.

### Future Conditions

Miami-Dade Transit has planned some improvements to the existing transit service in the application area, such as improved headways and extensions to the current routes planned for the next five years as noted in the 2006 Transit Development Program (TDP) and in the People’s Transportation Program (PTP). The Planned Transit Improvements Table below shows service improvements programmed for existing routes within the application area as well as the new routes proposed for the area.

### Planned Transit Improvements

Route	Improvement Description
88	Straighten route and extend westward to the West Kendall Terminal, eliminate the SW 142 Avenue branch.
104	Extend route westward to future West Kendall Terminal. Improve peak headways from 30 to 15 minutes.
137 West Dade Connection	Improve peak headways from 30 to 15 minutes.
147	Improve peak headway from 30 to 20 minutes. Improve midday headway from 60 to 30 minutes. Improve peak headway from 20 to 15 minutes.
204 Killian KAT	Extend route westward to the future West Kendall Bus Terminal.
288 Kendall KAT	Extend route to the future West Kendall Bus Terminal.

Source: Miami-Dade Transit, July 2007.

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

New Route	Improvement Description
Kendall Circulator	New weekday only route operating from SW 133 Ave to SW 157 Ave on SW 96 St. and Hammocks Boulevard to the south and SW 80/82 St to the north.
Kendall Circulator	Improve peak headway from 20 to 15 minutes
80 Street MAX	Limited-stop weekday service between the future Kendall Town Center and Dadeland North during the morning and evening peak.
96 Street MAX	Limited-stop weekday service between the future Kendall Town and Dadeland North during the morning and evening peak.
West Kendall Crosstown	New route operating seven days a week from the West Dade Bus Terminal to Coral Reef Drive and SW 137 Avenue primarily along SW 147, 152, 157 and 162 Avenues.

Source: Miami-Dade Transit, July 2007.

The projected transit improvements for the application area are estimated to cost approximately \$11,106,560 in annual operating cost and a one time capital cost of \$16,829,670 for a total cost of \$27,936,230. These costs reflect only the cost of that portion of route improvements within application area.

### Major Transit Projects

The Kendall Corridor Study is being conducted under the supervision of the Metropolitan Planning Organization (MPO). This Alternative Analysis Study will also be studied as part of the People Transportation Plan Rapid Transit Improvements. The corridor encompasses an east-west leg along SW 88 Street (Kendall Drive), from SW 157 Avenue to the Dadeland North Metrorail Station. There are two north-south legs that will be studied to connect to the East-West corridor, one along the Palmetto

Expressway and another further west along the Homestead Extension of Florida's Turnpike (HEFT).

### Applications Impacts

A trip-generation analysis was performed in the Traffic Analysis Zone (TAZ) where the Application is being requested. In TAZs 1254 and 1255 where the application is requested, the analysis indicates that the transit impact produced by this application would generate 26 additional transit trips; however, this impact would not warrant additional changes in transit service beyond those already planned for the area.

### **Other Planning Considerations**

No covenant was submitted with this application as of July 28, 2006.

Appropriate Guidelines of Urban Form should be considered for this site. Below are the applicable guidelines as listed in the CDMP.

- Guideline 1- The section line roads should form the physical boundaries of neighborhoods.
- Guideline 4- Intersections of section line roads shall serve as focal points of activity, hereafter referred to as activity nodes. Activity nodes shall be occupied by any nonresidential components of the neighborhood including public and semi-public uses. When commercial uses are warranted, they should be located within these activity nodes. In addition, of the various residential densities, which may be approved in a section through density averaging or on an individual site basis, the higher density residential uses should be located at or near the activity nodes.

### **Consistency with CDMP Goals, Objectives, Policies and Concepts:**

The proposed application will impede the following goals, objectives policies and concepts of the CDMP.

- Policy LU-8E (iii): Compatibility with abutting and nearby land uses and protection of the character of established neighborhoods.
- Policy LU-8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities...
- Policy LU-8F: The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption).



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

- Policy LU-1D: County to seek to facilitate planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic;
- Policy LU-1F: Promote housing diversity and avoid creation of monotonous developments
- Policy LU-4D: Potentially incompatible uses permitted with design
- Policy LU-8B: Distribution of neighborhood or community-serving retail sales uses and professional offices to reflect spatial distribution of the residential population

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# 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)

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# **APPENDIX A**

## **Map Series**

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# AERIAL PHOTO: APPLICATION NO. 9



APPLICATION AREA



URBAN DEVELOPMENT BOUNDARY (UDB)



URBAN EXPANSION AREA (UEA)

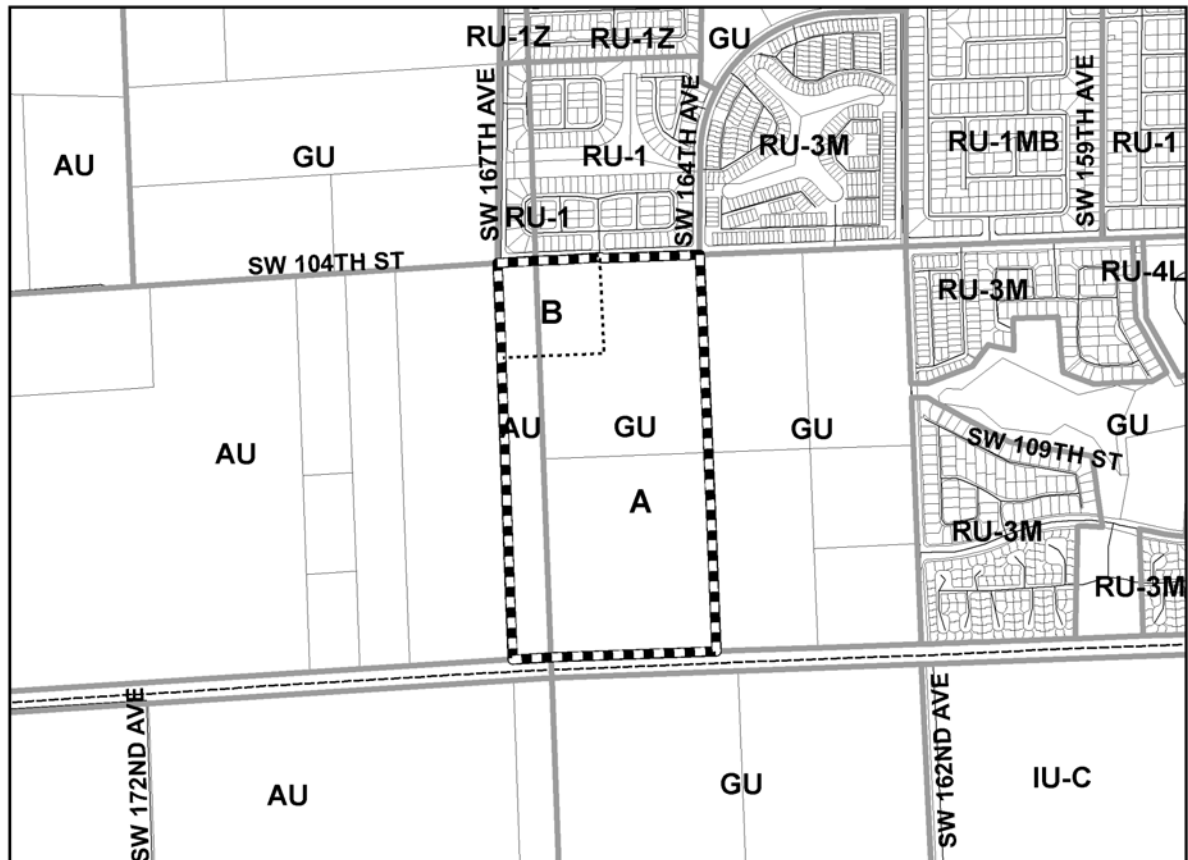
2007 AERIAL



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



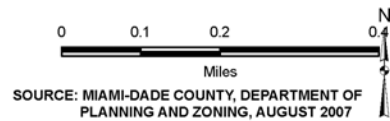
**APPLICATION NO. 9  
CURRENT ZONING MAP**



APPLICATION AREA

**MIAMI-DADE ZONING DISTRICTS**

- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- AU AGRICULTURAL - 1 RESIDENTIAL DWELLING UNIT ON 5 GROSS ACRES
- RU-1 SINGLE FAMILY RESIDENCE ON 7,500 SQ. FT. NET LOT
- RU-1Z SINGLE FAMILY ZERO LOT LINE ON 4,500 SQ. FT. NET LOT
- RU-1MB MODIFIED SINGLE FAMILY ON 6,000 SQ. FT. NET LOT
- RU-3M MINIMUM APT. HOUSE 12.9 UNITS/NET ACRE
- RU-4L LIMITED APT. HOUSE 23 UNITS/NET ACRE
- IU-C INDUSTRY - CONTROLLED





# APPLICATION NO. 9 EXISTING LAND USE



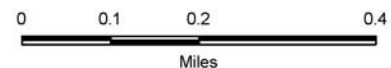
## LEGEND



APPLICATION AREA

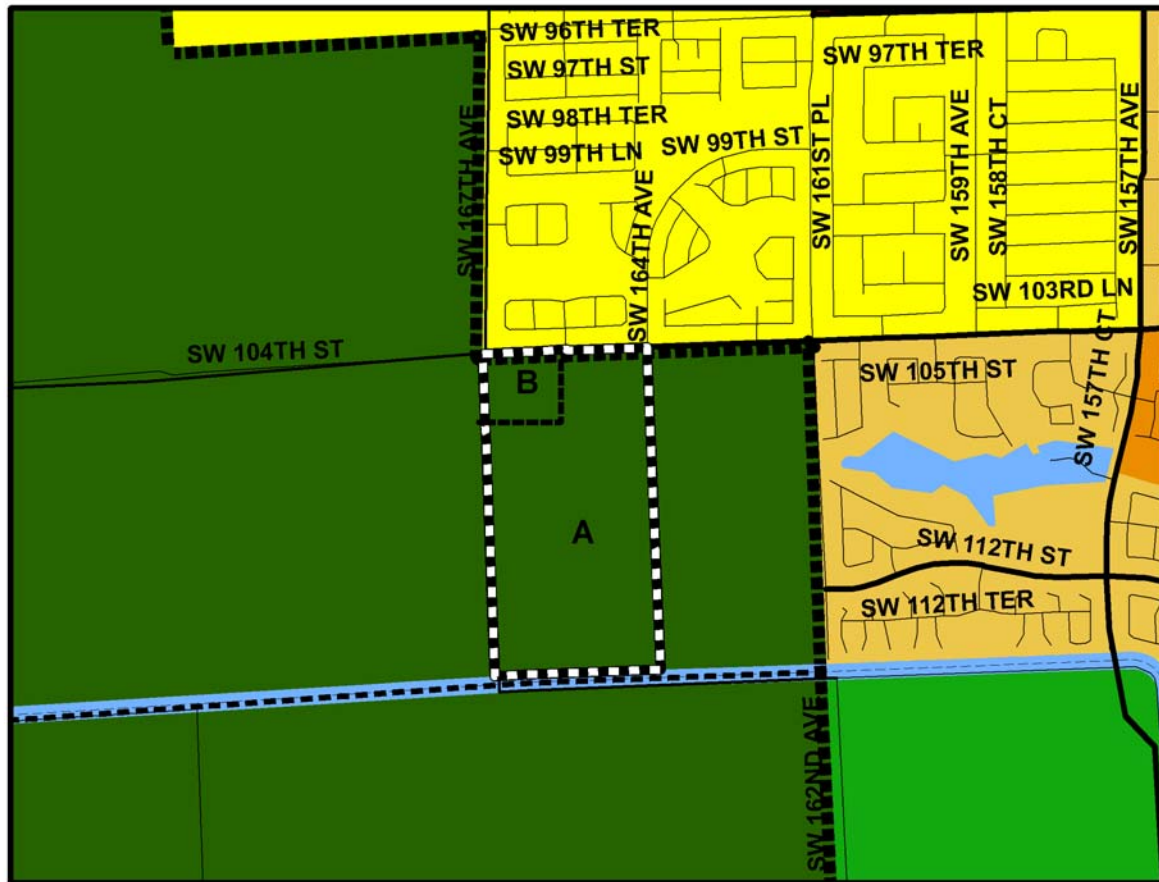
## EXISTING LAND USE

- SINGLE FAMILY
- INSTITUTIONAL
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT - UNPROTECTED
- INLAND WATERS



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

# APPLICATION 9 CDMP LAND USE PLAN



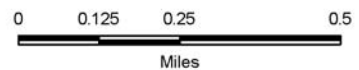
## LEGEND



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
- AGRICULTURE
- PARKS AND RECREATION
- WATER
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS
- 2015 URBAN DEVELOPMENT BOUNDARY
- 2025 EXPANSION AREA BOUNDARY
- CANAL



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



# **APPENDIX B**

Amendment Application

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New

**APPLICATION FOR AN AMENDMENT TO THE  
LAND USE PLAN MAP OF THE MIAMI-DADE COMPREHENSIVE DEVELOPMENT  
MASTER PLAN**

**1. APPLICANT**

FERRO INVESTMENT GROUP II, LLC  
c/o Mario Ferro, Jr. - Managing Member  
8165 North West 155 Street  
Miami Lakes, FL 33016

**RECEIVED**  
APR 30 2007

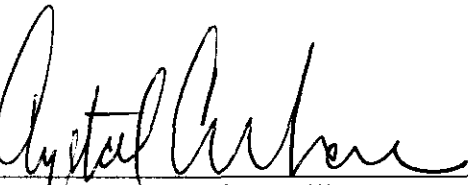
MIAMI-DADE COUNTY  
DEPT. OF PLANNING & ZONING  
METROPOLITAN PLANNING SECTION

**2. APPLICANT'S REPRESENTATIVE**

Miguel Diaz De la Portilla, Esq.  
Becker & Poliakoff  
121 Alhambra Plaza  
10<sup>th</sup> Floor  
Coral Gables, Florida 33134  
(305)262-4433  
[mdportilla@becker-poliakoff.com](mailto:mdportilla@becker-poliakoff.com)

BY \_\_\_\_\_

By: \_\_\_\_\_



Miguel Diaz De la Portilla, Esq.  
Crystal Connor-Lane, Esq.

Date: 4/30/07

**3. DESCRIPTION OF REQUESTED CHANGE**

**A. Change to the Land Use Plan Map**

A change to the Adopted 2007 Land Use Plan Map is requested.

**B. Description of the Subject Property**

The west half of the Section 8 Township 55 South Range 39 East less the South 70 feet for the right of way of Canal C-1W and a portion of the north half of Section 7, Township 55 South, Range 39 East, being more particularly described as follows ("the property");

C. Gross Acreage

Application area: ±94.84 Acres

Acreage Owned by Applicant: ±94.84 Acres

D. Requested Change

1. It is requested that the Urban Development Boundary (“UDB”) be extended to include the Applicant’s property.
- 2(a). It is requested that ± 84.84 Acres of the subject area be re-designated on the Land Use Plan Map from “*Agriculture*” to “*Low Density Residential*”.
- 2(b). It is requested that ± 10 Acres of the subject area be re-designated on the Land Use Plan Map from “*Agriculture*” to “*Business and Office Use*”.
3. If accepted by Board of County Commissioners with the covenant, then restriction of covenant is to be added to the Table of Land Use Element Text.

4. **REASONS FOR AMENDMENT**

The basis for this application is to provide both the County and the local area where the Property is located with an increase in the single-family housing supply where the supply is nearing absorption and additional neighborhood retail for the area. This application envisions a sustainable, mixed use community where people can live, work, and play. The application envisions residential development consisting of 256 Townhomes and 171 detached single family homes on ± 84.84 Acres and ± 10 Acres of neighborhood retail. Thus, the application is consistent with Policy 1F of the CDMP Guidelines for Urban Form (“the Guidelines”) in the planning and design of all new residential development, as the attached conceptual plan shows. The requested re-designation of the property promotes policy 9N which promotes both a “diversity of uses in or adjacent to residential districts, including neighborhood designs that have a mixture of retail, residential, office, institutional and service business uses in close proximity,” and a variety of housing and construction types.”

The proposed “Low Density Residential” and “Business and Office” designations, which contemplate a mixed use development, offer a transitional use, density and intensity of development with respect to the surrounding land uses that include residential development abutting the subject property to the North. Additionally, the surrounding land uses combined with the proposed Low Density Residential and Business and Office designations for the Property, maximize utilization of the existing and planned infrastructure and services consistent with Policies 8A, 1F, 1G and the Guidelines, ppI-17-19.

In addition, the Property is located within the western portion of the South Central Tier, Census Minor Statistical Area ("MSA") 6.2. In the area west of the Homestead Extension to Florida's & Turnpike, the absorption of available single-family land will occur by the year 2008. This depletion date falls well before the 15-year residential inventory goal in Policy 8F of the CDMP Land Use Element. Policy 8G calls for the County to provide residential land within in the UDB to satisfy "Countywide residential demand for a period of 10 years after the adoption of the most recent Evaluation and Appraisal Report plus a 5-year surplus." If absorption is to occur in 2008, Policy 8G cannot be met by the County and the UDB should be expanded to supply the demand for single-family housing to adhere to the CDMP policy. Furthermore, the Countywide supply of residential units, after accounting for absorption rates that have occurred since the 2000 Census, will also be depleted within the 15-year period delineated in Policy 80 of the Land Use Element. Therefore expansion of the UDB provides both the County and the area where the Property is located with the means to increase the single-family housing capacity of the County to fulfill Policy 8G.

Due to the above capacity facts, this application to extend the UDB complies with Objective 8 and Policies 8A, 8E, and 8G of the CDMP Land Use Element to amend the Land Use Plan Map to accommodate projected County-wide growth. Policy 8A requires the County to strive to accommodate residential development in suitable locations and densities. A variety of factors should be used to evaluate what is a suitable location and density. The Policy provides the following to be examined: recent trends in location and design of units, projected availability of service and infrastructure, proximity and accessibility to employment, commercial and cultural centers, character of existing nearby neighborhoods, avoidance of natural resource degradation, maintenance of quality of life and creation of amenities. This application adheres to the current trend of providing low density residential housing, together with neighborhood retail, on the edges of the County and fits into the surrounding character of the area. The surrounding area is a mix of low and low-medium densities. The Property is also in an ideal location inside the UEA to meet service and infrastructure needs because the CDMP requires urban infrastructure and services to be planned for the eventual extension of the UDB into the UEA. The Property is situated near in close proximity to major transportation corridors, such as the Turnpike, allowing easy access to employment and cultural and commercial centers. The Property avoids any degradation because the existence of agriculture to the south and west provide a sufficient buffer to any environmentally sensitive areas. The property will contribute to the quality of life and amenities in the area and County by providing new housing opportunities for the community. Thus, this application complies with Policy 8A of the Plan.

In addition, Policy 8E requires the County to evaluate applications to amend the CDMP by examining some of the following considerations whether the application would: satisfy a deficiency in the CDMP Land Use Plan Map to accommodate projected population or economic growth, enhance or impede provision of services at or above LOS standards, be compatible with land uses and character of the surrounding area, and enhance or degrade environmental or historical resources. The Property satisfies Policy 8E(i) specifically by increasing the single-family housing supply in an area and County where single-family housing is rapidly nearing absorption. Furthermore, the application satisfies Policy 8E(ii) to enhance the County's provision of services because it is located inside the UEA. The County is currently considering expansion of the UDB into the UEA by planning infrastructure and services be extended to these areas. The application is also consistent with the surrounding neighborhood in that directly to the north and farther east of the Property are low and

low-medium densities residential neighborhoods. Thus, this application complies with Policy 8F of the Plan.

In further support of this application, Policy 8Gi provides which areas should be not be considered to expand the UDB, which areas should be avoided and which areas should be given priority to expand the UDB. The Property abuts the UDB to the North. Accordingly, this Application complies with Policy 8Giii(b) of the CDMP Land Use Element, which states that land contiguous to the UDB should be given priority for inclusion. In conclusion, the Applicant strongly believes that this application is totally consistent with the goals, objectives and policies of the Master Plan. The Property's Location inside the UEA provides both the County and the area where the Property is located with an increase in the housing supply to accommodate Countywide growth where both the County and the MSA where the Property is located are rapidly nearing absorption.

## **5. ADDITIONAL MATERIAL SUBMITTED**

Property survey prepared by J.F. Lopez & Associates, Inc., dated March 18, 2006.

Supplemental information to be submitted later, prior to the June 29, 2007, deadline for technical reports.

## **6. DISCLOSURE OF INTEREST**

A completed Disclosure of Interest Form is attached hereto.

## **7. ATTACHMENTS**

**Exhibit "A"** -Legal Description of  $\pm$  94.84 Acres Owned by Applicant.

**One Aerial Photo**

**One Section Map**

**Survey of Area**

**Conceptual Site Plan**



## **EXHIBIT "A"**

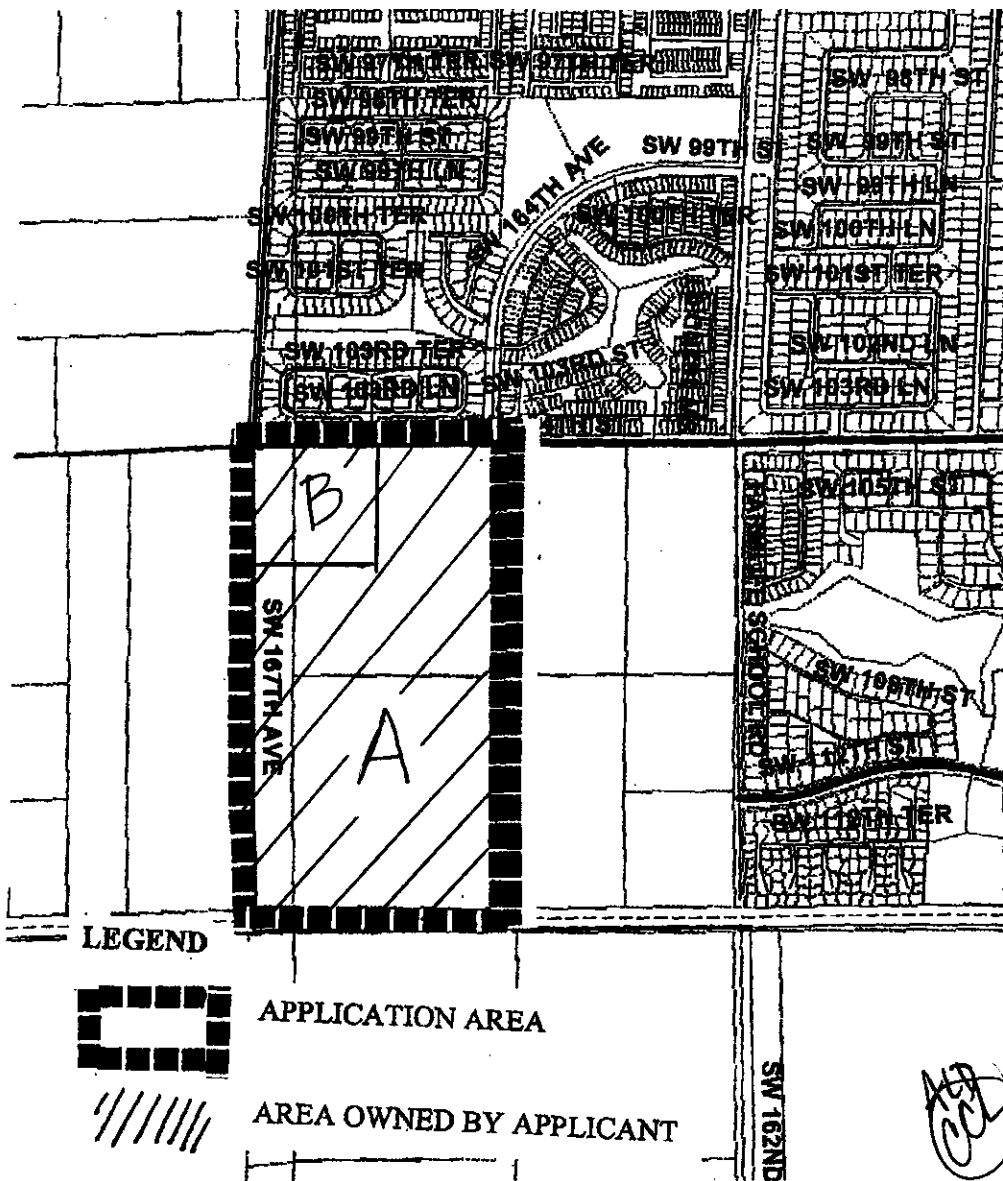
### **LEGAL DESCRIPTION OF ±94.84ACRES OWNED BY APPLICANT**

- Parcel I: The West ½ of the NW ¼ of Section 8, Township 55 South, Range 39 East less the South 70' thereof for the R-O-W of Canal C-1W (Black Creek Canal), Miami Dade County, Florida. Tax Folio Numbers, 30-5908-000-0030 and 0031.
- Parcel II: A portion of the North ½ of Section 7, Township 55 South, Range 39 East, of Miami Dade County Florida, U.S.A. being more particularity described as follows: Commence at the Northwest Corner of said Section 7, thence run North 86 degrees, 20 minutes 39 seconds East along the North Line of said Section 7 for 5,099.48 feet (deed 6,097.98 feet) to the Northern east corner of parcel of land described in Deed recorded in Official Record Book 2737 at page 489 of the Public Records of Miami Dade County , Florida and being the point of beginning of hereinafter described parcel of land. From said point of beginning thence continue North 86 degrees, 20 minutes, 39 seconds East, along the North line or said Section 7, for 257.71 feet to the Northeast corner of said Section 7, thence run South 02 degrees, 09 minutes, 38 seconds East, along the East line pf Canal C-1W, thence run S86°25'20W, along the North Right-of Way line of Canal C-1 W, also being a line 70.00 feet North of and parallel to the South line of the North half (1/2) of said Section 7, for 252,41 feet to the point of intersection with the East line of parcel of the land described in Deed recorded in Official Record Book 2757 at page 489 of the Public Records of Miami-Dade County, Florida; thence run North 02 degrees, 16 minutes, 32 seconds West along the East Line of last described parcel of land for 2,638.02 feet to the point of beginning. Tax Folio Number 30-5907-000-0012.

Ferro Investment Group II, Inc. / Miguel Diaz De La Portilla, Esq.

**DESCRIPTION OF SUBJECT AREA**

The Property consists of 94.84 +/- acres located in the west half of Section 8, Township 55 South, Range 39 East less the South 70 feet for the right-of-way of Canal C-IW and a portion of the north half of Section 7, Township 55 South, Range 39 East.



# **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 9, 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  
Department of Planning and Zoning  
Miami-Dade County  
111 NW 1 Street, 11<sup>th</sup> Floor  
Miami, Florida 33128

Re: **Land Use Amendment April 2007 Cycle**  
**Application No. 9**  
**Ferro Investment Group II, LLC**

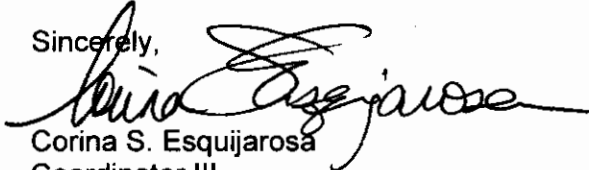
Dear Mr. Basu:

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%.

As previously submitted, the school impact review analysis for this application indicates that all of the impacted schools meet the referenced review threshold. As such, it is our recommendation that a dialogue between the District and the applicant take place as it relates specifically to public schools in the affected area that meet the review threshold. At this time, however, the dialogue between the applicant and the District has not occurred. The District will schedule a dialogue with the applicant within the next few days and keep the County apprised of the results.

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,

  
Corina S. Esquijarosa  
Coordinator III

CSE:rr  
L-101  
Attachment

cc: Ms. Ana Rijo-Conde  
Mr. Fernando Albuerne  
Mr. Michael A. Levine

Mr. Ivan M. Rodriguez  
Ms. Vivian Villaamil

## **SCHOOL IMPACT REVIEW ANALYSIS**

July 6, 2007

**APPLICATION:** No. 9, Ferro Investment Group II, LLC

**REQUEST:** Change Land Use from Agriculture to Low Density Residential (2.5 to 6 du) and Business and Office.

**ACRES:** 94.84 gross acres

**LOCATION:** Southwest corner of SW 104 Street and SW 167 Avenue

**MSA/  
MULTIPLIER:** 6.2/.65 Single-Family Detached and .47 Single-Family Attached

<b>NUMBER OF UNITS:</b>	621 additional units*	Proposed Land Use 509 SF Detached 130 SF Attached	Existing Land Use 18 SF Detached
-----------------------------	-----------------------	---	-------------------------------------

**ESTIMATED STUDENT  
POPULATION:** 380

**ELEMENTARY:** 182

**MIDDLE:** 84

**SENIOR HIGH:** 114

### **SCHOOLS SERVING AREA OF APPLICATION**

**ELEMENTARY:** Dr. Gilbert L. Porter Elementary – 15851 SW 112 Street

**MIDDLE:** Hammocks Middle – 9889 Hammocks Blvd.

**SENIOR:** Felix Varela Senior – 15255 SW 9 Street

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 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**
Dr. Gilbert L. Porter Elementary	972	919	106%	18	104%	1,154
	1,154 *		126%		123%	
Hammocks Middle	2,190	1,450	151%	218	131%	2,416
	2,274 *		157%		136%	
Felix Varela Senior	3,759	2,888	130%	0	130%	4,017
	3,873 *		134%		134%	

\*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, all of the 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>
State School "HHH-1"	Site Acquisition	FY 07-08
New Senior High School (Varela, Sunset and Southridge Senior High Schools relief) (2,858 student stations)		

Estimated Permanent Senior High Seats (Current and Proposed in 5-Year Plan)	5,746
---	-------

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 \$2,089,131.

**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	182	x	\$18,549	=	\$3,375,918
MIDDLE	84	x	\$20,031	=	\$1,682,604
SENIOR HIGH	114	x	\$26,019	=	\$2,966,166
<b>Total Potential Capital Cost</b>					<b>\$8,024,688</b>

\*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 a small-scale amendment**

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An aerial photograph of a coastal area, likely Portofino Bay, showing a mix of developed land, fields, and a body of water. The image is in black and white and serves as the background for the report cover.

# Portofino Bay

## Land Use Amendment Traffic Study



# **Portofino Bay Land Use Amendment Traffic Study**

**Prepared by:**

**David Plummer & Associates, Inc.  
1750 Ponce de Leon Boulevard  
Coral Gables, Florida 33134**

**July 2007  
DPA Project #07168**

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## **EXECUTIVE SUMMARY**

Portofino Bay is a residential development with auxiliary retail. The 80 acre property, located southeast of SW 104 Street and SW 167 Avenue is currently seeking a Land Use Amendment from Agricultural Use to Residential and Commercial Uses. The following mix of uses is proposed for the site: 233 dwelling units of single-family residential; 193 dwelling units of townhomes, and 60,000 square feet of retail. The proposed Portofino Bay project is also widening SW 104 Street along the project property limits. The purpose of this study is to establish the traffic impacts of changing the land use designation from Agricultural Use to the uses currently proposed for this site to the year 2015.

An assessment of the concurrency standards and roadway segment traffic impacts associated with the proposed project was performed. The concurrency analysis shows sufficient transportation capacity is available to support the proposed development. Also, the results of the future with project analysis show that all roadway segments operate within Miami-Dade County's LOS standard.

## **1.0 INTRODUCTION**

### **1.1 Project Background**

Portofino Bay is a residential development with auxiliary retail. The 80 acre property, located southeast of SW 104 Street and SW 167 Avenue (see Exhibit 1) is currently seeking a Land Use Amendment from Agricultural Use to Residential and Commercial Uses. The following mix of uses is proposed for the site: 233 dwelling units of single-family residential; 193 dwelling units of townhomes, and 60,000 square feet of retail. The site plan can be seen in Appendix A. The purpose of this study is to establish the impacts of changing the land use designation from Agricultural Use to the uses currently proposed for this site to the year 2015.

### **1.2 Study Objective**

The purpose of this study is to assess the concurrency level-of-service conditions with and without the impact of the amendment application, additionally showing which links meet or violate the county's adopted traffic concurrency standards. The analysis also examines the adequacy of the transportation infrastructure through the year 2015 compared to the Miami-Dade traffic levels of service standards.

### **1.3 Study Methodology**

The analysis undertaken follows the following study methodology:

- Existing number of lanes and roadway projects programmed for construction in the adopted Metropolitan Planning Organization's (MPO) Five Year Transportation Improvement Program (TIP) and the city's Capital Improvement Element.



- Existing and concurrency level-of-service (LOS) conditions with and without the impact of the amendment application, additionally showing which links meet or violate the county's adopted traffic concurrency standards, using State and county traffic count stations data published monthly by the Miami-Dade County Public Works Department, FDOT, or most recently available traffic counts.
- Estimate the average daily and peak hour trip generation based on the current Land Use Plan (LUP) map designation and for the proposed LUP map designation. Trip generation will be based on the Institute of Transportation Engineer's (ITE) data.
- 2015 LOS conditions on network roadways without the proposed project, further identifying which links will violate the adopted minimum LOS standards.
- 2015 LOS conditions on network roadways with the proposed project, further identifying which links will violate the adopted minimum LOS standards and highlighting which additional links will violate the LOS standards due to the proposed project.
- Address the need for new facilities or expansion of existing facilities to provide a safe and efficient transportation network, enhance mobility, and maintain the adopted level of service standards through the concurrency and 10-year or greater time frames.
- 2015 LOS network conditions with the programmed and planned improvement projects and applicant's proposed transportation mitigation improvements, identifying which links will violate the minimum adopted LOS standards.
- Maps or exhibit will be drawn to approximate scale. Priority I and Priority II roadway projects listed in the Cost Feasible Plan of the Miami-Dade County MPO adopted 2030 Long Range Transportation Plan will be used in the future LOS analysis.





## 2.0 TRAFFIC CONCURRENCY

### 2.1 Count Stations

A review of Miami-Dade County and Florida Department of Transportation Traffic Count Stations revealed that the following concurrency stations will be impacted by the project:

- Station 10: Kendall Drive west of SW 167 Avenue
- Station 2529: Kendall Drive west of SW 157 Avenue
- Station 9724: SW 104 Street west of SW 147 Avenue
- Station 9762: SW 120 Street west of SW 137 Avenue

Traffic concurrency must be assessed for this project at these stations since the project is not within the boundaries of the Transportation Concurrency Exemption Area (TCEA). The 2006 FDOT Traffic Data CD, existing traffic counts, and the June 2007 County Traffic Count Stations list were reviewed to determine the most conservative existing volumes to use at each station. Exhibit 2 shows the current conditions of the traffic count stations. Exhibit 3 graphically displays the location of these stations. Count Station Reports by Miami-Dade County can be seen in Appendix B.

**Exhibit 2**  
**Existing Concurrency Conditions**

Station Number	Description	Number of Lanes	Existing Volumes	Reserved Trips <sup>1</sup>	Max Service Volume <sup>1</sup>	Available Trips
10	Kendall Drive west of SW 167 Avenue	4LD	1138 <sup>2</sup>	20	4,360	3,202
2529	Kendall Drive west of SW 157 Avenue	6LD	2106 <sup>2</sup>	2,607	5,064	351
9724	SW 104 Street west of SW 147 Avenue	4LD	2875 <sup>1</sup>	448	3,560	237
9762	SW 120 Street west of SW 137 Avenue	4LD	2194 <sup>1</sup>	983	3,240	63

<sup>1</sup> Data obtained from the June 2007 County Traffic Count Stations List

Source: David Plummer & Associates

<sup>2</sup> Volumes obtained from the FDOT 2006 Traffic Data CD

44037 PM 8/20/2007  
d:\p\1070799\m\070799\count station map.dwg



PROJECT:

PORTOFINO BAY  
LAND USE AMENDMENT  
TRAFFIC IMPACT STUDY

TITLE:

COUNT STATION MAP

EXHIBIT No.

3



## 2.2 Trip Generation

Trip generation was estimated for the proposed project using rates and/or equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 7<sup>th</sup> edition. ITE publishes rates and equations used for estimating trip generation for a wide range of land uses. The proposed development plan incorporates retail and residential land uses, which can satisfy the retail needs for some residents and visitors without making a trip off-site. The internalization percentage was taken from the Multi-Use Development Trip Generation and Internal Capture Summary in the *Trip Generation Handbook*, published by ITE in March 2001. This percentage was used to establish the appropriate number of internal project trips. A summary of the PM peak hour trip generation is provided in Exhibit 4.

**Exhibit 4**  
**Project Trip Generation**

Proposed Land Use	Number of Units	PM Peak		
		In	Out	Total
Single-Family Homes (Land Use 210)	223 DU	145	85	230
Condos / Townhomes (Land Use 230)	193 DU	69	34	103
Specialty Retail (Land Use 230)	60,000 SQ FT	71	91	162
<b>Subtotal</b>		<b>285</b>	<b>210</b>	<b>495</b>
<b>Internal</b>	1.29%	-17	-17	-34
<b>Net New External PM Peak Hour Trips</b>		<b>268</b>	<b>193</b>	<b>461</b>

Based on ITE Trip Generation 7th Edition

Source: David Plummer & Associates

## 2.3 Trip Assignment

Traffic generated by the proposed development plan was assigned to the adjacent street network using the Cardinal Distribution published in the Miami-Dade Transportation Plan: Long Range Element to the Year 2015. The project site is located in Traffic Analysis Zone (TAZ) 1255 and the cardinal distribution used is shown in Exhibit 5. The project trip distribution is shown graphically in Exhibit 6.

**Exhibit 5**  
**Cardinal Distribution**  
**TAZ1255**

<b>Direction</b>	<b>2015 Distribution</b>
NNE	28.08%
ENE	37.78%
ESE	14.46%
SSE	11.29%
SSW	2.75%
WSW	0.00%
WNW	0.00%
NNW	5.64%
Total	100%

Source: Miami-Dade County Long Range Transportation





## 2.4 Traffic Concurrency Condition with Project

The proposed project trips were distributed to each analyzed concurrency station in order to analyze the traffic concurrency conditions with project. Based on the concurrency standard analysis, sufficient transportation capacity is currently available to support the proposed development; therefore the traffic concurrency requirements would be satisfied. The traffic concurrency conditions with the proposed Portofino Bay project can be seen in Exhibit 7.

**Exhibit 7**  
**Concurrency Conditions with Project**

Station Number	Description	Proposed Project Distribution	Proposed Project Trips	Available Trips with Project <sup>1</sup>	Meets LOS Std?
10	Kendall Drive west of SW 167 Avenue	8%	37	3,165	YES
2529	Kendall Drive west of SW 157 Avenue	40%	184	166	YES
9724	SW 104 Street west of SW 147 Avenue	40%	184	53	YES
9762	SW 120 Street west of SW 137 Avenue	12%	55	8	YES

<sup>1</sup> Calculation made by adding the existing, reserved, and proposed project trips



## **3.0 ANALYSIS OF TRAFFIC CONDITIONS**

### **3.1 Study Characteristics**

The study area for the traffic analysis of the proposed Portofino Bay Land Use Amendment consist of Kendall Drive to the north, SW 120 Street to the south, SW 147 Avenue to the east, and Krome Avenue to the west. The study area includes the following roadway segments:

- Kendall Drive between Krome Avenue to SW 167 Avenue
- Kendall Drive between SW 167 Avenue to SW 157 Avenue
- Kendall Drive between SW 157 Avenue to SW 147 Avenue
- SW 104 Street between SW 167 Avenue to SW 157 Avenue
- SW 104 Street between SW 157 Avenue to SW 147 Avenue
- SW 120 Street between SW 157 Avenue to SW 147 Avenue
- SW 167 Avenue between Kendall Drive to SW 104 Street
- SW 157 Avenue between Kendall Drive to SW 104 Street
- SW 157 Avenue between SW 104 Street to SW 120 Street
- SW 147 Avenue between Kendall Drive to SW 104 Street
- SW 147 Avenue between SW 104 Street to SW 120 Street

The roadway segments will be analyzed using the Miami-Dade County Traffic Circulation Level of Service Standard from the Miami-Dade County Comprehensive Development Master Plan (CDMP) 2006 Edition. The maximum service volumes for the LOS standard will be determined from the 2007 Level of Service Handbook published by FDOT. The standards for roadway segment analysis can be seen in Appendix C.

## 3.2 Existing Conditions

For the existing conditions, existing volumes were taken from the 2006 FDOT Traffic Count CD (Kendall Drive segments) and traffic counts. The results of the existing roadway capacity analysis show that the segment of Kendall Drive between SW 157 Avenue and SW 147 Avenue is currently operating at an unacceptable LOS standard. The existing roadway capacity analysis can be seen in Exhibit 8. The existing traffic count information used for the roadway segment analysis can be seen in Appendix D.

**Exhibit 8**  
**Existing Roadway Capacity Analysis**  
**Weekday PM Peak Hour Conditions**

Roadway	Limits		Roadway Type	Number of Lanes	Existing Volumes	LOS Standard <sup>1</sup>	Service Volume <sup>2</sup>	Meets LOS Std?
	From	To						
Kendall Drive	Krome Avenue	SW 167 Avenue	State Principal Arterial	4LD	1138 <sup>3</sup>	D	3,390	YES
	SW 167 Avenue	SW 157 Avenue	State Principal Arterial	4LD	2106 <sup>3</sup>	E	3,270	YES
	SW 157 Avenue	SW 147 Avenue	State Principal Arterial	4LD	3695 <sup>3</sup>	E	3,270	NO
SW 104 Street	SW 167 Avenue	SW 157 Avenue	Collector	2LU	853	D	1,390	YES
	SW 157 Avenue	SW 147 Avenue	County Minor Arterial	4LD	2,753	D	2,950	YES
SW 120 Street	SW 157 Avenue	SW 147 Avenue	Collector	2LU	187	D	1,390	YES
SW 167 Avenue	Kendall Drive	SW 104 Street	Local Road	2LU	707	D	950	YES
SW 157 Avenue	Kendall Drive	SW 104 Street	Local Road	4LD	1,173	D	2,070	YES
	SW 104 Street	SW 120 Street	Local Road	4LD	675	D	2,070	YES
SW 147 Avenue	Kendall Drive	SW 104 Street	Collector	4LD	1,726	D	2,950	YES
	SW 104 Street	SW 120 Street	Collector	4LD	1,658	D	2,950	YES

<sup>1</sup> Miami-Dade County Traffic Circulation Level of Service Standard from the Miami-Dade County Comprehensive Master Development Plan

Source: David Plummer & Associates

<sup>2</sup> The service volumes were obtained from the 2002 Quality/Level of Service Handbook from FDOT

<sup>3</sup> These volumes were derived from the 2006 FDOT Traffic Data CD

### **3.3 Development and Validation of Analysis**

The Florida Standard Urban Transportation Model Structure (FSUTMS), as implemented in the Miami Long Range Transportation Model, was used to forecast 2015 traffic volumes for the analyzed roadway segments. A model validation was done in order to verify and adjust the level of accuracy of the model for this particular area of Miami-Dade County. The following steps were taken for the validation process:

- The 2000 Miami Dade MPO model was ran and segment volumes extracted.
- Existing 2006/2007 volumes were converted to peak season in order to compare them to the FSUTMS Model volumes which are Peak Season Weekday Average Daily Traffic (PSWADT).
- An annual growth rate of 1.5% was determined and applied negatively to the existing 2006/2007 traffic counts in order to normalize to year 2000 volumes and compare with the model output. The growth rate calculation is included in Appendix E.
- The 2000 model output volumes were then compared by segment against the adjusted 2000 volumes, and an adjustment factor was determined.
- The computation of the validation factors by link is included Appendix E. The network used for the validation was the one replicating 2000 conditions. In essence, the assigned volumes in the study area were compared to actual recently taken traffic counts; after normalizing the counts to the year 2000 using historic traffic growth rates for the area. The ratio method was used to establish the needed validation adjustments (see Exhibit 6). These factors were then used to adjust future area travel forecasts using the regional model.

### 3.4 Planned and Programmed Roadway Improvements

The 2007 Miami-Dade County *Transportation Improvement Program* (TIP) and the *2030 Metro-Dade Transportation Plan Long Range Element*, were reviewed to identify any programmed or planned projects within the limits of the study area established. These documents show 13 officially programmed or planned capacity improvement projects within the study area prior to completion of the proposed project. The roadway improvements were included in the 2015 FSUTMS model and can be seen in Exhibit 9.

**Exhibit 9**  
**Transportation Improvement Program 2007 (TIP 2007)**

MPO Project Number	Facility / Project Name		Type of Work
	From	To	
PS0000116	SW 96 Street		2 lanes and 1/2 of turn lane
	SW 167 Avenue	SW 172 Avenue	
PS0000117	SW 172 Avenue (East Side)		2 lanes and 1/2 of turn lane
	SW 88 Street	SW 96 Street	
PS0000020	SW 96 Street		New construction: 4 lanes
	SW 162 Avenue	SW 157 Avenue	
PS0000015	Kendall Drive		Widening to 6 lanes
	SW 162 Avenue	SW 157 Avenue	
PS0000018	SW 162 Avenue		New construction: 4 lanes
	Kendall Drive	SW 96 Street	
PS0000019	SW 157 Avenue		New construction: SB Lane
	SW 94 Street	SW 96 Street	
PW20040354a	SW 157 Avenue		New 4 lanes
	SW 120 Street	SW 112 Street	
TA4225291	MDTA/SR 94/Kendall Drive		Transit Service Demonstration
	Dadeland North Metrorail	SW 167 Avenue	
DT2496147	SR 997/Krome Avenue		Add lanes & Reconstruct
	SW 136 Street	Kendall Drive	
DT4227021	SR 997/ Krome Avenue		Add lanes & Reconstruct
	SR 94/Kendall Drive	SW 8 Street	
Long Range Transportation Plan 2030 (LRTP 2030)			
West (Priority II)	Kendall Drive		4 to 6 lanes
	SW 177 Avenue	SW 167 Avenue	
West (Priority II)	Kendall Drive		Premium Transit
	Dadeland North	W Flagler	
Developer Contribution	Kendall Drive		4 to 6 lanes
	SW 162 Avenue	SW 167 Avenue	

### 3.5 Future without Project Conditions

For future without project conditions, volumes were calculated using the 2015 FSUTMS model volumes and applying the validation factor. The results of the future without project analysis show that all roadway segments operate within Miami-Dade County's LOS standard. The future without project roadway capacity analysis can be seen in Exhibit 10. The future without project volume calculations from the 2015 model can be seen in Appendix F.

**Exhibit 10**  
**Future with Project Roadway Capacity Analysis**  
**Weekday PM Peak Hour Conditions**

Roadway	Limits		Number of Lanes	Future wo Project Volumes <sup>1</sup>	LOS Standard <sup>2</sup>	Service Volume <sup>3</sup>	Meets LOS Std?
	From	To					
Kendall Drive	Krome Avenue	SW 167 Avenue	6LD	3,248	D	5,080	YES
	SW 167 Avenue	SW 157 Avenue	6LD	1,879	E	4,920	YES
	SW 157 Avenue	SW 147 Avenue	6LD	2,763	E	4,920	YES
SW 104 Street	SW 167 Avenue	SW 157 Avenue	2LU	319	D	1,390	YES
	SW 157 Avenue	SW 147 Avenue	4LD	1,930	D	2,950	YES
SW 120 Street	SW 157 Avenue	SW 147 Avenue	4LD	742	D	2,950	YES
SW 167 Avenue	Kendall Drive	SW 104 Street	4LD	921	D	2,070	YES
SW 157 Avenue	Kendall Drive	SW 104 Street	4LD	2,305	D	2,950	YES
	SW 104 Street	SW 120 Street	4LD	2,819	D	2,950	YES
SW 147 Avenue	Kendall Drive	SW 104 Street	4LD	2,798	D	2,950	YES
	SW 104 Street	SW 120 Street	4LD	2,250	D	2,950	YES

<sup>1</sup> Volumes obtained from the FSUTMS year 2015 Future without project model

Source: David Plummer & Associates

<sup>2</sup> Using the Miami-Dade County Traffic Circulation Level of Service Standard from the Miami-Dade County Comprehensive Master Development Plan

<sup>3</sup> The service volumes were obtained from the 2002 Quality/Level of Service Handbook from FDOT

### 3.6 Future with Project Conditions

The project development information was added to the 2015 model data in order to adjust the model to future with project conditions. The results of the future with project analysis show that all roadway segments operate within Miami-Dade County's LOS standard. The future without project roadway capacity analysis can be seen in Exhibit 11. The future with project volume calculations from the 2015 model can be seen in Appendix F.

**Exhibit 11**  
**Future with Project Roadway Capacity Analysis**  
**Weekday PM Peak Hour Conditions**

Roadway	Limits		Number of Lanes	Future with Project Volumes <sup>1</sup>	LOS Standard <sup>2</sup>	Service Volume <sup>3</sup>	Meets LOS Std?
	From	To					
Kendall Drive	Krome Avenue	SW 167 Avenue	6LD	3,316	D	5,080	YES
	SW 167 Avenue	SW 157 Avenue	6LD	1,872	E	4,920	YES
	SW 157 Avenue	SW 147 Avenue	6LD	2,818	E	4,920	YES
SW 104 Street	SW 167 Avenue	SW 157 Avenue	2LU	363	D	1,390	YES
	SW 157 Avenue	SW 147 Avenue	4LD	2,067	D	2,950	YES
SW 120 Street	SW 157 Avenue	SW 147 Avenue	4LD	774	D	2,950	YES
SW 167 Avenue	Kendall Drive	SW 104 Street	4LD	1,076	D	2,070	YES
SW 157 Avenue	Kendall Drive	SW 104 Street	4LD	2,374	D	2,950	YES
	SW 104 Street	SW 120 Street	4LD	2,878	D	2,950	YES
SW 147 Avenue	Kendall Drive	SW 104 Street	4LD	2,791	D	2,950	YES
	SW 104 Street	SW 120 Street	4LD	2,323	D	2,950	YES

<sup>1</sup> Volumes obtained from the FSUTMS year 2015 Future with project model

Source: David Plummer & Associates

<sup>2</sup> Using the Miami-Dade County Traffic Circulation Level of Service Standard from the Miami-Dade County Comprehensive Master Development Plan

<sup>3</sup> The service volumes were obtained from the 2002 Quality/Level of Service Handbook from FDOT

## **4.0 CONCLUSIONS**

An assessment of the concurrency standards and roadway segment traffic impacts associated with the proposed project was performed. The concurrency analysis shows sufficient transportation capacity is available to support the proposed development. Also, the results of the future with project analysis show that all roadway segments operate within Miami-Dade County's LOS standard.

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# **APPENDIX E**

## **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. 9 to amend the CDMP from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative 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 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 \$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. 9 is developed with 509 single-family homes and 130 town-homes, the developer would pay \$292,804 for water impact fee, \$1,179,640 for sewer impact fee, \$1,300 for connection fee<sup>1</sup>, and \$195,486 for annual operating and maintenance costs based on approved figures through September 30, 2006.

The estimated cost for water and sewer infrastructure in the public right-of-way is \$1,203,236. This includes an 8-inch water main for Parcel A and a 12-inch water main for Parcel B for the potable water system. For the sewer system, the projected costs include an 8-inch sanitary sewer force main and a public pump station.

## **Flood Protection**

The Department of Environmental Resources 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 for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development.

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<sup>1</sup> Connection fee is based on a 1" service line and 1" meter. (New \$100 service meter installation fee with approved 2005-2006 budget.)

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 two parcels of the Application site are expected to generate approximately 194.27 annual alarms. Based on 2006 data, the cost per alarm is estimated at \$1,302, which results in a total fiscal impact of \$252,940. In comparison, the projected Fire Rescue Tax Revenue is expected to be \$437,869, based on an estimated property assessment of \$167,830,221. Thus, the Application will generate \$184,930 more in services than the revenue it generates from the Fire Rescue Tax. It will represent a net loss for Miami-Dade County.

## **Public Schools**

According to the Miami-Dade County School Board initial review report, the application if approved will result in 380 additional students, of which 182 students would increase the capacity of the elementary school in the service area in excess of 115 percent. Similarly, 84 students and 114 students will increase the capacity for the Middle and Senior High Schools, respectively in excess of the 115%. These increases in threshold capacities are expected to increase the capital costs of the Miami-Dade County School Board by \$3,375,918, for the elementary school, \$1,682,604 for the middle school and and \$2,966,166 for the senior high school for by \$741,960 for a grand total of \$8,024,688 and with an operating costs of \$2,089,131.

## **Mass Transit**

A Trip generation analysis was performed in the Traffic Analysis Zone (TAZ) No. 1254 (TAZ No. 1255) where the Application is requested. If approved, this Application will produce a minimal increase in the number of transit trips, which would not warrant additional changes beyond those already planned for the area.

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# **APPENDIX F**

## **Proposed Declaration of Restrictions**

No covenant has been proffered for the subject property as of July 27, 2007.

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# **APPENDIX G**

Photos of Application Site and Surroundings

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Application Site from SW 104 Street and  
SW 164 Avenue intersection looking south

Archbishop Coleman Carroll High School NE of site

The Application Site itself from dirt track



Dirt track into the application site along SW 104 Street  
north of the site



Residential Subdivision (The Hammocks-Belmont)  
north of site across SW 104 Street

