

Application No. 3

Commission District 3 Community Council 8

APPLICATION SUMMARY

Applicant/Representative: Urban League of Greater Miami, Inc.g / Jeffrey Bercow, Esq. and Matthew Amster, Esq.

Location: An area between NW 51 and NW 53 Streets and between NW 23 and NW 24 Avenues

Total Acreage: 5.50 Gross Acres; \pm 4.89 Net Acres w/ROW; 4.53 Net Acres w/o ROW

Current Land Use Plan Map Designation: Medium Density Residential (13-25 DU/Gross Ac)

Requested Land Use Plan Map Designation: Medium-High Density Residential (25-60 DU/Gross Ac)

Amendment Type: Small-scale

Existing Zoning District/Site Condition: RU-2 (Two-family residential structure on a 7,500 sq. ft. net lot)/Parcel A is vacant and Parcels B & C have a total of 38 dwelling units

RECOMMENDATIONS

Staff: **DENY (February 25, 2008)**

North Central Community Council (CC 8): **TO BE DETERMINED (March 26, 2008)**

Planning Advisory Board (PAB) acting as Local Planning Agency: **TO BE DETERMINED (April 28, 2008)**

Board of County Commissioners: **TO BE DETERMINED (May 29, 2008)**

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

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

Staff recommends **Denial** of the proposed small-scale amendment to redesignate the subject property from "Medium Density Residential Communities" (13 to 25 dwelling units per gross acre) to "Medium-High Density Residential Communities" (25 to 60 dwelling units per gross acre) on the Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP) based on the staff analysis as summarized in the Principal Reasons for Recommendations below:

Principal Reasons for Recommendations:

1. The applicant is requesting a redesignation from "Medium Density Residential Communities" (13 to 25 dwelling units per gross acre) to "Medium-High Density Residential Communities" (25 to 60 dwelling units per gross acre) on the Land Use Plan (LUP) map for a 5.5 gross acre site that is near the proposed town center for Brownsville and is adjacent to existing subdivisions comprised of single family homes and duplexes. The application site consists of three parcels and the road right-of-way (ROW) for NW 52 Street. Parcel A (2.07 acres), the largest of the three parcels, is located at the southeast corner of NW 24 Avenue and NW 53 Street and is bisected by NE 52 Street. Parcel B (1.35 acres) is located on the south side of NW 52 Street in the middle of the block between NW 23 and NW 24 Avenues and fronts on NW 51 Street. Parcel C (0.90-acres) is situated east of, and adjacent, to Parcel B and also fronts NW 51 Street. The applicant is also proposing that the portion of NW 52 Street within the application boundaries be closed and that its ROW (0.36 acres) be made available for development. Based on the requested redesignation a total of 330 dwelling units could be build on the property, however, the applicant has proffered a covenant that would limit the total number of dwelling units to 280 (approximately 56 dwelling units per gross acre) or the number of units that could be built under any rezoning initiate by Miami-Dade County if more.

As described in the application, the development will consistent of a combination of high-rise and low-rise buildings to provide affordable and elderly housing units. The taller buildings would be located on the north side of the property, then transition downward to low-rise townhouses or single-family homes on the south side. However, the applicant has not provided a covenant limiting the proposed project to this development pattern.

The compatibility of the proposed land use change varies depending on the adjacent property. The requested land use change is compatible with Mildred and Claude Pepper Towers and Ward Towers, 12 and 15 story high-rise apartments respectively, which located north and northeast of the application site. A compatibility problem will exist with building a project with 56 dwellings per gross acre adjacent to single family dwellings that are located immediately south, east and west of the site in the Cameron Little Farms, 54 Street Terrace and Glenwood Heights subdivisions. The problem with higher densities on the northern parcel is the compatibility with the single-family dwellings to the west along NW 24 Avenue in the Glenwood Estates Subdivision and the single-family dwellings and duplexes to the east in the 54 Street Terrace Subdivision.

The development pattern that the applicant is proposing plus the provision of transitional areas between Parcel A and the adjacent single-family and duplex areas would result in a building or buildings that would be extremely high for the area. Assuming that rowhouses at 18 units per acre are built on Parcels B and C and the eastern and western quarters of Parcel A and the ROW for NW 52 Street, a total of 77 dwellings would be developed on 4.285 acres leaving a total of 1.215 acres for the high-rise building or buildings. Since the applicant is requesting 280 units, 203 units

would have to be developed on a 1.215-acre area, which would require a building or buildings with at least 16 stories. If Parcels B and C plus the transitional areas on parcel A are developed with lower density buildings such as townhouses, duplexes and single-family, even more than 203 dwelling units would have to be built in the central portion of the northern parcel, which would result in a tower or towers even higher than 16 stories. A building or buildings that are 16 or more stories in height is not compatible with the neighborhood. Especially, since the high-rise structure or structures would not front a major roadway such as NW 54 Street.

2. The current designation of "Medium Density Residential Communities" (13 to 25 dwelling units per gross acre) could allow a substantial development on the site without doing an amendment to the LUP map for "Medium-High Density Residential Communities" (25 to 60 dwelling units per gross acre). A total of 187 dwelling units (approximately 34 DU per gross acre) could be developed under the existing designation by utilizing the special bonus provisions in the CDMP text on the 5.5-acre application site.

The CDMP text has three provisions that may allow densities to be increased above the maximum of 25 dwelling units per gross acre for "Medium Density Residential Communities" without this application if certain conditions are met. One provision allows residential development at a density up to 17-percent above the maximum density when the developer is a non-profit housing provider and when no less than 30-percent of the units are priced as low- and very-low-income households, which would result in a density of 29 dwelling units per gross acre. Utilizing the workforce-housing bonus of 25 percent, a density 31 dwelling units per gross acre could occur on this site.

The mixed-use development provisions could allow a density of 36 dwelling units per gross acre in vertical mixed-use structures on the portion of the subject property located in the transit corridor along NW 54 Street, Parcel A and the ROW for NW 52 Street. According to page 25 of the Model City/Brownsville Design Charrette, the citizens requested in this area requested more basic services such as transportation and medical facilities as well as gathering areas and places to shop that are within walking distances. A mixed-use development could provide these uses.

3. As stated in the application, the applicant intends to file a petition to close the portion of NW 52 Street located within the boundaries of the application site. The applicant would like to close the western portion (approximately 300-feet) of NW 52 Street that bisects "Parcel A" in order to consolidate the three parcels and maximize the design and development of the subject site. Staff is opposed to this proposed partial road closure as it is inconsistent with: a) Policy LU-7D of the Land Use Element which states that "redevelopment of property within ½-mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances"; b) the CDMP Guidelines for Urban Form which states that "pedestrian and vehicular traffic networks should serve as physical links between neighborhoods"; c) the Urban Center concepts of the CDMP, in which streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility; and d) the "pedestrian friendly" urban design guidelines identified in the charrette.

Also, Policy TC-2D states that the County shall not vacate zoned rights-of-way unless the right-of-way is not required for present or future public use. This proposal for closure would affect a roadway that is being currently used by the public, especially the residents living on the blocks facing NW 52 Street between the application site and NW 22 Avenue. The one and one-half blocks of NW 52 Street between the application site and NW 22 Avenue are lined with ten single-family dwellings, three duplexes, two public housing projects including the 15-story Ward Tower for senior citizens and community facilities. Staff believes the applicant can maximize development of the subject site, compliment the existing and adjacent residences, and support the town center proposed in the charrette for the area around the Caleb Center without the requested road closure. A separate process exists for closing roads, which requires a road closing petition to be submitted to the Public Works Department.

4. While Parcel A is currently vacant, Parcels B and C contain 38 dwelling units in duplex structures. The staff recommends that the applicant appropriately phase any proposed development on the application site by developing Parcel A prior to redevelopment of Parcels B and C. This approach would provide the residents of Parcels B and C an opportunity to relocate in the area.
5. The Community Planning Section of the Department of Planning and Zoning is developing with community input a new zoning district for this area, the Model City Urban Center District. This zoning district would implement the CDMP's urban center guidelines for this application site. Approval of the proposed plan amendment to the Land Use Plan map to redesignate the subject property to "Medium-High Density Residential Communities" is premature.
6. The requested land use change is inconsistent with the recommendations of the Model City/Brownsville Design Charrette Area Plan for this property. The applicant is requesting a redesignation to "Medium-High Density Residential Communities" (25 to 60 dwelling units per gross acre) on the Land Use Plan (LUP) map of the CDMP. However, the charrette specifically identifies the application site for redevelopment for townhouses, apartments and single-family detached units, at a substantially lower density than is being requested by the applicant.
7. Policy LU-8E of the Land Use Element of the CDMP requires that applications requesting amendments to the Adopted 2015 and 2025 CDMP Land Use Plan map be evaluated according to factors such as the proposed application's ability to satisfy a deficiency in the LUP map to accommodate projected population or economic growth in the County, impacts to County services, compatibility with abutting and nearby land uses, impacts to environmental and historical resources, and the extent to which the proposed CDMP land use amendment would promote public transit ridership and pedestrianism.
 - The requested land use change does not satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County. There are currently 5,171 dwelling units within Minor Statistical Area 4.2 (the application site), of which 64% are estimated for multi-family housing. The

depletion for single-family and multi-family land is projected to accommodate demand through 2023.

- The requested land use change does not generally enhance or impede provision of services at or above adopted LOS Standards. The Water and Sewer Department has determined that the estimated flows, based upon a maximum of 330 residential units, will not significantly impact established levels of service. The Fire-Rescue Department estimates a severe impact to fire-rescue services until the completion of Station No. 67, located at 1275 NW 79 Street, in 2011. A severe impact occurs when a project generates 100 or more additional alarms. Miami-Dade Public Schools projects that the 83 additional students generated from the application would not increase the Florida Inventory of School Houses (FISH) capacity of area schools.
- As stated in Reason No.1, there are compatibility problems with the proposed application site.
- The requested land use change does not enhance or degrade environmental or historical resources, features or systems of County significance. The Department of Environmental Resources Management (DERM) has indicated that specimen trees may exist on the application site, of which the applicant is required to obtain the appropriate permits prior to removal or relocation. There are no historical resources on the application site.
- The requested land use change is located in a planned Urban Center and is situated within 1/4 mile of an existing transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes. The application site is approximately ¼-mile east of the Brownsville Metrorail Station, which located at NW 27 Avenue and NW 54 Street. MetroBus Route 22 with stops along NW 22 Avenue at NW 51, 53 and 54 Streets serves the application site with peak headways of 15 minutes. The application would promote transit ridership and pedestrianism.

The application satisfies some of the evaluation factors of Policy LU-8E such as public services, environmental and historic resources and promotion of transit ridership and pedestrianism. However, the application does not satisfy the key factor of compatibility or address a housing deficiency in the MSA.

STAFF ANALYSIS

Application Site

The application site is comprised of three parcels, for a total of 5.50-acres, bounded by NW 53 Street on the north, NW 51 Street on the south, NW 23 Avenue on the east and NW 24 Avenue on the west in the Brownsville neighborhood. Parcel A (2.07 acres), the largest of the three parcels, is located at the southeast corner of NW 24 Avenue and NW 53 Street and is bisected by NE 52 Street. Parcel B (1.35 acres) is located on the south side of NW 52 Street in the middle of the block between NW 23 and NW 24 Avenues and fronts on NW 51 Street. Parcel C (0.90 acres) is situated east of, and adjacent, to Parcel B and also fronts NW 51 Street. The applicant is also proposing that the portion of NW 52 Street within the application boundaries be closed and that its ROW (0.36 acres) be made available for development. The application site is designated “Medium Density Residential Communities” (13 to 25 dwelling units per gross acre) on the Land Use Plan (LUP) map of the CDMP.

The applicant proposes to construct a combination of high-rise and low-rise buildings to provide affordable and elderly housing units. The high-rise buildings would be located on the north side of the property, then transition downward to low-rise townhouses or single-family homes on the south side. The applicant also proposes to close the portion of NW 52 Street, which bisects Parcel A in order to effectively utilize the three parcels. However, the applicant has not provided a covenant limiting the proposed project to this development pattern. Parcel A is currently undeveloped and Parcels B and C comprise the Superior Manor Apartments, 38 one-story, duplex apartments in the “Joy” and “Cameron’s Little Farm” subdivisions currently owned and operated by the Urban League. The Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP) designation for all three parcels is “Medium Density Residential” (13-25 DU/gross acre). All three parcels are zoned RU-2 (Two-Family Residential District).

The application site is located in Miami-Dade County’s Central Enterprise Zone, which offers financial incentives—State and County tax exemptions—for businesses that locate or expand within the enterprise zone. These incentives are intended to encourage investment and job opportunities for residents in economically distressed neighborhoods.

Model City/Brownsville Charrette

The application site is located within the “Model City/Brownsville Charrette” area. The charrette was the result of a series of community meetings held in the spring and fall of 2003, whose mission was to provide a unified vision for the residential and commercial renaissance of Model City/Brownsville, and to serve as the guiding framework to implement the charrette’s vision. The charrette area is generally bounded by: Martin Luther King Jr. Boulevard/NW 62 Street on the north, State Road 112 and NW 41 Street on the south, NW 17 and NW 19 Avenues on the east, and NW 35, NW 32 and NW 27 Avenues on the west.

The entire charrette area is also known as the Model City Neighborhood Revitalization Strategy Area (NRSA). The Miami-Dade County Office of Community and Economic Development (OCED) is coordinating revitalization efforts throughout the NRSA. In fact, OCED at one time provided the Urban League funds for rehabilitating the 38 dwelling units on the application site.

One of the key features of the charrette area is a proposed “town center,” centered on the Joseph Caleb Community Center, located on the northwest intersection of NW 54 Street and NW 22 Avenue. The application site is located within the town center’s one-half mile radius. The town center is intended to provide residents with an expanded library, post office, meeting spaces and other services; NW 54 Street, the town’s “main street,” is proposed to be pedestrian friendly and lined with mixed-use buildings. The charrette specifically identifies the application site for redevelopment with a combination of townhouses, apartments and single-family detached units; a small, linear “green” in the middle of the northern block would connect the Mildred and Claude Pepper Towers with a lower central green, to provide additional recreational space for area seniors.

Declaration of Restrictions

The existing land use designation would allow a maximum of 138 units on the property, and the requested land use designation would allow a maximum of 330 units. However, the applicant has proffered a Declaration of Restrictions (covenant) limiting the number of units to be developed on the property to 280 units, unless the property is rezoned a Community Urban Center or other zoning classification that would permit additional residential units, in which case the restriction shall not apply.

Adjacent Land Use and Zoning

The subject site and adjacent properties to the north, south, east and west are also designated “Medium Density Residential” on the Land Use Plan map of the CDMP. These properties are mostly comprised of one-story single-family detached and attached residences, and vacant lots. The Mildred and Claude Pepper Towers, a 12-story high-rise apartment complex bounded by NW 54 and NW 53 Streets, and NW 23 and NW 24 Avenues, is immediately north of the subject site. Most of the land to the immediate south of the subject site is vacant and owned by OCED, with the remaining homes concentrated along NW 23 Avenue and NW 50 Street; Brownsville Middle School is located on the south side of NW 50 Street. The land area east of the subject site is primarily comprised of single-family detached and single-family attached homes. Ward Towers, a 16-story high-rise residential tower, and its associated low and mid-rise residential buildings, occupies the block bounded by NW 54 and NW 52 Streets and NW 22 and NW 23 Avenues. The complex includes an assisted living facility owned and managed by the Miami-Dade County Housing Authority. Single-family detached homes and Corporate Academy North, an alternative school in the Miami-Dade County Public School System, are located west of the subject site.

A variety of existing residential zoning districts surround the application site. The existing zoning north of the subject site, the Mildred and Claude Pepper Towers and

Ward Towers, is RU-4 (High Density Apartment House District; 50 units/net acre). Lots to the immediate south, east and west are RU-2 (Two-Family Residential District; 7,500 sq. ft.). The northern portion of the block bounded by NW 50 and NW 52 Streets and NW 24 and NW 25 Avenues, primarily the Corporate Academy, is zoned RU-2. On the southern portion of the block, those lots fronting NW 24 Avenue at NW 50 Street are zoned RU-2; the corner lot at the intersection of NW 25 Ave and NW 50 Street is zoned RU-3 (Four Unit Apartment House District; 7,500 sq. ft. net), and the remaining lots fronting NW 50 Street zoned RU-4.

Land Use and Zoning History

The Neighborhood Division of the Metropolitan Dade County Planning Department conducted a neighborhood study of "Model City Area" between 1982 and 1983, based upon an earlier study conducted in the early 1970s. The study area was bounded by: NW 79 Street on the north, the Airport Expressway/State Road 112 on the south, the Miami City Limits on the east and the Hialeah City limits on the west. The intent of the three-part, comprehensive planning study was to provide a more detailed guide for the area's future improvement.

The "Model City Area" study recognized that activities at the Caleb Center, Ward Towers and the Brownsville Metrorail Station would influence the neighborhood's revitalization, and recommended commercial redevelopment on NW 54 Street. The study also recommended townhouses and garden apartments, up to four stories tall, east of the Brownsville Metrorail Station. The study identified the 10-acre area bounded by NW 51 and NW 53 Streets and NW 23 and NW 24 Avenues (Parcel 11C) primarily occupied by duplexes, with a few single family homes, and recommended that the zoning be changed from the obsolete RU-3B to RU-3M (or 12.9 units per acre) in conformance with the land use plan. The BCC implemented this plan for the application site when it passed and adopted on December 18, 1986 (Resolution No. Z-293-B-86) the request by the Building & Zoning and Planning Departments for a district boundary change from RU-3B (Bungalow Court) and BU-1 (Neighborhood Business) to RU-2 (Two Family Residential) for the area bounded by NW 51 and NW 53 Streets and NW 23 and NW 24 Avenues.

Six other rezonings have been associated with the application site. Four zoning actions are associated with Parcel A. On August 16, 1949 (Resolution No. 3326), the BCC denied a zoning change on Parcel A from BU-2A (Special Business, masonry) to BU-3A (Liberal Business, masonry), a special permit for a contractor's storage yard and to permit the completion of filling an existing pit on the property. On April 14, 1960, the BCC (Resolution No. 4919) denied a zoning change from RU-2 (Two Family Residential) to RU-3B (Bungalow Courts) or a special permit to allow bungalow court housing. However, on June 2, 1960 (Resolution No. 5242), upon petition of the denial, the BCC approved the requested zoning change. And on April 9, 1980 (Resolution No. 4-ZAB-136-80), the Metro Dade County Zoning Appeals Board (ZAB) passed and adopted a non-use variance of zoning and subdivision regulations with several conditions. On February 13, 1979 (Resolution No. 4-ZAB-59-78), the ZAB approved

and adopted a special exception and variances for Parcel B with conditions. And on January 14, 1980 (Resolution No. 4-ZAB-19-80), the ZAB approved and adopted a special exception and non-use variances on Parcel C with conditions.

Supply & Demand

Residential Land Analysis

Vacant residential land in the Analysis Area, Minor Statistical Area (MSA) 4.2, in 2007 is estimated to have a capacity for approximately 5,171 dwelling units, of which 64 percent is estimated for multi-family units. The annual average demand is projected to increase from 38 units per year in the 2007-2010 period to 902 units per year in the 2020-2025 period. An analysis of the residential capacity without differentiating by type of units shows absorption occurring by the year 2023 (See Table below). The depletion for single-family type units is projected to be in 2021. The supply of multi-family land is projected to accommodate demand beyond 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	1,877	3,294	5,171
DEMAND 2007-2010	24	14	38
CAPACITY IN 2010	1,805	3,252	5,057
DEMAND 2010-2015	60	36	96
CAPACITY IN 2015	1,505	3,072	4,577
DEMAND 2015-2020	180	111	291
CAPACITY IN 2020	605	2,517	3,122
DEMAND 2020-2025	559	343	902
CAPACITY IN 2025	0	802	0
DEPLETION YEAR	2021	2025+	2023

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2008.

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)	7.0 feet
Stormwater Management	On-site retention (5-year storm)
Drainage Basin	C-6 Canal
Federal Flood Zone	X
	Outside the 100-year floodplain, no base elevations shown
Hurricane Evacuation Zone	NO

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO

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 required by local or state agencies must be obtained prior to any development of the site.

Specimen Trees

The application site may contain specimen-sized trees (trunk diameter greater than 18 inches) that must be preserved according to Section 24-49 of Miami-Dade County Code. A Miami-Dade County Tree Removal Permit is required prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of Section 24-49.2 and 24-49.4 of the Code.

Water and Sewer

Water Supply

The Biscayne Aquifer is the primary water supply source for the millions of people living in South Florida. However, overuse of this aquifer has resulted in lowered water levels in the Everglades, which is inconsistent with the goals of the Comprehensive Everglades Restoration Project (CERP). To aid in the CERP effort, the South Florida Water Management District (SFWMD) in 2005, promulgated new rules that prohibited

future withdrawals from the Biscayne Aquifer to accommodate future development. The SFWMD requires that all future development be linked to new water supply sources, either through alternative water supply or reuse projects.

On November 15, 2007, the Governing Board of the South Florida Water Management District (SFWMD) approved Miami-Dade Water and Sewer Department's (WASD) 20-year water consumptive use permit (CUP). WASD's implementation of a number of alternative water supply and reuse projects is an essential component of the water CUP. As stated above, all future growth in the County must rely on water from alternative sources or Biscayne water, which has been replenished by reused or reclaimed water. In April 2007, the Board of County Commissioners (Board) adopted alternative water supply and reuse projects into the Capital Improvements Element of the CDMP in the amount of \$1.6 billion dollars. This commitment by the Board fully funds the projects, which are outlined in the Lower East Coast Regional Water Supply Plan and the CUP. A summary of these projects can be found in the April 2007 Cycle Applications to Amend the CDMP Application No. 16 (Water Supply Facilities Workplan). Figure 5-1 included in Final Water Supply Facilities Work Plan, included as Appendix A, indicates that the County, through water conservation and alternative water supply and reuse projects, will maintain a yearly surplus of water (over and above the base water allocation from the Biscayne Aquifer) to accommodate the normal expected growth of the County.

The assessment of available water supply, as it relates to comprehensive plan amendments, is difficult given that no specific timing of the development. Therefore, to determine if adequate water supply will be available for the proposed amendment, an assumption of four years from final comprehensive plan amendment approval is made. This timeframe allows for rezoning of the property, platting of property, permitting and construction.

The water demand from Application 3 is estimated at 66,000 gallons per day (gpd). This represents an increase of 38,600 gpd above what would be estimated if the site were fully developed under its current designation. The Table 5-2 - Finished Water Demand by Source (Application 16 filed in the April 2007 CDMP Amendment Cycle) of the Water Supply Facilities Work Plan indicates that there will be sufficient water supply to accommodate the normal growth of the County through the year 2030.

It should be noted that WASD is developing an allocation system to track water demands from platted and permitted development. This system will correspond to the system used by DERM to track sewer flows to pump stations and wastewater treatment facilities. The water allocation system requires all development within the WASD utility service area to obtain a letter from WASD stating that adequate water supply capacity is available for the proposed project prior to approval of development orders. WASD's water allocation system is anticipated to be operational in mid to late 2008.

Potable Water Facilities

The County's adopted level of service (LOS) standard for water treatment requires that the regional treatment system operate with a rated maximum daily capacity of no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years. The water treatment plant servicing the application site area is WASD's Hialeah/Preston Water Treatment Plant. Based on 12-month data provided by DERM, the water treatment plant currently has a rated treatment capacity of 225.0 mgd and a maximum plant production of 201.1 mgd. As a result, this treatment plant has 23.90 mgd or 10.6% of treatment plant capacity remaining. Additionally, this plant has a 12-month average day demand of 146.8 mgd, which is well within 2 percent of the plant's 199.2 mgd permitted annual average withdrawal, and therefore meets the LOS standard for water treatment facilities.

Potable water service is provided to the site by an existing 8-inch water main on NW 24 Avenue. These lines are owned and operated by WASD. The proposed land use, if fully developed, would allow approximately 330 multi-family units with an estimated water demand of 66,000 gallons per day (gpd). This water demand is approximately 38,600 gpd above what could currently be built on the site. The demand of 66,000 gpd would decrease the 23.90 mgd treatment plant capacity to 23.83 (9.4%); therefore, the treatment plant capacity would continue to meet the LOS standard for water treatment plant facilities.

Wastewater Facilities

The County's adopted level of service (LOS) standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate with a capacity that is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. Ultimate disposal of sewage flows from the application site is the Central District Wastewater Treatment Facility, which has a design capacity of 143.0 mgd and an 12-month average flow (ending November 2007) of 115.27 mgd or 80.6% of the plant's design capacity.

The closest public sanitary sewer line is an existing 8-inch gravity main abutting the property along NW 24 Avenue. Based upon a residential development scenario of 330 units, it is estimated that the sewage demand for this site will yield 66,000 gpd. These estimated flows will increase the 115.34 mgd treatment plant flow; a level that will not exceed the established level of service. These estimated flows could be lower should the proffered covenant be accepted.

The application site is currently being served by public sanitary sewer facilities. The closest public sanitary sewer line to the subject property is an existing 8-inch gravity main abutting the property along N.E. 209 Street. Data provided by DERM indicates two pump stations, numbers 30-0018 and 30-0001, would be impacted by sewage flows

from the application site. According to DERM, these pump stations are operating within mandated criteria set forth in the Florida Department of Environmental Protection consent decree.

Solid Waste

The application site is located inside the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The adopted LOS standard for the County Solid Waste Management System is to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The DSWM routinely maintains 5-years of committed capacity for its waste flows. A review of the application by the DSWM indicates that development of this site will have minimal impact on the current capacity and will not cause the LOS standard for solid waste to be exceeded.

The closest DSWM facility is located at the West Little River Trash and Recycling Center, located at 1830 NW 79 Street, which is approximately two miles from the subject property. Under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. The DSWM has indicated that the request will have minimal impact on collection services and that the DSWM is capable of providing the necessary disposal service for this application.

Parks

The LOS standard for the provision of recreation open space provides for 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated areas; and adds that the county must provide open space of five acres or larger within three miles from a residential area. The subject property is located within Park Benefit District (PBD) 1, which has a surplus capacity of 417 acres of local recreation open space. 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 749 persons, thus requiring an estimated total of 2.06 acres of park land $[(2.75/1000) = 0.00275 * \text{number of projected population increase}]$. PBD 1 surplus capacity is sufficient to meet the estimated 2.06 acres of park land necessary to meet the adopted recreation open space LOS standard for the application site.

The closest park to the application site is Olinda Park, a six acre staffed park with a small recreation center; the park is heavily programmed and no expansion or improvements are currently planned. The following table depicts county-owned local recreation parks within a 3.5-mile radius of the application site.

County Parks within a 3.5 mile radius of the Application Site

Name	Address	Classification	Acres
Little River Park	10525 NW 24 Ave	Community Park	9
Miami Shores Optimist Club	10915 NW 14 Ave	Single Purpose Park	9.0
Broadmoor Park	8731 NW 35 Ct	Neighborhood Park	2.0
West Little River Elementary	2450 NW 84 St		LT 1.
Gwen Cherry Park	7090 NW 22 Ave	Community Park	39.0
Fernville Park	8517 NW 14 Ct	Mini-Park	LT 1
Arcola Park	1680 NW 87 St	Community Park	4.0
Area 222	769 NW 73 St	Mini-Park	1
Arcola Lakes Park	1301 NW 83 St	Community Park	19
Soar Park	120 NW 83 St	Community Park	3
Alonzo Kelly Park	1455 NW 67 St	Mini-Park	1
Area 226	875 NW 70 St	Mini-Park	1
Area 227	NW 59 St / 15 Ave	Mini-Park	1
Claire Rosichan Park	2450 NW 57 St	Mini-Park	LT 1
Northwest Highlands Park	2361 NW 67 St	Mini-Park	1.0
Area 223	6920 NW 18 Ave	Mini-Park	1.0
Drew Park	NW 60 St / 17 Ave	Neighborhood Park	4.00
Partners Park	5536 NW 21 Ave	Neighborhood Park	6.00
Martin Luther King Memorial Park	6160 NW 32 Ct	Community Park	10.00
Area 225	3023 NW 58 St	Mini-Park	LT 1
Gladeview Park	6815 NW 31 Ave	Mini-Park	1.00
Glenwood Park	3155 NW 43 St	Mini-Park	1.00
Jefferson Reaves, Sr. Park	3100 NW 50 St	Community Park	2.00
Rocky Creek Park	3305 SW 48 Ter	Mini-Park	LT 1
Olinda Park	2101 NW 51 St	Community Park	6.00
Marva Y. Bannerman Park & Pool	4830 NW 24 Ave	Community Park	4.00
Larchmont Park	406 NW 85 St	Neighborhood Park	4.00
27th Avenue Teen Center (Boxing)	6940 NW 27 Ave	Single Purpose Park	1.00
Melrose Park	3050 NW 35 St	Neighborhood Park	3.00

Source: Department of Park and Recreation, February 2008

Fire-Rescue

The subject site is currently served by Miami-Dade Fire-Rescue Station No. 2 (Model Cities), located at 6460 NW 27 Avenue. The station is equipped with an Advanced Life Support (ALS) Engine and Rescue unit, and is staffed by seven firefighters/paramedics (note: this station is proposed for renovation; see GF07-008).

The average response/travel time in this area for life threatening emergencies is 5-minutes, 56-seconds and for structural fires is 3-minutes, 55-seconds. These average travel times are within an acceptable range for response times according to the National Fire Prevention Code.

According to the Fire-Rescue Department, the current “Medium Density Residential” CDMP LUP map designation generates 38.45 alarms per year, and the proposed “Medium-High Density Residential” designation is anticipated to generate 92.61 alarms per year. The LUP map change will have a severe impact on existing fire-rescue services; however this impact should be mitigated upon completion of planned Fire-Rescue Station No. 67, located at 1275 NW 79 Street, in 2011.

The required fire flow for the proposed CDMP designation is 2,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual on the system. Additionally, each fire hydrant shall deliver no less than 750 gpm. Fire flows in this area must meet the required pressures; however, testing of the water lines that will service this site will be performed at the development stage.

Public Schools

Miami-Dade County anticipates adopting a concurrency level of service (LOS) standard for public school facilities in the near future. At the time of review of this application a concurrency LOS standard for public schools has not been adopted. The evaluation of development based on a concurrency methodology may differ from the current method of assessing the development impact on public schools. The current methodology requires collaboration with the Miami-Dade County School Board if the proposed development results in an increase of FISH utilization in excess of 115% at any of the schools of impact. The evaluation of this application on the surrounding schools is presented below.

School	2007 Enrollment*		FISH Capacity**	% FISH Utilization	
	Current	With Application		Current	With Application
Earlington Heights Elementary	527	567	678	78%	84%
Brownsville Middle	775	793	1,324	59%	60%
Miami Northwestern Senior	2,439	2,464	2,413	101%	102%

* Student population increase as a result of the proposed development

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

Notes: 1) Figures above reflect the impact of the class size amendment.
2) Pursuant to the Interlocal Agreement, none of the impacted schools meet the review threshold.

Students generated by this application will attend those schools identified in the above table. This table also identifies the school’s enrollment as of October 2007, the school’s Florida Inventory of School Houses (FISH) Capacity, which includes permanent and relocatable student stations, and the school’s FISH utilization percentage.

This application, if approved, will increase the potential student population of the schools serving the application site by an additional 83 students. Forty students will attend Earlington Heights Elementary, increasing the FISH utilization from 78% to 84%; 18 students will attend Brownsville Middle, increasing the FISH from 59% to 60%; and 25 students will attend Miami Northwestern Senior High, increasing the FISH utilization from 101% to 102%. The three school(s) will not exceed the 115% FISH design capacity threshold set by the current Interlocal Agreement.

Currently there are no schools being planned, designed or under construction for this application site.

Roadways

Existing Conditions

Primary access to the application site is from NW 23 and NW 24 Avenues and from NW 51, NW 52 and NW 53 Streets, two-lane local streets, which provide connections to NW 54 Street, a four-lane roadway corridor, NW 22 Avenue, a four-lane roadway facility, and NW 27 Avenue, a six-lane divided facility. NW 22 and NW 27 Avenues provide access to the Airport Expressway (SR 112), a six-lane east-west limited access facility.

The Miami-Dade Public Works Department does not collect traffic count information for local streets; therefore, the existing and concurrency Level of Service (LOS) analyses were performed only for those roadways, close to the application site, where the Florida Department of Transportation (FDOT) and the Public Works Department have traffic count data. The LOS is represented by one of the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

NW 54 Street (Hialeah Drive), between NW 42 and NW 27 Avenues and from NW 27 to NW 7 Avenues, is currently operating at LOS C, above the adopted LOS (E+20%) standard applicable to these roadway segments; and NW 27 Avenue, between NW 79 and NW 54 Streets and from NW 54 to NW 36 Streets, is operating at LOS D, above the CDMP-adopted LOS (E+50%) standard applicable to this roadway segments.

Application Impact

The Estimated Peak Hour Trip Generation table, below, identifies the estimated number of PM peak hour trips expected to be generated by the potential development that could occur under the requested CDMP land use designation, Medium-High Density Residential (25 to 60 DUs/Acre), and compares them to the number of trips that would be generated by the potential development that could occur under the current CDMP land use designation, Medium Density Residential (13 to 25 DUs/Acre).

One development scenario was analyzed for traffic impact under the requested land use designation. This scenario considers the application site developed with 330 multi-family dwelling units, the maximum number of units allowed under the requested land

use designation. The analysis shows that if the subject site were developed with multi-family dwelling units, it would generate approximately 106 more PM peak hour trips than the current CDMP land use designation. See Table 1 below.

Table 1
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
3	Medium Density Residential (13 to 25 DUs/Acre) 137 Single Family attached Units	Medium-High Density Residential (25 to 60 DUs/Acre) 330 Apartments	
	93	199	+106

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department, February 2008.

The applicant has indicated its intention to file a petition to close the portion of NW 52 Street located within the boundaries of the subject application. However, it should be pointed out that DP&Z staff would not support the petition to close NW 52 Street because it would be inconsistent with the CDMP Guidelines for Urban Form, which states that “pedestrian and vehicular networks should serve as physical links between neighborhoods,” and Policy TC-2A of the Traffic Circulation Subelement, which provides for the county “to ensure countywide continuity of the thoroughfare system.”

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions as of January 30, 2008, was performed, which considers reserved trips from approved developments not yet constructed and any programmed roadway capacity improvements. There are no roadway capacity improvements programmed or planned to any adjacent roadway or any roadway in the vicinity of the application site. However, the application site is located approximately ¼-mile east of the Brownsville Metrorail Station.

The concurrency analysis predicts the deterioration of the LOS of NW 27 Avenue, between NW 79 and NW 54 Streets and from NW 54 to NW 36 Streets, from LOS D to LOS E, but still above the adopted LOS (E+50%) standard applicable to these roadway segments. No changes to the LOS of NW 54 Street, between NW 42 and NW 27 Avenues and from NW 27 to NW 7 Avenues, and the Airport Expressway, between NW 22 and NW 12 Avenues, are projected.

The Traffic Impact Analysis Table, Table 2, summarizes in tabular form the traffic concurrency analysis. It should be pointed out that the subject property is located in the Urban Infill Area (UIA), a Redevelopment Concurrency Exception Area, and therefore a proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted CDMP

and it meets the provisions of Section 163.3180, Florida Statutes, which requires the county to request mitigation from projects whose traffic impacts exceed 2 percent of the capacity of a Florida Intrastate Highway System (FIHS) roadway operating below the CDMP-adopted LOS standard. No FIHS roadway is currently operating or projected to operate below the adopted LOS standard as a result of this application.

The applicant, Urban League of Greater Miami, submitted a traffic impact analysis report, entitled "Traffic Impact Analysis for the Affordable & Elderly Housing Project by Urban League of Greater Miami," prepared by Kimley-Horn and Associates, in support of its application. The traffic analysis examines the impact that the proposed development would have on roadways adjacent to the application site and on the roadway network within a truncated study area in the vicinity of the application site. The boundaries of the study area are: NW 62 Street on the north, the Airport Expressway (SR 112) on the south, NW 17 Avenue on the east and NW 32 Avenue on the west.

The Traffic Impact Analysis considered two planning horizons, a short-term (2013) and a long-term (2030) planning horizon. The short-term planning horizon analysis indicates that the roadways within the study area are expected to operate at LOS D or better, with and without the amendment application. The long-term planning horizon analysis also indicates that the roadways within the study area are expected to operate at or below their adopted LOS standards, with the exception of SR 112, which is forecast to operate at LOS F, with and without the amendment application. However, the traffic analysis concludes that the amendment application would not significantly impact SR 112 as the proposed amendment application's impact represent 0.10 percent of expressway's CDMP-adopted LOS maximum service volumes. A copy of the Transportation Impact Analysis report is attached in Appendix D.

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

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std. ¹	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1 ²												
9410	NW 27 Ave. (SR 9)	NW 54 St. to NW 79 St.	4 DV	E+50%	4,950	2,680	D	214	E	8	2,902	E (07)
417	NW 27 Ave.	NW 36 St. to NW 54 St.	4 DV	E+50%	4,680	2,589	D	282	E	30	2,901	E (06)
541	NW 54 St./Hialeah Dr.	NW 42 Ave. to NW 27 Ave.	4 DV	E+20%	3,924	1,610	C	38	C	7	1,655	C (06)
542	NW 54 St./Hialeah Dr.	NW 27 Ave. to NW 7 Ave.	4 DV	E+20%	3,924	1,979	C	220	C	13	2,212	C (06)
2050	Airport Expwy (SR 112)	NW 22 Ave to NW 12 Ave.	6 LA	E+50%	16,770	5,966	C	0	C	19	5,985	C (06)
Scenario 2 ³												
9410	NW 27 Ave. (SR 9)	NW 54 St. to NW 79 St.	4 DV	E+50%	4,950	2,680	D	214	E	18	2,912	E (07)
417	NW 27 Ave.	NW 36 St. to NW 54 St.	4 DV	E+50%	4,680	2,589	D	282	E	63	2,934	E (06)
541	NW 54 St./Hialeah Dr.	NW 42 Ave. to NW 27 Ave.	4 DV	E+20%	3,924	1,610	C	38	C	16	1,664	C (06)
542	NW 54 St./Hialeah Dr.	NW 27 Ave. to NW 7 Ave.	4 DV	E+20%	3,924	1,979	C	220	C	28	2,227	C (06)
2050	Airport Expwy (SR 112)	NW 22 Ave to NW 12 Ave.	6 LA	E+50%	16,770	5,966	C	0	C	40	6,006	C (06)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, February 2008.

Notes: ¹County adopted roadway level of service standard applicable to the roadway segment

DV= Divided Roadway; LA = Limited Access

² Scenario 1 assumes Application site developed with 137 multi-family dwelling units under the current land use designation.

³ Scenario 2 assumes Application site developed with 330 multi-family dwelling units under the requested land use designation.

Transit

Existing Service

Metrobus Routes 22, 27, 46, 54, 246 and 254 service the application site. These routes are Metrorail Feeder routes and maintain Peak headways ranging from 15 minutes to 30 minutes and Off-Peak headways ranging from 30 to 60 minutes on weekdays. Table 3 below summarizes the service information for each route.

Table 3
Metrobus Routes Service
Stops within ¼ mile of Application Site

Headways (in minutes)			Stop Locations	Type of Service
Route	Peak	Off-Peak		
22	15	30	NW 22 Ave and NW 54 St NW 22 Ave and NW 52 St NW 22 Ave and NW 51 St	F/L
46*	45	N/A	NW 54 St and NW 22 Ave	F/L
54	20	30	NW 54 St and NW 24 Ave NW 54 St and NW 23 Ave	F/L
246**	N/A	60	NW 54 St and NW 22 Ave	F/L
254***	N/A	60	NW 54 St and NW 22 Ave	F/L

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

Notes: F means feeder service to Metrorail

L means local route

* Peak period neighborhood circulator route between 6:00AM to 8:00AM and 2:00PM to 7:00PM

** Night Owl Service between 10:00PM to 6:00AM

*** Off-peak neighborhood circulator route Monday thru Thursday between 9:00AM to 3:30PM

Future Service

Miami-Dade Transit's 2007 Five-Year Transit Development Program (TDP) and the People's Transportation Plan (PTP) list some of the planned improvements to existing bus routes. The table below shows the service improvements programmed for the existing bus routes.

Metrobus Routes Service	
Route No.	Improvement Description
22	All night service, every 60 minutes, seven days a week. Serves Earlington and Coconut Grove stations.
27	Improve Saturday headway from 20 to 15 minutes and Sunday headway from 30 to 15 minutes
46	Improve peak headway from 30 to 15 minutes.

Source: 2007 Transit Development Program, Miami-Dade Transit.

Miami-Dade Transit, as a part of the People's Transportation Plan Rapid Transit Improvements, is planning the extension of the Metrorail to the Broward County Line from the existing elevated guideway just north of the Dr. Martin Luther King, Jr. Metrorail Station. The extension consists of a 9.5-mile corridor along NW 27 Avenue.

Application Impacts

An analysis was performed in Traffic Analysis Zone (TAZ) 444, where the application site is located. The analysis indicates that the transit impact that will be generated by this application will be minimal and, therefore, can be handled by the existing transit service in the area.

Other Planning Considerations

The applicant proposes to close the western portion (approximately 300-feet) of NW 52 Street that bisects "Parcel A" in order to consolidate the three parcels and maximize the design and development of the subject site. The DP&Z staff is opposed to this proposed partial road closure and requests that the road and the public right-of-way remain open. Staff acknowledges the intent of the applicant's request; however, the proposed closure is inconsistent with:

- a) Land Use Policy LU-7D states that "[R]eddevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances...and shall...be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians;"
- b) The Guidelines for Urban Form states that "[P]edestrian and vehicular traffic networks should serve as physical links between neighborhoods, with multiple points of access between neighborhoods;" and
- c) The urban center concepts "...shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system...Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility."
- d) The "pedestrian friendly" urban design guidelines identified in the Model City/Brownsville Charrette, to provide an "...interconnected neighborhood structure...with a network of streets and neighborhood centers...within a reasonable walking distance

The road closure would turn the eastern portion of NW 52 Street into a "stub" street and require the construction of a cul-de-sac; the applicant would most likely be required to dedicate land to accommodate the radius for a cul-de-sac, thus defeating the purpose of the road closure. The road closure would also inhibit pedestrian and vehicular access to NW 24 Avenue. Staff believes the applicant can maximize development of the subject site, compliment the existing and adjacent residences, and support the town center without the requested road closure.

The staff highly recommends that the applicant appropriately phase any proposed development on the application site in order to prevent the dislocation of residents in the Superior Manor Apartments. This may be achieved by developing Parcel A prior to redevelopment of Parcels B and C.

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

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

- POLICY LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- POLICY LU-1F. To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.
- POLICY LU-4D. Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.
- POLICY LU-7I. Miami-Dade County will review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors.
- POLICY LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
- POLICY HO-2C. Foster a diversity of affordable housing types defined by the County's Comprehensive Development Master Plan to include single-family detached housing, single-family attached and duplex housing, multi-family housing and manufactured homes.
- POLICY HO-6A. Through the application of CDMP planning provisions and cooperation with County agencies which provide lower income affordable housing, location of such housing near employment centers or premium transportation services should be promoted.
- POLICY HO-6C. Priority should be given to assisting affordable work force housing projects which are proximate to employment concentrations, mass transit, or with easy access to a range of public services.

POLICY HO-7A. Ensure that growth management, housing design, and development alternatives form an integral part of a community of functional neighborhoods and town centers that promote community identity, and enhance the overall quality of life.

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

POLICY LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.

POLICY LU-4C. Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.

POLICY LU-7D. Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians.

POLICY TC-2D. The County shall not approve vacation of zoned rights-of-way unless it is determined that the right-of-way is not required for present or future public use.

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APPENDICES

Appendix A Map Series

Appendix B Amendment Application

Appendix C Applicant's Traffic Study

Appendix D Miami-Dade County Public Schools Analysis

Appendix E Fiscal Impact Analysis

Appendix F Declaration of Restrictions

Appendix G Photos of Application Site

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APPENDIX A

Map Series

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AERIAL PHOTO: APPLICATION NO. 3



2007 AERIAL



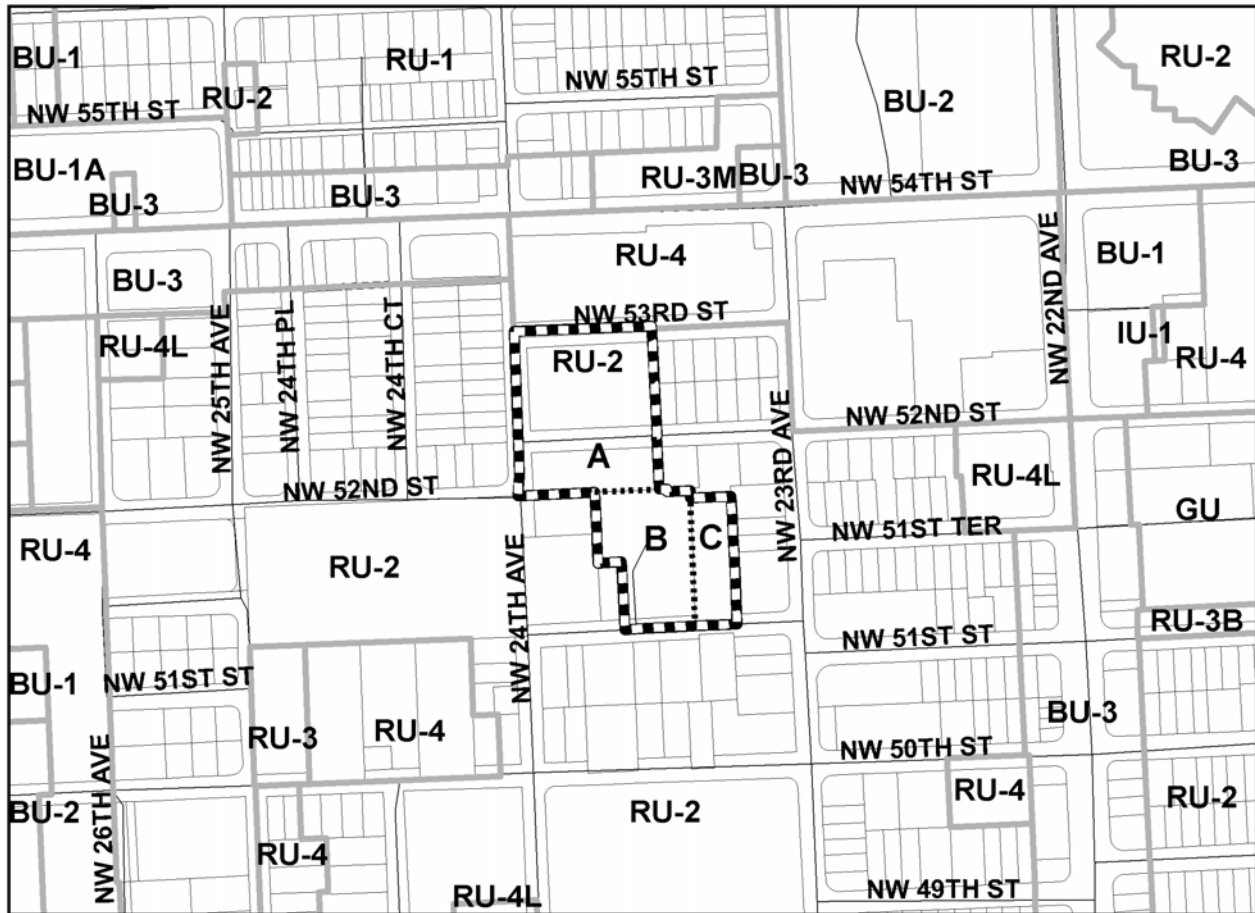
APPLICATION AREA



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



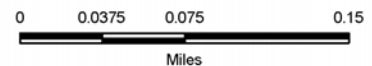
APPLICATION NO. 3 CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

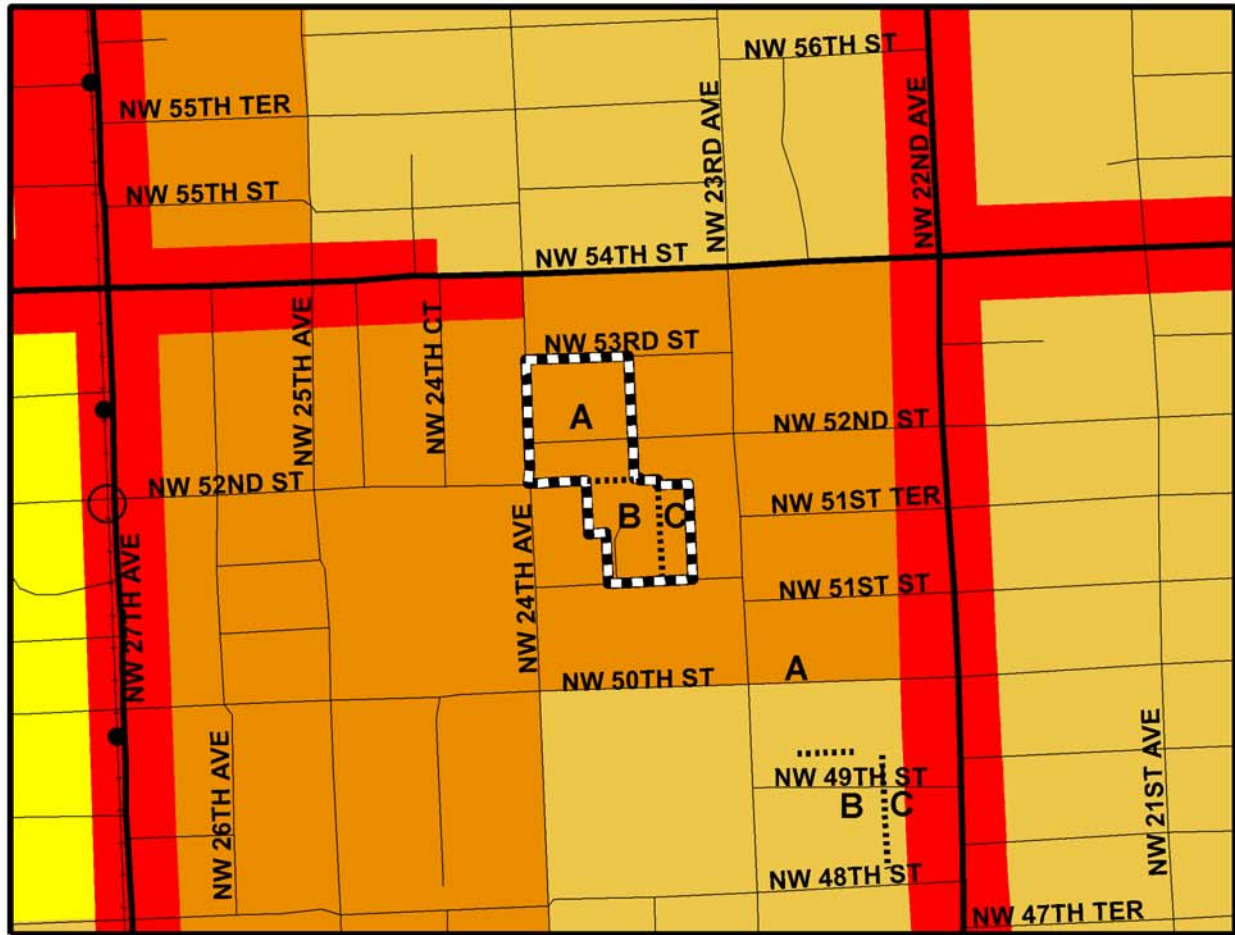
- GU INTERIM DISTRICT - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- RU-1 SINGLE FAMILY RESIDENCE ON 7,500 SQ. FT. NET LOT
- RU-2 TWO-FAMILY RESIDENTIAL DISTRICT ON 7,500 SQ. FT. NET LOT
- RU-3 FOUR UNIT APARTMENT HOUSE DISTRICT ON 7,500 SQ. FT. NET LOT
- RU-3M MINIMUM APARTMENT HOUSE DISTRICT - 12.9 UNITS/ACRE
- RU-3B BUNGALOW COURT DISTRICT ON 10,000 SQ. FT. NET LOT
- RU-4L LIMITED APARTMENT HOUSE DISTRICT - 23 UNITS/NET ACRE
- RU-4 HIGH DENSITY APARTMENT HOUSE DISTRICT - 50 UNITS/ACRE
- BU-1 NEIGHBORHOOD BUSINESS DISTRICT
- BU-1A LIMITED BUSINESS DISTRICT
- BU-2 SPECIAL BUSINESS DISTRICT
- BU-3 LIBERAL BUSINESS DISTRICT - (WHOLESALE) INCLUDES MECHANICAL GARAGE AND USED CAR LOTS
- IU-1 LIGHT INDUSTRIAL MANUFACTURING DISTRICT



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, JANUARY 2008



APPLICATION NO. 3 CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



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



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



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



BUSINESS AND OFFICE



MAJOR ROADWAYS (3 OR MORE LANES)



EXISTING RAPID TRANSIT



COMMUNITY URBAN CENTER

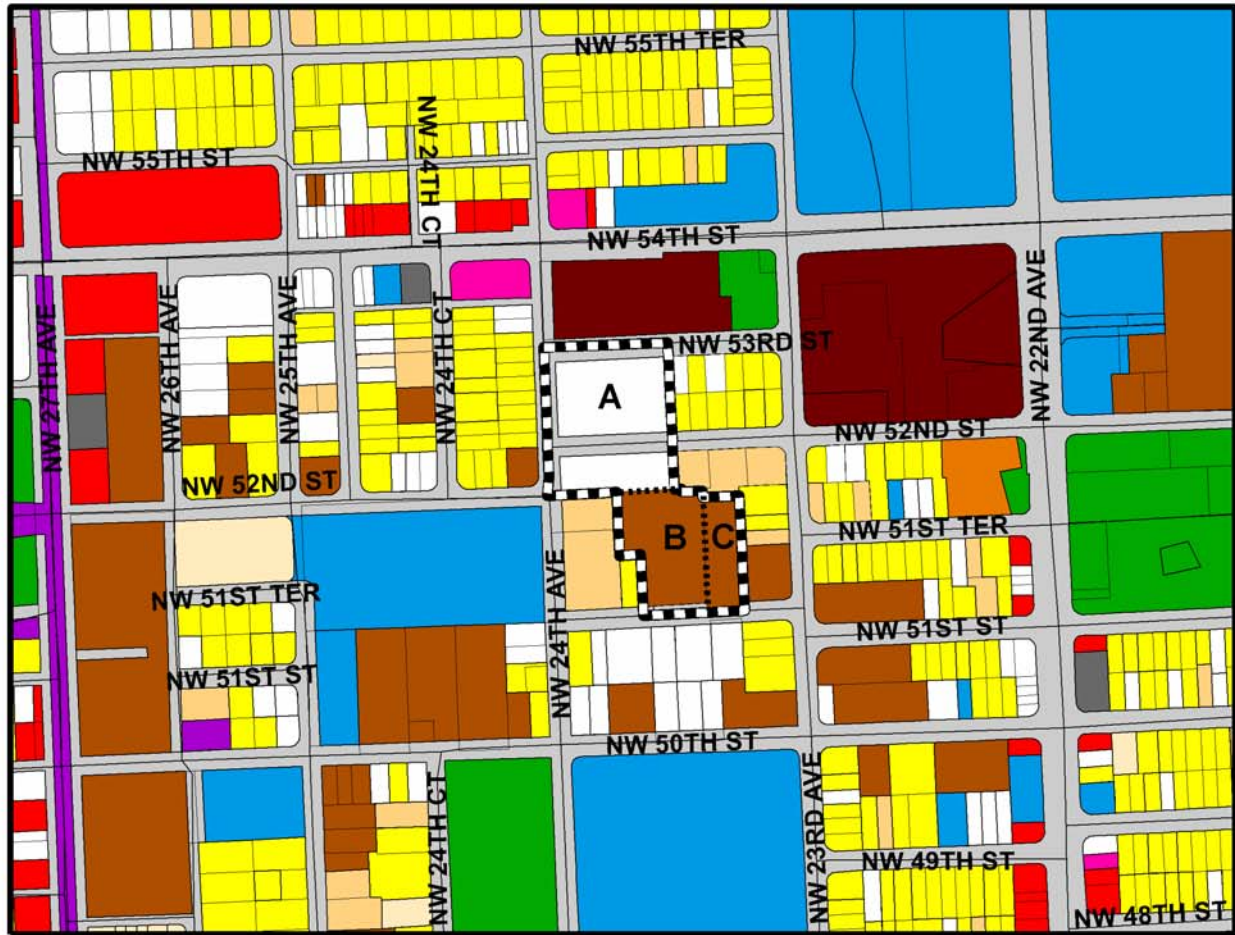
0 0.025 0.05 0.1 0.15 0.2

Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, JANUARY 2008



APPLICATION NO. 3 EXISTING LAND USE



LEGEND



APPLICATION AREA

EXISTING LAND USE



SINGLE-FAMILY



TWO-FAMILY (DUPLEXES)



TOWNHOUSES



LOW-DENSITY MULTI-FAMILY



HIGH-DENSITY MULTI-FAMILY



COMMERCIAL, SHOPPING CENTERS, STADIUMS



OFFICE



INSTITUTIONAL



INDUSTRIAL



COMMUNICATIONS, UTILITIES, TERMINALS



STREETS, ROADS, EXPRESSWAYS, RAMPS



PARKS, PRESERVES, CONSERVATION AREAS,
AND RECREATIONAL FACILITIES



VACANT - GOVERNMENT OWNED



VACANT - UNPROTECTED

0 0.0375 0.075 0.15

Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, JANUARY 2008



APPENDIX B

Amendment Application

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**SMALL-SCALE AMENDMENT REQUEST TO THE
LAND USE ELEMENT/LAND USE PLAN MAP
OCTOBER 2007-2008 AMENDMENT CYCLE
MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Urban League of Greater Miami, Inc.
8500 NW 25 Avenue
Miami, FL 33147

2. APPLICANT'S REPRESENTATIVES

Jeffrey Bercow, Esq.
Matthew Amster, Esq.
Bercow Radell & Fernandez P.A.
200 South Biscayne Boulevard, Suite 850
Miami, Florida 33131
(305) 374-5300

By: 
Jeffrey Bercow, Esq.

Date: October 31, 2007

By: 
Matthew Amster, Esq.

Date: October 31, 2007

3. DESCRIPTION OF REQUESTED CHANGES

A small-scale amendment to the Comprehensive Development Master Plan (CDMP) Land Use Plan Map (LUP) is requested.

- A. A change to the Land Use Element, Land Use Plan Map (item A.1 in the fee schedule) is requested.

Current Land Use Designation: Medium Density Residential
Proposed Land Use Designation: Medium-High Density Residential

- B. Description of Application Area

The Application Area consists of three parcels (Folio Nos. 30-3122-000-0111, 30-3122-061-0010 and 30-3122-020-0060) that combine for a total of 4.890 gross acres (4.536 net acres) located in Section 22, Township 53, Range 41 in unincorporated Miami-Dade County. See Attached Sketch.

- C. Acreage of Application Area

Gross Acreage = 5.50 acres (including all dedicated rights-of-way to centerline of streets)
Net Acreage owned by Applicant = 4.53 acres (excluding all dedicated rights-of-way)
Net Acreage including NW 52 Street = 4.89 acres

D. Requested Changes

- 1) The Applicant requests the redesignation of the Application Area from Medium Density Residential to Medium-High Density Residential.
- 2) It is requested that this Application be processed as a small-scale amendment under the expedited procedures.
- 3) If the CDMP amendment application is adopted by the Board of County Commissioners, and a proffered covenant is accepted as a condition of such approval, then the Applicant requests that the covenant be added to the text of the CDMP Land Use Element, specifically to the table contained therein and entitled “Restrictions accepted by Board of County Commissioners in association with Land Use Plan Amendments.” The covenant will be submitted to Miami-Dade County in accordance with the timelines adopted by the Department of Planning and Zoning.

4. REASONS FOR AMENDMENT

Applicant. The Urban League of Greater Miami, Inc. (the “Applicant”) is a Florida non-profit organization committed to advocating for and establishing programs that encourage the social and economic growth of African Americans and similarly disadvantaged people. The Applicant strives to secure equal opportunities for all disadvantage persons and to revitalize urban areas by advocating for academic and employment opportunities, and by providing affordable housing for low and very low income individuals and families.

Application Area. The Application Area is located in a part of unincorporated Miami-Dade County (the “County”) known as Model City/Brownsville, which is inside the Urban Development Boundary and part of the Urban Infill Area of the County. The Application Area consists of three parcels located southeast of the intersection of NW 24th Avenue and NW 53rd Street. Specifically, the first parcel (identified by folio no. 30-3122-000-0111) consists of two parts, one that spans the block between NW 53rd and NW 52nd Streets and the other on the south side of NW 52nd Street. This parcel is currently vacant. The second and third parcels (identified by folio nos. 30-3122-061-0010 and 30-3122-020-0060) are located to the south and southeast of the first parcel and are in the middle of the block between NW 24th and NW 23rd Avenues and between NW 52nd and NW 51st Streets. The second and third parcels only front NW 51st Street. Both these parcels presently contain a number of one-story multifamily residential buildings built in 1959 that provide a total of 38 rental units. The Applicant owns all three parcels and is the landlord of the rental units.

Land Use and Zoning. The entire Application Area is currently designated as Medium Density Residential and it is surrounded by the same land use designation. The Application Area is located in the RU-2 zoning district and surrounded by the same, except for an RU-4 district located north of NW 53rd Street.

The Surrounding Area. The surrounding area is mainly residential, consisting of a mix of single-family, duplex units and multifamily public housing. A fair portion of the single-family and duplex units are rentals. The public housing is most notably located north and east of the Application Area. These properties are owned by the Miami-Dade County Miami-Dade Housing Agency and Development Corporation and have a higher density than the current land use permits. The property to the north contains a twelve-story building with 150 units and the property to the east (at the southwest corner of NW 22nd Avenue and NW 54th Street) contains a

fifteen-story, 200 unit tower and the Ward Tower Assisted Living Facility for elderly low-income residents.

There are numerous vacant lots in the nearby area, including a majority of the block south of the Application Area. Those vacant lots are owned by the Miami-Dade County Office of Community and Economic Development (OCED). We understand that in general, OCED will initiate land use amendments to begin the redevelopment process of many of their properties and we are researching to determine if the cited properties will be included. If so, we believe that OCED will seek the same redesignation request to Medium-High Density Residential as the Applicant proposes.

Schools. There are two schools operated by the School Board of Miami-Dade County in close proximity to the Application Area. Brownsville Middle at 4899 NW 24th Avenue is located one block south of the Application Area. An Alternative Outreach Program for at risk children at 5120 NW 24th Avenue is located adjacent to the Application Area on the west side of 24th Avenue. Both schools are in walking distance of the entire Application Area. With regard to student capacity, three of the four public schools that service the Application Area are below 100% utilization: Melrose Elementary – 93%; Earlington Heights Elementary – 73%; and Brownsville Middle – 69%. Miami Northwestern Senior High is presently at 105% utilization. However, the School Board forecasts a significant decrease in enrollment by 2010 and in that year the projected utilization drops to 70%. (Information based on data provided by the School Board on June 29, 2007.) As a result, the Applicant's project will not adversely impact the level of service of public schools in the area.

Community Center. One of the area's community and social focal points is also located within easy walking distance. The Joseph Caleb Community Center (the "Caleb Center") is located two to three blocks away at the northwest corner of NW 22nd Avenue and NW 54th Street.

Transportation System. The Application Area is currently well-served by public transportation, thanks in part due to the proximity of the Caleb Center and the Brownsville Metrorail Station, located three blocks to the west at NW 27th Avenue and approximately NW 52nd Street. Six bus routes are in the nearby area; three with stops one block north of the Application Area on NW 54th Street.

In addition, the North Corridor Metrorail Extension will provide service to the north of the Application Area along NW 27th Avenue. Seven new Metrorail Stations will be added from NW 79th Street to NW 215th Street. The project is presently in the design phase and construction is scheduled to begin in 2010 for an operation start date in 2014. The Metrorail expansion will provide further employment opportunities to residents of the Applicant's project.

Identification of the Need for Revitalization. The general area has already been identified by the United States Government and Miami-Dade County as needing revitalization.

Neighborhood Revitalization Strategy Area and Targeted Urban Area. The U.S. Department of Housing and Urban Development (HUD) designated the Model City/Brownsville area as a Neighborhood Revitalization Strategy Area. The County also designated the area as the Model City/Brownsville Targeted Urban Area. Through various projects focused at the community level, the Task Force on Urban Economic Revitalization seeks to improve the economic status of the residents and businesses within targeted areas.

Enterprise Zone. Also, the area is located in the Central Miami-Dade County Enterprise Zone. Enterprise Zones have been created through a program initiated by the State of Florida. The program provides financial incentives at both the State- and County-level to businesses that locate or expand within a zone and create employment opportunities for residents within the zone. The goal is to encourage local investment and create jobs in economically distressed areas. The incentives take the form of significant reductions in County property taxes and State of Florida sales tax, as well as a State of Florida job tax credits and corporate tax credits for new jobs and wages paid to residents of the Enterprise Zone.

Urban Center. Further, it appears that the Application Area may be located within the urban center located at the intersection of NW 27th Avenue and NW 54th Street. According to the CDMP, Urban Centers may extend from 700 to 1,800 feet. If this Urban Center has the maximum reach, part or all of the Application Area may be located within the Urban Center. Urban Centers call for an intensification of pedestrian-friendly mixed uses and increased density in areas adjacent to transit corridors. We are investigating the extent of the Urban Center.

Charrette. Moreover, the County has already recognized the urban characteristics of the area and initiated the process to create a well-organized urban area. The Application Area is located in the Model City/Brownsville Charrette Area Plan (the "Charrette"). To coordinate the required revitalization effort pursuant to the designation as a Neighborhood Revitalization Strategy Area, the County OCED Community Advisory Committee initiated the Charrette in 2003. The goal of the Charrette is to encourage new development and to foster high quality urban design along transportation corridors that are pedestrian friendly. The principals of urban design call for intensity of development in small areas, which normally leads to higher density and taller buildings suitable for infill development.

Some of the proposals in the Charrette are as follows: meaningful infill residential developments that provide a range of affordable housing types; redevelopment of NW 54th Street into a main street for the community; development of the Brownsville Metrorail Station to include retail, grocery stores, offices and residential uses; and redevelopment of the Caleb Center into a landmark community center. Specific to parcels two and three of the Application Area, the Charrette calls for over a 50% increase in density and a range of housing types. The Charrette is silent as to the vacant lands of parcel one.

The Board of County Commissioners (BCC) accepted the Charrette Report and its recommendations in Resolution R-598-04 on May 11, 2004. At present, the Department of Planning and Zoning is drafting regulations to implement the vision of the Charrette. As it has not been implemented into the zoning code, the full impact of the Charrette on the Application Area is unknown. However, it is clear that an increase in intensity and density and a range of housing types with affordable options are welcome in this area because of its proximity to NW 54th Street, the Caleb Center and the Brownsville Metrorail Station.

Description of Development Proposal. In the spirit of the Charrette, the Applicant plans to provide an array of affordable housing, including elderly housing, in a mix of high-rise and low-rise building types. The taller building(s) would be located in the north, immediately adjacent to the existing twelve-story public housing project, and then transition down to either or both townhouses or single-family homes.

To effectively utilize the three parcels of the Application Area, the Applicant intends to close the portion of NW 52nd Street located in the first parcel via the required road closing petition.

Closing the road will not affect connectivity in the area and it will reduce the traffic impact on the residential properties located to the east on NW 52nd Street.

The development will be sensitive to and cater to the existing transportation corridors and provide pedestrian access to the new main street. The Applicant will proffer a covenant that at a minimum will address project density and ensure that the project will implement water conservation measures.

Residential Land Supply and Demand. Table 3 of the Planning Considerations Report for the April and October 2007 Cycle Applications to Amend the CDMP indicates that overall Countywide residential capacity will be depleted in 2019. The outlook is slightly better for Minor Statistical Area (MSA) 4.2, in which the Application Area is located, and where the depletion date is 2023. See page 1-6 of the Initial Recommendations for Application No. 1 of the April 2007 Cycle. However, the 2003 Evaluation and Appraisal Report (EAR) shows that between the year 2000 and 2025, Miami-Dade County will require 294,200 new housing units and it estimated that about 42 percent of those units (117,680 units) will be needed by very low and low-income households. In addition, there is now widespread recognition of a lack of affordable housing. Therefore, while new housing is not immediately needed for the area, there is an urgent need for affordable housing. The Applicant's proposal will provide quality affordable housing in a prime location for workers due to the close proximity to multiple bus lines and the Brownsville Metrorail Station. As a result, the redesignation of the Application Area will not have a negative impact on the supply of residential land in the area.

Consistency with the CDMP. The Applicant's proposal will assist with the revitalization of the Model City/Brownsville area. The redesignation request is consistent with several objectives, goals and policies of the Comprehensive Development Master Plan.

Consistency with the Land Use Element. The approval of the application will be consistent with the following objectives and policies in the Land Use Element for the reasons set forth below:

OBJECTIVE LU-1

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

The Applicant seeks to intensify development in close proximity to two centers of activity; the Caleb Center and the Brownsville Metrorail Station. Granting the request will encourage infill development that will revitalize a distressed area. In addition, the applicant intends to comply with Miami-Dade County's Urban Design Guidelines in order to ensure that this will be a well-designed project with a variety of housing types.

POLICY LU-1A

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

The Application Area is located near and may be partly or fully inside the urban center located at the intersection of NW 27th Avenue and NW 54th Street. Even if not inside the urban center,

high intensity is still justified as the Application Area is only two to three blocks walking distance from the Brownsville Metrorail Station, which is in the process of being developed with mixed uses, and the Caleb Center, a hub of the community well-served by bus. In addition, by 2014 the North Corridor Metrorail Extension along NW 27th Avenue will provide residents easy access to seven new Metrorail stations to the north of the Application Area.

POLICY LU-1C

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

The Application Area contains vacant parcels and as a whole is a substandard use within the Urban Development Boundary in a currently urbanized area.

POLICY LU-1F

To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.

The Applicant is committed to providing a variety of housing types, including low- and high-rise multiple family buildings and townhouses.

POLICY LU-1K

Miami-Dade County will maintain and enhance the housing assistance and public housing programs addressed in the Housing Element as a means to improve conditions of low and moderate income residents.

As a Florida non-profit organization, the Applicant seeks to provide quality housing to low income residents and the entire proposed development will consist of affordable housing units. Therefore, the Applicant's request will certainly improve the conditions of low income residents.

OBJECTIVE LU-7

Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes the use of rapid transit services.

The Application Area is adjacent to a main transit corridor, NW 54th Street and is either in or very near to the urban center at NW 27th Avenue and NW 54th Street. Also, the Area is right in the middle of two other main corridors, NW 22nd and 27th Avenues. The Area is in close proximity to the Brownsville Metrorail station and the Caleb Center, both of which are well-served by multiple bus routes. All these transportation options are within a short walking

distance from the Application Area, therefore, due to the location and the proposed affordable housing, the proposed development will be pedestrian-friendly transit-oriented development that will promote the use of public transportation.

POLICY LU-7D

Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians.

The Applicant Area is well within one-half mile of the Brownsville Metrorail Station and multiple bus routes, being at most three blocks away, so the Area is perfectly situated to encourage pedestrian use.

POLICY LU-7F

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

The Applicant's request meets these minimum criteria and will be similar to the density of the existing residential towers located to the north and the northeast.

POLICY LU-7I

Miami-Dade County will review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors.

The Applicant Area is well-positioned for higher density due to its proximity to transit options and therefore should be encouraged.

OBJECTIVE LU-12

Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area (UIA) as defined in PolicyTC-1B or in an built-up area with urban services that is situated in a Community Development Block Grant (CDBG)-eligible

area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprise Zone established pursuant to state law or in the designated Empowerment Zone established pursuant to federal law.

The Applicant's request supports infill development on vacant and underutilized property located in the Urban Infill Area, in the Model City/Brownsville Targeted Urban Area and the Central Enterprise Zone.

Consistency with the Housing Element. The approval of the application will be consistent with the following goal, objectives and policies in the Housing Element for the reasons set forth below:

GOAL 1

ENSURE THE PROVISION OF AFFORDABLE HOUSING THAT WILL MEET THE SPATIAL AND ECONOMIC NECESSITIES OF ALL CURRENT AND FUTURE MIAMI-DADE COUNTY RESIDENTS, REGARDLESS OF HOUSEHOLD TYPE OR INCOME.

Part of the Applicant's mission is to provide affordable housing to low and very low income individuals and families. All units of the proposed project will be affordable housing units.

OBJECTIVE HO-2

Designate by the year 2025 sufficient land (+/-25,000 acres) to accommodate sites at varying densities for a variety of housing types including manufactured homes, with special attention directed to units for very low, low, and moderate-income households.

The Applicant's request will provide residential development on vacant and underutilized lands and the proposed project will contain a variety of housing types that target the range of lower-income households.

POLICY HO-2C

Foster a diversity of affordable housing types defined by the County's Comprehensive Development Master Plan to include single-family detached housing, single-family attached and duplex housing, multi-family housing and manufactured homes.

The Applicant's proposal will provide affordable housing with a variety of housing types.

OBJECTIVE HO-3

Assist the private sector in providing affordable housing products in sufficient numbers for existing and future residents throughout the County by the year 2025, (approximately 294,000 units), with an appropriate percentage (about 42 percent) of new housing available to very low, low and moderate-income households.

The Applicant's request will help the County meet the projected need of affordable housing.

OBJECTIVE HO-6

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

The proposed affordable housing units will be located within walking distance of mass transit, including the Brownsville Metrorail Station, and the Caleb Center, a main community outreach and gathering place. Further, the Application Area will be near two potential employment centers. First, the proposed mixed use development at the Brownsville Metrorail Station, and second, pursuant to the Charrette Plan a new commercial corridor along NW 54h Street between the Metrorail Station and the Caleb Center.

OBJECTIVE HO-9

Provide for the special housing needs of the County's elderly, disabled, homeless, orphaned children, families in need, persons with AIDS and others in need of specialized housing assistance.

One component of the Applicant's proposal is elderly housing.

Consistency with the Transportation Element. The approval of the application will be consistent with the following objectives and policies in the Mass Transportation Subelement for the reasons set forth below:

OBJECTIVE MT-4

Provide convenient, accessible and affordable mass transit services and facilities.

The close proximity of the Applicant's affordable housing development to mass transit services helps the County meet this objective and ensure quality transportation options for the residents of the affordable housing.

POLICY MT-4A

Miami-Dade County, with private sector assistance, shall provide mass transit service appropriate for the mix and intensity of development of urban centers identified in the Land Use Element.

Sufficient mass transit services presently exist within walking distance of the Applicant Area and therefore the Applicant's request for increased intensity in an urban area will be well-served.

POLICY MT-5D

The County shall promote increased affordable housing development opportunities within proximity to areas served by mass transit.

The Application Area is perfectly situated near multiple bus routes and the Brownsville Metrorail Station. Granting the request for an affordable housing development, including elderly housing, will ensure the promotion of affordable housing within close proximity to and an increased ridership of mass transit.

Conclusion. The Applicant's request represents a model infill application. The Application Area is located in close proximity to existing transportation corridors and contains both vacant and other underutilized lands that make the entire Application Area a substandard use. Granting the request will help spark the revitalization effort for this distressed area and provide needed affordable housing in the Urban Infill Area.

5. ADDITIONAL MATERIAL SUBMITTED

- 1) Location Map of Application Area
- 2) Aerial Photograph
- 3) Section Map
- 4) Specific Purpose Survey

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

6. COMPLETE DISCLOSURE FORMS: See attached.

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

APPLICANT

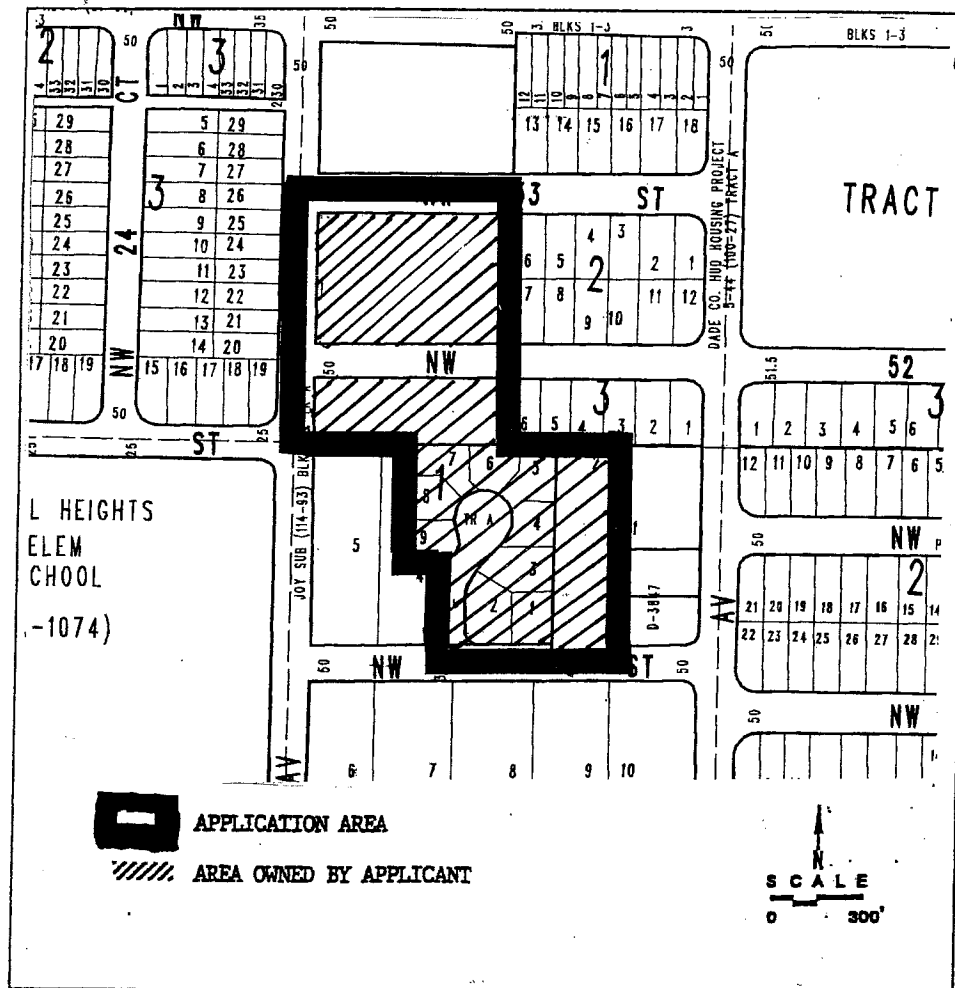
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DESCRIPTION OF SUBJECT AREA

The Property consists of three parcels that, together with the right-of-way to the center line of all abutting streets, comprise 5.50 gross acres located in Section 22, Township 53, Range 41. The three parcels are identified by Folio Nos. 30-3122-000-0111, 30-3122-061-0010 and 30-3122-020-0060. The Applicant owns all three parcels.



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APPENDIX C

Applicant's Traffic Study

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*Traffic Impact Analysis for a
Small-Scale Land Use Plan Amendment
for Submittal to Miami-Dade County*

**Affordable & Elderly Housing Project
By Urban League of Greater Miami
Application No. 3 of October 2007 Cycle of Amendments
To the Comprehensive Development Master Plan**

Prepared for:
The Urban League of Greater Miami, Inc
Miami, Florida

Prepared by:
Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

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amendment site is located to the east of NW 24th Avenue between NW 51st Street and NW 53rd Street. Figure 1 depicts the location of the amendment site.

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FIGURE 1
AMENDMENT SITE LOCATION MAP
URBAN LEAGUE OF MIAMI HOUSING PROJECT



Kimley-Horn
and Associates, Inc.

DATA COLLECTION

Traffic counts were collected for the study during early December 2007 when schools were in session. Continuous 24-hour traffic counts were collected to quantify the prevailing traffic volumes on roadways within the study area. The study area was bound by NW 32nd Avenue on the west, NW 17th Avenue on the east, State Road (SR) 112 (Airport Expressway) on the south, and NW 62nd Street on the north. Continuous 24-hour traffic counts were conducted at the following locations:

- NW 62nd Street between NW 29th Avenue and NW 30th Avenue
- NW 62nd Street between NW 23rd Avenue and NW 24th Avenue
- NW 62nd Street between NW 18th Avenue and NW 19th Avenue
- NW 54th Street between NW 29th Avenue and NW 30th Avenue
- NW 54th Street between NW 23rd Avenue and NW 24th Avenue
- NW 54th Street between NW 18th Avenue and NW 19th Avenue
- NW 32nd Avenue between NW 56th Street and NW 57th Street
- NW 32nd Avenue between NW 49th Street and NW 50th Street
- NW 27th Avenue between NW 49th Street and NW 50th Street
- NW 22nd Avenue between NW 56th Street and NW 57th Street
- NW 22nd Avenue between NW 49th Street and NW 50th Street
- NW 17th Avenue between NW 56th Street and NW 57th Street
- NW 17th Avenue between NW 49th Street and NW 50th Street

Additional 24-hour traffic counts were obtained from Florida Department of Transportation (FDOT) traffic count stations for the following locations:

- SR 112 west of NW 27th Avenue
- SR 112 east of NW 17th Avenue
- NW 27th Avenue north of NW 54th Street

The peak hourly traffic occurring between 4:00 PM and 6:00 PM was determined for each count location. The appropriate FDOT peak season conversion factors were applied to adjust the traffic counts to peak season volumes. The traffic counts and the FDOT peak season factor category report are provided in Appendix A.

SCHEDULED ROADWAY IMPROVEMENTS

The Miami-Dade County Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) were reviewed to identify programmed and planned roadway capacity improvements within the study area. There are not any programmed or planned capacity improvements that will add lanes to roadways in the study area. Therefore, the traffic analysis assumed no roadway capacity improvements over the short-term (5-year range) and the long-term (2030) planning horizons.

Although no roadway capacity improvements are programmed or planned, there are several premium transit improvements that are programmed for implementation. The amendment site is situated approximately ¼ mile to the east of the Brownsville Metrorail Station. Miami-Dade County's 2007 TIP includes the following rapid transit improvements that will enhance the amendment site's accessibility to a number of destinations.

- Miami Intermodal Center (MIC) to Earlington Heights Metrorail Extension – This project is a 2.4-mile Metrorail extension from the existing Earlington Heights Metrorail Station to the MIC. The MIC will serve as a central transfer point for Metrorail, Metrobus, Tri-Rail, Amtrak, and charter services. The MIC will also be linked to Miami International Airport (MIA) by the MIC-MIA Connector-People Mover.
- North Corridor Metrorail Extension – This project is a 9.5-mile Metrorail extension along NW 27th Avenue north to NW 215th Street (County Line Road) and includes seven new stations.
- East-West Corridor Metrorail Extension – This project is a 10.1-mile Metrorail extension from the MIC to the Florida International University (FIU) Tamiami Campus.

AMENDMENT SITE TRAFFIC

Amendment site traffic is defined as the vehicle trips that could be generated as a result of the proposed land use plan amendment to the 5.50-acre site, and the distribution and assignment of this traffic over the roadway network.

Existing and Proposed Land Uses

The project site is located to the east of NW 24th Avenue between NW 51st Street and NW 53rd Street in unincorporated Miami-Dade County, Florida. The amendment site is partially developed at the present time. There are presently 38 residential units occupying approximately 2.25 acres between NW 51st Street and NW 52nd Street. The amendment site's current land use designation in Miami-Dade County's CDMP is "Medium Density Residential" and the amendment site's proposed land use designation is "Medium-High Density Residential."

Trip Generation

The trip generation potential for the amendment site was calculated using equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Seventh Edition. ITE Land Use 220 (Apartment) was applied to determine the trip generation for the amendment site's existing use. This trip generation category is appropriate for the existing 38 residential units occupying the amendment site.

The proposed "Medium-High Density Residential" land use designation for the amendment site will allow for a density up to 60 dwelling units per acre. The maximum number of residential units that may be developed on the site with the "Medium-High Density Residential" land use designation is 330, which was determined by multiplying 5.50 acres by 60 units per acre. ITE Land Use 230 (Residential Condominium) was applied to determine the trip generation for the amendment site's proposed land use designation.

The net new traffic resulting from the proposed land use plan amendment was conservatively determined to be the difference between the trips generated by the existing 38 residential units on the site and trips generated by the maximum 330 residential units allowable under the proposed "Medium-High Density Residential" land use designation. Please note that under the amendment site's current "Medium Density Residential" land use designation, up to 25 dwelling units per acre are allowable. Therefore, 137 residential units could be built on the site without the need for an amendment to the CDMP.

Trip generation was estimated for the weekday PM peak hour. The trip generation calculations for the amendment are presented in Table 1.

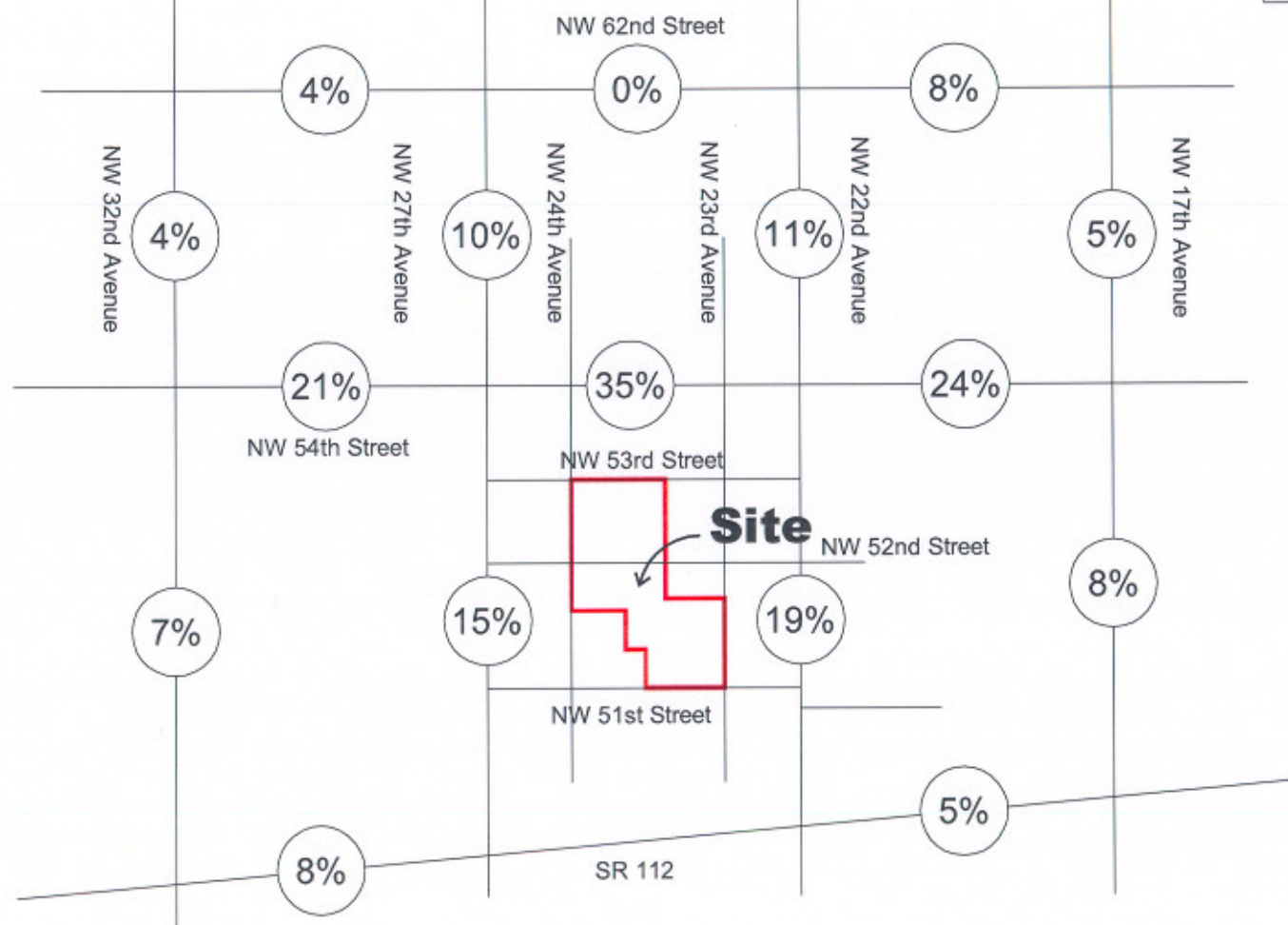
Table 1 PM Peak Hour Trip Generation								
Assumed Land Use	ITE Code	Scale	ITE Units	Percent		Volumes		
				In	Out	In	Out	Total
Amendment Traffic	230	330	d.u.	67%	33%	107	53	160
Existing Traffic	220	38	d.u.	65%	35%	25	14	39
Net New Traffic						82	39	121

Trip Distribution and Assignment

The likely distribution of traffic was estimated for the trips expected to be generated by the amendment to the 5.50-acre site. The trip distribution was based on a cardinal distribution obtained from the Miami Urbanized Area Transportation Study (MUATS) travel forecasting model for traffic analysis zone (TAZ) 444, which is the TAZ that contains the amendment site. The cardinal distribution from the Miami-Dade Interim 2015 Cost Feasible Plan is included in Appendix B. Trips associated with the land use plan amendment were distributed and assigned to the roadway network as presented in Figures 2 and 3, respectively.



NOT TO SCALE



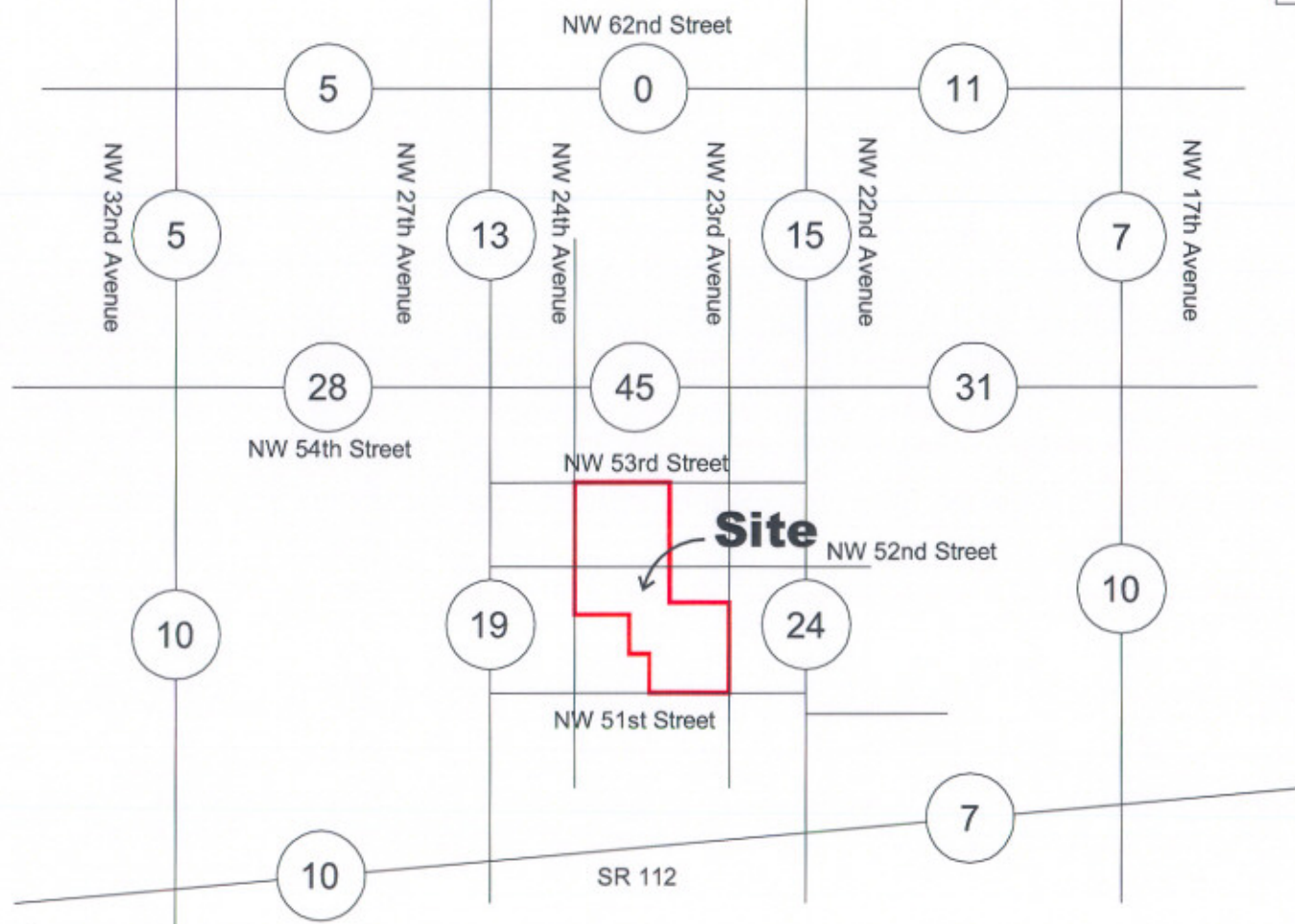
LEGEND

PERCENTAGE PROJECT TRIPS

FIGURE 2
SITE TRAFFIC DISTRIBUTION
URBAN LEAGUE OF MIAMI HOUSING PROJECT



NOT TO SCALE



LEGEND

PM PEAK HOUR PROJECT TRIPS

FIGURE 3
SITE TRAFFIC ASSIGNMENT
URBAN LEAGUE OF MIAMI HOUSING PROJECT

FUTURE TRAFFIC VOLUMES

Future traffic volumes for the short-term (2013) and long-term (2030) planning horizon years were determined for the traffic impact analysis.

Short-Term (2013) Traffic Forecast

Short-term growth on the area's roadways was determined based on historical growth trends. The most recent five years of average daily traffic (ADT) volumes were examined for the following FDOT traffic count stations:

- NW 27th Avenue south of NW 79th Street – annual historic growth rate = -1.98 percent
- NW 27th Avenue north of NW 54th Street – annual historic growth rate = -2.87 percent
- NW 54th Street west of NW 12th Avenue – annual historic growth rate = 0.35 percent
- SR 112 west of NW 27th Avenue – annual historic growth rate = 0.82 percent

The historical growth rate analysis is included in Appendix C.

The historical traffic data showed that traffic has decreased on some area roadways and grown slightly on other area roadways. Although the historical growth trend was less than one percent (1%) for all the roadway segments in the study area, in order to provide a conservative analysis an annual growth rate of 1 percent was applied to the existing traffic volumes to determine the background traffic volumes for the short-term (2013) planning horizon.

Long-Term (2030) Traffic Forecast

Year 2030 traffic volumes were obtained from the 2030 Long Range Transportation Plan MUATS travel forecasting model. The daily traffic volumes obtained from the model were converted to peak hour volumes by applying a K-Factor, which represents the proportion of average annual daily traffic (AADT) occurring in an hour. The K_{100} factor represents the proportion of the AADT occurring during the 100th highest hour of the year and is commonly

known as the "Planning Analysis Hour Factor." Based on data from nearby FDOT count stations, the appropriate K_{100} factor for the study area roadways is 7.67, which means that 7.67 percent of the AADT volume occurs during the 100th highest hour of the year. In order to be conservative, a factor of 0.080 (8 percent) was applied to the daily traffic volumes obtained from the 2030 model to determine the 2030 peak hour volumes.

The 2030 Long Range Transportation Plan model output is included in Appendix D.

TRAFFIC ANALYSIS

Traffic Performance

Level of service (LOS) is the traffic performance measure generally used in traffic analysis. Levels of service range from LOS A (free flow with negligible delays) to LOS F (heavily congested with long delays). LOS B, LOS C, LOS D, and LOS E indicate intermediate conditions.

Level of Service Standard

The results of level of service calculations are compared against the established standards to determine the adequacy of traffic performance. The amendment site lies within the area designated as the urban infill area (UIA) in Miami-Dade County's CDMP. In its CDMP, Miami-Dade County has adopted the following minimum level of service standards for roadways within the urban infill area:

Transit Availability	Peak Hour LOS Standard
No Transit Service	LOS E (100% of Capacity)
20 Min. Headway Transit Service within ½ mile	120% of Capacity
Extraordinary Transit Service (Commuter Rail or Express Bus)	150% of Capacity

Please note that SR 112 is designated as part of the Florida Intrastate Highway System (FIHS). The FIHS is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. Miami-Dade County has adopted LOS D as its minimum level of service standard for FIHS facilities.

Roadway Level of Service Analysis

Level of service analysis was performed to assess the land use plan amendment's impact on roadways in the study area. Levels of service were based on the maximum flow rates provided in the Florida Department of Transportation's (FDOT) 2002 *Quality/Level of Service Handbook*,

which provides generalized level of service tables. This analysis relied upon “Table 4-4” from FDOT’s 2002 *Quality/Level of Service Handbook*, which provides peak hour volume thresholds. The level of service analysis was performed for the PM peak hour for existing conditions, the short-term (2013) planning horizon including traffic generated by the proposed land use plan amendment, and the long-term (2030) planning horizon also including traffic generated by the proposed land use plan amendment.

The following roadway segments in the study area were included in the level of service analysis:

- NW 62nd Street between NW 27th Avenue and NW 32nd Avenue
- NW 62nd Street between NW 22nd Avenue and NW 27th Avenue
- NW 62nd Street between NW 17th Avenue and NW 22nd Avenue
- NW 54th Street between NW 27th Avenue and NW 32nd Avenue
- NW 54th Street between NW 22nd Avenue and NW 27th Avenue
- NW 54th Street between NW 17th Avenue and NW 22nd Avenue
- SR 112 between NW 27th Avenue and NW 42nd Avenue
- SR 112 between NW 12th Avenue and NW 27th Avenue
- NW 32nd Avenue between NW 54th Street and NW 62nd Street
- NW 32nd Avenue between SR 112 and NW 54th Street
- NW 27th Avenue between NW 54th Street and NW 62nd Street
- NW 27th Avenue between SR 112 and NW 54th Street
- NW 22nd Avenue between NW 54th Street and NW 62nd Street
- NW 22nd Avenue between SR 112 and NW 54th Street
- NW 17th Avenue between NW 54th Street and NW 62nd Street
- NW 17th Avenue between SR 112 and NW 54th Street

Tables 2 through 5 illustrate the results of the level of service analysis for the study area for the existing, short-term (2013) planning horizon without the amendment, short-term (2013) planning horizon with the amendment, long-term (2030) planning horizon without the amendment, and long-term (2030) planning horizon with the amendment, respectively.

Results of the existing traffic conditions analysis indicate that all roadway segments within the study area are currently operating at LOS C with the exception of the segment of NW 27th Avenue between SR 112 and NW 54th Street, which is operating at LOS D.

The short-term (2013) planning horizon analysis presented in Tables 3 and 4, respectively, indicates that all the roadway segments within the study area are expected to operate at LOS D or better, with or without the land use plan amendment. Therefore, the proposed land use plan amendment does not negatively impact the level of service on any of the study roadways during the short-term planning horizon and all the study roadways are expected to operate at their adopted levels of service.

The long-term (2030) planning horizon analysis presented in Tables 5 and 6 indicates that all the roadway segments within the study area are expected to operate at their adopted level of service standard with the exception of the roadway segments along SR 112, which are forecast to operate at LOS F.. Please note that the SR 112 segments are expected to operate at LOS F either with or without the proposed land use plan amendment.

A test was performed to determine if the SR 112 segments would be significantly impacted by the proposed land use plan amendment. Per Rule Chapter 9J-2 of the Florida Administrative Code, a roadway segment is considered to be significantly impacted if the traffic assigned by the proposed land use plan amendment will utilize five percent or more of the adopted peak hour level of service maximum service volume and the roadway is projected to operate below the adopted level of service standard. The proposed land use plan amendment results in the assignment of 10 peak hour trips on the SR 112 segment from NW 27th Avenue to NW 42nd Avenue and 6 peak hour trips on the SR 112 segment from NW 12th Avenue to NW 27th Avenue, which represents 0.10 percent and 0.06 percent of the adopted peak hour level of service maximum service volume, respectively. Therefore, the SR 112 segments will not be significantly impacted by the proposed land use plan amendment and the proposed land use plan amendment is consistent with the standards defined in Miami-Dade County's CDMP.

TABLE 2
PM PEAK HOUR ROADWAY CAPACITY
Existing Traffic Conditions

Roadway	Segment		Facility Type (1)	Adopted LOS Standard	2007 Traffic Count	Peak Season Conversion Factor	2007 Peak Season Volume	FDOT LOS C Standard Volume	FDOT LOS D Standard Volume	FDOT LOS E Standard Volume	Adopted LOS Volume	2007 LOS
	From	To										
NW 62nd St	NW 27th Ave	NW 32nd Ave	4LD	E+20	1019	1.01	1029	2030	2950	3120	3744	C
	NW 22nd Ave	NW 27th Ave	4LD	E+20	1185	1.01	1197	2030	2950	3120	3744	C
	NW 17th Ave	NW 22nd Ave	4LD	E+20	1269	1.01	1282	2030	2950	3120	3744	C
NW 54th St	NW 27th Ave	NW 32nd Ave	4LD	E+20	1401	1.01	1415	2470	3110	3270	3924	C
	NW 22nd Ave	NW 27th Ave	4LD	E+20	1650	1.01	1667	2470	3110	3270	3924	C
	NW 17th Ave	NW 22nd Ave	4LD	E+20	1764	1.01	1782	2470	3110	3270	3924	C
SR 112	NW 27th Ave	NW 42nd Ave	6LD	D	7349	0.99	7276	7600	9840	11180	9840	C
	NW 12th Ave	NW 27th Ave	6LD	D	7302	0.99	7229	7600	9840	11180	9840	C
NW 32nd Ave	NW 54th St	NW 62nd St	4LD	E+50	1940	1.01	1959	2030	2950	3120	4680	C
	SR 112	NW 54th St	4LD	E+50	1961	1.01	1981	2030	2950	3120	4680	C
NW 27th Ave	NW 54th St	NW 62nd St	4LD	E+50	2372	1.03	2443	2470	3110	3270	4905	C
	SR 112	NW 54th St	4LD	E+50	2315	1.01	2338	1180	2750	3120	4680	D
NW 22nd Ave	NW 54th St	NW 62nd St	6LD	E+50	2383	1.01	2407	3830	4680	4920	7380	C
	SR 112	NW 54th St	6LD	E+50	2280	1.01	2303	3830	4680	4920	7380	C
NW 17th Ave	NW 54th St	NW 62nd St	4LD	E+20	1657	1.01	1674	2030	2950	3120	3744	C
	SR 112	NW 54th St	4LD	E+20	1695	1.01	1712	2030	2950	3120	3744	C

Note: (1) 4LD - Four-lane divided, 6LD - Six-lane divided.

TABLE 3
PM PEAK HOUR ROADWAY CAPACITY
Future (2013) Traffic Conditions without Amendment Traffic

Roadway	Segment		Facility Type (1)	Adopted LOS Standard	2013 Peak Season Volume	FDOT LOS C Standard Volume	FDOT LOS D Standard Volume	FDOT LOS E Standard Volume	Maximum LOS	2013 LOS
	From	To								
nd St	NW 27th Ave	NW 32nd Ave	4LD	E+20	1093	2030	2950	3120	3744	C
	NW 22nd Ave	NW 27th Ave	4LD	E+20	1271	2030	2950	3120	3744	C
	NW 17th Ave	NW 22nd Ave	4LD	E+20	1361	2030	2950	3120	3744	C
th St	NW 27th Ave	NW 32nd Ave	4LD	E+20	1503	2470	3110	3270	3924	C
	NW 22nd Ave	NW 27th Ave	4LD	E+20	1770	2470	3110	3270	3924	C
	NW 17th Ave	NW 22nd Ave	4LD	E+20	1892	2470	3110	3270	3924	C
	NW 27th Ave	NW 42nd Ave	6LD	D	7724	7600	9840	11180	9840	D
	NW 12th Ave	NW 27th Ave	6LD	D	7674	7600	9840	11180	9840	D
nd Ave	NW 54th St	NW 62nd St	4LD	E+50	2080	2030	2950	3120	4680	D
	SR 112	NW 54th St	4LD	E+50	2103	2030	2950	3120	4680	D
th Ave	NW 54th St	NW 62nd St	4LD	E+50	2594	2470	3110	3270	4905	D
	SR 112	NW 54th St	4LD	E+50	2482	1180	2750	3120	4680	D
nd Ave	NW 54th St	NW 62nd St	6LD	E+50	2556	3830	4680	4920	7380	C
	SR 112	NW 54th St	6LD	E+50	2445	3830	4680	4920	7380	C
th Ave	NW 54th St	NW 62nd St	4LD	E+20	1777	2030	2950	3120	3744	C
	SR 112	NW 54th St	4LD	E+20	1818	2030	2950	3120	3744	C

(1) 4LD - Four-lane divided, 6LD - Six-lane divided.



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TABLE 4
PM PEAK HOUR ROADWAY CAPACITY
Future (2013) Traffic Conditions with Amendment Traffic

Roadway	Segment		Facility Type (1)	Adopted LOS Standard	2013 Background Traffic	Amendment Traffic Assignment	Amendment Traffic Volume	2013 Total Traffic	FDOT LOS C Standard Volume	FDOT LOS D Standard Volume	FDOT LOS E Standard Volume	Maximum LOS	2013 LOS
	From	To											
NW 62nd St	NW 27th Ave	NW 32nd Ave	4LD	E+20	1093	4%	5	1098	2030	2950	3120	3744	C
	NW 22nd Ave	NW 27th Ave	4LD	E+20	1271	0%	0	1271	2030	2950	3120	3744	C
	NW 17th Ave	NW 22nd Ave	4LD	E+20	1361	8%	10	1371	2030	2950	3120	3744	C
NW 54th St	NW 27th Ave	NW 32nd Ave	4LD	E+20	1503	21%	25	1528	2470	3110	3270	3924	C
	NW 22nd Ave	NW 27th Ave	4LD	E+20	1770	35%	42	1812	2470	3110	3270	3924	C
	NW 17th Ave	NW 22nd Ave	4LD	E+20	1892	24%	29	1921	2470	3110	3270	3924	C
SR 112	NW 27th Ave	NW 42nd Ave	6LD	D	7724	8%	10	7734	7600	9840	11180	9840	D
	NW 12th Ave	NW 27th Ave	6LD	D	7674	5%	6	7680	7600	9840	11180	9840	D
NW 32nd Ave	NW 54th St	NW 62nd St	4LD	E+50	2080	4%	5	2085	2030	2950	3120	4680	D
	SR 112	NW 54th St	4LD	E+50	2103	7%	8	2111	2030	2950	3120	4680	D
NW 27th Ave	NW 54th St	NW 62nd St	4LD	E+50	2594	10%	12	2606	2470	3110	3270	4905	D
	SR 112	NW 54th St	4LD	E+50	2482	15%	18	2500	1180	2750	3120	4680	D
NW 22nd Ave	NW 54th St	NW 62nd St	6LD	E+50	2556	11%	13	2569	3830	4680	4920	7380	C
	SR 112	NW 54th St	6LD	E+50	2445	19%	23	2468	3830	4680	4920	7380	C
NW 17th Ave	NW 54th St	NW 62nd St	4LD	E+20	1777	5%	6	1783	2030	2950	3120	3744	C
	SR 112	NW 54th St	4LD	E+20	1818	8%	10	1828	2030	2950	3120	3744	C

Note: (1) 4LD - Four-lane divided, 6LD - Six-lane divided.



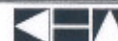
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TABLE 5
PM PEAK HOUR ROADWAY CAPACITY
Future (2030) Traffic Conditions without Amendment Traffic

Rt	Segment		Facility Type (1)	Adopted LOS Standard	Model 2030 AADT	K-30 Factor	2030 PM Peak Hour Volume	FDOT LOS C Standard Volume	FDOT LOS D Standard Volume	FDOT LOS E Standard Volume	Maximum LOS	2030 LOS
	From	To										
NW 62	NW 27th Ave	NW 32nd Ave	4LD	E+20	42700	0.08	3416	2030	2950	3120	3744	E
	NW 22nd Ave	NW 27th Ave	4LD	E+20	40200	0.08	3216	2030	2950	3120	3744	E
	NW 17th Ave	NW 22nd Ave	4LD	E+20	39600	0.08	3168	2030	2950	3120	3744	E
NW 54	NW 27th Ave	NW 32nd Ave	4LD	E+20	39300	0.08	3144	2470	3110	3270	3924	E
	NW 22nd Ave	NW 27th Ave	4LD	E+20	35400	0.08	2832	2470	3110	3270	3924	D
	NW 17th Ave	NW 22nd Ave	4LD	E+20	39100	0.08	3128	2470	3110	3270	3924	E
SR 112	NW 27th Ave	NW 42nd Ave	6LD	D	163700	0.08	13096	7600	9840	11180	9840	F
	NW 12th Ave	NW 27th Ave	6LD	D	151700	0.08	12136	7600	9840	11180	9840	F
NW 32	NW 54th St	NW 62nd St	4LD	E+50	40400	0.08	3232	2030	2950	3120	4680	E
	SR 112	NW 54th St	4LD	E+50	39500	0.08	3160	2030	2950	3120	4680	E
NW 27	NW 54th St	NW 62nd St	4LD	E+50	40100	0.08	3208	2470	3110	3270	4905	E
	SR 112	NW 54th St	4LD	E+50	44100	0.08	3528	1180	2750	3120	4680	E
NW 22	NW 54th St	NW 62nd St	6LD	E+50	61100	0.08	4888	3830	4680	4920	7380	E
	SR 112	NW 54th St	6LD	E+50	67300	0.08	5384	3830	4680	4920	7380	E
NW 17	NW 54th St	NW 62nd St	4LD	E+20	38400	0.08	3072	2030	2950	3120	3744	E
	SR 112	NW 54th St	4LD	E+20	37900	0.08	3032	2030	2950	3120	3744	E

Note: 1 Four-lane divided, 6LD - Six-lane divided.



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TABLE 6
PM PEAK HOUR ROADWAY CAPACITY
Future (2030) Traffic Conditions with Amendment Traffic

Roadway	Segment		Facility Type (1)	Adopted LOS Standard	Model 2030 AADT	K-30 Factor	2030 PM Peak Hour Volume	Amendment Traffic Volume	2030 Total Traffic	Significant Impact (2)	FDOT LOS C Standard Volume	FDOT LOS D Standard Volume	FDOT LOS E Standard Volume	Maximum LOS	2030 LOS
	From	To													
NW 62nd St	NW 27th Ave	NW 32nd Ave	4LD	E+20	42700	0.08	3416	5	3421	No	2030	2950	3120	3744	E
	NW 22nd Ave	NW 27th Ave	4LD	E+20	40200	0.08	3216	0	3216	No	2030	2950	3120	3744	E
	NW 17th Ave	NW 22nd Ave	4LD	E+20	39600	0.08	3168	10	3178	No	2030	2950	3120	3744	E
NW 54th St	NW 27th Ave	NW 32nd Ave	4LD	E+20	39300	0.08	3144	25	3169	No	2470	3110	3270	3924	E
	NW 22nd Ave	NW 27th Ave	4LD	E+20	35400	0.08	2832	42	2874	No	2470	3110	3270	3924	D
	NW 17th Ave	NW 22nd Ave	4LD	E+20	39100	0.08	3128	29	3157	No	2470	3110	3270	3924	E
SR 112	NW 27th Ave	NW 42nd Ave	6LD	D	163700	0.08	13096	10	13106	No	7600	9840	11180	9840	F
	NW 12th Ave	NW 27th Ave	6LD	D	151700	0.08	12136	6	12142	No	7600	9840	11180	9840	F
NW 32nd Ave	NW 54th St	NW 62nd St	4LD	E+50	40400	0.08	3232	5	3237	No	2030	2950	3120	4680	E
	SR 112	NW 54th St	4LD	E+50	39500	0.08	3160	8	3168	No	2030	2950	3120	4680	E
NW 27th Ave	NW 54th St	NW 62nd St	4LD	E+50	40100	0.08	3208	12	3220	No	2470	3110	3270	4905	E
	SR 112	NW 54th St	4LD	E+50	44100	0.08	3528	18	3546	No	1180	2750	3120	4680	E
NW 22nd Ave	NW 54th St	NW 62nd St	6LD	E+50	61100	0.08	4888	13	4901	No	3830	4680	4920	7380	E
	SR 112	NW 54th St	6LD	E+50	67300	0.08	5384	23	5407	No	3830	4680	4920	7380	E
NW 17th Ave	NW 54th St	NW 62nd St	4LD	E+20	38400	0.08	3072	6	3078	No	2030	2950	3120	3744	E
	SR 112	NW 54th St	4LD	E+20	37900	0.08	3032	10	3042	No	2030	2950	3120	3744	E

Notes: (1) 4LD - Four-lane divided, 6LD - Six-lane divided.

(2) A segment is considered significantly impacted if the proposed amendment contributes new trips equal to 5 percent or greater of the roadway's adopted capacity and the roadway is projected to operate below its adopted level of service standard.

CONCLUSIONS

This traffic analysis identified the impacts of a proposed land use plan amendment for 5.50-acre site located to the east of NW 24th Avenue between NW 51st Street and NW 53rd Street in unincorporated Miami-Dade County, Florida. The amendment site's current land use designation in Miami-Dade County's CDMP is "Medium Density Residential" and the amendment site's proposed land use designation is "Medium-High Density Residential." The analysis included the generation, distribution and assignment of traffic resulting from the land use plan amendment, and assessment of traffic impacts during the short-term (2013) and long-term (2030) planning horizons.

Results of the existing traffic conditions and short-term (2013) planning horizon analyses indicate that all roadway segments within the study area are currently operating and are expected to continue to operate at their adopted levels of service.

Results of the long-term (2030) planning horizon analyses indicate that all the roadway segments within the study area are expected to operate at their adopted level of service standard with the exception of the roadway segments along SR 112. Please note that the SR 112 segments are expected to operate below their adopted level of service standard either with or without the proposed land use plan amendment. Therefore, a test was performed to determine if the SR 112 segments would be significantly impacted by the proposed land use plan amendment per the criteria defined in Rule Chapter 9J-2 of the Florida Administrative Code. The proposed land use plan amendment results in the assignment of significantly less than five percent of the adopted peak hour level of service maximum service volume on SR 112. Accordingly, the SR 112 segments will not be significantly impacted by the proposed land use plan amendment and the proposed land use plan is consistent with the standards defined in Miami-Dade County's CDMP.

APPENDIX A:
Traffic Counts and
Peak Season Factor Category Report

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 878000321100
 Start Date: 12/11/2007
 File I.D. : 878000-1

Street name : NW 62ND STREET BTWN NW 29TH AVE Cross street: AND NW 30TH AVE EB/WB

Page : 1

Begin	<----->		EB	-----><-----		WB	-----><-----Combined		----->		Tuesday
Time	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.		
12:00 12/11	13		82	18		114	31		196		
12:15	13		102	10		116	23		218		
12:30	13		79	13		113	26		192		
12:45	7	46	87	350	6	47	121	464	13	93	208 814
01:00	7		90	6		137	13		227		
01:15	8		107	8		113	16		220		
01:30	8		94	3		115	11		209		
01:45	10	33	94	385	5	22	87	452	15	55	181 837
02:00	4		98	6		99	10		197		
02:15	8		67	9		100	17		167		
02:30	8		82	9		97	17		179		
02:45	2	22	75	322	8	32	114	410	10	54	189 732
03:00	4		91	2		90	6		181		
03:15	5		97	3		120	8		217		
03:30	6		120	3		120	9		240		
03:45	5	20	102	410	10	18	148	478	15	38	250 888
04:00	6		91	6		126	12		217		
04:15	5		90	10		156	15		246		
04:30	5		116	8		123	13		239		
04:45	24	40	104	401	14	38	151	556	38	78	255 957
05:00	14		123	8		156	22		279		
05:15	17		89	23		124	40		213		
05:30	31		89	14		121	45		210		
05:45	34	96	74	375	43	88	136	537	77	184	210 912
06:00	34		91	52		105	86		196		
06:15	58		67	56		103	114		170		
06:30	64		60	77		71	141		131		
06:45	69	225	60	278	106	291	61	340	175	516	121 618
07:00	76		54	105		52	181		106		
07:15	90		44	85		61	175		105		
07:30	98		60	77		48	175		108		
07:45	81	345	43	201	127	394	70	231	208	739	113 432
08:00	97		40	149		59	246		99		
08:15	101		41	113		67	214		108		
08:30	106		40	80		36	186		76		
08:45	89	393	31	152	110	452	43	205	199	845	74 357
09:00	68		28	120		41	188		69		
09:15	88		34	133		38	221		72		
09:30	91		28	113		36	204		64		
09:45	73	320	33	123	96	462	24	139	169	782	57 262
10:00	89		32	127		26	216		58		
10:15	79		26	102		18	181		44		
10:30	104		25	126		23	230		48		
10:45	86	358	18	101	97	452	16	83	183	810	34 184
11:00	83		19	149		19	232		38		
11:15	84		24	106		30	190		54		
11:30	96		22	119		15	215		37		
11:45	85	348	15	80	131	505	14	78	216	853	29 158
Totals	2246		3178	2801		3973	5047		7151		
Day Totals		5424			6774			12198			
Split %	44.5%		44.4%	55.5%		55.5%					
Peak Hour	08:00		04:15	11:00		04:15	07:45		04:15		
Volume	393		433	505		586	854		1019		
P.H.F.	.92		.88	.84		.93	.86		.91		

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 878100321100
 Start Date: 12/11/2007
 File I.D. : 878100-2

Street name : NW 62ND STREET BTWN NW 23RD AVE Cross street: AND NW 24TH AVE EB/WB

Page : 1

Begin	EB		WB		Combined							
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00 12/11	33	109	23	116	56	225						
12:15	33	97	35	100	68	197						
12:30	20	124	28	106	48	230						
12:45	25	111	112	442	19	105	122	444	44	216	234	886
01:00	21	92	18	113	39	205						
01:15	14	126	18	123	32	249						
01:30	14	108	13	121	27	229						
01:45	14	63	91	417	14	63	124	481	28	126	215	898
02:00	11	132	10	122	21	254						
02:15	12	144	11	135	23	279						
02:30	6	118	5	122	11	240						
02:45	10	39	121	515	8	34	91	470	18	73	212	985
03:00	12	116	10	107	22	223						
03:15	10	88	5	107	15	195						
03:30	11	118	14	107	25	225						
03:45	7	40	105	427	12	41	120	441	19	81	225	868
04:00	8	107	6	118	14	225						
04:15	7	118	8	128	15	246						
04:30	8	138	4	111	12	249						
04:45	9	32	122	485	11	29	168	525	20	61	290	1010
05:00	7	122	10	150	17	272						
05:15	5	120	10	156	15	276						
05:30	12	147	29	140	41	287						
05:45	27	51	137	526	31	80	144	590	58	131	281	1116
06:00	18	170	25	151	43	321						
06:15	30	161	40	135	70	296						
06:30	51	130	44	133	95	263						
06:45	52	151	110	571	55	164	133	552	107	315	243	1123
07:00	60	112	61	98	121	210						
07:15	76	96	55	112	131	208						
07:30	90	90	56	89	146	179						
07:45	84	310	80	378	91	263	80	379	175	573	160	757
08:00	111	80	91	89	202	169						
08:15	120	70	87	65	207	135						
08:30	122	71	83	84	205	155						
08:45	109	462	78	299	135	396	71	309	244	858	149	608
09:00	125	58	115	65	240	123						
09:15	121	58	103	59	224	117						
09:30	157	51	100	53	257	104						
09:45	119	522	60	227	139	457	61	238	258	979	121	465
10:00	106	58	106	51	212	109						
10:15	127	58	110	47	245	105						
10:30	121	44	108	44	229	88						
10:45	94	448	36	196	96	428	44	186	190	876	80	382
11:00	101	50	105	40	206	90						
11:15	103	36	106	36	209	72						
11:30	128	43	106	31	234	74						
11:45	122	454	22	151	93	410	28	135	215	864	50	286
Totals	2683	4634	2470	4750	5153	9384						
Day Totals		7317		7220		14537						
Split %	52.0%	49.3%	47.9%	50.6%								

Peak Hour 09:00 05:30 09:45 04:45 09:00 05:30
 Volume 522 615 471 614 979 1185
 P.H.F. .83 .90 .84 .91 .94 .92

CLIENT : KIMLEY HORN

CROSSROADS ENGINEERING DATA, INC

JOB NO : 2007-110

13284 SW 120TH STREET

Site Code : 878200321100

PROJECT: URBAN LEAGUE

MIAMI, FL 33186

Start Date: 12/11/2007

COUNTY : MIAMI-DADE

File I.D. : 878200-1

Street name : NW 62ND STREET BTWN NW 18TH AVE Cross street: AND NW 19TH AVE EB/WB

Page : 1

Begin Time	EB		WB		Combined		Tuesday	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 12/11	36	128	29	135	65	263		
12:15	25	122	28	141	53	263		
12:30	27	138	28	139	55	277		
12:45	29	117	102	490	24	109	131	546
01:00	18	127	18	137	36	264		
01:15	16	163	14	126	30	289		
01:30	13	148	15	134	28	282		
01:45	11	58	136	574	13	60	120	517
02:00	16	128	16	118	32	246		
02:15	14	123	7	116	21	239		
02:30	13	113	14	121	27	234		
02:45	9	52	123	487	12	49	137	492
03:00	12	128	10	118	22	246		
03:15	9	141	9	179	18	320		
03:30	16	159	9	138	25	297		
03:45	10	47	134	562	18	46	175	610
04:00	13	123	12	187	25	310		
04:15	10	152	16	192	26	344		
04:30	12	144	23	162	35	306		
04:45	35	70	158	577	26	77	146	687
05:00	26	158	24	152	50	310		
05:15	28	185	38	136	66	321		
05:30	50	160	30	168	80	328		
05:45	65	169	137	640	50	142	159	615
06:00	67	160	65	149	132	309		
06:15	72	125	55	129	127	254		
06:30	120	124	65	144	185	268		
06:45	100	359	108	517	95	280	118	540
07:00	148	93	84	118	232	211		
07:15	150	90	110	104	260	194		
07:30	183	104	90	79	273	183		
07:45	158	639	93	380	138	422	102	403
08:00	179	99	128	95	307	194		
08:15	147	69	112	77	259	146		
08:30	200	74	120	82	320	156		
08:45	175	701	86	328	139	499	89	343
09:00	144	83	115	88	259	171		
09:15	130	84	123	73	253	157		
09:30	150	82	104	50	254	132		
09:45	115	539	61	310	107	449	61	272
10:00	134	63	112	66	246	129		
10:15	120	43	99	56	219	99		
10:30	151	60	110	50	261	110		
10:45	148	553	44	210	96	417	44	216
11:00	130	52	122	37	252	89		
11:15	120	43	91	47	211	90		
11:30	145	41	119	31	264	72		
11:45	147	542	35	171	128	460	29	144
Totals	3846	5246	3010	5385	6856	10631		
Day Totals		9092		8395		17487		
Split %	56.1%	49.3%	43.9%	50.6%				
Peak Hour	08:00	04:45	08:00	03:45	08:00	03:45		
Volume	701	661	499	716	1200	1269		
P.H.F.	.87	.89	.89	.93	.93	.92		

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877500321100
 Start Date: 12/11/2007
 File I.D. : 877500-3
 Page : 1

Street name : NW 54TH STREET BTWN NW 29TH AVE AND Cross street: NW 30TH AVE EB/WB											
Begin	<-----		EB	-----><-----		WB	-----><-----		Combined	----->	
Time	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.		Tuesday
12:00 12/11	21		112		15	122		36		234	
12:15	19		127		13	127		32		254	
12:30	18		146		10	116		28		262	
12:45	13	71	142	527	9	47	123	488	22	118	265 1015
01:00	9		110		5	117		14		227	
01:15	7		134		0	117		7		251	
01:30	9		131		9	114		18		245	
01:45	8	33	115	490	5	19	124	472	13	52	239 962
02:00	6		142		4	123		10		265	
02:15	10		163		8	113		18		276	
02:30	6		145		16	143		22		288	
02:45	14	36	131	581	2	30	154	533	16	66	285 1114
03:00	12		130		4	129		16		259	
03:15	10		155		8	145		18		300	
03:30	16		183		7	141		23		324	
03:45	13	51	160	628	15	34	168	583	28	85	328 1211
04:00	14		178		8	188		22		366	
04:15	18		148		18	181		36		329	
04:30	16		164		16	172		32		336	
04:45	22	70	159	649	23	65	176	717	45	135	335 1366
05:00	27		174		16	195		43		369	
05:15	30		155		33	189		63		344	
05:30	46		169		44	184		90		353	
05:45	56	159	149	647	69	162	166	734	125	321	315 1381
06:00	84		149		59	127		143		276	
06:15	101		92		80	136		181		228	
06:30	131		117		119	97		250		214	
06:45	147	463	104	462	131	389	101	461	278	852	205 923
07:00	172		90		114	83		286		173	
07:15	205		68		113	83		318		151	
07:30	193		70		102	66		295		136	
07:45	175	745	60	288	136	465	61	293	311	1210	121 581
08:00	200		89		135	55		335		144	
08:15	209		54		120	55		329		109	
08:30	209		45		134	48		343		93	
08:45	189	807	57	245	111	500	49	207	300	1307	106 452
09:00	153		64		97	33		250		97	
09:15	128		61		96	44		224		105	
09:30	117		46		129	43		246		89	
09:45	146	544	39	210	111	433	30	150	257	977	69 360
10:00	125		43		96	41		221		84	
10:15	125		39		114	37		239		76	
10:30	129		39		123	31		252		70	
10:45	128	507	32	153	124	457	35	144	252	964	67 297
11:00	133		33		133	33		266		66	
11:15	133		39		120	28		253		67	
11:30	133		23		127	24		260		47	
11:45	120	519	21	116	116	496	17	102	236	1015	38 218
Totals	4005		4996		3097	4884		7102		9880	
Day Totals		9001			7981			16982			
Split %	56.3%		50.5%		43.6%	49.4%					
Peak Hour	08:00		03:15		07:45		04:45		07:45		04:45
Volume	807		676		525		744		1318		1401
P.H.F.	.96		.92		.96		.95		.96		.94

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877500321100
 Start Date: 12/11/2007
 File I.D. : 877600-5
 Page : 1

Street name : NW 54TH STREET BTWN NW 23RD AVE AND Cross street: NW 24TH AVE EB/WB

Begin	<----->		EB	-----><----->		WB	-----><----->		Combined	----->		Tuesday
Time	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.	P.M.		
12:00 12/11	23		136		23	133		46		269		
12:15	25		147		17	146		42		293		
12:30	17		148		14	140		31		288		
12:45	17	82	142	573	19	73	143	562	36	155	285	1135
01:00	6		118		8		135		14		253	
01:15	8		149		5		142		13		291	
01:30	15		146		5		138		20		284	
01:45	9	38	135	548	13	31	137	552	22	69	272	1100
02:00	9		150		9		158		18		308	
02:15	9		154		8		130		17		284	
02:30	15		164		14		148		29		312	
02:45	20	53	145	613	10	41	157	593	30	94	302	1206
03:00	10		153		7		166		17		319	
03:15	12		171		11		165		23		336	
03:30	8		220		8		180		16		400	
03:45	14	44	175	719	9	35	226	737	23	79	401	1456
04:00	14		182		8		228		22		410	
04:15	18		160		16		249		34		409	
04:30	17		143		30		198		47		341	
04:45	14	63	205	690	22	76	225	900	36	139	430	1590
05:00	24		178		23		245		47		423	
05:15	36		191		32		241		68		432	
05:30	45		156		45		209		90		365	
05:45	74	179	162	687	63	163	200	895	137	342	362	1582
06:00	96		166		59		168		155		334	
06:15	114		141		86		125		200		266	
06:30	146		131		122		134		268		265	
06:45	157	513	156	594	133	400	112	539	290	913	268	1133
07:00	171		121		132		105		303		226	
07:15	175		101		108		99		283		200	
07:30	165		76		140		81		305		157	
07:45	177	688	78	376	138	518	88	373	315	1206	166	749
08:00	192		91		143		77		335		168	
08:15	168		69		141		74		309		143	
08:30	179		61		129		58		308		119	
08:45	153	692	79	300	139	552	61	270	292	1244	140	570
09:00	156		75		140		53		296		128	
09:15	144		82		126		53		270		135	
09:30	136		50		141		55		277		105	
09:45	125	561	50	257	133	540	42	203	258	1101	92	460
10:00	125		54		123		49		248		103	
10:15	130		47		132		50		262		97	
10:30	165		55		132		37		297		92	
10:45	142	562	41	197	129	516	33	169	271	1078	74	366
11:00	147		43		136		44		283		87	
11:15	156		44		143		35		299		79	
11:30	158		37		146		32		304		69	
11:45	131	592	30	154	119	544	27	138	250	1136	57	292
Totals	4067		5708		3489		5931		7556		11639	
Day Totals		9775				9420				19195		
Split %	53.8%		49.0%		46.1%		50.9%					

Peak Hour 07:45 03:15 07:30 04:45 07:45 04:45
 Volume 716 748 562 920 1267 1650
 P.H.F. .93 .85 .98 .93 .94 .95

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877400321100
 Start Date: 12/11/2007
 File I.D. : 877400-5

Street name : NW 54TH STREET BTWN NW 18TH AVE AND Cross street: NW 19TH AVE EB/WB

Page : 1

Begin	<----->		EB	-----><----->		WB	-----><----->		Combined	----->		Tuesday
Time	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.			
12:00 12/11	64		170		49	147		113		317		
12:15	76		155		41	128		117		283		
12:30	60		179		42	152		102		331		
12:45	52	252	182	686	38	170	120	547	90	422	302	1233
01:00	46		197		30	156		76		353		
01:15	39		188		26	164		65		352		
01:30	28		176		24	144		52		320		
01:45	30	143	143	704	21	101	135	599	51	244	278	1303
02:00	17		157		8	151		25		308		
02:15	15		189		10	142		25		331		
02:30	18		151		10	150		28		301		
02:45	18	68	141	638	15	43	139	582	33	111	280	1220
03:00	10		171		7	168		17		339		
03:15	8		169		7	139		15		308		
03:30	21		160		13	136		34		296		
03:45	13	52	169	669	12	39	151	594	25	91	320	1263
04:00	14		174		10	166		24		340		
04:15	17		201		12	155		29		356		
04:30	15		242		15	203		30		445		
04:45	13	59	230	847	11	48	234	758	24	107	464	1605
05:00	20		204		12	223		32		427		
05:15	21		192		17	212		38		404		
05:30	17		179		25	184		42		363		
05:45	29	87	190	765	22	76	211	830	51	163	401	1595
06:00	22		222		30	245		52		467		
06:15	31		238		37	223		68		461		
06:30	55		218		45	207		100		425		
06:45	75	183	199	877	61	173	212	887	136	356	411	1764
07:00	115		216		52	166		167		382		
07:15	140		170		77	154		217		324		
07:30	192		169		126	143		318		312		
07:45	235	682	151	706	132	387	122	585	367	1069	273	1291
08:00	216		166		121	138		337		304		
08:15	226		140		110	120		336		260		
08:30	243		124		163	108		406		232		
08:45	176	861	112	542	162	556	97	463	338	1417	209	1005
09:00	239		104		148	88		387		192		
09:15	221		100		143	87		364		187		
09:30	238		103		121	87		359		190		
09:45	188	886	99	406	118	530	93	355	306	1416	192	761
10:00	192		97		132	73		324		170		
10:15	169		83		132	56		301		139		
10:30	167		84		100	71		267		155		
10:45	179	707	87	351	116	480	55	255	295	1187	142	606
11:00	170		71		134	46		304		117		
11:15	163		76		128	56		291		132		
11:30	158		81		131	48		289		129		
11:45	160	651	68	296	134	527	42	192	294	1178	110	488
Totals	4631		7487		3130	6647		7761		14134		
Day Totals		12118			9777			21895				
Split %	59.6%		52.9%		40.3%	47.0%						
Peak Hour	07:45		04:15		08:30		06:00		08:30		06:00	
Volume	920		877		616		887		1495		1764	
P.H.F.	.94		.90		.94		.90		.92		.94	

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877900121100
 Start Date: 12/11/2007
 File I.D. : 877900-4

Street name : NW 32ND AVE BTWN NW 56TH ST AND Cross street: NW 57TH ST NB/SB

Page : 1

Begin	NB		SB		Combined		Tuesday	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 12/11	36	128	25	148	61	276		
12:15	37	136	19	126	56	262		
12:30	19	147	22	136	41	283		
12:45	25	117	142	553	13	79	128	538
01:00	12	134	13	144	25	278	196	1091
01:15	15	138	13	142	28	280		
01:30	12	148	12	129	24	277		
01:45	16	55	125	545	7	45	139	554
02:00	13	149	9	148	22	297	100	1099
02:15	13	139	20	121	33	260		
02:30	19	167	8	148	27	315		
02:45	8	53	167	622	12	49	145	562
03:00	16	203	11	138	27	341	102	1184
03:15	22	217	7	145	29	362		
03:30	14	255	21	161	35	416		
03:45	20	72	250	925	17	56	164	608
04:00	18	276	16	152	34	428	128	1533
04:15	21	275	28	173	49	448		
04:30	27	275	21	173	48	448		
04:45	20	86	299	1125	26	91	214	712
05:00	31	318	17	181	48	499	177	1837
05:15	32	311	33	169	65	480		
05:30	37	266	40	143	77	409		
05:45	82	182	246	1141	81	171	157	650
06:00	68	251	82	151	150	402	163	353
06:15	95	185	136	142	231	327	403	1791
06:30	127	169	183	112	310	281		
06:45	136	426	153	758	206	607	134	539
07:00	117	114	196	103	313	217	342	1033
07:15	142	111	284	88	426	199	287	1297
07:30	111	110	258	85	369	195		
07:45	157	527	99	434	216	954	51	327
08:00	141	79	273	78	414	157	373	1481
08:15	114	76	243	60	357	136	150	761
08:30	148	56	288	61	436	117		
08:45	121	524	73	284	253	1057	374	1581
09:00	108	80	249	62	357	142	130	540
09:15	118	82	215	40	333	122		
09:30	118	51	142	47	260	98		
09:45	125	469	56	269	124	730	249	1199
10:00	138	52	162	47	300	99	108	470
10:15	116	57	143	42	259	99		
10:30	109	35	149	27	258	62		
10:45	140	503	46	190	139	593	56	172
11:00	117	41	144	28	261	69	279	1096
11:15	138	43	140	39	278	82		
11:30	144	24	145	30	289	54		
11:45	135	534	36	144	120	549	115	255
Totals	3548	6990	4981	5234	8529	12224	1083	54
Day Totals		10538		10215		20753		259
Split %	41.6%	57.1%	58.4%	42.8%				

Peak Hour 07:45 04:30 08:00 04:15 07:15 04:30
 Volume 560 1203 1057 741 1582 1940
 P.H.F. .89 .94 .91 .86 .92 .94

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877800121100
 Start Date: 12/11/2007
 File I.D. : 877800-4
 Page : 1

Street name : NW 32ND AVE BTWN NW 49TH ST AND Cross street: NW 50TH ST NB/SB									
Begin	<-----		NB	-----><-----		SB	-----><-----Combined		----->
Time	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.
12:00 12/11	36		148		22	145		58	293
12:15	46		157		20	142		66	299
12:30	22		154		22	110		44	264
12:45	25	129	138	597	15	79	139	536	40 208 277 1133
01:00	13		142		13	150		26	292
01:15	16		139		10	140		26	279
01:30	20		158		13	126		33	284
01:45	17	66	140	579	8	44	100	516	25 110 240 1095
02:00	12		147		8	140		20	287
02:15	14		176		14	123		28	299
02:30	16		178		15	132		31	310
02:45	13	55	188	689	15	52	128	523	28 107 316 1212
03:00	16		256		14	124		30	380
03:15	18		194		5	121		23	315
03:30	21		244		20	214		41	458
03:45	22	77	258	952	20	59	160	619	42 136 418 1571
04:00	24		298		11	163		35	461
04:15	23		287		29	169		52	456
04:30	34		285		17	189		51	474
04:45	28	109	298	1168	24	81	190	711	52 190 488 1879
05:00	40		355		23	180		63	535
05:15	40		309		30	155		70	464
05:30	48		286		46	147		94	433
05:45	102	230	234	1184	76	175	154	636	178 405 388 1820
06:00	78		256		80	142		158	398
06:15	107		199		128	135		235	334
06:30	144		179		181	107		325	286
06:45	143	472	137	771	215	604	116	500	358 1076 253 1271
07:00	136		128		192	110		328	238
07:15	145		117		235	92		380	209
07:30	146		103		220	79		366	182
07:45	156	583	112	460	144	791	61	342	300 1374 173 802
08:00	141		84		243	69		384	153
08:15	154		76		225	64		379	140
08:30	151		59		217	52		368	111
08:45	128	574	73	292	251	936	69	254	379 1510 142 546
09:00	129		87		237	54		366	141
09:15	94		75		172	51		266	126
09:30	123		59		149	49		272	108
09:45	129	475	56	277	133	691	53	207	262 1166 109 484
10:00	122		68		164	55		286	123
10:15	114		58		151	45		265	103
10:30	124		35		148	32		272	67
10:45	148	508	42	203	116	579	52	184	264 1087 94 387
11:00	124		46		138	39		262	85
11:15	158		42		127	39		285	81
11:30	146		25		140	30		286	55
11:45	138	566	37	150	104	509	15	123	242 1075 52 273
Totals	3844		7322		4600	5151		8444	12473
Day Totals		11166			9751			20917	
Split %	45.5%		58.7%		54.4%		41.3%		
Peak Hour	07:45		04:45		08:00		04:15		08:00
Volume	602		1248		936		728		1510
P.H.F.	.96		.87		.93		.95		.98

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877700121100
 Start Date: 12/11/2007
 File I.D. : 877700-2

Street name : NW 27TH AVE BTWN NW 49TH ST AND Cross street: NW 50TH ST NB/SB

Page : 1

Begin	<-----		NB	----->		SB	----->		Combined	----->		Tuesday
Time	A.M.		P.M.		A.M.	P.M.	A.M.		P.M.		P.M.	
12:00 12/11	60		205		25	213		85		418		
12:15	59		231		25	194		84		425		
12:30	41		197		27	224		68		421		
12:45	29	189	243	876	25	102	196	827	54	291	439	1703
01:00	34		231		32		226		66		457	
01:15	19		252		13		203		32		455	
01:30	29		254		11		202		40		456	
01:45	20	102	213	950	20	76	223	854	40	178	436	1804
02:00	24		242		14		229		38		471	
02:15	19		251		10		221		29		472	
02:30	25		282		15		239		40		521	
02:45	17	85	271	1046	20	59	222	911	37	144	493	1957
03:00	21		284		18		220		39		504	
03:15	10		326		17		219		27		545	
03:30	11		349		23		244		34		593	
03:45	21	63	348	1307	15	73	217	900	36	136	565	2207
04:00	25		324		20		217		45		541	
04:15	22		351		24		229		46		580	
04:30	20		317		34		212		54		529	
04:45	26	93	362	1354	45	123	247	905	71	216	609	2259
05:00	38		342		34		219		72		561	
05:15	39		397		60		219		99		616	
05:30	61		318		74		193		135		511	
05:45	96	234	344	1401	109	277	182	813	205	511	526	2214
06:00	90		335		153		205		243		540	
06:15	122		319		189		142		311		461	
06:30	166		284		271		152		437		436	
06:45	180	558	238	1176	317	930	150	649	497	1488	388	1825
07:00	205		225		270		167		475		392	
07:15	204		192		401		123		605		315	
07:30	250		164		349		129		599		293	
07:45	261	920	139	720	267	1287	136	555	528	2207	275	1275
08:00	246		120		349		109		595		229	
08:15	222		135		358		112		580		247	
08:30	212		122		315		114		527		236	
08:45	235	915	112	489	310	1332	95	430	545	2247	207	919
09:00	187		118		288		94		475		212	
09:15	191		135		287		83		478		218	
09:30	187		113		247		89		434		202	
09:45	198	763	124	490	213	1035	78	344	411	1798	202	834
10:00	195		112		225		84		420		196	
10:15	169		97		243		61		412		158	
10:30	238		87		204		74		442		161	
10:45	256	858	88	384	196	868	66	285	452	1726	154	669
11:00	242		78		208		54		450		132	
11:15	191		74		187		51		378		125	
11:30	216		72		212		45		428		117	
11:45	262	911	86	310	209	816	32	182	471	1727	118	492
Totals	5691		10503		6978		7655		12669		18158	
Day Totals		16194				14633				30827		
Split %	44.9%		57.8%		55.0%		42.1%					
Peak Hour	07:30		04:45		07:15		01:45		07:15		04:30	
Volume	979		1419		1366		912		2327		2315	
P.H.F.	.93		.89		.85		.95		.96		.93	

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877700121100
 Start Date: 12/11/2007
 File I.D. : 877000-4

Street name : NW 22ND AVE BTWN NW 56TH ST AND Cross street: NW 57TH ST NB/SB

Page : 1

Begin Time	<----- NB		-----> SB		-----> Combined		-----> Tuesday	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 12/11	54	157	14	136	68	293		
12:15	42	153	18	129	60	282		
12:30	27	143	11	134	38	277		
12:45	27	150 145	598 16	59 113	512 43	209 258	1110	
01:00	25	161	10	131	35	292		
01:15	16	146	14	132	30	278		
01:30	15	108	10	134	25	242		
01:45	17	73 124	539 9	43 114	511 26	116 238	1050	
02:00	13	131	9	157	22	288		
02:15	14	144	8	105	22	249		
02:30	18	143	13	127	31	270		
02:45	9	54 138	556 15	45 126	515 24	99 264	1071	
03:00	14	177	12	113	26	290		
03:15	14	190	19	139	33	329		
03:30	14	300	15	131	29	431		
03:45	17	59 288	955 11	57 158	541 28	116 446	1496	
04:00	8	337	18	133	26	470		
04:15	14	373	16	127	30	500		
04:30	15	371	21	118	36	489		
04:45	22	59 454	1535 27	82 121	499 49	141 575	2034	
05:00	31	532	33	120	64	652		
05:15	18	487	38	124	56	611		
05:30	43	428	41	117	84	545		
05:45	39	131 425	1872 67	179 120	481 106	310 545	2353	
06:00	59	355	97	119	156	474		
06:15	86	354	154	108	240	462		
06:30	97	290	237	100	334	390		
06:45	113	355 236	1235 310	798 91	418 423	1153 327	1653	
07:00	65	221	300	99	365	320		
07:15	82	202	297	95	379	297		
07:30	97	143	284	78	381	221		
07:45	75	319 136	702 432	1313 81	353 507	1632 217	1055	
08:00	90	119	325	84	415	203		
08:15	76	103	292	66	368	169		
08:30	106	100	324	61	430	161		
08:45	70	342 108	430 295	1236 60	271 365	1578 168	701	
09:00	118	82	283	55	401	137		
09:15	129	105	271	58	400	163		
09:30	111	66	247	52	358	118		
09:45	115	473 91	344 191	992 45	210 306	1465 136	554	
10:00	141	90	173	41	314	131		
10:15	129	71	172	40	301	111		
10:30	145	71	131	38	276	109		
10:45	126	541 57	289 130	606 33	152 256	1147 90	441	
11:00	136	59	132	32	268	91		
11:15	123	59	134	31	257	90		
11:30	152	68	131	28	283	96		
11:45	147	558 56	242 125	522 25	116 272	1080 81	358	
Totals	3114	9297	5932	4579	9046	13876		
Day Totals		12411		10511		22922		
Split %	34.4%	67.0%	65.5%	33.0%				
Peak Hour	11:00	04:45	07:45	03:15	07:45	04:45		
Volume	558	1901	1373	561	1720	2383		
P.H.F.	.91	.89	.79	.88	.84	.91		

CLIENT : KIMLEY HORN
 JOB NO : 2007-110
 PROJECT: URBAN LEAGUE
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH STREET
 MIAMI, FL 33186

Site Code : 877100121100
 Start Date: 12/11/2007
 File I.D. : 877100-4
 Page : 1

Street name : NW 22ND AVE BTWN NW 49TH ST AND Cross street: NW 50TH ST NB/SB

Begin Time	<-----	NB	----->	SB	----->	Combined	----->	Tuesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 12/11	59	170	18	138	77	308		
12:15	49	154	22	145	71	299		
12:30	28	147	22	141	50	288		
12:45	32	168	176 647	25 87	122 546	57 255	298	1193
01:00	24	152	10	129	34	281		
01:15	16	162	8	136	24	298		
01:30	17	128	14	130	31	258		
01:45	18	75	150 592	15 47	136 531	33 122	286	1123
02:00	17	149	15	118	32	267		
02:15	15	155	17	114	32	269		
02:30	21	171	9	97	30	268		
02:45	7	60	169 644	13 54	109 438	20 114	278	1082
03:00	13	187	11	90	24	277		
03:15	11	224	10	123	21	347		
03:30	11	311	17	141	28	452		
03:45	17	52	303 1025	13 51	136 490	30 103	439	1515
04:00	13	346	11	123	24	469		
04:15	19	356	22	130	41	486		
04:30	20	369	28	135	48	504		
04:45	24	76	411 1482	22 83	139 527	46 159	550	2009
05:00	31	472	38	145	69	617		
05:15	21	458	40	137	61	595		
05:30	41	379	46	139	87	518		
05:45	44	137	412 1721	71 195	130 551	115 332	542	2272
06:00	72	355	108	144	180	499		
06:15	91	346	158	126	249	472		
06:30	112	272	241	124	353	396		
06:45	135	410	216 1189	308 815	102 496	443 1225	318	1685
07:00	85	179	261	113	346	292		
07:15	94	181	225	114	319	295		
07:30	116	123	255	108	371	231		
07:45	112	407	133 616	269 1010	101 436	381 1417	234	1052
08:00	98	96	261	86	359	182		
08:15	106	91	296	62	402	153		
08:30	93	92	282	76	375	168		
08:45	90	387	102 381	305 1144	70 294	395 1531	172	675
09:00	117	80	267	79	384	159		
09:15	131	94	262	72	393	166		
09:30	127	52	255	69	382	121		
09:45	126	501	92 318	194 978	68 288	320 1479	160	606
10:00	123	91	159	43	282	134		
10:15	127	59	152	55	279	114		
10:30	142	72	133	54	275	126		
10:45	149	541	65 287	124 568	43 195	273 1109	108	482
11:00	147	66	130	33	277	99		
11:15	135	67	132	43	267	110		
11:30	159	83	123	36	282	119		
11:45	145	586	56 272	140 525	28 140	285 1111	84	412
Totals	3400	9174	5557	4932	8957	14106		
Day Totals		12574		10489		23063		
Split %	37.9%	65.0%	62.0%	34.9%				
Peak Hour	10:45	05:00	08:15	04:45	08:15	04:45		
Volume	590	1721	1150	560	1556	2280		
P.H.F.	.92	.91	.94	.96	.96	.92		

CLIENT : KIMLEY HORN

CROSSROADS ENGINEERING DATA, INC

JOB NO : 2007-110

13284 SW 120TH STREET

Site Code : 877300121100

PROJECT: URBAN LEAGUE

MIAMI, FL 33186

Start Date: 12/11/2007

COUNTY : MIAMI-DADE

File I.D. : 877300-4

Street name : NW 17TH AVE BTWN NW 56TH ST AND Cross street: NW 57TH ST NB/SB

Page : 1

Begin	<----->		NB	-----><-----		SB	-----><-----		Combined	----->		Tuesday
Time	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.			
12:00 12/11	26		128	23		107	49		235			
12:15	29		122	21		107	50		229			
12:30	31		112	24		83	55		195			
12:45	26	112	115	477	29	97	100	397	55	209	215	874
01:00	27		100	18		88	45		188			
01:15	13		100	15		117	28		217			
01:30	7		100	9		89	16		189			
01:45	12	59	121	421	14	56	83	377	26	115	204	798
02:00	7		145	10		89	17		234			
02:15	5		131	4		114	9		245			
02:30	15		122	5		92	20		214			
02:45	7	34	129	527	9	28	99	394	16	62	228	921
03:00	5		152	3		102	8		254			
03:15	9		176	6		106	15		282			
03:30	9		235	10		115	19		350			
03:45	12	35	226	789	9	28	143	466	21	63	369	1255
04:00	9		215	15		136	24		351			
04:15	9		253	8		127	17		380			
04:30	13		197	13		128	26		325			
04:45	16	47	277	942	27	63	125	516	43	110	402	1458
05:00	12		287	14		119	26		406			
05:15	20		290	28		144	48		434			
05:30	25		258	38		139	63		397			
05:45	26	83	261	1096	43	123	159	561	69	206	420	1657
06:00	44		201	53		119	97		320			
06:15	49		195	78		105	127		300			
06:30	64		188	114		100	178		288			
06:45	51	208	161	745	131	376	125	449	182	584	286	1194
07:00	77		137	152		111	229		248			
07:15	100		117	174		120	274		237			
07:30	99		131	162		97	261		228			
07:45	100	376	88	473	264	752	76	404	364	1128	164	877
08:00	123		91	222	84		345		175			
08:15	110		71	215	78		325		149			
08:30	101		95	236	67		337		162			
08:45	76	410	95	352	192	865	69	298	268	1275	164	650
09:00	95		92	205	70		300		162			
09:15	95		67	147	63		242		130			
09:30	86		86	151	56		237		142			
09:45	89	365	69	314	129	632	55	244	218	997	124	558
10:00	89		64	119	48		208		112			
10:15	116		80	112	56		228		136			
10:30	92		58	87	53		179		111			
10:45	106	403	39	241	110	428	39	196	216	831	78	437
11:00	102		63	101	44		203		107			
11:15	95		45	81	41		176		86			
11:30	98		47	103	41		201		88			
11:45	129	424	37	192	108	393	22	148	237	817	59	340
Totals	2556		6569	3841		4450	6397		11019			
Day Totals		9125			8291			17416				
Split %	39.9%		59.6%	60.0%		40.3%						
Peak Hour	07:45		04:45	07:45		05:00	07:45		05:00			
Volume	434		1112	937		561	1371		1657			
P.H.F.	.88		.95	.88		.88	.94		.95			

CLIENT : KIMLEY HORN

CROSSROADS ENGINEERING DATA, INC

JOB NO : 2007-110

13284 SW 120TH STREET

Site Code : 877200121100

PROJECT: URBAN LEAGUE

MIAMI, FL 33186

Start Date: 12/11/2007

COUNTY : MIAMI-DADE

File I.D. : 877200-4

Street name : NW 17TH AVE BTWN NW 49TH ST AND Cross street: NW 50TH ST NB/SB

Page : 1

Begin	<-----		NB	-----><-----		SB	-----><-----Combined		----->	Tuesday
Time	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.
12:00 12/11	26		130		17		93		43	223
12:15	22		107		22		108		44	215
12:30	24		100		20		80		44	180
12:45	27	99	108	445	17	76	86	367	44	175 194 812
01:00	27		101		17		79		44	180
01:15	11		111		11		94		22	205
01:30	5		96		6		77		11	173
01:45	7	50	120	428	7	41	68	318	14	91 188 746
02:00	4		132		8		90		12	222
02:15	6		131		1		92		7	223
02:30	14		123		3		89		17	212
02:45	2	26	125	511	7	19	110	381	9	45 235 892
03:00	5		165		3		99		8	264
03:15	6		198		4		110		10	308
03:30	3		253		6		90		9	343
03:45	9	23	266	882	6	19	126	425	15	42 392 1307
04:00	5		240		13		111		18	351
04:15	8		287		9		110		17	397
04:30	13		270		10		103		23	373
04:45	20	46	357	1154	22	54	106	430	42	100 463 1584
05:00	12		322		7		121		19	443
05:15	15		302		17		114		32	416
05:30	21		241		35		124		56	365
05:45	26	74	242	1107	37	96	120	479	63	170 362 1586
06:00	37		209		49		108		86	317
06:15	51		170		101		93		152	263
06:30	58		184		113		91		171	275
06:45	68	214	149	712	139	402	79	371	207	616 228 1083
07:00	90		126		186		86		276	212
07:15	115		104		174		86		289	190
07:30	91		111		175		74		266	185
07:45	116	412	76	417	254	789	65	311	370	1201 141 728
08:00	121		76		208		69		329	145
08:15	102		75		202		56		304	131
08:30	105		80		212		79		317	159
08:45	88	416	81	312	178	800	59	263	266	1216 140 575
09:00	98		84		162		58		260	142
09:15	90		59		123		53		213	112
09:30	79		70		134		38		213	108
09:45	98	365	49	262	115	534	46	195	213	899 95 457
10:00	90		54		88		39		178	93
10:15	117		56		98		47		215	103
10:30	86		33		84		42		170	75
10:45	100	393	31	174	71	341	38	166	171	734 69 340
11:00	106		50		76		34		182	84
11:15	114		49		79		30		193	79
11:30	98		36		86		34		184	70
11:45	120	438	27	162	107	348	16	114	227	786 43 276
Totals	2556		6566		3519		3820		6075	10386
Day Totals		9122				7339			16461	
Split %	42.0%		63.2%		57.9%		36.7%			

Peak Hour	07:45	04:30	07:45	05:00	07:45	04:30
Volume	444	1251	876	479	1320	1695
P.H.F.	.91	.87	.86	.96	.89	.91

County: 87
 Station: 2055
 Description: SR 112/AIRPORT EXPWY,1500' E NW 27 AV
 Start Date: 03/22/2006
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	164	154	100	72	490	137	92	87	85	401	891
0100	70	70	65	54	259	97	62	69	71	299	558
0200	55	40	33	39	167	67	61	66	66	260	427
0300	46	54	41	83	224	80	107	109	166	462	686
0400	73	90	115	153	431	175	233	277	259	944	1375
0500	206	244	296	404	1150	349	500	576	614	2039	3189
0600	543	666	663	720	2592	723	697	749	719	2888	5480
0700	881	894	989	928	3692	843	854	834	783	3314	7006
0800	880	906	872	754	3412	757	888	792	711	3148	6560
0900	663	640	670	578	2551	676	691	721	668	2756	5307
1000	581	539	580	613	2313	767	710	728	753	2958	5271
1100	552	601	602	655	2410	816	806	798	775	3195	5605
1200	597	616	628	595	2436	840	773	761	781	3155	5591
1300	593	654	627	598	2472	834	836	834	892	3396	5868
1400	673	626	741	733	2773	927	946	864	1028	3765	6538
1500	714	710	704	700	2828	1110	1228	1063	1119	4520	7348
1600	670	678	717	697	2762	1155	1146	1095	1054	4450	7212
1700	714	722	741	716	2893	897	921	1011	980	3809	6702
1800	744	723	656	608	2731	921	769	769	696	3155	5886
1900	594	523	539	471	2127	589	582	494	475	2140	4267
2000	409	371	340	354	1474	428	413	367	332	1540	3014
2100	346	282	397	304	1329	384	341	327	320	1372	2701
2200	306	346	337	283	1272	324	307	277	248	1156	2428
2300	305	204	232	184	925	242	221	201	149	813	1738

24-Hour Totals: 45713 55935 101648

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	3703	0700	3314	0700	7006
P.M.	1730	2924	1515	4565	1515	7349
Daily	0730	3703	1515	4565	1515	7349

Truck Percentage 10.17 6.19 7.98

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	0	33016	8049	2357	1833	0	0	0	0	0	0	0	458	0	0	4648	45713
W	0	40027	12444	2849	67	0	0	0	0	0	0	0	548	0	0	3464	55935

County: 87
 Station: 2023
 Description: SR 112/AIRPORT EXPWY, 200' E NW 17 AV
 Start Date: 03/22/2006
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	167	139	112	77	495	154	99	81	70	404	899
0100	75	73	78	49	275	103	66	73	59	301	576
0200	49	55	48	53	205	61	69	68	68	266	471
0300	75	59	60	86	280	88	93	107	144	432	712
0400	94	154	146	204	598	156	197	250	255	858	1456
0500	280	345	437	580	1642	302	429	491	553	1775	3417
0600	781	884	893	972	3530	622	598	648	624	2492	6022
0700	1060	1146	1166	1061	4433	686	744	729	695	2854	7287
0800	1076	1032	968	867	3943	693	752	694	650	2789	6732
0900	787	729	709	626	2851	621	621	674	621	2537	5388
1000	644	631	642	646	2563	724	660	695	715	2794	5357
1100	634	661	695	670	2660	773	791	746	747	3057	5717
1200	678	698	659	690	2725	798	714	726	762	3000	5725
1300	640	702	687	670	2699	798	793	773	833	3197	5896
1400	718	641	804	728	2891	897	894	804	1022	3617	6508
1500	735	741	649	636	2761	1076	1199	1096	1123	4494	7255
1600	657	600	607	675	2539	1166	1151	1177	1233	4727	7266
1700	663	653	739	668	2723	1196	1029	934	987	4146	6869
1800	702	685	671	625	2683	942	740	740	672	3094	5777
1900	600	582	554	480	2216	586	557	475	426	2044	4260
2000	437	386	427	412	1662	394	412	332	317	1455	3117
2100	370	304	437	336	1447	371	324	326	280	1301	2748
2200	347	384	347	316	1394	332	296	283	245	1156	2550
2300	289	232	245	233	999	224	235	199	151	809	1808
24-Hour Totals:					50214						53599 103813

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	0715	4449	1115	3082	0715	7310
P.M.	1430	3008	1615	4757	1615	7302
Daily	0715	4449	1615	4757	0715	7310

County: 87
 Station: 2543
 Description: SR 9/NW 27 AVE, 200' N OF NW 54 ST
 Start Date: 05/17/2006
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	58	38	36	30	162	35	32	39	28	134	296
0100	29	15	19	15	78	18	22	21	15	76	154
0200	15	12	12	19	58	13	14	15	12	54	112
0300	10	13	14	21	58	22	24	18	16	80	138
0400	13	21	24	35	93	24	23	36	27	110	203
0500	30	47	67	71	215	47	53	86	143	329	544
0600	97	168	160	170	595	152	227	223	379	981	1576
0700	210	217	237	251	915	355	364	373	336	1428	2343
0800	223	226	235	226	910	308	375	375	371	1429	2339
0900	222	183	187	186	778	337	297	254	297	1185	1963
1000	187	209	179	233	808	274	271	240	248	1033	1841
1100	238	241	236	260	975	194	282	233	226	935	1910
1200	239	254	231	245	969	253	225	225	207	910	1879
1300	246	267	228	265	1006	241	272	248	243	1004	2010
1400	238	264	256	295	1053	253	246	228	204	931	1984
1500	278	245	358	361	1242	243	248	244	225	960	2202
1600	357	342	332	353	1384	229	230	253	233	945	2329
1700	341	386	341	298	1366	265	209	227	190	891	2257
1800	309	282	246	209	1046	213	227	190	184	814	1860
1900	209	170	186	162	727	205	170	149	167	691	1418
2000	155	112	128	121	516	178	139	118	139	574	1090
2100	145	144	132	121	542	93	109	125	103	430	972
2200	145	104	87	100	436	96	92	97	73	358	794
2300	92	67	73	67	299	66	63	49	55	233	532
24-Hour Totals:					16231						16515 32746

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1130	989	0645	1471	0815	2367
P.M.	1645	1421	1315	1016	1630	2372
Daily	1645	1421	0645	1471	1630	2372

2006 Peak Season Factor Category Report - Report Type: ALL
 Category: 8700 MIAMI-DADE NORTH

MOCF: 0.98

Week	Dates	SF	PSCF
=====			
1	01/01/2006 - 01/07/2006	0.99	1.01
2	01/08/2006 - 01/14/2006	1.00	1.02
3	01/15/2006 - 01/21/2006	1.01	1.03
4	01/22/2006 - 01/28/2006	1.00	1.02
* 5	01/29/2006 - 02/04/2006	0.99	1.01
6	02/05/2006 - 02/11/2006	0.98	1.00
7	02/12/2006 - 02/18/2006	0.97	0.99
8	02/19/2006 - 02/25/2006	0.97	0.99
* 9	02/26/2006 - 03/04/2006	0.97	0.99
* 10	03/05/2006 - 03/11/2006	0.97	0.99
1	03/12/2006 - 03/18/2006	0.96	0.98
2	03/19/2006 - 03/25/2006	0.97	0.99
* 13	03/26/2006 - 04/01/2006	0.97	0.99
* 14	04/02/2006 - 04/08/2006	0.98	1.00
5	04/09/2006 - 04/15/2006	0.98	1.00
6	04/16/2006 - 04/22/2006	0.99	1.01
7	04/23/2006 - 04/29/2006	0.99	1.01
18	04/30/2006 - 05/06/2006	1.00	1.02
19	05/07/2006 - 05/13/2006	1.00	1.02
0	05/14/2006 - 05/20/2006	1.01	1.03
1	05/21/2006 - 05/27/2006	1.01	1.03
22	05/28/2006 - 06/03/2006	1.01	1.03
23	06/04/2006 - 06/10/2006	1.02	1.04
4	06/11/2006 - 06/17/2006	1.02	1.04
5	06/18/2006 - 06/24/2006	1.02	1.04
6	06/25/2006 - 07/01/2006	1.03	1.06
27	07/02/2006 - 07/08/2006	1.03	1.06
28	07/09/2006 - 07/15/2006	1.04	1.07
9	07/16/2006 - 07/22/2006	1.03	1.06
0	07/23/2006 - 07/29/2006	1.03	1.06
31	07/30/2006 - 08/05/2006	1.02	1.04
32	08/06/2006 - 08/12/2006	1.02	1.04
3	08/13/2006 - 08/19/2006	1.02	1.04
4	08/20/2006 - 08/26/2006	1.02	1.04
5	08/27/2006 - 09/02/2006	1.02	1.04
36	09/03/2006 - 09/09/2006	1.02	1.04
37	09/10/2006 - 09/16/2006	1.02	1.04
8	09/17/2006 - 09/23/2006	1.02	1.04
9	09/24/2006 - 09/30/2006	1.02	1.04
0	10/01/2006 - 10/07/2006	1.01	1.03
41	10/08/2006 - 10/14/2006	1.01	1.03
42	10/15/2006 - 10/21/2006	1.00	1.02
3	10/22/2006 - 10/28/2006	1.01	1.03
4	10/29/2006 - 11/04/2006	1.02	1.04
45	11/05/2006 - 11/11/2006	1.02	1.04
46	11/12/2006 - 11/18/2006	1.03	1.06
7	11/19/2006 - 11/25/2006	1.02	1.04
8	11/26/2006 - 12/02/2006	1.01	1.03
9	12/03/2006 - 12/09/2006	1.00	1.02
50	12/10/2006 - 12/16/2006	0.99	1.01
51	12/17/2006 - 12/23/2006	0.99	1.01
2	12/24/2006 - 12/30/2006	1.00	1.02
3	12/31/2006 - 12/31/2006	1.01	1.03

* Peak Season

APPENDIX B:
MUATS 2015 Cost Feasible Plan
Cardinal Trip Distribution

Miami-Dade Interim 2015 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

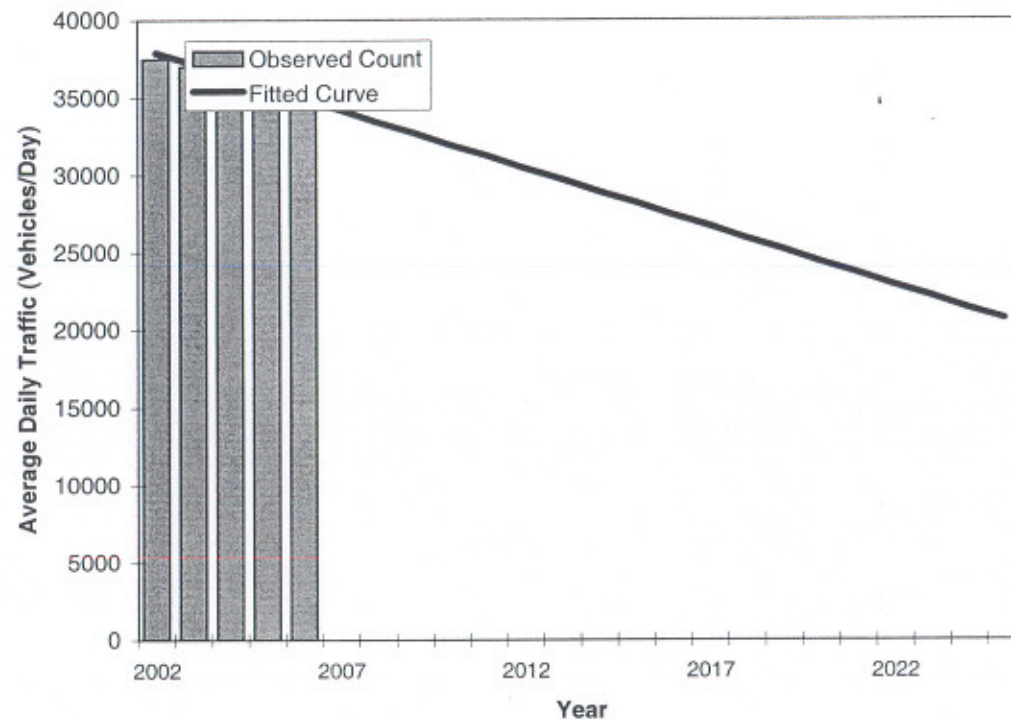
ORIGIN ZONE	CARDINAL DIRECTIONS								TOTAL	
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW		
436	TRIPS	137	52	102	340	161	180	129	94	1195
	PERCENT	11.46	4.35	8.54	28.45	13.47	15.06	10.79	7.87	
437	TRIPS	607	262	363	1058	786	747	455	483	4761
	PERCENT	12.75	5.50	7.62	22.22	16.51	15.69	9.56	10.14	
438	TRIPS	387	86	252	545	750	589	319	301	3229
	PERCENT	11.99	2.66	7.80	16.88	23.23	18.24	9.88	9.32	
439	TRIPS	111	51	60	134	190	154	104	94	898
	PERCENT	12.36	5.68	6.68	14.92	21.16	17.15	11.58	10.47	
440	TRIPS	209	82	117	324	201	266	171	175	1545
	PERCENT	13.53	5.31	7.57	20.97	13.01	17.22	11.07	11.33	
441	TRIPS	336	356	592	1015	341	416	262	327	3645
	PERCENT	9.22	9.77	16.24	27.85	9.36	11.41	7.19	8.97	
442	TRIPS	435	238	456	405	494	588	508	437	3561
	PERCENT	12.22	6.68	12.81	11.37	13.87	16.51	14.27	12.27	
443	TRIPS	274	203	246	372	313	380	262	379	2429
	PERCENT	11.28	8.36	10.13	15.31	12.89	15.64	10.79	15.60	
444	TRIPS	500	754	376	1132	632	770	445	486	5095
	PERCENT	9.81	14.80	7.38	22.22	12.40	15.11	8.73	9.54	
445	TRIPS	800	301	533	1182	792	1371	628	593	6200
	PERCENT	12.90	4.85	8.60	19.06	12.77	22.11	10.13	9.56	
446	TRIPS	1108	478	395	1020	813	1127	597	814	6352
	PERCENT	17.44	7.53	6.22	16.06	12.80	17.74	9.40	12.81	
447	TRIPS	862	796	517	1178	947	1014	749	761	6824
	PERCENT	12.63	11.66	7.58	17.26	13.88	14.86	10.98	11.15	
448	TRIPS	267	167	214	509	410	388	278	251	2484
	PERCENT	10.75	6.72	8.62	20.49	16.51	15.62	11.19	10.10	
449	TRIPS	1219	856	1079	1193	1852	1199	1062	1195	9655
	PERCENT	12.63	8.87	11.18	12.36	19.18	12.42	11.00	12.38	
450	TRIPS	438	317	495	473	632	514	381	389	3639
	PERCENT	12.04	8.71	13.60	13.00	17.37	14.12	10.47	10.69	

APPENDIX C:
Historical Growth Rate Analysis

TRAFFIC TRENDS

NW 27 Ave -- 100' south of NW 79th Street

County:	87
Station #:	20
Highway:	NW 27 Ave



** Annual Trend Increase:	-750
Trend R-squared:	78.1%
Trend Annual Historic Growth Rate:	-1.98%
Trend Growth Rate (2006 to Design Year):	-2.15%
Printed:	18-Dec-07

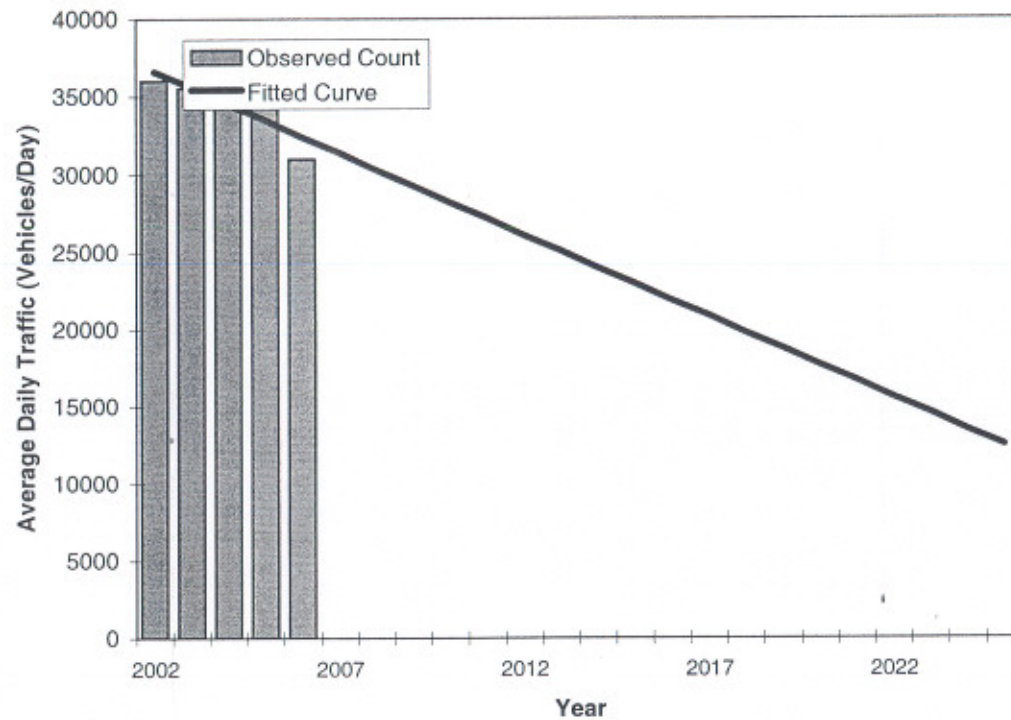
Straight Line Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2002	37500	37900
2003	37000	37200
2004	37500	36400
2005	35500	35700
2006	34500	34900
2007 Opening Year Trend		
2007	N/A	34200
2008 Mid-Year Trend		
2008	N/A	33400
2010 Design Year Trend		
2010	N/A	31900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS **NW 27 Ave -- 200' N of NW 54th ST**

County: 87
 Station #: 2543
 Highway: NW 27 Ave



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2002	36000	36600
2003	35500	35600
2004	35000	34500
2005	35000	33500
2006	31000	32400
2007 Opening Year Trend		
2007	N/A	31400
2008 Mid-Year Trend		
2008	N/A	30300
2010 Design Year Trend		
2010	N/A	28200
TRANPLAN Forecasts/Trends		

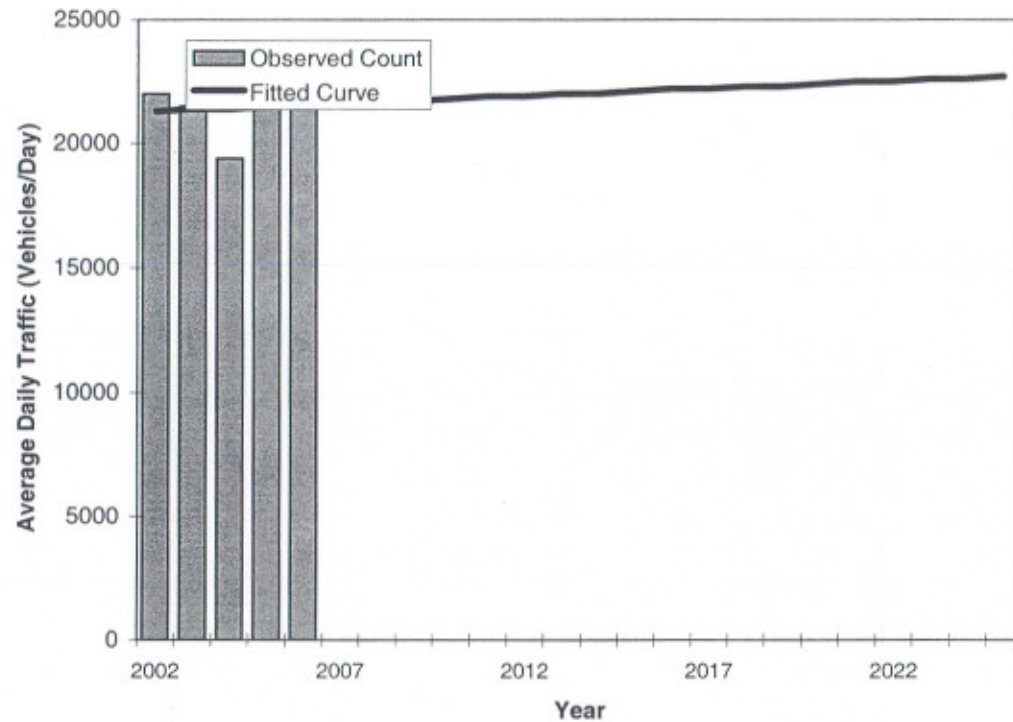
** Annual Trend Increase: -1,050
 Trend R-squared: 68.9%
 Trend Annual Historic Growth Rate: -2.87%
 Trend Growth Rate (2006 to Design Year): -3.24%
 Printed: 18-Dec-07

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS NW 54th ST -- 200' W of NW 12 Ave

County: 87
Station #: 5348
Highway: NW 54th ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2002	22000	21300
2003	21500	21400
2004	19400	21400
2005	22500	21500
2006	21800	21600
2007 Opening Year Trend		
2007	N/A	21600
2008 Mid-Year Trend		
2008	N/A	21700
2010 Design Year Trend		
2010	N/A	21800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 60
Trend R-squared: 0.6%
Trend Annual Historic Growth Rate: 0.35%
Trend Growth Rate (2006 to Design Year): 0.23%
Printed: 18-Dec-07

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Airport Expwy -- 1500' east of NW 27 Ave

County:

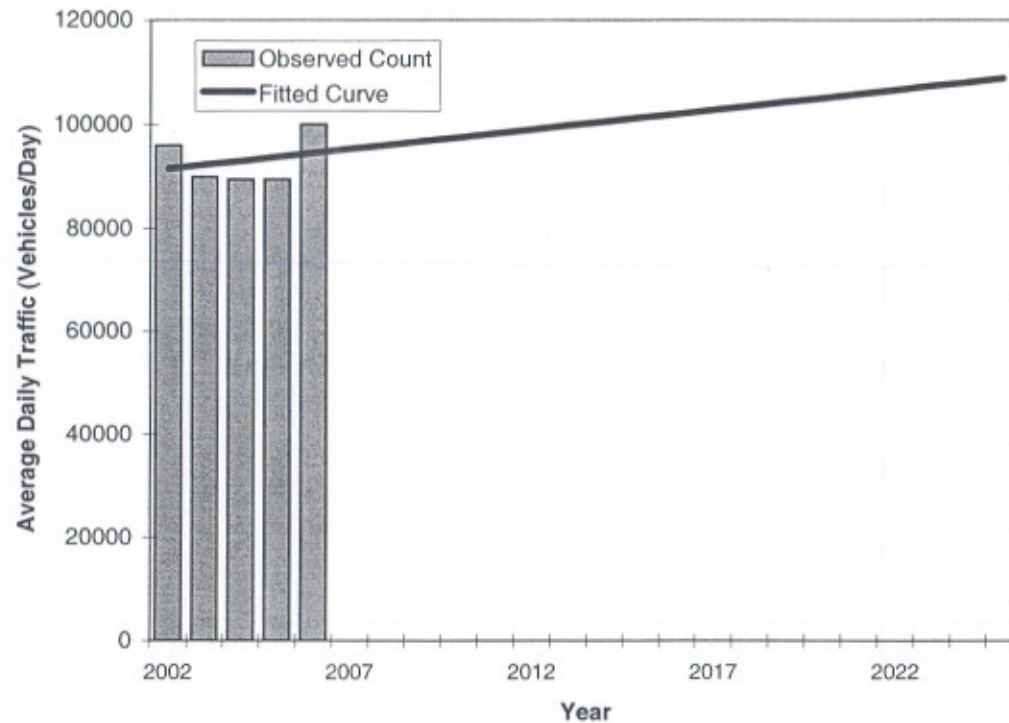
87

Station #:

2055

Highway:

Airport Expwy



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2002	96000	91500
2003	90000	92300
2004	89500	93000
2005	89500	93800
2006	100000	94500
2007 Opening Year Trend		
2007	N/A	95300
2008 Mid-Year Trend		
2008	N/A	96000
2010 Design Year Trend		
2010	N/A	97500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 750

Trend R-squared: 6.1%

Trend Annual Historic Growth Rate: 0.82%

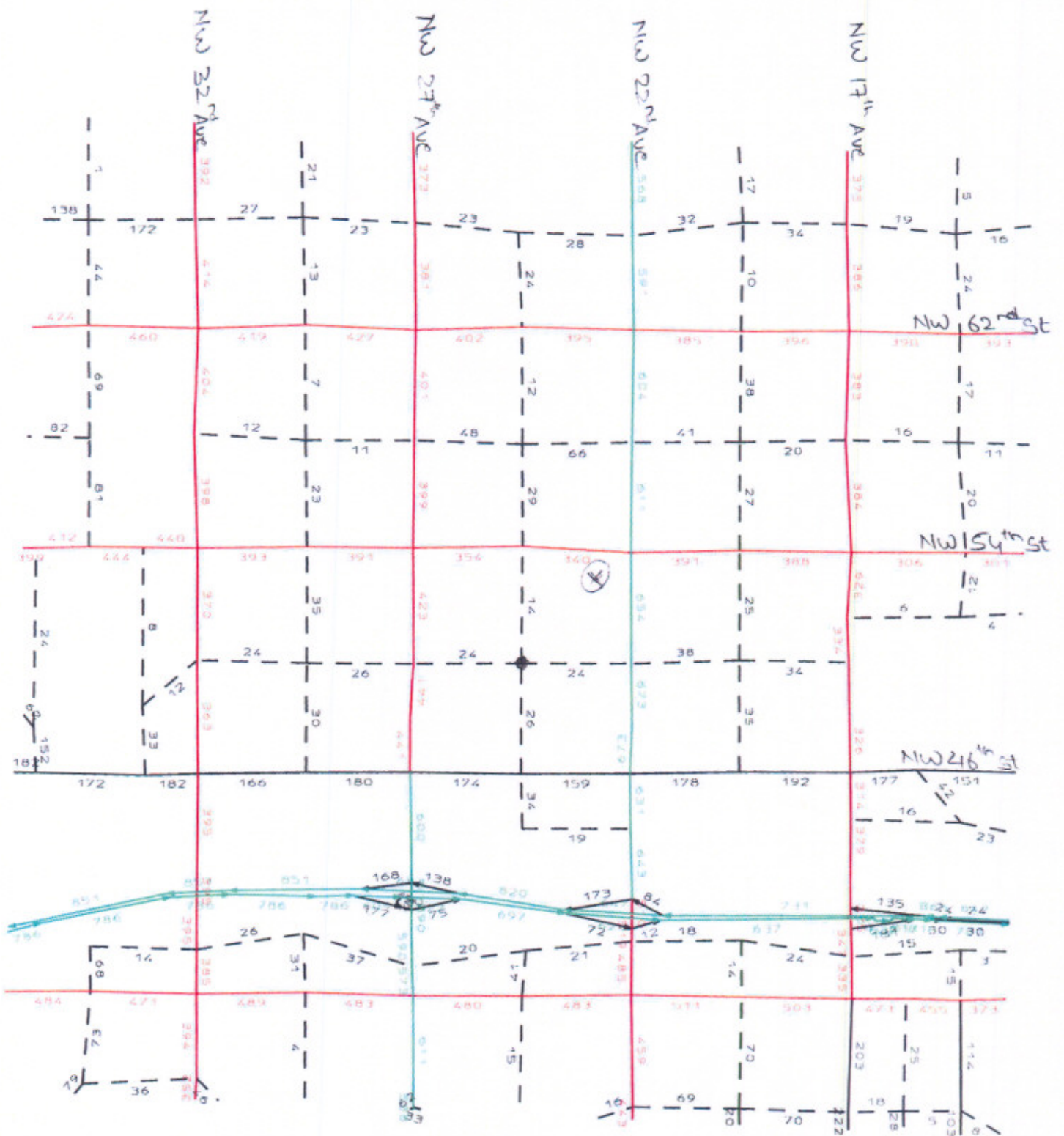
Trend Growth Rate (2006 to Design Year): 0.79%

Printed: 18-Dec-07

Straight Line Growth Option

*Axle-Adjusted

APPENDIX D:
MUATS 2030 Long Range Transportation Plan
Model Output



2030

MIAMI-DADE COUNTY - LRTP

TWO-WAY VOLUMES IN (100s)

LANES -- 1 = BLACK, 2 = RED, 3 = GREEN, 4 = YELLOW, OTHERS = PURPLE

19DEC07 13:31:47

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APPENDIX D

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.

PLANNING & ZONING
METROPOLITAN PLANNING SECT
January 30, 2008

RECEIVED
FEB - 1 2008

Asst. Director Planning

Miami-Dade County School Board
Augustin J. Barrera, Chair
Rocio Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Albert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson

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

Re: Land Use Amendments - October 2007 Cycle - Applications No. 1-4

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%.

Attached please find the School District's (District) review analysis of potential impact generated by the above referenced applications. Please note that land use amendments 1 and 2 will not generate additional student impact to the District; and the schools impacted by land use amendments 3 and 4 do not meet the review threshold. As such, no dialogue between the applicant and the School District is required.

Although existing requirements are not triggered, the application may be subject to school concurrency requirements, as mandated by 2005 Growth Management Legislation. Pursuant to Sections 163.3177 and 1013.33 of the Florida Statutes, all new residential applications will be tested for school concurrency at Final Subdivision, Site Plan (or functional equivalent), effective at the time school concurrency is fully implemented.

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

Sincerely,

Ivan M. Rodriguez, R.A.
Director II

IMR:ir

L 368

Attachment

cc: Ms. Ana Rijo-Conde
Mr. Fernando Albuerne

Facilities Planning

Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net

SCHOOL IMPACT REVIEW ANALYSIS

January 29, 2008

APPLICATION: No. 3, Urban League of Greater Miami

REQUEST: Change Land Use from Medium Density Residential (13-25 DU/Ac) to Medium-High Density Residential (Small Scale Amendment)

ACRES: ± 5.5 Gross acres

LOCATION: An area between NW 51 and NW 53 Streets and between NW 23 Court and NW 24 Avenue

**MSA/
MULTIPLIER:** 4.2 /.43 Multifamily

NUMBER OF UNITS:	193 additional units	Proposed Land Use 330 Multifamily	Existing Land Use 137 Multifamily
-----------------------------	----------------------	--------------------------------------	--------------------------------------

**ESTIMATED STUDENT
POPULATION:** 83

ELEMENTARY: 40

MIDDLE: 18

SENIOR HIGH: 25

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY: Earlington Heights Elementary – 4750 NW 22 Avenue

MIDDLE: Brownsville Middle – 4899 NW 24 Avenue

SENIOR HIGH: Miami Northwestern Senior High - 1100 NW 71 Street

All schools are located in Regional Center III.

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

The following population and facility capacity data are as reported by Information Technology Services, as of October 2007:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE
Earlington Heights Elementary	527	678	78%	18	76%
	567 *		84%		81%
Brownsville Middle	775	1,324	59%	0	59%
	793		60%		60%
Miami Northwestern Senior	2,439	2,413	101%	71	98%
	2,464 *		102%		99%

*Student population increase as a result of the proposed development

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

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, none of the impacted schools meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA Projects in Planning, Design or Construction

<u>School</u>	<u>Status</u>	<u>Projected Occupancy Date</u>
N/A		

Proposed Relief Schools

<u>School</u>	<u>Funding year</u>
N/A	

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating costs for additional students residing in this development, if approved, would total \$543,567

CAPITAL COSTS: Based on the State's January 2008 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	Does not meet review threshold
MIDDLE	Does not meet review threshold
SENIOR HIGH	Does not meet review threshold
Total Potential Capital Cost	\$0

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

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APPENDIX E

Fiscal Impact Analysis

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Fiscal Impact Analysis

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. 3 to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

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

Solid Waste Services

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds the minimum standard by two (2) years.

Residential Collection and Disposal Service

The incremental cost of adding a residential unit to the DSWM Service Area, which includes the disposal cost of waste, is offset by the annual fee charges to the user. Currently, that fee is \$439 per residential unit. For a residential dumpster, the current fee is \$339. The average residential unit currently generates approximately 3.0 tons of waste annually, which includes garbage, trash and recycled waste.

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

Waste Disposal Capacity and Service

The users pay for the incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities. The DSWM charges a disposal tipping fee at a contract rate of \$57.56 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 \$75.89. 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 customers of the County's Water and Sewer Department and the municipal water and sewer departments.

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. 3 is built as at the maximum of (300 DU's) 60 dwelling units per gross acre (the use allowed under the proposed Medium-High Density Residential designation that would generate the greatest water and sewer demand), the fees paid by the developer would be \$83,400 for water impact fee, \$336,000 for sewer impact fee, \$1,300 per unit for connection fee, and \$55,681 for annual operating and maintenance costs based on approved figures through September 30,2006.

Flood Protection

The Department of Environmental Resource Management (DERM) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible of providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development.

The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

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

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

Public Schools

Application No. 3 will result in 83 additional students, thus, increasing operating costs by \$543,567. There would be no additional capital costs generated by the additional students.

Fire-Rescue

Awaiting information from Miami-Dade Fire and Rescue Department.

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APPENDIX F

Declaration of Restrictions

A draft covenant was proffered for the subject property on January 28, 2008.

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2008 JAN 28 P 3:40

PLANNING & ZONING
METROPOLITAN PLANNING SECT

This instrument was prepared by:

Name: Matthew Amster, Esq.

Address: Bercow Radell & Fernandez, P.A.
200 S. Biscayne Boulevard, Suite 850
Miami, FL 33131

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DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned Owner, Urban League of Greater Miami, Inc. ("Owner") holds the fee simple title to a 4.53 net acre parcel of land in Miami-Dade County, Florida, described in Exhibit "A," attached hereto, and hereinafter called the "Property," which is supported by the attorney's opinion; and

WHEREAS, the Property is the subject of a small-scale Comprehensive Development Master Plan ("CDMP") Amendment Application No. 3 of the October 2007 Amendment Cycle; and

WHEREAS, the Owner has sought a Land Use Plan amendment to change the designation of the Property from "Medium" to "Medium-High"; and

WHEREAS, the Property is located in the Urban Infill Area and the Transportation Concurrency Exception Area.

NOW THEREFORE, in order to assure **Miami-Dade County** (the "County") that the representations made by the Owner during consideration of Amendment Application No. 3 will be abided by the Owner, its successors and assigns, freely, voluntarily, and without duress, makes the following Declaration of Restrictions covering and running with the Property:

Maximum Residential Units. The maximum number of residential units that may be developed on the Property shall be 280. However, this restriction shall not apply if a Community Urban Center or other area rezoning is initiated by Miami-Dade County and such rezoning permits the development of more residential units on the Property.

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Covenant Running with the Land. This Declaration on the part of the Owner shall constitute a covenant running with the land and shall be recorded, at Owner's expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of Miami-Dade County and the public welfare. The Owner, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

Term. This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by Miami-Dade County.

Modification, Amendment, Release. This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of the fee simple title to the Property, provided that the same is also approved by the Board of County Commissioners of Miami-Dade County, Florida. Any such modification or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation that may, from time to time, govern amendments to Comprehensive Plans (hereinafter "Chapter 163"). Such modification or release shall also be subject to the provisions governing amendments to the CDMP as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulations governing modifications to the CDMP. In the event that the Property is incorporated within a new municipality that amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Miami-Dade County Code, then modifications or releases of this Declaration shall be subject to Chapter 163 and the provisions of such

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ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and the provisions of the municipality's ordinances that apply to the adoption of district boundary changes. Should this Declaration be so modified, amended, or released, the Director of the Department of Planning and Zoning or the executive officer of a successor department, or, in the absence of such Director or executive officer, by his or her assistant in charge of the office in his/her office, shall execute a written instrument effectuating and acknowledging such modification, amendment, or release.

Enforcement. Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

Authorization for Miami-Dade County to Withhold Permits and Inspections. In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this declaration is complied with.

Election of Remedies. All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.

Presumption of Compliance. Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County, and inspections made and approval of occupancy given by the County, then such construction, inspection and approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

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Severability. Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions which shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion.

Recordation and Effective Date. This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owner following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the Application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Planning and Zoning Department or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

Acceptance of Declaration. The Owner acknowledges that acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners retains its full power and authority to deny each such application in whole or in part and decline to accept any conveyance.

Owner. The term Owner shall include all heirs, assigns, and successors in interest.

[Execution Pages Follow]

EXHIBIT A

LEGAL DESCRIPTION: (AS PER SURVEYOR BASED IN THE TOTAL GROSS AREA)

A PORTION OF LOTS 2, 3, 4, "CAMERON'S LITTLE FARMS", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 35, PAGE 54, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, & A PORTION OF THE WEST HALF (W. 1/2) OF THE NW 1/4 OF THE NE 1/4 OF THE NW 1/4 OF LAND LOCATED IN SECTION 22, TOWNSHIP 53 SOUTH, RANGE 41 EAST, LYING AND BEING IN DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 4, "CAMERON'S LITTLE FARMS", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 35, PAGE 54, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE RUN N89°53'15"W ALONG THE SOUTH LINE OF SAID LOT 4 (SAYING THAT LINE IS 10 FEET SOUTH PARALLEL OF THE NORTHERLY RIGHT-OF-WAY OF N.W. 51st STREET) FOR A DISTANCE OF 104.00 FEET; THENCE RUN N00°00'54"W FOR A DISTANCE OF 10.00 FEET TO THE POINT OF BEGINNING; THENCE RUN N00°00'54"W FOR A DISTANCE OF 140.00 FEET; THENCE RUN N89°53'15"W FOR A DISTANCE OF 60.00 FEET; THENCE RUN N00°00'54"W FOR A DISTANCE OF 171.27 FEET; THENCE RUN N89°52'13"W FOR A DISTANCE OF 177.32 FEET; THENCE RUN N00°00'39"E ALONG THE WEST LINE OF NE 1/4, NW 1/4, SEC. 22-53-41 (SAYING THAT LINE IS THE SAME CENTERLINE OF N.W. 24th AVENUE) FOR A DISTANCE OF 392.49 FEET; THENCE RUN S89°47'38"E ALONG THE CENTERLINE OF N.W. 53rd STREET FOR A DISTANCE OF 332.78 FEET; THENCE RUN S00°03'14"E ALONG THE EASTERLY LINE OF W 1/2, NW 1/4, NE 1/4, NW 1/4 OF SEC. 22-53-41 FOR A DISTANCE OF 392.05 FEET; THENCE RUN S89°52'13"E FOR A DISTANCE OF 14.39 FEET; THENCE RUN S00°03'45"E FOR A DISTANCE OF 10.00 FEET; THENCE RUN S89°52'13"E FOR A DISTANCE OF 52.00 FEET; THENCE RUN S00°03'45"E FOR A DISTANCE OF 15.00 FEET; THENCE RUN S89°52'13"E FOR A DISTANCE OF 133.27 FEET; THENCE RUN S00°05'35"E ALONG THE EASTERLY LINE OF LOT 2, "CAMERON'S LITTLE FARMS", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 35, PAGE 54, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, FOR A DISTANCE OF 321.16 FEET; THENCE RUN N89°53'15"W FOR A DISTANCE OF 296.02 FEET; THENCE RUN N00°00'54"W FOR A DISTANCE OF 35.00 FEET TO THE POINT OF BEGINNING.

ALL OF THE ABOVE LAND SITUATED IN MIAMI-DADE COUNTY, FLORIDA AND CONTAINING 239,451 SQUARE FEET AND/OR 5.50 ACRES MORE OR LESS.

LEGAL DESCRIPTION: (AS PER O.R.B. 11445-2069)

LOT 2 LESS THE NORTH 25 FEET THEREOF, "CAMERON'S LITTLE FARMS", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 35, AT PAGE 54, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA. (SAID LAND LIES WHOLLY WITHIN THE SW 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SECTION 22, TOWNSHIP 53 SOUTH, RANGE 41 EAST)

AND

THE SOUTH 210 FEET OF THE NORTH 515 FEET OF THE WEST HALF (W. 1/2) OF THE NW 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SECTION 22, TOWNSHIP 53 SOUTH, RANGE 41 EAST; LESS THE WEST 25 FEET THEREOF, LYING AND BEING IN DADE COUNTY, FLORIDA;

AND

THE WEST HALF (W. 1/2) OF THE NW 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SECTION 22, TOWNSHIP 53 SOUTH, RANGE 41 EAST, LESS THE NORTH 565 FEET AND THE WEST 25 FEET THEREOF, LYING AND BEING IN DADE COUNTY, FLORIDA;

AND

LOTS 3 AND 4, LESS THE WEST 44 FEET OF LOT 4 AND LESS THE FOLLOWING DESCRIBED TRACT OF LAND LYING WITHIN SAID LOT 4:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE RUN EAST ALONG THE SOUTH LINE OF SAID LOT 4 A DISTANCE OF 44 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE EAST ALONG THE SOUTH LINE OF SAID LOT 4, A DISTANCE OF 60 FEET TO A POINT; THENCE RUN NORTH PARALLEL TO THE EAST LINE OF SAID LOT 4 A DISTANCE OF 150 FEET TO A POINT; THENCE RUN WEST PARALLEL TO THE SOUTH LINE OF SAID LOT 4 A DISTANCE OF 60 FEET TO A POINT; THENCE RUN SOUTH PARALLEL TO THE EAST LINE OF SAID LOT 4, A DISTANCE OF 150 FEET TO THE POINT OF BEGINNING. ALL OF THE ABOVE DESCRIBED PROPERTY BEING IN "CAMERON'S LITTLE FARMS", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 35, AT PAGE 54, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA;

LESS;

THE EAST 52 FEET OF THE NORTH 10 FEET OF LOT 3, "CAMERON'S LITTLE FARMS", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 35, PAGE 54, OF THE PUBLIC RECORDS DADE COUNTY, FLORIDA.

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APPENDIX G

Photos of Application Site

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Parcel A looking North from NW 52 Street



Parcel A looking South from NW 52 Street (Parcel B in rear)



NW 52 Street looking East from NW 24 Avenue



Existing duplex apartments on Parcels B and C