

Application No. 1

Commission District 1 Community Council 5

APPLICATION SUMMARY

Applicant/Representative:	Subrata Basu, AIA, AICP, Interim Director Miami-Dade Department of Planning and Zoning 111 NW 1 Street, Suite 1110 Miami, Florida 33128-1972 (305) 375-2557
Location:	NW 47 Avenue to NW 55 Court and between NW 199 Street and Snake Creek Canal
Total Acreage:	165.8 Acres (Gross or Net)
Current Land Use Plan Map Designation:	Institutions, Utilities and Communications
Requested Land Use Plan Map Designations:	A. Industrial and Office (25 acres) B. Business and Office (60 Acres) C. Low Medium Density Residential Communities (6-13 dwelling units per gross acre) (80 Acres)
Amendment Type:	Standard Land Use Plan Map
Existing Zoning/Site Condition:	AU/institutional uses scattered in a largely open area

RECOMMENDATIONS

Staff:	ADOPT WITH CHANGE AND TRANSMIT (August 25, 2008). The proposed Changes include reducing the total size of the Application Site from 165.8 to 48 acres, diminishing the sizes of Parcel A ("Industrial and Office") from 25 to 16.8 acres and Parcel B ("Business and Office") from 60 to 31.2 acres, and eliminating Parcel C ("Low Medium Density Residential Communities")
Country Club of Miami Community Council:	DENY AND TRANSMIT (September 17, 2008)
Planning Advisory Board (PAB) acting as Local Planning Agency:	TO BE DETERMINED (October 6, 2008)
Board of County Commissioners:	TO BE DETERMINED (November 6, 2008)
Final Action of Planning Advisory Board:	TO BE DETERMINED
Final Action of Board of County Commissioners:	TO BE DETERMINED

Staff recommends **ADOPT WITH CHANGE AND TRANSMIT** the proposed standard amendment to redesignate the subject property located between NW 47 Avenue to NW 55 Court and between NW 199 Street and Snake Creek Canal from "Institutions, Utilities and Communications" (165.8 acres) to "Industrial and Office" (25 acres), "Business and Office" (60 acres) and "Low-Medium Density Residential Communities" (80 acres). The proposed changes

include reducing the total size of the Application Site from 165.8 to 48 acres, diminishing the sizes of Parcel A ("Industrial and Office") from 25 to 16.8 acres and Parcel B ("Business and Office") from 60 to 31.2 acres, and eliminating the 80-acre Parcel C ("Low Medium Density Residential Communities") as shown in the attached map.. This recommendation is based on the staff analysis as summarized in the Principal Reasons for Recommendations below.

Principal Reasons for Recommendations:

1. Background

The Board of County Commissioners on May 6, 2008 approved Resolution R-533-08 directing the County Manager or his designee to file the necessary CDMP amendment applications pertaining to the Landmark property and to present a plan of action to implement the conceptual plan for the redevelopment of the Landmark Property as accepted by the community. The 165.8-acre Landmark property is part of the approximately 221-acre Sunland Training Center that was developed in 1965. The Florida Department of Health and Rehabilitative Services operated the Sunland Training Center for developmentally disabled and mentally retarded children. Miami-Dade County conveyed the Landmark property on August 27, 1963 to the State of Florida's Board of Commissioners of State Institutions with a deed restriction limiting the use of the development of a Sunland Training Center. The name of the facility was changed later to Landmark Learning Center, which was closed down in June 2005. The application site was conveyed back to the County on September 30, 2005.

Commissioner Jordan on September 14, 2006 and Commissioner Seijas on January 31, 2008 held two town hall meetings to hear from residents in Commission Districts 1 and 13 concerning development of the property. The result of these meetings is the revised Conceptual Site Utilization Diagram of Landmark Property (dated 8/8/08), which is proposed to guide future development of the application site (See Appendix H). The purpose of the diagram is to create a mixed-use development that would allow a variety of residential developments and a research park and commercial development to provide employment and job training in the area. The conceptual site utilization diagram proposes a variety of uses including institutional uses such as the "His House" children's home, government center with meeting facilities and offices, library/CAA, day care facilities, fire station, and police sub station; green open spaces including a community park and a village green; residential development with a wide range of densities (low, medium and high); and three mixed use developments (a mixed-use multi-family development of 5.65 acres, a limited retail/senior housing project, and a transit/retail project of 4.8 acres). This diagram differs from the prior one in that a 500-foot buffer consisting of the Snake Creek Canal and an open space was placed between residential development and the North Dade landfill plus a research park has been added and a public high school site has been deleted.

Original Application vs. Amended Application:

The Department prepared an application to amend the Land Use Plan (LUP) map of the CDMP on April 30, 2008 that would redesignate the 165.8-acre Landmark Property from "Institutions, Utilities and Communications" to "Industrial and Office" on Parcel A (25 acres), "Business and Office" on Parcel B (60 Acres), Low Medium Density Residential Communities (6-13 dwelling units per gross acre) on Parcel C (80 Acres). However, upon further review it was determined that a CDMP amendment to implement the conceptual plan to the extent that it would need to change the land use designation of

the entire site is not necessary. The application site can be revised by reducing the total size of the application site from 165.8 to 48 acres, by diminishing the sizes of Parcel A ("Industrial and Office") from 25 to 16.8 acres and Parcel B ("Business and Office") from 60 to 31.2 acres, and by eliminating the 80-acre Parcel C ("Low Medium Density Residential Communities") as shown in the attached map on page 1-8.

The existing "Institutions, Utilities and Communications" land use category on the site already allows most of the uses being proposed in the conceptual site utilization diagram including all the residential development on Parcel C. The proposed institutional uses such as "His House", government center, library/CAA, day care facilities, fire station, and police substation are allowed in this category. Green open spaces may be permitted in any land use category, including this category. In fact, some of the uses associated with the proposed research park such as offices and communication facilities, could occur on property with this designation on the Land Use Plan Map.

The proposed residential development with varying densities can also occur on property with an "Institutions, Utilities and Communications" designation. The Land Use Element of the CDMP on page I-53 states that "If the owner of land designated as Institutions, Utilities and Communications chooses to develop the land for a different use and no public agency intends to use the site for a public facility, the land may be developed for a use or a density comparable to and compatible with surrounding development providing that such development is consistent with the goals, objectives and policies of the CDMP especially Policies LU-4A and LU-4B." Since the adjacent land to the west and south is designated as "Low-Medium Density Residential Communities" (6 to 13 dwelling units per gross acre) on the LUP map, the overall density of the development on the Landmark property cannot exceed 13 dwelling units per gross acre. However, varying densities can occur on the subject property as long as the overall density does not exceed 13 dwelling units per gross acre. The green spaces and some of the institutional areas being proposed in the conceptual site utilization diagram can be considered as part of the acreage used in calculating the number dwelling that can be built on the subject property. In addition, the CDMP does permit density averaging on properties that are legally unified so the densities on the property can be varied as long as the overall density does exceed 13 dwelling units per gross acre.

2. Policy LU-8E of the Land Use Element of the Comprehensive Development Master Plan (CDMP) requires Applications requesting amendments to the CDMP Land Use Plan (LUP) map to be evaluated according to factors such as, the proposed development'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 would promote transit ridership and pedestrianism.

The proposed application will result in residential, commercial and industrial development. The Analysis Area (Minor Statistical Areas 2.3 and 3.1) has a limited supply of land for residential development, especially multi-family development, but it does not have a need for additional land for commercial or industrial uses. An analysis of the residential capacity by type of dwelling units shows absorption of single-family units occurring in 2029 and for multi-family by 2010. The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2016. The

depletion year in the Analysis Area for either commercial or industrial land is beyond the year 2025.

Some public services will be impacted under any scenario for developing the application site. Development on the original 165-acre application site at the projected maximum intensities and densities will impact both the elementary and middle schools serving the area and several roads. Development of the revised 48-acre application site at the projected maximum intensities and densities will impact in the short-term the elementary school and two existing two-lane roadways, NW 47 Avenue and NW 202 Street. These two roadways will be impacted with development of any of the proposed uses on the application site.

The original application had a compatibility issue with residential development. Placing residential development adjacent to the North Dade Landfill could create an incompatibility. Policy SW-1C of the Solid Waste Subelement states that "Miami-Dade County shall use all practical means to assure that land in the vicinity of solid waste disposal facilities is developed for a use that is compatible with the operations of said facilities. The County shall discourage changes to the Land Use Plan Map or land development regulations, which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers, particularly noise and odor, can reasonably be expected." In 2006, Miami-Dade County objected through DCA and the Administrative Hearings process to require the City of Doral to maintain a 500-foot buffer between the resource recovery facility and a proposed residential area. In the revised Conceptual Site Utilization Diagram for the Landmark Property (dated 8/8/08), a 500-foot buffer consisting of the Snake Creek Canal and an open space area was placed between the proposed residential development and the North Dade Landfill to address this issue and provide for potential recreational activities.

Since a redesignation to "Industrial and Office" could allow the full range of industrial activities on Parcel A, a declaration of restrictions would be needed to provide compatibility with adjacent residential areas by limiting development on the property to office development, business incubators and research activities such as laboratories and satellite communication facilities. An existing residential area is located to the east of the parcel and the conceptual site utilization diagram shows residential development being built to the west. Such a declaration would serve to protect existing and future residential areas from industrial uses not compatible to residencies due to heavy truck traffic, noise, odor, dust, light, glare, or vibration.

The application site does not impact historical resources but may impact environmental resources. Environmental issues impacting the site include a minimum elevation of 6.5 feet to prevent flooding of structures, drainage, wetlands, specimen trees, endangered species and hazardous waste. These issues can be addressed in the development of the site.

If developed at maximum intensities and densities, the proposed commercial and residential uses on Parcel B could be supportive of transit ridership. However, the application site is not located in an area that could take advantage of transit service. The application site is not located within a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes. The

Conceptual Site Utilization Diagram does propose a transit center at the northwest corner of NW 47 Avenue and NW 199 Street, however, there is no existing funding for such a facility. In addition, there are no bus routes with peak period headways of 20 or fewer minutes planned for the area until the Red Road Max is established in 2018.

3. Redesignating Parcels A and B to “Industrial and Office” and “Business and Office” will facilitate economic development and promote employment in this area. While the site is not located in an area requiring economic development assistance, it is within ½ mile of one. Within two miles of the application site, the City of Miami Gardens has designated as priority areas for Community Development Block Grant (CDBG) funds the following areas: Kings Gardens (1/2 mile from application site); Brentwood; Eagles Landing/Leslie Estates; and LeJune Gardens. Job creation and retention is one the City’s high priorities for the use of these funds.

At one time the application site, also known as the Landmark Learning Center, was a significant employer in the Carol City neighborhood. According to the records of a 1990 zoning hearing (Resolution No. Z-236-90) for expanding a daycare facility on the site, the Landmark Learning Center had 875 employees in three shifts. According to the County’s General Services Administration, employment on the site is currently 164.

4. Parcel A is proposed for redesignation from “Institutions, Utilities and Communications” to “Industrial and Office” for the purpose creating a research park to provide employment and job training in the area. Research parks are a form of industrial development that focuses on product advancement and innovation rather than the distribution and manufacturing activities that are typically found in industrial parks. Research parks tend to support the development of start-up companies. Thus, a research park could be beneficial to the economic development of the County and the region.

This proposed research park is compatible with adjacent industrial development and will complement nearby industrial activities in the Cities of Miami Gardens and Miramar. Industrial and office uses on the parcel will be compatible to an existing warehouse located to the north containing Al-Dan Trading and Daniel Club. The research park would complement the use that the City of Miami Gardens is showing on the City’s Future Land Use plan Map for an 85-acre parcel on the northeast corner of Snake Creek Canal and NW 47 Avenue. This property is designated as “Commerce”, which is defined in the city’s comprehensive plan as mixed-use, primarily commercial-industrial areas with residential development at medium to high densities. A research park would also complement a nearby major employment center to the north in the City of Miramar that is located along the north side of an approximately 2.5-mile segment of the Homestead Extension of the Florida Turnpike (HEFT) from NW 67 Avenue (Flamingo Road in Broward County) to approximately ½ mile east of NW 47 Avenue (Palm Avenue in Broward County). Corporate parks such as Miramar Park of Commerce, Miramar Commerce Park, Miramar Business Center, Flamingo Park of Commerce, and Countyline Corporate Center Park are located in this employment center.

5. Parcel B is proposed for redesignation from “Institutions, Utilities and Communications” to “Business and Office.” to allow the mixture of commercial and residential development shown on the conceptual site utilization diagram to occur. The redesignation to “Business and Office” on this 31.2-acre parcel is consistent with the Guidelines of Urban Form in the CDMP. The parcel is located on the northwest corner of two section-line roads, NW 47 Avenue and NW 199 Street or Honey Hill Drive. Guideline No. 4

that intersections of section-line roads shall serve as activity nodes and include the non-residential components of a neighborhood containing when warranted the commercial areas.

6. The staff's recommendation is contingent on public facility issues being resolved by the adoption hearing that will be scheduled for next spring. The impacts on public facilities of the original plan amendment have been reduced by shrinking the acreages of Parcels A and B and by eliminating Parcel C. However, short-term problems still exist with overcrowding at Skyway Elementary School and with traffic on NW 47 Avenue and NW 202 Street.

Enrollment at Skyway Elementary School already exceeds the Florida Inventory for School Houses (FISH) utilization standard of 115%, since it is currently 117%. A redesignation to "Business and Office" on Parcel B could allow medium density residential development (a maximum of 25 dwelling units per gross acre) to occur, based on a provision in the CDMP that allows one density category increase for properties with this designation that are adjacent to residential development. The adjacent trailer park is designated as "Low-Medium Density Residential Communities" (a maximum of 13 dwelling units per gross acre) on the LUP map. Assuming maximum potential residential development on the reduced Parcel B (31.2 acres), Miami-Dade County Public Schools estimated that the utilization rate for this elementary school would increase to 172%. Based on the conceptual diagram, the maximum residential development is unlikely to occur prior to the adoption of the plan amendment. County staff needs to meet with the staff of the Miami-Dade County Public Schools to determine how any impacts could be mitigated.

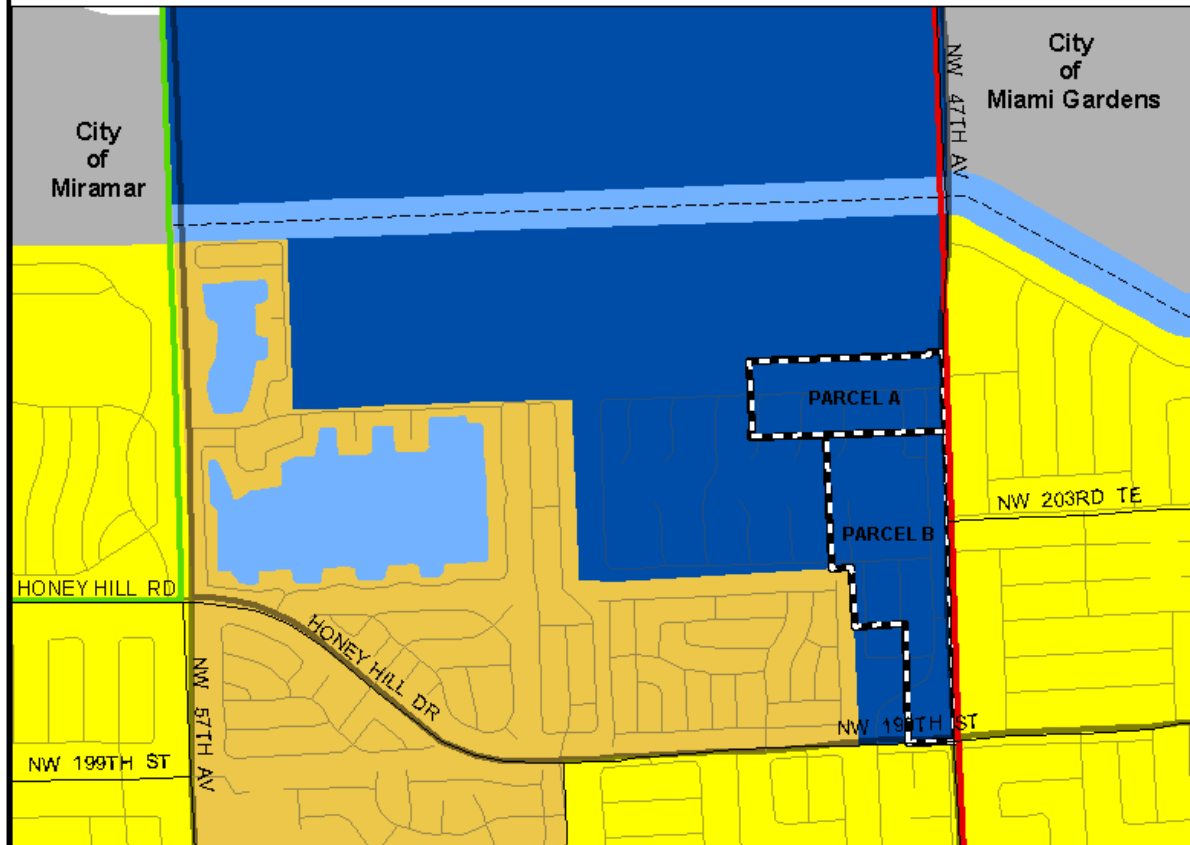
NW 47 Avenue needs to be improved in order to develop the application site. NW 47 Avenue between NW 199 Street and Miami Gardens Drive already fails concurrency because it is a two-lane roadway. The application even with the reduction in size to 48 acres, will still result in short-term LOS failing on the segment of NW 47 Avenue between NW 215 and NW 199 Streets. This roadway is currently a state roadway that is scheduled to be widened to four lanes in the Long Range Transportation Plan (LRTP) to the Year 2030 as an unfunded priority four project. If the Landmark Property is to be developed in the next five years, several measures have to be taken before the adoption hearing next spring:

- The Florida Department of Transportation needs to find funding for widening the road to 4 lanes or the transfer of this road from the state to the County that was started in 2005 needs to be completed. According to an estimate from the Public Works Department, the cost of widening the roadway to 4 lanes for the two-mile segment will be approximately \$13,200,000. However, this estimate does not include land acquisition costs needed for the 100' right-of-way required for state roadways.
- The County needs to identify funding to widen the roadway to 4 lanes between the County line and Miami Gardens Drive.
- The LRTP and the Transportation Improvement Program (TIP) will need to be amended to include the widening of this roadway to 4 lanes. If the project is to be funded in the next three years, committed funds will be needed for the roadway improvement.

- The CIE needs to be amended to include this roadway project at the adoption hearing next spring for the plan amendment.

NW 202 Street between NW 57 and 67 Avenues needs to be improved in order to develop the application site. The application even with the reduction in size to 48 acres, will still result in short-term LOS failing on this one-mile segment of NW 202 Street. This two-lane roadway is located on the County line with the NW 202 Street Canal lying to the south of the road. While the current roadway is located inside Miami-Dade County, widening this roadway to four lanes will require construction on the north side of the road since it cannot be expanded to the south due to the canal. Thus, the widening of the roadway would have to occur within the boundaries of the City of Miramar. County staff will meet with the City of Miramar and FDOT to develop a solution for building the roadway. The Public Works Department has estimated the cost for widening this roadway between NW 57 and 67 Avenues to 4 lanes. Excluding right-of-way acquisition, the estimated cost is approximately \$7,400,000 for constructing this one-mile roadway segment.

LOCATION OF REVISED STAFF APPLICATION NO. 1 CDMP LAND USE



Legend



REVISED APPLICATION AREA

CDMP LAND USE

- LOW DENSITY RESIDENTIAL (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY RESIDENTIAL (6-13 DU/AC)
- INDUSTRIAL AND OFFICE
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- WATER
- CANAL
- COUNTY BOUNDARY
- MUNICIPAL BOUNDARY



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



STAFF ANALYSIS

Application Site

The application site, which is owned by the County, is located on the northwest corner of NW 47 Avenue and NW 199 Street in unincorporated Miami-Dade County just west of the City of Miami Gardens' western boundary along NW 47 Avenue and within approximately 700 feet of the boundaries of Broward County and the City of Miramar along NW 57 Avenue (Red Road). The application site of 165.8 gross acres in the Carol City neighborhood has irregular boundaries that extend west from NW 47 Avenue to NW 55 Court and south from the approximately 260 foot-wide easement of Snake Creek Canal or C-9 East Canal to NW 199 Street or Honey Hill Drive.

Miami-Dade County conveyed the application site (a.k.a., the Landmark property) on August 27, 1963 to the State of Florida's Board of Commissioners of State Institutions with a deed restriction limiting the use of the development of a Sunland Training Center. This site has a history of being used for institutional uses since at least 1965, when the first phase of the Sunland Training Center for the Miami area was constructed on the site. The application site was originally a large portion of the approximately 221-acre Sunland Training Center that was operated by the Florida Department of Health and Rehabilitative Services for developmentally disabled and mentally retarded children. The name of the facility was changed later to Landmark Learning Center, which was closed down in June 2005. The application site was conveyed back to the County on September 30, 2005. The Federal Emergency Management Agency (FEMA) operated the Landmark Learning Center as a disaster recovery center after Hurricane Wilma impacted the area in late October 2005.

The property is currently underutilized. Excluding the fire station, the 165.8-acre application site contains 58 structures with a total floor area of 372,517 square feet, which represents approximately 5.16 percent of the total property area. Of the 58 structures, 39 or approximately 67 percent of the buildings are not being utilized. Currently, the Honey Hill Fire Station, a Miami-Dade Fire Rescue Department's training facility, the Corrections Department and various tenant operations including His House Children's Home, Sandor Wiener School of Opportunity, Camp 33, North Dade Regional Academy, and Plant Place occupy the site. His House and the ARC programs currently serve 306 people on the site including 288 children and 18 adults. Residential cottages and various support facilities including a chapel, vocational workshop, laundry, medical facility, administration building, swimming pool, ball field are located on the site. His House provides residential care for abused, neglected and drug exposed children in eleven cottages. The application site has extensive open space and is entirely fenced in. The application site is currently zoned as AU (Agricultural).

The application site is currently designated as "Institutions, Utilities and Communications" on the Adopted 2015-2025 Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP). While institutional uses are usually assume to occur on a property with this designation, a wide variety of uses can be developed on the application site without changing the designation on the LUP map. Uses that may be allowed in this land use category include the full range of institutions, communications and utilities; offices; and internally integrated business areas smaller than 5 acres in size or up to 10 percent of the total floor area of an institutional, public facility or office use. If the owner of land designated as "Institutions, Utilities and Communications" chooses to develop the land for a different use and no public agency intends to use the site for a public facility, the land may be developed for a use or a density comparable to and compatible with surrounding development providing that such development

is consistent with the goals, objectives and policies of the CDMP. The application site is adjacent to land on the east and south designated as “Low-Medium Density Residential Communities” (6 to 13 dwelling units per gross acre). Thus, the application site could be developed at this density under the current designation.

Adjacent Land Use and Zoning

The application site is adjacent to both unincorporated and incorporated areas. The existing development pattern of the unincorporated area around the site is residential to the west and south, residential and commercial to the east, and utility, institutional and industrial uses to the north. To the west and south, there are two mobile home parks in good condition, Royal Country with 864 licensed units on 174.17 acres and Honey Hill with 438 licensed units on 48.28 acres. The existing residential density is 5.0 units per acre at Royal Country, which was established in 1984, and 9.1 units per acre at Honey Hill, which was established in 1969. These mobile home parks have RU-1 (Single-family Residential on 7,500 sq. ft. lots) and AU zoning. To the south of Honey Hill Drive are single-family homes, built largely in the early 1970's, in the Miami Gardens Manor Subdivision, which has RU-1 zoning. The County's LUP map designates the land with the mobile homes as “Low-Medium Density Residential Communities” (6 to 13 dwelling units per gross acre) and the area south of Honey Hill Drive as “Low Density Residential Communities” (2.5 to 6 dwelling units per gross acre).

The area located immediately to the north of the application site contains the 268-acre North Dade Landfill and a 54.835-acre state-owned property, which is largely vacant except for two structures at the eastern end. These structures are a warehouse containing Al-Dan Trading and Daniel Club, and Baypoint North, a facility of the Florida Department of Juvenile Justice (DJJ). This facility provides rehabilitation and treatment for youth classified as moderate risk to public safety. The North Dade Landfill is zoned GU (Interim Use) and AU (Agricultural) and the state-owned property is largely zoned AU. The warehouse was originally a resource recovery facility that was rezoned in 2000 from AU to IU-1 (Light Industrial) and limited by a declaration of restrictions to a warehouse and shipping distribution center. The County's LUP map designates both the North Dade Landfill and the state-owned property as “Institutions, Utilities and Communications.”

The City of Miami Gardens, which incorporated in 2003, is located to the northeast, east and southeast of the application site. Until the city develops its own zoning districts, it is using the County's zoning designations. Northeast of the site and north of the Snake Creek Canal is an approximately 85-acre vacant area with IU-1 zoning, which was the former landfill for the City of Surfside. The residential area situated to the east and southeast of the subject property generally consists of detached single-family homes that were built in the 1970's and 1980's in the Carol City Gardens, Starlight and Inez Gardens subdivisions. Also in this area are the Skyway Elementary School and an approximately four-acre strip shopping center on the northeast corner of NW 199 Street and NW 47 Avenue. This center, which was built in 1976, contains such establishments as Central Supermarket, Dollar Plus and a Goodyear store. The residential subdivisions are zoned RU-1 and the shopping center is zoned BU-1A (Limited Business).

The Future Land Use Plan Map of the City of Miami Gardens has broad future land use categories. The northeastern area is designated as “Commerce”, which is defined in the city's comprehensive plan as mixed-use, primarily commercial-industrial areas with residential development at medium to high densities. The area along the Snake Creek Canal is designated

by the City as “Preservation.” The area east and southeast of the application site is designated as “Neighborhood”, which is defined as mixed-use, primarily low to medium density residential with small-scale neighborhood commercial.

The City of Miramar in Broward County is located approximately 700 feet to the west and 2/5 of a mile north of the application site. The area situated to west of the subject property and south of Snake Creek Canal contains a mobile home park and a plant nursery. A federal parcel is located further to the west that will be a site for a National Guard armory. This portion of the City is zoned Mobile Park District and Rural District.

The portion of the City located north of the application site is a major employment center containing such corporate parks as Miramar Park of Commerce, Miramar Commerce Park, Miramar Business Center, Flamingo Park of Commerce, and Countyline Corporate Center Park that is located along the north side of an approximately 2.5-mile segment of the Homestead Extension of the Florida Turnpike (HEFT) from Flamingo Road (NW 67 Avenue in Miami-Dade County) to approximately ½ mile east of NW 47 Avenue (Palm Avenue in Broward County). Numerous employers are located in this area with largest in terms of employment being American Express, Quest Diagnostics, Spirit Airlines, IRT, and Premier Beverage. The city's zoning for properties in this employment center is either Planned Industrial District or Community Business.

As of 2005, the Future Land Use Plan Map in the Adopted 2000 Comprehensive Plan of the City of Miramar has two future land use categories for properties near the application site. The portion of the city to the west of the application site south of Snake Creek Canal is designated as Low 5-Single Family Residential (five dwelling units per acre). The areas that are located north of the Snake Creek Canal and north of the HEFT are designated as a Regional Activity Center (RAC). A RAC in the City of Miramar must include large existing or planned concentrations of diverse activities and employment or educational opportunities of regional significance consisting of more than retail trade. This RAC is subject to review as an areawide Development of Regional Impact.

Land Use and Zoning History

The application site is located in an area covered by the Carol City Area Study, which was accepted by the Board of County Commissioners in December 1972. The recommendations of the Area Study that were relevant to the subject property was to rezone the property from AU (Agricultural) to RU-1 (Single Family Residential) land and locate a community park with a minimum of 20 acres in the vicinity of NW 199 Street and NW 47 Avenue if sites adjacent to Carol City High School or Lake Stevens Elementary School were not available. This study recommended that the landfill north of the application site be developed into a regional park.

After the application site was conveyed in 2005 back to the County, additional efforts were made to plan for the future of the property. Commissioner Jordan on September 14, 2006 and Commissioner Seijas on January 31, 2008 held two town hall meetings to hear from residents in Commission Districts 1 and 13 concerning development of the property. The common elements of both hearings are the following: put the facility to use during the planning stage; provide access along Snake Creek Canal to the application site from NW 57 Avenue; provide parks with such activities as golf, water park, basketball, baseball, football, soccer, dog park, bike path, and horseback riding; senior center; police station; day care; transitional housing for “aging out” youth from foster care; protection for wildlife; and community college. Some of the additional

suggestions at the public hearing for Commission District 1 were the need to widen NW 47 Avenue to address increase in traffic; provide office buildings that will provide a catalyst for employment; develop a cultural hub with a Olympic-size swimming pool and track and field, keep the existing uses of His House, Association for Retarded Citizens and the North Dade Regional Academy; no jails should be located on the property; senior housing should not be mixed with single family housing; schools on the site for students in kindergarten to 8th grade should include culinary arts, special needs, art center, mentoring/tutoring, and modern dance. Some of the additional suggestions at the public hearing for Commission District 13 included 20 acres for animal rescue, shopping center, water park; Campground for Boy Scouts; and shelter for children of domestic violence. Concerns voiced at this meeting included traffic, the impact on density and how would the project be integrated into a residential area.

The revised Conceptual Site Utilization Diagram of Landmark Property, dated 8/84/08 serves as guide for the future development of the application site. The purpose of the diagram is to create a mixed-use development that would allow a variety of residential developments and a research park and commercial development to provide employment and job training. The conceptual site utilization diagram proposes a variety of uses including institutional uses such as His House, government center with meeting facilities and offices, library/CAA, day care facilities, fire station, and police sub station; green open spaces including a community park and a village green; residential development with a wide range of densities (low, medium and high); and three mixed use developments (a mixed-use multi-family development of 5.65 acres, a limited retail/senior housing project, and a transit/retail project of 4.8 acres). This diagram differs from the prior one in that a 500-foot buffer between residential development and the North Dade landfill and a research park has been added and a public high school site has been deleted.

The Board of County Commissioners on May 6, 2008 approved Resolution R-533-08 directing the County Manager or his designee to file the necessary CDMR amendments pertaining to the Landmark property and to present a plan of action to implement the conceptual plan for development of the Landmark Property as accepted by the community. Commissioner Jordan sponsored this resolution.

The zoning history of the site is very limited. The property has been zoned for agricultural use since 1938, when zoning was established in the County. Under Resolution No. Z-38-85, requests for an unusual use and a non-use variance of private school requirements for the Landmark Learning Center Day Care Center were approved by the Board of County Commissioners in 1985. The facility was to serve the Landmark Learning Center and the children of the 875 employees of the South Florida State Hospitals. The Board of County Commissioners approved in 1990 Resolution No. Z-236-90, which through the use of a Special Exception and modification of conditions in the prior resolution expanded the number of children permitted in the day care center and after-school care facility from 50 to 75.

Supply and Demand

Residential Land Analysis

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Areas 2.3 and 3.1) in 2008 was estimated to have a capacity for about 6,618 dwelling units, with about 90 percent of these units intended as single-family. The annual average residential demand in this Analysis Area is projected to increase from 182 units per year in the 2008-2010 period to 557 units in the 2020-2025 period. An analysis of the

residential capacity by type of dwelling units shows absorption of single-family units occurring in 2029 and for multi-family by 2010 (See Table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2016.

Residential Land Supply/Demand Analysis

2008 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 2008	5,925	693	6,610
DEMAND 2008-2010	78	104	102
CAPACITY IN 2010	5,769	485	6,254
DEMAND 2010-2015	372	526	898
CAPACITY IN 2015	3,909	0	1,764
DEMAND 2015-2020	359	526	885
CAPACITY IN 2020	2,114	0	0
DEMAND 2020-2025	215	342	357
CAPACITY IN 2025	1,039	0	0
DEPLETION YEAR	2029	2010	2016

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.

Commercial Land Analysis

The Study Area for application 1 contained 448.4 acres of vacant land zoned for commercial uses in 2008. In addition, there were 1,642.9 acres of in-use commercial land. The average annual absorption rate projected for the 2008-2025 period is 19.89 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land beyond the year 2025.

Projected Absorption of Land for Commercial Uses

Indicated Year of Depletion and Related Data

Analysis Area Application 1

Analysis Area MSA	Vacant Commercial Land 2008 (Acres)	Commercial Acres in Use 2008	Annual Absorption Rate 2008-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres	
					<u>Per Thousand Persons</u>	
					2015	2025
2.3	175.4	639.7	3.02	2025+	9.3	8.9
3.1	273.0	1003.2	16.87	2025+	5.4	5.0
Total	448.4	1642.9	19.89	2025+	6.5	6.1

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, Research Section, August 2008.

Industrial Land Analysis

The Study Area for application 1 contained 1,361.3 acres of vacant land zoned for industrial uses in July 2008. In addition, there were 1,129.7 acres of in-use industrial land. The average annual absorption rate projected for the 2008-2025 period is 13.43 acres per year. At the projected rate of absorption, the study area will deplete its supply of industrially zoned and designated land beyond the year 2025.

Projected Absorption of Land for Industrial Uses Indicated Year of Depletion and Related Data Analysis Area Application 1					
Analysis	Area	Vacant Industrial Land 2008 (Acres)	Industrial Acres in Use 2008	Annual Absorption Rate 2008-2025 (Acres)	Projected Year of Depletion
	2.3	99.2	46.1	0.00	--
	3.1	1,262.1	1,083.6	13.43	2025+
	Total	1,361.3	1,129.7	13.43	2025+

-- Insignificant Demand

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, Research Section, August 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, National Geodetic Vertical Datum (NGVD)	+6.5 feet
Stormwater Management Drainage Basin	Surface Water Management Permit C-9 Snake Creek
Federal Flood Zone	AE – 7
Hurricane Evacuation Zone	Within the 100-year floodplain NO

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO
Hazardous Waste	YES

Drainage and Flood Protection:

The application site lies within Flood Zone AE with a base flood elevation of 7.0 feet NGVD, according to the Federal Flood Insurance Rate Maps (FIRM) for Miami-Dade County (County). According to the County's flood criteria, the site shall be filled to a minimum elevation of 6.5 feet and requires an additional 8 inches for residential and 4 inches for commercial structures. However, if the County flood elevation is less than the base flood elevation established by the FIRM maps, the higher elevation will be used.

According to the Miami-Dade County Department of Environmental Resources Management (DERM), a retention/detention system adequately designed to contain the run-off generated by a 5-year storm event onsite is required for this application. Additionally, no off-site discharge of stormwater is permitted. Due to the site's size and lot coverage potential, a Surface Water Management Permit must be obtained prior to any development of the site.

Wetlands

Although the application site is not located within a designated wetland basin, portions of the application site contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, a Class IV Wetland Permit is required by DERM prior to any work on the application site. Other state or federal agency permits may also be required.

Specimen Trees:

An inspection performed by DERM staff on May 28, 2008 revealed several specimen-sized trees (trunk diameter 18 inches or greater) on the application site. Section 24-49 of the Miami-Dade County Code (Code) provides for the preservation and protection of tree resources; therefore, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any identified specimen-sized trees. The inspection also indicated that the subject property contains prohibited trees as defined in Section 24-49.9 of the Code. These trees are exempted from permitting and must be removed from the subject property prior to development. It was also noted that tree resources were removed from the right of way without first obtaining the Miami-Dade County Tree Removal permit, a condition that must be addressed at time of permitting.

Endangered Species

Plant species such as the lattice-vein fern, *Thelypteris reticulata*, listed by the State of Florida as Endangered, may be present on the application site. According to CDMP Policy 8J of the Conservation, Aquifer Recharge, and Drainage Element, "Through its land acquisition and regulatory processes, Miami-Dade County shall continue to protect federally and State-listed plant species to the maximum extent possible." DERM recommends that the applicant should conduct a site survey to determine the extent of any jurisdictional wetlands and the presence of any federally or state-listed plant species on the application site.

Hazardous Waste

A portion of the application site (DCF Community of Landmark) located at 20000 Northwest 47 Avenue was noted to have an aluminum remediation issue. Conversations with DERM indicate that aluminum was detected above standards in the groundwater. The County is required to conduct additional testing to determine the extent of the contamination and perform remedial

activities to bring the site into compliance. Additionally, the property abutting the application site to the north is an active landfill operation (County's Solid Waste Management North Dade Landfill, 21500 Northwest 47 Avenue permit UT 2438/F8546).

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), which is designed to restore and preserve the water resources of the South Florida ecosystem, including the Everglades. In 2005, the South Florida Water Management District (SFWMD) promulgated new rules that prohibited 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 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 CUP. As stated above, all future growth in 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 SFWMD's Lower East Coast Regional Water Supply Plan and the County's CUP. A summary of these projects can be found under Objective WS-7 of the CDMP (Water Supply Facilities Work plan).

The assessment of available water supply, as it relates to comprehensive plan amendments, is difficult given that there is no specific timing of the development. Therefore, to determine if adequate water supply will be available for the proposed amendment, an assumption of three years for project completion from final comprehensive plan amendment approval is made, for this project the year 2012 will be used. This timeframe allows for rezoning of the property, platting of property, permitting and construction. Additionally, this is the timeframe for which concurrency is applied.

The maximum potential water demand from this Application is presented in the table below. Based on this table, the maximum water demand for the current allowed uses (Scenario 2) is estimated at 538,750 gpd. Under proposed scenario 2 the maximum water demand is estimated at 560,000 gpd. This represents an increase of 21,250 gpd above what would be estimated if the site were fully developed under its current designation.

The application is located within the Urban Development Boundary and is intended to provide job opportunities and a variety of workforce and affordable housing opportunities to the residents of Miami-Dade County. Figure 5-1 (Alternative Water Supply and Wastewater Reuse Projects 2007-2030) of the Water and Sewer sub-element in the CDMP, indicates that the Phase 1 of the Hialeah Floridan Aquifer Reverse Osmosis (R.O.) Water Treatment Plant (WTP) will be completed in 2012. This project will yield 8.5 million gallons per day and will ensure adequate water supply for this proposed site. The Table 5-2 - Finished Water Demand by

Source of the Water Supply Facilities Work Plan Support Document indicates that there will be no water deficit after the normal growth of the County is accommodated in the year 2012 or through the year 2030.

Estimated Water Demand by Land Use Scenario				
Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
CURRENT USE				
1	Office	3,611,124 sf.	10 gal/100 sf	361,112
2	SF Residential- Town homes	2,155 units	250 gal/unit	538,750
PROPOSED USE				
1A	Industrial	544,500 sf	20 gal/1,000 sf	10,890
B	Commercial	1,045,440 sf	10 gal/100 sf	104,544
C	SF Residential- Town homes	1,040 units	250 gal/unit	260,000
Total				375,434
2A&B	MF Residential	1,500	200 gal/unit	300,000
2C	SF Residential- Town homes	1,040	250 gal/unit	260,000
Total				560,000

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 late 2008.

Potable Water

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 the 12-month data provided by DERM, the water treatment plant currently has a DERM rated treatment capacity of 225.0 million gallons per day (mgd) and a maximum plant production of 200.9 mgd. As a result, this treatment plant has 24.1 mgd or 10.7% of treatment plant capacity remaining. Additionally, this plant has a 12-month average day demand of 139.8 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 by several existing water mains within the application site owned and operated by WASD. Based on a maximum water demand development scenario (Scenario 2 as noted under Water Supply), it is estimated that this application site will have an estimated water demand of 560,000 gpd; 21,250 gpd above what is currently allowed at the site. This estimated increase in water demand will not have a significant impact on the plant's design capacity and will not cause the adopted LOS standard to be exceeded.

Wastewater Facilities

The County's adopted 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 North District Wastewater Treatment Facility, which has a design capacity of 112.5 mgd and an 12-month average flow (ending April 2008) of 91.39 mgd or 81.2% of the plant's design capacity.

Based upon the residential development scenario (Scenario 2 under the Water Supply section), it is estimated that this site will generate sewage flows of 560,000 gpd. These estimated flows will not have a significant impact on the treatment plant's design capacity and will not cause the adopted LOS standard to be exceeded.

The closest available public sanitary sewer line to the application site is an existing 8-inch force main located on NW 57th Avenue and Northwest 202nd Street. The application site is served by a private sanity sewer system permitted for operation under DERM's Private Sanitary Sewer Operating (PSO) permit number 620 (PSO-620). A private pump station, #99-00620, located on the site, is operating in an "incomplete status" (not enough data exists to accurately determine the permit status). A requirement of the PSO permit is that the sanitary sewer system must be evaluated in its entirety in order to identify and eliminate Infiltration/Inflow (I/I) in the sanity sewer collection system. This facility is in violation for not complying with this requirement. The property owner shall not be authorized to utilize the existing sanity sewer collection system, until the sanitary sewer system is evaluated and brought into compliance with the I/I standard. Data provided by DERM indicates that sewage flows from this site would impact two public pump stations, numbers 30-0415 and 30-1310, which are currently operating within mandated criteria set forth in a 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 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. Currently the County exceeds the minimum standard by two (2) years. 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 the North Miami-Dade Landfill (21500 NW 47th Avenue), which is located immediately adjacent to the property. Under the DSWM's current policy, County and municipal collection operations, and permitted private haulers are allowed the use of this type of facility. The DSWM has indicated that the request will have minimal impact on collection

services. The financial impact on the disposal and transfer facilities would be incremental with the cumulative cost of providing disposal capacity for DSWM collection operations, private haulers and municipalities paid for by the users. Therefore DSWM is capable of providing such disposal service.

The DSWM has objected to this application and has raised concerns regarding the compatibility of the site with the North Miami-Dade Landfill immediately to the north. The proposed development could result in a residential population of approximately 3,432 persons thus raising concerns of potential odor, noise and truck traffic issues. DSWM is aware that despite its best efforts, they cannot assure quality of life conditions to be pleasing to the residents at all times. Accordingly, the DSWM recommends that land use incompatibility be given primary consideration before recommending approval.

As stated in Policy LU-4B of the Land Use Element of the CDMP: "Uses designated on the Land Use Plan (LUP) map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses." This concept is also contained in Policy SW-1C of the Solid Waste Subelement which states that "Miami-Dade County shall use all practical means to assure that land in the vicinity of solid waste disposal facilities is developed for a use that is compatible with the operations of said facilities. The County shall discourage changes to the Land Use Plan Map or land development regulations, which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers, particularly noise and odor, can reasonably be expected."

The current application provides for residential use (parcel A) immediately adjacent (across Snake Creek Canal) to the North Dade Landfill. In 2006, Miami-Dade County objected through DCA and the Administrative Hearings process to require the City of Doral to maintain a 500-foot buffer was maintained between the facility property and the residential property. Other uses within this buffer, such as commercial, industrial or open space were allowed. It should be noted that the Snake Creek Canal is a South Florida Water Management District Canal with a 100' right of way.

Parks

When this property was deeded to the County in 2005, the Park and Recreation Department (PARD) expressed an interest in obtaining a substantial portion of the area to provide additional recreation services in the area. PARD views this site as an opportunity to develop a district park with a variety of recreational facilities that would serve North West Miami Dade County, both unincorporated area residents and residents of municipalities. Some of the existing facilities, which include a gymnasium, were to be considered for re-use for public recreation. In addition, the site's adjacency to the Snake Creek Canal, which is a part of the County's greenway network, makes the site very attractive for open space and recreation. PARD has indicated that the site could also provide boat access to the Snake Creek Canal.

The application notes that a County resource recovery facility on the North Side of the Canal has the potential for future development of recreation open space. PARD has expressed a desire to explore recreational uses once the site is available for such uses in the future. The Department of Solid Waste has indicated that this site will not be available for such use in the foreseeable future.

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. This application is in Park Benefit District 1 (PBD1), which has a surplus capacity of 396 acres when measured by the County concurrency level-of-services standard for the unincorporated area of 2.75 acres of local recreation open space for 1,000 persons in UMSA. The local parks within a 2-mile radius of the application site are listed below.

County Local Parks Within a 2 Mile Radius of Application Area		
Name	Park Classification	Acreage
Country Village Park	Community Park	17.00
Acadia Park	Neighborhood Park	5.24
North Glade Park	Community Park	4.50
Lake Stevens Park	Neighborhood Park	11.84

Source: Miami Dade Parks and Recreation Department, July 2008

This application has the potential to increase population on site by 7,632 persons, 521 persons more than what the site could generate under its current designation, resulting in a need for an additional 1.4 acres, if approved. The cumulative impact of all applications in PBD 1 will increase the population by 13,644 and decrease the available reserve capacity by 37.52 acres. Although the current CDMP application does allow for a population of 7,111, the historic use of the site has not generated any impact on local parks. Should future development produce the maximum population allowed, a minimum of 21 acres of public park land would be required.

PARD, through their commitment to increasing available recreation open space and facilities in this area, prefers that a portion of the site be set aside for a significant public park. Additionally, PARD recommends that any future development proposed for this site take the goals and principles of the County's Open Space System Master Plan into account and that future site planning at this location incorporate significant areas for both active and passive recreation opportunities.

Fire and Rescue Service

Miami-Dade County Fire Rescue Station 51, Honey Hill, at 4775 NW 199th Street, is located on the southern corner of the application site. This station is equipped with an Advanced Life Support (ALS) Engine and a Rescue unit, and is continuously staffed with seven firefighters/paramedics. Currently, there are no additional planned fire station facilities near the application site.

According to 2007 Miami-Dade County Fire Rescue Department (MDFR) data, average travel time to incidents in the vicinity of the application site is approximately 5 minutes and 50 seconds for life threatening emergencies and 4 minutes and 27 seconds for structure fires. These average travel times are within an acceptable range for response times according to the National Fire Prevention Code.

The current CDMP designation allows a potential development that will generate a total of 794 annual alarms. Under the requested CDMP designation, potential development is anticipated to

generate a total of 712 annual alarms. According to MDFR, this will result in a severe impact to existing fire rescue services. Under MDFR's evaluation system, 1 – 30 annual alarms would have minimal impact to Fire and Rescue services, 31 – 69 annual alarms would have a moderate impact, and 70+ annual alarms would have a severe impact.

A severe impact rating does not mean that Fire-Rescue cannot meet the demands with current staffing or equipment levels, it is only an indication of the average quantity of alarms expected from an application when built. If Fire-Rescue needs additional personnel or equipment to ensure level of service standards for fire protection are met, then that will be specifically mentioned in the analysis.

The required fire flows for the proposed CDMF designation for Industrial and Business uses are 3,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual on the system. Also, the required fire flows for Office and Low-Medium Density Residential are 1,500 gpm. 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 and in place. 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 original 165.8-acre application site would result in utilization rate at the elementary school of 267% and at the middle school of 149%. The information in the table below is for the staff's proposed revision to the application, which limits it to 48 acres with 16.8-acre Parcel A being redesignated to "Industrial and Office" and the 31.2-acre Parcel B being redesignated to "Business and Office." The evaluation of this revised application on the surrounding schools is presented below.

School	2007 Enrollment*		FISH Capacity**	% FISH Utilization	
	Current	With Application		Current	With Application
Skyway Elementary	668	985	572	117%	172%
Lake Stevens Middle	908	1,054	1,033	88%	102%
Miami Carol City Senior	2,472	2,976	2,720	91%	98%

* Student population increase as a result of the proposed development

Notes: 1) Figures above reflect the impact of the class size amendment.
2) Pursuant to the Interlocal Agreement, all of the impacted schools meet the review threshold.

Based on a provision in the CDMP, residential development at a maximum of 25 dwelling units per acre could occur on Parcel B if it is redesignated to "Business and Office". Students generated by Parcel B of 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.

The revised application, if approved, will increase the potential student population of the schools serving the application site by an additional 661 students. 317 students will attend Skyway Elementary, increasing the FISH utilization from 117% to 172%; 146 students will attend Lake Stevens Middle, increasing the FISH from 88% to 102%; and 198 students will attend Miami Carol City Senior High, increasing the FISH utilization from 91% to 98%. One of the three school(s), the Elementary will exceed the 115% FISH design capacity threshold set by the current Interlocal Agreement.

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

Roadways

Application No. 1 is a CDMP Standard Amendment application, which consists of a 165.80 gross-acre site located at the NW corner of the intersection of Honey Hill Drive/NW 199 Street and NW 47 Avenue (SR 847). The application site is currently designated as "Institution, Utilities and Communications" use on the Adopted 2015 and 2025 Land Use Plan map. Primary access to the application site is from NW 199 Street, a four-lane divided arterial, which provides access to other major north-south arterials in the area; and from NW 47 Avenue, a two-lane roadway, which provide access to east-west arterials. East-west expressways and arterials include: the Homestead Extension of the Florida Turnpike (HEFT/SR 821), the Palmetto Expressway (SR 826), NW 215 Street, NW 202/199 Street/Honey Hill Drive, and NW 186/183 Street/Miami Gardens Drive (SR 860). North-south arterials include: NW 57/Red Road (SR 823), NW 47 (SR 847), NW 37, and NW 27 (SR 817) Avenues, and the Florida Turnpike (SR 91). All these roadways provide accessibility to other parts of the county and the region. The Florida Turnpike (SR 91) and the Palmetto Expressway (SR 826) are part of Florida's Strategic Intermodal System (SIS) and the Florida Intrastate Highway System (FIHS).

The Department of Planning and Zoning (DP&Z) in cooperation with the County's Public Works Department and the Metropolitan Planning Organization performed traffic impact analyses to assess the impact that Application No. 1 would have on the adjacent roadways and the surrounding roadway network. Traffic impact analyses were performed for short-term (concurrency) and long-term (2015) conditions. The analyses were based on the maximum potential development that could occur under the requested land use designations of "Industrial and Office" for Parcel A (25 acres), "Business and Office" for Parcel B (60 acres), and "Low-Medium Density Residential (6 to 13 dwelling units/gross acre)" for Parcel C (80 acres).

Study Area

The Study Area analyzed is bound by the Broward/Miami-Dade County line to the north, NW 27 Avenue (SR 817) to the east, the Palmetto Expressway (SR 826) to south, NW 67 Avenue to the west.

Existing Conditions

The roadway operating conditions, levels of service (LOS), are represented by one of the letters “A” through “F”, with “A” generally representing the most favorable driving conditions and “F” representing the least favorable.

Existing traffic conditions are shown in Table 1-1 below. Current traffic conditions on the roadway network surrounding the application site are acceptable, operating at or above the adopted LOS standards during the PM peak period, with the exception of the roadway segment of NW 47 Avenue between NW 199 Street and NW 183 Street, which operating at LOS F. Also, the Palmetto Expressway (SR 826), from NW 67 Avenue to NW 27 Avenue, and Honey Hill Drive, between NW 67 Avenue and NW 37 Avenue, are operating at LOS D, the adopted LOS standard applicable to these roadways. All other arterials that are currently monitored in the study area show acceptable peak period LOS conditions.

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

Roadway	Location/Link	Lanes	LOS Std.	Max. Service	Peak Hr. Volume	Existing LOS
NW 67 Avenue/Ludlam Rd.	NW 202 Street to NW 186 Street	6 DV	D	5920	1598	B (07)
	NW 186 Street to NW 170 Street	6 DV	E	-	-	NA
	NW 170 Street to NW 167 Street	8 DV	E+20%	6253	4467	B (07)
NW 57 Avenue (SR 823)	NW 215 Street to NW 199 Street	6 DV	D	5080	3706	B (06)
	NW 199 Street to NW 183 Street	6 DV	D	5080	3470	B (06)
	NW 183 Street to Palmetto Expwy.	6 DV	E+20%	5904	3464	C (06)
NW 47 Avenue (SR 847)	NW 215 Street to NW 199 Street	2 UD	E	1610	1383	D (06)
	NW 199 Street to NW 183 Street	2 UD	E	1550	1651	F (06)
	NW 183 Street to NW 167 Street	2 UD	D	-	-	NA
NW 37 Avenue	NW 215 Street to Palmetto Expwy.	4 DV	D	3690	2221	C (07)
NW 27 Avenue	NW 215 Street to NW 183 Street	6 DV	E+20%	5904	3785	C (06)
	NW 183 Street to Palmetto Expwy.	6 DV	E+20%	5904	3746	C (06)
Honey Hill Drive/199 Street	NW 67 Avenue to NW 57 Avenue	2 UD	D	1180	1131	D (07)
	NW 57 Avenue to NW 37 Avenue	4 DV	D	2690	1578	D (07)
	NW 37 Avenue to NW 27 Avenue	4 DV	E+20%	4488	1766	C (07)
Miami Gardens Dr./183 St.	NW 67 Avenue to NW 57 Avenue	4 DV	E+20%	4068	2874	C (06)
	NW 57 Avenue to NW 37 Avenue	6 DV	E+20%	6096	2477	C (06)
	NW 37 Avenue to NW 27 Avenue	6 DV	E+20%	6096	1876	B (06)

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

Roadway	Location/Link	Lanes	LOS Std.	Max. Service	Peak Hr. Volume	Existing LOS
Palmetto Exp. (SR 826)	NW 67 Avenue to NW 57 Avenue	6 LA	D	10050	9458	D (06)
	NW 57 Avenue to NW 47 Avenue	6 LA	D	10050	9544	D (06)
	NW 47 Avenue to NW 37 Avenue	6 LA	D	10050	9310	D (06)
	NW 37 Avenue to NW 27 Avenue	6 LA	D	10050	9582	D (06)

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

Note: () in LOS column identifies year traffic count was revised/updated; DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access; LOS Std. means the adopted minimum acceptable peak-period Level of Service standard for all State and County roadways; NA means that no traffic count is available.

Trip Generation

Two potential development scenarios under the current and requested CDMP land use designations were analyzed for traffic impact. Scenario 1 assumes the application site developed with 3,611,124 sq. ft of office use under the current "Institutions, Utilities and Communications" land use designation, and with 544,500 sq. ft. of industrial use (Parcel A), 1,045,440 sq. ft. of retail space (Parcel B), and 1,040 single-family attached dwelling units (Parcel C) under the requested "Industrial and Office," "Business and Office" and "Low-Medium Density Residential" land use designations. Scenario 2 assumes the application site developed with 2,155 single-family attached dwelling units under the current CDMP land use designation, and with 544,500 sq. ft. of industrial use (Parcel A), 1,500 multifamily attached dwelling units (Parcel B), and 1,040 single-family attached dwelling units (Parcel C). The "Business and Office" land use designation may allow residential development at a density up to one density higher than the LUP-designated density of the adjacent or adjoining residentially designated area.

The number of PM peak hour trips estimated to be generated by the potential development scenarios under the current and requested LUP-designations are presented in Table 1-2 below. Scenario 1, under the current and requested LUP-map designations, is projected to generate approximately 4,123 and 3,027 PM peak hour trips, respectively. On the other hand, Scenario 2, under the current and requested LUP-map designations, is projected to generate approximately 745 and 1,502 PM peak hour trips, respectively. Scenario 1 under the requested LUP-map designation would generate 1,096 less PM peak hour trips than the current CDMP land use designation. Scenario 2, on the other hand, would generate approximately 757 more PM peak hour trips than the current LUP-map designation. See Table 1-2 below.

Traffic Concurrency Evaluation

A recent evaluation of peak period traffic concurrency conditions as of July 8, 2008, which considers reserved trips from approved development not yet constructed and programmed roadway capacity improvements in the first three years of the adopted Transportation Improvement Program (TIP), indicates that NW 202 Street, between NW 67 Avenue and NW 57 Avenue, and NW 47 Avenue, from NW 199 Street to NW 183 Street, are projected to operate at LOS F, below their adopted LOS D and LOS E standards, respectively. These traffic concurrency conditions are without the application impacts. With the application impacts, these roadway segments, NW 202 Street between NW 67 Avenue and NW 57 Avenue, and NW 47

Avenue from NW 215 Street to NW 183 Street, are projected to further deteriorate and operate at LOS F, in violation of their adopted LOS D and E standards, respectively. See Table 1-3 below.

Table 1-2
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1 (Scenario 1)	Institutions, Utilities, & Communications (3,611,124 sq. ft., Offices)	Parcel A: Industrial and Office (544,500 sq. ft., warehouse) Parcel B: Business and Office (1,045,440 sq. ft., retail) Parcel C: Low-Medium Density Residential (6-13 DU/gross acre) (1,040 Single-Family attached)	
	4,123	3,027 ¹	-1,096
1 (Scenario 2)	Institutions, Utilities, & Communications (2,155 Single-Family attached units) ²	Parcel A: Industrial and Office (544,500 sq. ft., warehouse) Parcel B: Business and Office (Residential Use) (1,500 Multi-Family Units) ³ Parcel C: Low-Medium Density Residential (6-13 DU/gross acre) (1,040 Single-Family attached)	
	745	1,502	+757

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

Notes ¹ Includes pass-by trips adjustment factor for retail use, ITE Trip Generation, 7th Edition, 2003.

² Under the requested "Institution, Utilities and Communication" land use designation the application site may be developed at the residential density of the adjacent residential development (13 DUs/gross acre).

Scenario 1 assumes the application site developed with industrial park, retail, and residential uses under the requested CDMP land use designations.

Scenario 2 assumes the application site developed with industrial and residential uses under the requested CDMP designations.

³ The Business and Office land use designation may allow residential use at a density up to one density higher (25 DUs/gross acre) than the LUP-designated density of the adjacent or adjoining residentially designated area.

Future Conditions

The 2009 Transportation Improvement Program lists the addition of auxiliary lanes to the Palmetto Expressway (SR 826) between NW 67 Avenue and NW 47 Avenue. Construction of this programmed improvement is scheduled in FY 2010-2011. The 2009 TIP also lists the HEFT, between SR 836 and NW 57 Avenue, and the Palmetto Expressway, from I-75 to the Golden Glades interchange, for Project Development and Environmental (PD&E) study in fiscal years 2008-2009 and 2010-2011.

Table 1-3
Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.Os Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1: Industrial, Business and Residential uses												
2515	NW 57 Avenue	NW 215 Street to NW 201/199 Street	6 DV	D	5,080	3,706	B	16	B	243	3,965	B (06)
2514	NW 57 Avenue	NW 199 Street to NW 183 Street	6 DV	D	5,080	3,470	B	108	B	210	3,788	B (06)
32	NW 47 Avenue	NW 215 Street to NW 199 Street	2 UD	E	1,610	1,383	D	0	D	740	2,123	F (06)
632	NW 47 Avenue	NW 199 Street to NW 183 Street	2 UD	E	1,550	1,651	F	27	F	1,230	2,908	F (06)
9562	NW 202 Street	NW 67 Avenue to NW 57 Avenue	2 UD	D	1,180	1,131	D	199	F	99	1,429	F (07)
9560	NW 199 Street	NW 57 Avenue to NW 37 Avenue	4 DV	D	2,690	1,578	D	295	D	505	2,378	D (07)
Scenario 2: Industrial and Residential uses only (Business and Office portion of site developed with Residential Use)												
2515	NW 57 Avenue	NW 215 Street to NW 201/199 Street	6 DV	D	5,080	3,706	B	16	B	121	3,843	B (06)
2514	NW 57 Avenue	NW 199 Street to NW 183 Street	6 DV	D	5,080	3,470	B	108	B	104	3,682	B (06)
32	NW 47 Avenue	NW 215 Street to NW 199 Street	2 UD	E	1,610	1,383	D	0	D	367	1,750	F (06)
632	NW 47 Avenue	NW 199 Street to NW 183 Street	2 UD	E	1,550	1,651	F	27	F	610	2,288	F (06)
9562	NW 202 Street	NW 67 Avenue to NW 57 Avenue	2 UD	D	1,180	1,131	D	199	F	49	1,379	F (07)
9560	NW 199 Street	NW 57 Avenue to NW 37 Avenue	4 DV	D	2,690	1,578	D	295	D	251	2,124	D (07)

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

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

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

D (90% capacity) between the Urban Infill Area (UIA) and the Urban Development Boundary (UDB).

E (100% capacity) on State Urban Minor Arterials (SUMA) between the UDB and UIA.

() Indicates the year traffic count was updated and/or Level of Service revised.

Scenario 1 assumes the application site developed with industrial park, retail, and residential uses under the requested CDMP land use designations.

Scenario 2 assumes the application site developed with industrial and residential uses under the requested CDMP designations. It assumes the development of 1,500 multifamily dwelling units on the portion (parcel B) of the application site requested for "Business and Office" land use designation. The Business and Office land use designation may allow residential use at a density up to one density higher (25 DUs/gross acre) than the LUP-designated density of the adjacent or adjoining residentially designated area.

The Miami-Dade County Transportation Plan to the Year 2030 (LRTP) lists several significant projects as Priority I, II and IV projects. These projects are: the widening from 4 to 6 lanes of Miami Gardens Drive, between I-75 and NW 57 Avenue and from NW 27 Avenue to the Florida Turnpike, and the HEFT, between I-75 and the Florida Turnpike; and the addition of one High Occupancy Vehicle (HOV) lane in each direction to SR 826 from I-75 to the Golden Glades interchange. These improvements are planned for construction between 2009 and 2030. The widening of NW 47 Avenue from 2 to 4 lanes between Miami Gardens Drive and the County line is listed as a Priority IV Unfunded project. See Table 1-4 below.

Table 1-4
Planned Roadway Improvements

Segment	From	To	Type of Improvement	Priority
Miami Gardens Drive/NW 183 Street (SR 860)	NW 27 Avenue	FL Turnpike	Widen 4 to 6 lanes	I
NW 27 Avenue	US 1	County line	ITS	II
NW 57 Avenue	Okeechobee Rd.	County line	ITS	II
I-75	Miami Gardens Dr.	Interchange improvement		III
SR 826	I-75	Golden Glades Interchange	HOV lanes	IV
HEFT	I-75	FL Turnpike	Widen 4 to 6 lanes	IV*
Miami Gardens Dr./NW 183 St.	I-75	NW 57 Avenue	Widen 4 to 6 lanes	IV
NW 47 Avenue	Miami Gardens Dr.	County line	Widen 2 to 4 lanes	IV**

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

Notes: Priority I projects – Projects scheduled to be funded by 2009.

Priority II projects – Projects scheduled for funding between 2010 and 2015.

Priority III projects – Projects scheduled for funding between 2016 and 2020.

Priority IV projects – Projects scheduled for funding between 2021 and 2030.

* Shown as funded in Broward's LRTP

** Shown as a Priority IV Unfunded project in Miami-Dade County LRTP.

ITS means Intelligent Transportation System that includes roadway sensors, arterial dynamic message signs, and wireless communication.

Year 2015 traffic conditions were evaluated in the study area to determine the adequacy of the roadway network to meet the adopted LOS standards through the Year 2015 planning horizon. The 2015 Volume-to-Capacity (V/C) Ratios Table, below, lists all roadways within the study area projected to deteriorate to LOS F in the vicinity of Application No. 1.

Table 1-5 shows the 2015 traffic conditions assuming implementation of all programmed and planned improvements. All of the north-south arterial roadways, from NW 27 Avenue west to NW 67 Avenue, are all projected to operate at LOS F. Even with extraordinary transit service, such as the current 27 MAX or the planned North Corridor rapid bus service, portions of NW 27 Avenue would not meet the LOS standard. Segments of NW 202 Street, NW 199 Street, and the Palmetto Expressway from NW 67 Avenue to NW 17 Avenue are also projected to operate at LOS F with and without the application's impacts. A more complete listing of roadways projected to deteriorate to LOS F is listed in Table 1-5 below.

Table 1-5
2015 Volume-to-Capacity (V/C) Ratios
Roadways Projected to Violate their Adopted Level of Service (LOS) Standards

Roadway Segment	No. Of Lanes ¹	Adopted LOS Standard ²	Base Scenario (Without Application)		Scenario 1 (With Application)		Scenario 2 (With Application)	
			V/C Ratio	Projected 2015 LOS	V/C Ratio	Projected 2015 LOS	V/C Ratio	Projected 2015 LOS.
NW 215 St. from NW 27 Ave to FL Turnpike	4	D	0.95	E	0.97	E	0.99	E
NW 202 St. from NW 67 Ave. to NW 57 Ave.	2	D	1.21	F	1.28	F	1.24	F
NW 199 Street from NW 57 Ave to NW 47 Ave.	4	D	0.69- 0.76	B - C	0.88- 0.95	D - E	0.78- 0.88	C - D
Palmetto Expwy. from NW 67 Ave. to NW 57 Ave.	6	D	1.31	F	1.31	F	1.28	F
Palmetto Expwy. from NW 57 Ave. to NW 47 Ave.	6	D	1.28	F	1.29	F	1.27	F
Palmetto Expwy. from NW 47 Ave. to NW 37 Ave.	6	D	1.33	F	1.33	F	1.32	F
Palmetto Expwy. from NW 37 Ave. to NW 27 Ave.	6	D	1.28	F	1.29	F	1.27	F
Palmetto Expwy from NW 27 Ave. to NW 17 Ave.	8	D	0.88	D	0.97	E	0.96	E
NW 27 Ave. from HEFT to NW 199 Street	6	E+20%	1.17 - 1.24	E+17% - E+24%	1.17 - 1.24	E+17% - E+24%	0.98- 1.17	E - E+17%
<u>NW 32 Ave. from NW 199 Street to 183 Street</u>	2	D	0.93 - 1.19	E - F	1.06- 1.33	F - F	0.89- 1.19	E - F
NW 32 Ave. from NW 183 Street to SR 826	2	D	0.90 - 1.13	D - F	0.88 - 1.17	D - F	0.85- 1.14	D - F
NW 37 Ave. from HEFT to NW 199 Street	4	D	0.97 - 1.19	E - F	0.99- 1.16	E - F	0.98- 1.20	E - F
NW 37 Ave. from NW 199 Street to NW 183 St.	4	D	1.01 - 1.09	F - F	1.03 -1.11	F - F	1.05- 1.11	F - F
NW 37 Ave. from NW 183 Street to SR 826	4	D	0.97 - 1.12	E - F	1.00 - 1.12	E - F	1.00 - 1.12	E - F
NW 42 Ave. from NW 199 Street to NW 183 St.	2	D	1.18 - 1.34	F - F	1.28 - 1.36	F - F	1.30- 1.36	F- F
NW 42 Ave. from NW 183 Street to SR 826	2	D	0.99 - 1.19	E - F	0.98- 1.14	E - F	1.00- 1.17	E - F
NW 47 Ave. from HEFT to NW 199 Street	4	E	1.24 - 1.26	F - F	1.23- 1.28	F - F	1.22- 1.26	F - F
<u>NW 47 Ave. from NW 199 St. to NW 183 Street</u>	4	E	0.90 - 1.36	E - F	1.10- 1.44	F - F	1.04- 1.40	F - F
NW 47 Ave. from NW 183 Street to SR 826	4	D	0.90 - 1.02	D - F	0.86- 1.06	D - F	0.85- 1.06	D - F
NW 57 Ave. from NW 191 Street to NW 183 St.	6	D	0.88- 1.12	D - E+12%	0.97- 1.21	E - E+21%	0.94- 1.18	E - E+18%
NW 57 Ave. from NW 175 Street to SR 826	6	E+20%	1.13- 1.26	E+13% - E+26%	1.16- 1.29	E+16% - E+29%	1.17- 1.29	E+17% - E+29%
NW 67 Ave. from HEFT to NW 202 St.	2	D	1.63	F	1.63	F	1.63	F
NW 67 Ave. from NW 170 Street to SR 826	6	E+20%	1.29- 1.41	E+29% - E+41%	1.29- 1.41	E+29% - E+41%	1.28- 1.39	E+28% - E+39%

Source: Compiled by Miami-Dade County Department of Planning and Zoning; Gannett Fleming Inc. & Metropolitan Planning Organization, July 2008.

Notes: ¹ Based on roadway improvements in 2009 TIP and Priority I and II of the 2030 Long Range Transportation Plan

² County's Adopted Roadway LOS standards

E+20% = 120% of LOS E, 20-minutes headway between Urban Infill Area and Urban Development Boundary

Application Impacts

Application No. 1 is located at the NW corner of the intersection of NW 47 Avenue and NW 199 Street. Primary access to this 165.8-acre site is from NW 47 Avenue and NW 199 Street. No roadway segment in the vicinity of the application site currently exceeds the adopted roadway LOS standards applicable to this area. The concurrency analysis shows that segments of NW 202 Street, from NW 67 Avenue and NW 57 Avenue, and NW 47 Avenue, between NW 215 Street and NW 83 Street, are projected to operate at LOS F, above the adopted LOS D and LOS E standards, applicable to these roadway segments. In the year 2015, all of the north-south arterial roadways, from NW 17 Avenue west to NW 67 Avenue, are projected to operate at LOS F. Also, NW 202 Street from NW 67 Avenue to NW 57 Avenue and the Palmetto Expressway between NW 67 Avenue and NW 17 Avenue are projected to operate at LOS F without the application's impact. All these roadways are projected to further deteriorate with the application's impact.

Table 1-2, above, identifies the number of PM peak hour trips estimated to be generated by the requested LUP map designations and compares to the trips estimated to be generated by the current LUP map designation. It shows that if the site were to be developed with industrial and commercial uses, it would generate approximately 3,027 PM peak hour trips, or 1,096 less PM peak hour trips than under the current CDMP designation. However, if the application site were to be developed with industrial and residential uses, it would generate 757 more PM peak hour trips than the current land use designation. In the case of Scenario 1, the proposed land uses would have less impact on the roadway network than the current land use designation. Scenario 2 would have somewhat more impact than the current land use designation.

Staff Recommended Change

The proposed standard amendment (165.80-acre site) to re-designate the subject application property from "Institutions, Utilities and Communications" to "Industrial and Office" (25 acres), "Business and Office" (60 acres) and "Low-Medium Density Residential Communities" (80 acres) will have great impact on the adjacent roadways and surrounding roadway network as summarized above. Therefore, DP&Z staff is recommending that the subject application be reduced from 165.80 acres to 48 acres, diminishing the sizes of Parcel A (Industrial and Office) from 25 to 16.80 acres and Parcel B (Business and Office) from 60 to 31.20 acres, and eliminating the 80-acre Parcel C (Low-Medium Density Residential). This recommendation was based on a revised Conceptual Site Utilization Diagram of the Landmark property, prepared by DP&Z staff and dated August 8, 2008, which will serve as guide for the future development of the Landmark property as accepted by the community (See Appendix H).

DP&Z staff in cooperation with the County's Public Works Department performed another short-term (concurrency) traffic analysis to assess the impact that the recommended change would have on the adjacent roadways. Two potential development scenarios, under the current and requested CDMP land use designations, for the 48 acres were also analyzed to assess the traffic impact. Scenario 1 assumes the application site developed with 1,045,440 sq. ft of office use under the current "Institutions, Utilities and Communications" land use designation, and with 365,904 sq. ft. of industrial use (Parcel A) and 543,628 sq. ft. of retail space (Parcel B) under the requested "Industrial and Office" and "Business and Office" land use designations. Scenario 2 assumes the new application site developed with 624 single-family attached dwelling units under the current CDMP land use designation, and with 544,500 sq. ft. of industrial use (Parcel A) and 780 multi-family dwelling units (Parcel B). The "Business and Office" land use

designation may allow residential development at a density up to one density higher than the LUP-designated density of the adjacent or adjoining residentially designated area.

Table 1-6, below, identifies the number of PM peak hour trips estimated to be generated by DP&Z staff's proposed changes and compares to the trips estimated to be generated by the current LUP map designation. It shows that if the 48-acre site were to be developed with industrial and commercial uses, it would generate approximately 1,783 PM peak hour trips, or 225 more PM peak hour trips than under the current CDMP designation. On the other hand, if the amendment site were to be developed with industrial and residential uses, it would generate 771 PM peak hour trips, or 501 less trips than the current land use designation. Overall, DP&Z staff's revised application would have more impact on the roadway network than the original application.

Table 1-6
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1 (Scenario 1)	Institutions, Utilities, & Communications (1,045,440 sq. ft., Offices)	Parcel A: Industrial and Office (365,904 sq. ft., Industrial Park) Parcel B: Business and Office (543,628 sq. ft., retail) ³	
	1,558	1,783	+225
1 (Scenario 2)	Institutions, Utilities, & Communications (624 Single-Family attached) ²	Parcel A: Industrial and Office (365,904 sq. ft., Industrial Park) Parcel B: Business and Office (Residential Use) (780 Multi-Family Units)	
	270	771	+501

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

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

² Under the current CDMP designation the application site can be developed at the residential density of the adjacent residential development (13 DUs/gross acre)
Scenario 1 assumes the application site developed with industrial park, retail, and residential uses under the requested CDMP land use designations.

Scenario 2 assumes the application site developed with industrial and residential uses under the requested CDMP designations.

³ The Business and Office land use designation may allow residential use at a density up to one density higher (25 DUs/gross acre) than the LUP-designated density of the adjacent or adjoining residentially designated area.

Table 1-7
Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.Os Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Option 1: Industrial and Business uses												
2515	NW 57 Avenue	NW 215 Street to NW 201/199 Street	6 DV	D	5,080	3,706	B	16	B	124	3,216	B (06)
2514	NW 57 Avenue	NW 199 Street to NW 183 Street	6 DV	D	5,080	3,470	B	108	B	119	3,697	B (06)
32	NW 47 Avenue	NW 215 Street to NW 199 Street	2 UD	E	1,610	1,383	D	0	D	396	1,779	F (06)
632	NW 47 Avenue	NW 199 Street to NW 183 Street	2 UD	E	1,550	1,651	F	27	F	781	2,459	F (06)
9562	NW 202 Street	NW 67 Avenue to NW 57 Avenue	2 UD	D	1,180	1,131	D	49	D	55	1,235	F (07)
9560	NW 199 Street	NW 57 Avenue to NW 37 Avenue	4 DV	D	2,690	1,578	D	295	D	308	2,181	D (07)
Option 2: Industrial and Residential uses only (Business and Office portion of site developed with Residential Use)												
2515	NW 57 Avenue	NW 215 Street to NW 201/199 Street	6 DV	D	5,080	3,706	B	16	B	54	3,146	B (06)
2514	NW 57 Avenue	NW 199 Street to NW 183 Street	6 DV	D	5,080	3,470	B	108	B	52	3,630	B (06)
32	NW 47 Avenue	NW 215 Street to NW 199 Street	2 UD	E	1,610	1,383	D	0	D	172	1,555	E (06)
632	NW 47 Avenue	NW 199 Street to NW 183 Street	2 UD	E	1,550	1,651	F	27	F	337	2,015	F (06)
9562	NW 202 Street	NW 67 Avenue to NW 57 Avenue	2 UD	D	1,180	1,131	D	49	D	23	1,203	F (07)
9560	NW 199 Street	NW 57 Avenue to NW 37 Avenue	4 DV	D	2,690	1,578	D	295	D	133	2,006	D (07)

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

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

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

D (90% capacity) between the Urban Infill Area (UIA) and the Urban Development Boundary (UDB).

E (100% capacity) on State Urban Minor Arterials (SUMA) between the UDB and UIA.

() Indicates the year traffic count was updated and/or Level of Service revised

Scenario 1 assumes the development of 543,628 sq. ft. of retail space on the portion (parcel B) of the application site requested "Business and Office" land use designation.

Scenario 2 assumes the development of 780 multifamily dwelling units on the portion (parcel B) of the application site requested "Business and Office" land use designation.

Traffic Concurrency Evaluation

An evaluation of peak period traffic concurrency conditions, which considers reserved trips from approved development not yet constructed and programmed roadway capacity improvements in the first three years of the adopted Transportation Improvement Program (TIP), indicates that NW 47 Avenue, from NW 199 NW 183 Street, is projected to operate at LOS F, below its adopted LOS E standard. This traffic concurrency condition is without the application impact. With the impact of the revised application, the roadway segments of NW 202 Street, between NW 67 Avenue and NW 57 Avenue, and NW 47 Avenue, from NW 215 Street to NW 183 Street, are projected to further deteriorate and operate at LOS F, in violation of their adopted LOS D and E standards, respectively. See Table 1-7 above.

Roadway Improvements

The proposed reduction to the application site will diminish the impact of subject application on the adjacent roadways and surrounding roadway network. However, as shown in Tables 1-3, 1-5 and 1-7, above, the roadway segments of NW 202 Street, from NW 67 Avenue to NW 57 Avenue, and NW 47 Avenue, from the HEFT to NW 183 Street, are projected to fail without the application's impact and will be further impacted by the application.

No roadway capacity improvement is currently programmed in the TIP or planned in the Year 2030 Long Range Transportation Plan for the roadway segment of NW 202 Street from NW 67 Avenue to NW 57 Avenue; and the widening of NW 47 Avenue from Miami Gardens Drive/NW 183 Street to the Miami-Dade County line, from 2 to 4 lanes, is listed as a Priority IV Unfunded project. However, these two roadway segments will have to be widen from 2 to 4 lanes in order to improve the concurrency and Year 2015 LOS conditions and improve circulation for NW 47 Avenue and NW 202 Street. Miami-Dade County, the applicant, is committed to provide the roadway improvements.

NW 47 Avenue, from the County line to Miami Gardens Drive, is currently a State roadway (SR 847), and NW 202 Street is adjacent to the Miami-Dade/Broward County line. Miami-Dade County will work with both the City of Miramar in Broward County and FDOT to make possible the roadway improvements. Miami-Dade County is in the process of requesting FDOT the transfer of NW 47 Avenue, from the County line to NW 183 Street, to the county, and will work with the City of Miramar to facilitate the improvement NW 202 Street.

Application Fiscal Impact

The improvements for the two roadway segments identified above are estimated to cost approximately \$7,397,079 for the widening from 2 to 4 lanes of NW 202 Street from NW 67 Avenue to NW 57 Avenue, and \$13,200,506 for the 4-lane construction of NW 47 Avenue from the Miami-Dade County line to NW 183 Street. These cost estimates only reflect the construction costs and do not include right-of-way costs.

Transit Service

Miami-Dade Transit currently provides extensive transit service to the amendment site. Three Metrobus routes currently circulate along the perimeter of the application site, providing transit

access to regional shopping centers, the Metrorail and other Metrobus routes connecting to other areas of the county. Also, the County is committed to develop the application site with mixed-use development in order to reduce traffic impact and promote the use of public transportation.

Existing Service

Metrobus Routes 32, 91 and 99 directly service Application No. 1 Table 1-1 below shows the existing service frequency in summary form.

Table 1-1
Metrobus Route Service Summary
April 2008 Amendment Application No. 1

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
32	24	30	30	N/A	40	60	0.0	F
91	30	60	45	N/A	60	60	0.0	L
99	30	60	60	N/A	60	60	0.0	L

Source: Miami-Dade Transit

Notes: L means Metrobus local route service

F means Metrobus feeder service to Metrorail

E means Express Metrobus service

Future Conditions

No transit improvements to the existing Metrobus service in the immediate area are being planned for the next ten years as noted in the draft 2008 Transit Development Plan (TDP). One new Metrobus route has been identified in the 2018 Recommended Service Plan section of the draft 2008 TDP. Table 1-2 shows the Metrobus service improvements programmed serving this Application site.

Table 1-2
Metrobus Recommended Service Improvements
April 2008 Amendment Application # 1

Route(s)	Improvement Description
Red Road MAX	New, limited-stop weekday only service during the morning and evening peak periods at 15 minute headways.

Source: Draft 2008 Transit Development Program, Miami-Dade Transit, July 2008.

Major Transit Projects

Regarding future transit projects within this area, a rail extension to the Miami-Dade/Broward county line from the existing Dr. Martin Luther King, Jr. Metrorail station is being planned, by Miami-Dade Transit, as part of the People's Transportation Plan Rapid Transit Improvements. It consists of a 9.5-mile corridor along NW 27th Avenue north of NW 79th Street.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zones (TAZ) where the application is located. In TAZ 49 where Application 1 is requested, if granted, the expected transit impact produced by this application is estimated to be 240 additional daily transit trips and can be absorbed by the existing service and by the proposed new service in the area.

The projected bus service improvement for this new route is estimated to cost approximately \$49,789 in annual operating costs and a one-time capital cost of \$130,909 for a total cost of \$180,698. These costs only reflect the percentage of improvements that are located within the Application area.

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 designations are approved:

- **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.
- **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 LU-8A:** Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- **POLICY LU-8B:** Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.
- **GUIDELINE No. 3:** Within a section, a variety of residential types and densities are encouraged, with higher densities being located at the periphery, and lower densities in the interior.
- **GUIDELINE No. 4:** Intersections of section line roads shall serve as focal points of activity, hereafter referred to as activity nodes. Activity nodes shall be occupied by any nonresidential components of the neighborhood including public and semi-public uses. When commercial uses are warranted, they should be located within these activity nodes. In addition, of the various residential densities, which may be approved in a section through density averaging or on an individual site basis, the higher density residential uses should be located at or near the activity nodes.

- **GUIDELINE No. 5:** Areas abutting and adjacent to activity nodes should serve as transition areas suitable for eligible higher residential densities, public and semi-public uses including day care and congregate living uses.
- **GUIDELINE No. 6:** Areas located along section line roads between transition areas are also authorized for eligible higher residential densities, public and semi-public uses. When section line roads are served by adequate mass transit, these areas are more suitable for office uses than such properties not served by adequate transit
- **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-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 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.
- **LAND USE CONCEPT 11:** Allocate suitable and sufficient sites for industrial and business districts to accommodate future employment needs.
- **LAND USE CONCEPT 13:** Avoid excessive scattering of industrial or commercial employment locations.

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

- **POLICY SW-1C:** Miami-Dade County shall use all practical means to assure that land in the vicinity of solid waste disposal facilities is developed for a use that is compatible with the operation of said facilities. The County shall discourage changes to the Land Use Plan Map or land development regulations which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers, particularly noise and odor, can reasonably be expected.
- **POLICY LU-4B:** Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.
- **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 urbanized areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.

- **LAND USE CONCEPT 1:** Control the extent and phasing of urban development in order to coordinate development with the programmed provision of public services.
- **GUIDELINE No. 11:** In planning and designing new residential developments, the frontages of public canals should be designed to remain open and accessible to neighborhood residents by such measures as the provision of adjoining frontage streets, and the avoidance of platting new contiguous building lots which would back up to the canal rights of way and prevent access. Similarly, new developments should be designed so that at least a portion of the shoreline of private water bodies will remain visible and accessible to neighborhood residents.
- **POLICY LU-1B:** Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.
- **POLICY CON-8J:** Efforts should be made to propagate and reestablish where practical, endangered, threatened, and potentially endangered native plants in Miami-Dade County. (See Appendix A). The current list of federally listed plants in Miami-Dade County should be reevaluated and additional species should be proposed for listing, if appropriate. Through its land acquisition and regulatory processes, Miami-Dade County shall continue to protect federally and State-listed plant species to the maximum extent possible.

APPENDICES

Appendix A	Map Series
Appendix B	Amendment Application
Appendix C	Miami-Dade County Public Schools Analysis
Appendix D	Applicant's Traffic Study
Appendix E	Fiscal Impact Analysis
Appendix F	Proposed Declaration of Restrictions
Appendix G	Photos of Site and Surroundings
Appendix H:	Conceptual Site Utilization Diagram

THIS PAGE INTENTIONALLY LEFT BLANK

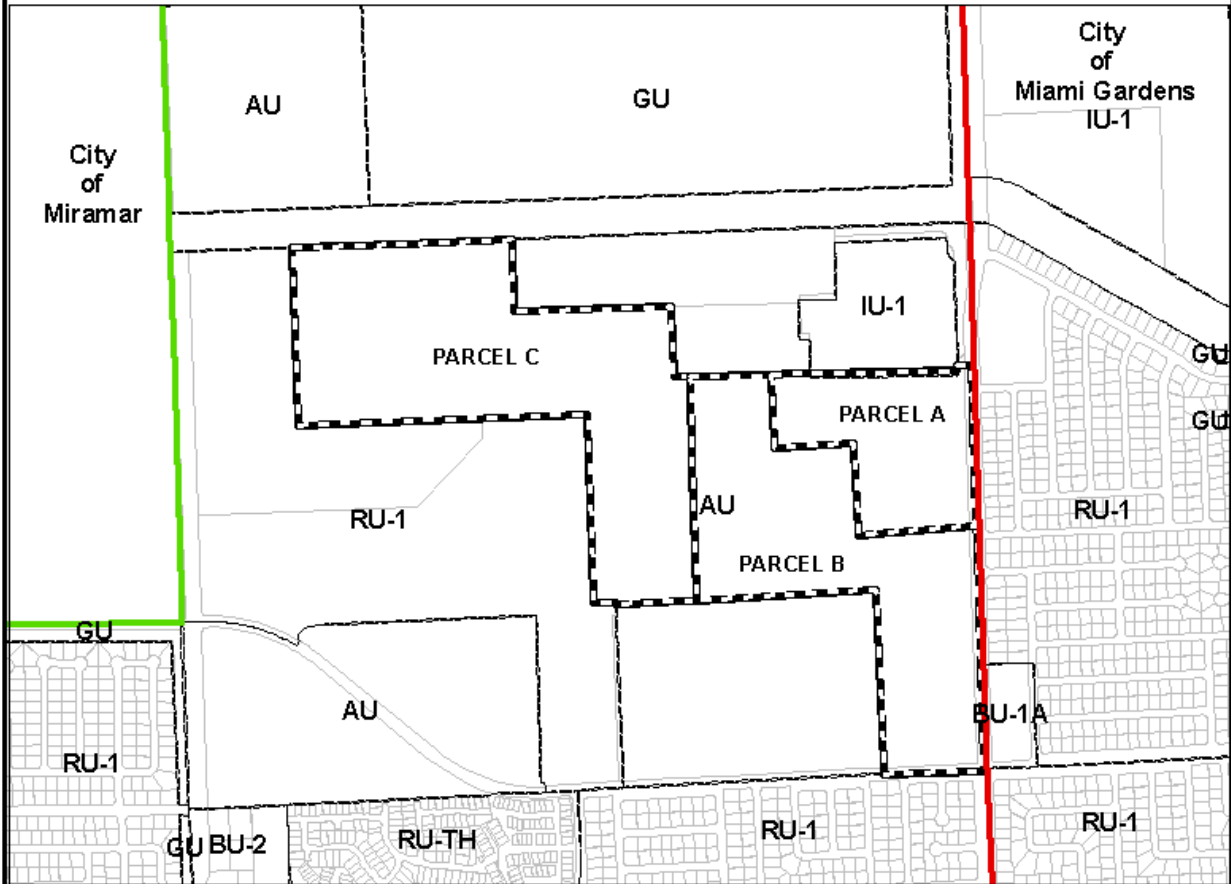
APPENDIX A

Map Series

THIS PAGE INTENTIONALLY LEFT BLANK

[illegible]

APPLICATION NO. 1 CURRENT ZONING MAP



Legend

 APPLICATION AREA

ZONING DISTRICTS

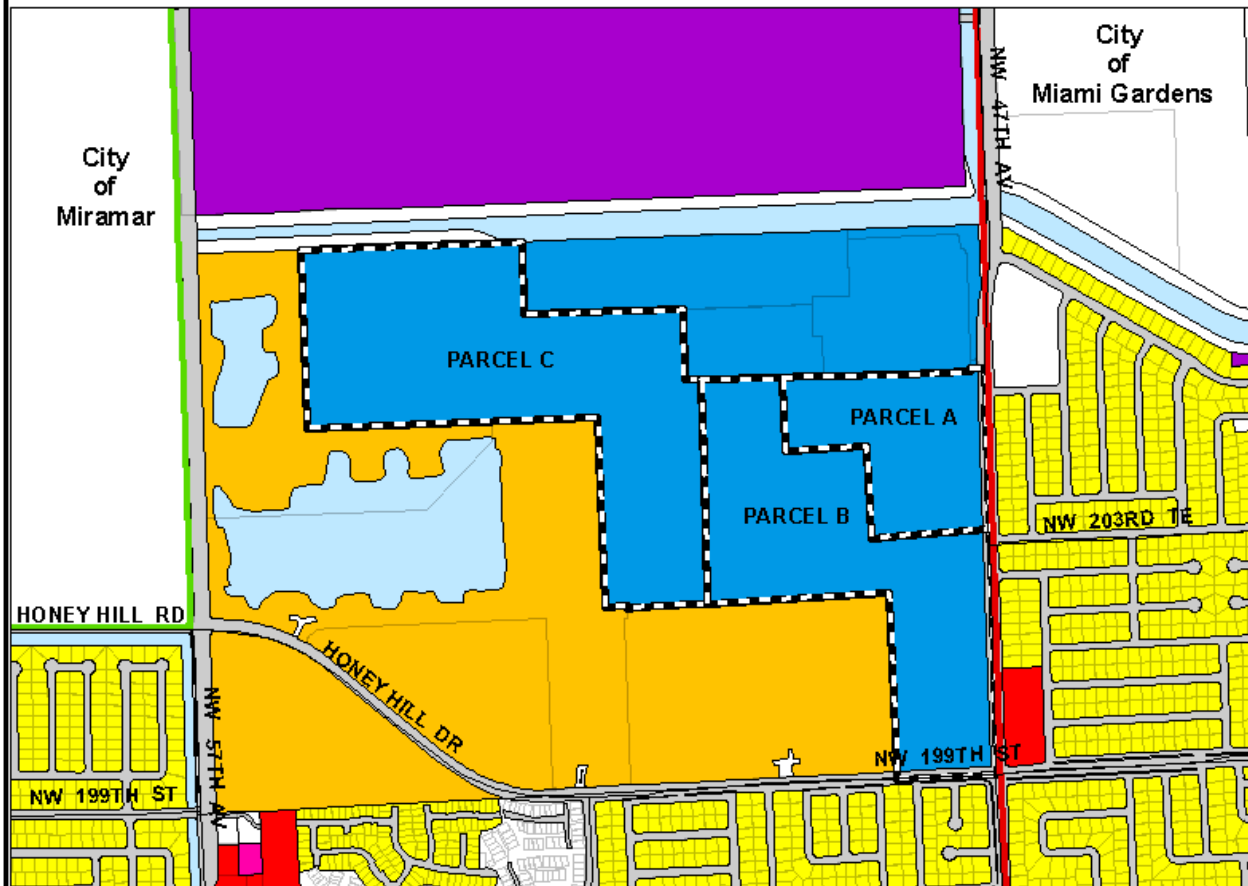
GU	INTERIM
AU	AGRICULTURAL
RU-1	SINGLE-FAMILY RESIDENTIAL (7,500 sq. ft. net)
RU-TH	TOWNHOUSE (8.5 DU/net acre)
BU-2	SPECIAL BUSINESS
IU-1	LIGHT INDUSTRIAL MANUFACTURING

0 0.1 0.2 0.3 Miles

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



APPLICATION NO. 1 EXISTING LAND USE



Legend



APPLICATION AREA

EXISTING LAND USE

- SINGLE-FAMILY, MEDIUM DENSITY (2-5 DU/GROSS ACRE)
- SINGLE-FAMILY, HIGH DENSITY (OVER 5 DU/GROSS ACRE)
- MOBILE HOME PARKS
- SALES AND SERVICES
- OFFICE BUILDING
- GOVERNMENTAL / PUBLIC ADMINISTRATION
- COMMUNICATIONS
- STREETS AND ROADS
- SOLID WASTE DISPOSAL AND TRANSFER
- VACANT

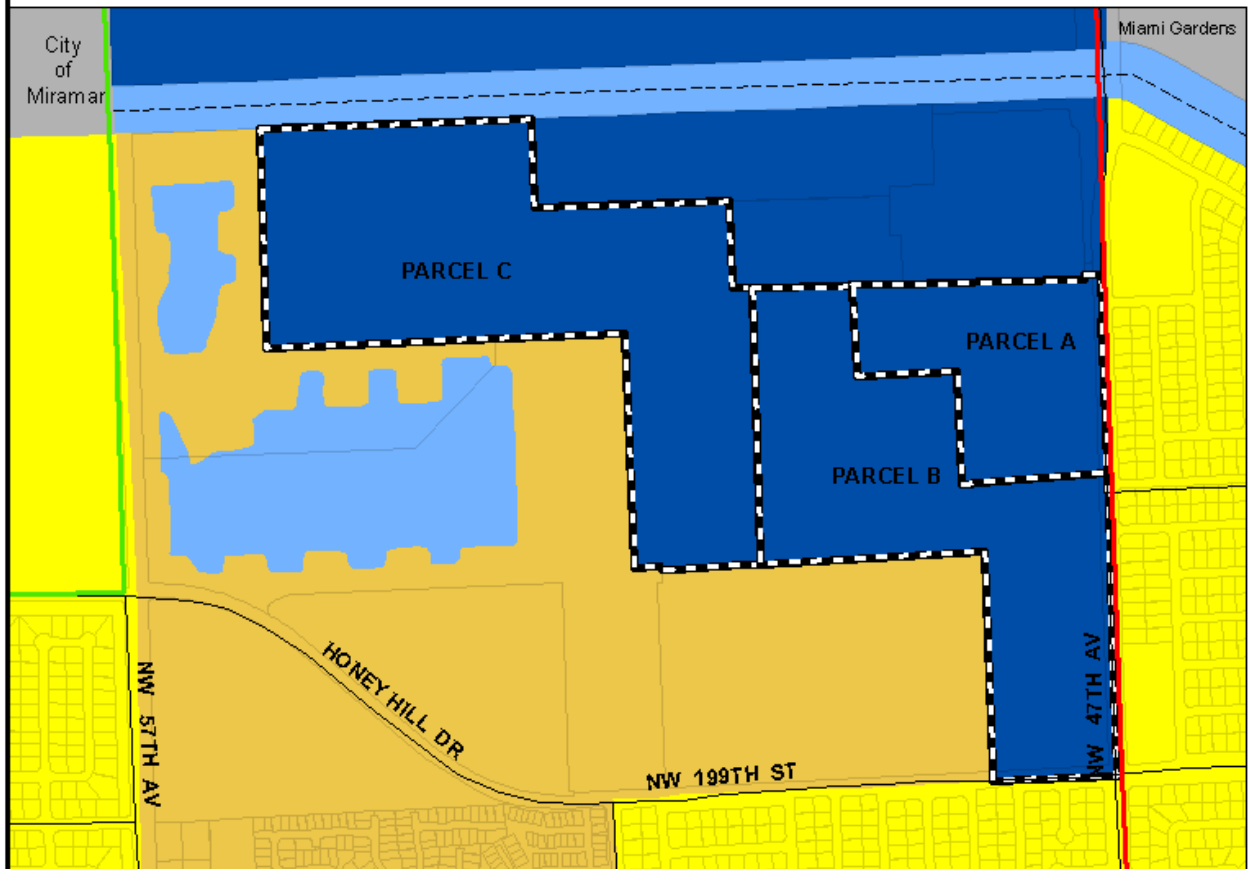
- RIVERS AND CANALS
- INLAND WATER BODIES
- COUNTY BOUNDARY
- MUNICIPAL BOUNDARY

0 0.1 0.2 0.3 Miles

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



APPLICATION NO. 1 CDMP LAND USE



LEGEND



APPLICATION AREA

CDMP LAND USE

- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- INDUSTRIAL AND OFFICE
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- WATER
- CANAL
- COUNTY BOUNDARY
- MUNICIPAL BOUNDARY

0 0.1 0.2 0.3 Miles

Source: Miami-Dade County
Department of Planning and Zoning, 2008



APPENDIX B

Amendment Application

THIS PAGE INTENTIONALLY LEFT BLANK

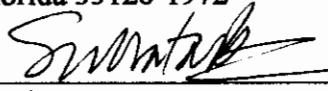
**APPLICATION TO AMEND THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT:

Miami-Dade County
Department of Planning and Zoning
111 NW 1st Street
Suite 1110
Miami, Florida 33128-1972

2. APPLICANT REPRESENTATIVE:

Subrata Basu, AIA, AICP, Interim Director
Miami-Dade County Department of Planning and Zoning
111 NW 1st Street, Suite 1110
Miami, Florida 33128-1972

By:  April 30, 2008
Subrata Basu

3. DESCRIPTION OF REQUESTED CHANGE:

A. It is requested that the application area be redesignated on the Land Use Plan map.

B. The subject site, formerly known as the Sunland Training Center, is located in Section 31, Township 51, Range 41 on the north side of NW 199 Street, west of NW 47 Avenue, south of the Snake Creek Canal and east of NW 57 Avenue and the existing mobile home park. See legal description on the attached exhibit National Title Abstract Company – Title Report 08/03/2006.

C. The entire 165 gross acre M/L site is currently designated as Institutions, Utilities and Communications and the Department is requesting that the site be redesignated to: 25 acres for Industrial and Office (Parcel A), 60 acres for Business and Office (Parcel B) and 80 acres for Low-Medium Residential 5-13 DU/AC (Parcel C).

4. REASONS FOR THE REQUESTED AMENDMENT:

The largely undeveloped site was deeded back from the State of Florida to Miami-Dade County on September 30, 2005. As such, there is an opportunity to redevelop the site that would allow mixed-use development; industrial and office uses that would allow among other things a research park and an array of other compatible uses that would create an atmosphere for job training as well as employment; and a variety of residential development consistent with the Low-Medium density designation that would allow up to 13 units per gross acre. The total site would be a mixed-use, pedestrian friendly with live work areas with open space, plazas and connected greens. The site is well suited for enhanced development as it abuts the major arterials of NW 47th Avenue on the east, NW 57 Avenue on the west and NW 199 Street on the south. The north side of the property is adjacent to the Snake Creek Canal. On the north side of the canal is a County resource recovery facility that has closed several cells on the west side that may have a potential for the future development of a recreational open space area. The development of the site would be in the best interest of the public whereby development shall create connected open space areas, a variety of housing opportunities, mixed-use areas for local employment and local shopping areas, and an area for job training and employment opportunities.

5. DISCLOSURE OF INTEREST:

The 165 acre real property parcel is 100% owned by Miami-Dade County – General Services Department.

6. NOTIFICATION TO PROPERTY OWNERS OTHER THAN THE APPLICANT WHOSE PROPERTIES ARE INCLUDED WITHIN THE APPLICATION BOUNDARY.

The application is exclusive to the ownership of Miami-Dade County.

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

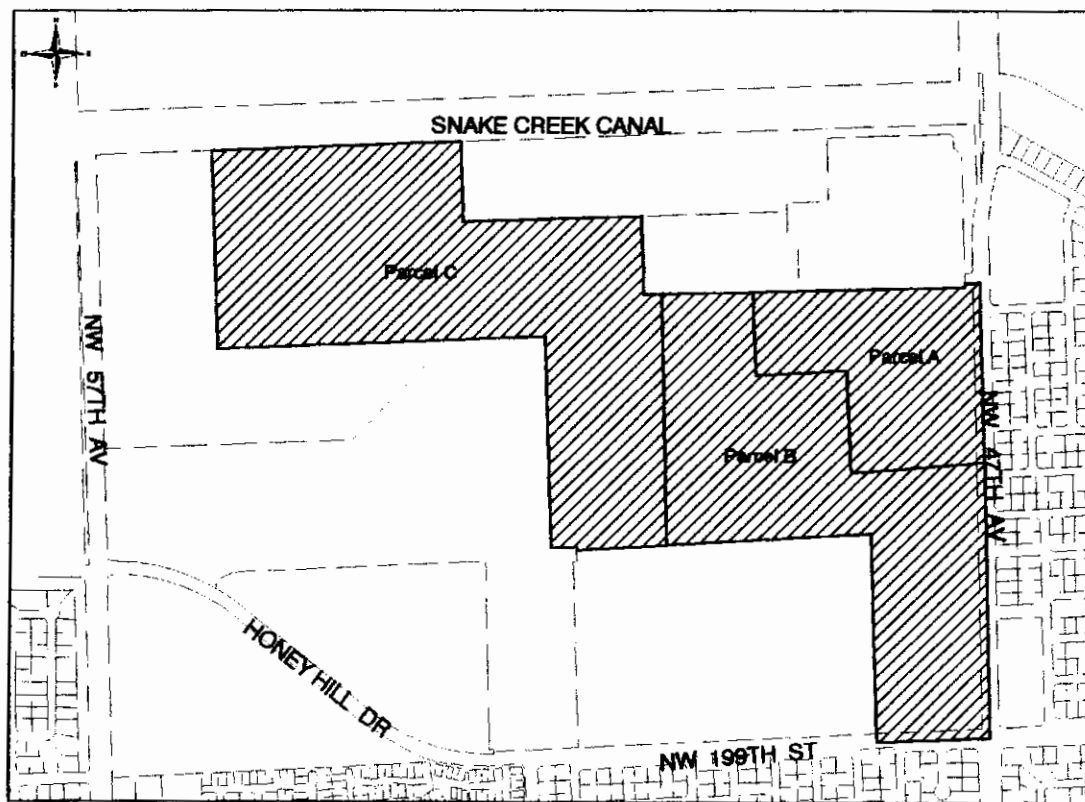
APPLICANT/REPRESENTATIVE

Department of Planning and Zoning
Subrata Basu, Interim Director

DESCRIPTION OF SUBJECT AREA

The subject property, Folio 30-1131-001-003 consists of a parcel of land 165 acres in size located in Section 31-51-41

The property is more accurately described as: (See legal description on attached exhibit of National Title and Abstract Company – Title Report 08/03/2006).



Legend

Property Lines

Scale 1: 10,000' 0 500 1,000 1,500 Feet

NATIONAL TITLE ABSTRACT COMPANY

151 S.W 27TH AVENUE
P.O. BOX 350100
MIAMI, FLORIDA 33135

TITLE REPORTORDER DATE: 08/03/2006CASE NO: 389,909FOLIO NO: 30-1131-001-0030PROPERTY ADD: 20600 N.W. 47 AVE.**LEGAL DESCRIPTION IN MIAMI-DADE COUNTY, FLORIDA:**

TRS 33 TO 46 INC & TRS 57 TO 66 INC & THAT CERTAIN 40' RAODWAY LOCATED BETW A PORTION OF TRS 62 TO 66 INC CLOSED BY RES #9038 LESS COMM AT X E/L OF SE ¼ OF SEC & C/L OF NW 206 TERR TH N 01 DEG W 142.99' FOR POB S 88 DEG W 2048.41' N 01 DEG W 476.86' S 88 DEG W 1073.81' N 01 DEG W 500' S 88 DEG E 2200.02' S 01 DEG E 56.08' N 88 DEG E 728.29' SELY AD 46.31' S 03 DEG E 58.26' SELY 86.28' S 01 DEG E 777.55' TO POB & LESS COMM AT X OF E/L OF SE ¼ OF SEC & C/L OF NW 206 ST TH N 01 DEG W 142.99' S 88 DEG W 65' FOR POB TH NWLY AD 39.25' S 88 DEG W 25.78' N 01 DEG W 60' N 88 DEG E 25.96' NELY AD 39.29' S 01 DEG E 100' TO POB SECTION 31-51-41

RECORDS THROUGH: 07/21/2006

APPARENT TITLE HOLDER & ADDRESS ON DEED:

7088-900
23830-727

MIAMI-DADE COUNTY, FLORIDAADDRESS ON TAXES: MIAMI DADE COUNTYGSA-R/E MGMT111 N.W. 1 ST. STE 2460MIAMI, FL 33128

VENDEE OF RECORDED CONTRACT FOR DEED:

NONE

MORTGAGEE & ADDRESS OF RECORD:

NONE

SEARCH BY: WC/FM

NATIONAL TITLE ABSTRACT COMPANY

NATIONAL TITLE ABSTRACT COMPANY

151 S.W 27TH AVENUE
P.O. BOX 350100
MIAMI, FLORIDA 33135

FOLIO NO: 30-1131-001-0030

CASE NO: 389,909

LIEN HOLDERS & ADDRESS OF RECORD:

NONE

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX C

Miami-Dade County Public Schools Analysis

THIS PAGE INTENTIONALLY LEFT BLANK



Miami-Dade County Public Schools

giving our students the world

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

August 7, 2008

Miami-Dade County School Board

Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson

Mr. Marc C. LaFerrier, A.I.C.P., Director
Miami-Dade County
Department of Planning and Zoning
111 NW 1 Street, 11th Floor
Miami, Florida 33128

**Re: Land Use Amendments – April 2008 Cycle
REVISED Applications**

Dear Mr. LaFerrier:

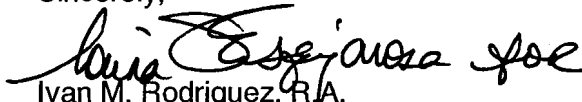
Subsequent to our July 9, 2008 and July 21, 2008 reviews of proposed amendments of the April 2008 Land Use Cycle, we conducted an additional review of the applications. Attached is the School District's (District) REVISED impact review analysis for the above referenced applications.

As previously noted, land use amendment applications 5, 6, 7, 12, 13, and 14 do not have residential development and therefore will not impact the schools serving the area. Of the applications with residential components, applications 1, 8, 9, 15D and 16A, B, C and D would generate additional student impacts to the District (see attached analysis), and meet the established review threshold. Therefore, we recommend dialogue between the District and the applicants take place as it relates specifically to affected public schools. The District will keep the County apprised if such dialogue takes place with respective applicants.

Lastly, please note that all residential applications may be subject to school concurrency requirements, at the time of Final Subdivision, Site Plan (or functional equivalent), if school concurrency is effect.

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:aj
L-053
Attachment

cc: Ms. Ana Rijo-Conde
Mr. Fernando Albuerne
Ms. Vivian G. Villaamil
Ms. Corina S. Esquijarosa

SCHOOL IMPACT REVIEW ANALYSIS

REVISED August 6, 2008

APPLICATION: No. 1, Miami-Dade County Department of Planning and Zoning

REQUEST: Change Land Use from Institutions, Utilities and Communications to Industrial and Office (25 acres), Business and Office (60 acres) and Low-Medium Density (6 to 13 dual Residential (80 acres).

ACRES: 165.8 gross acres

LOCATION: West of NW 47 Avenue to 660' east of NW 57 Avenue and between NW 199 Street and Snake Creek Canal

**MSA/
MULTIPLIER:** 2.3 / .78 Single-Family Detached, .87 Single-Family Attached and .61 Multi-Family

NUMBER OF UNITS:		Proposed Land Use	Existing Land Use
	2,507 additional units*	1,040 SF Attached 1,500 MF	33 SF Detached

ESTIMATED STUDENT POPULATION:			
	1,794 additional students*	1,820 students	26 students

ELEMENTARY: 861

MIDDLE: 395

SENIOR HIGH: 538

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY: Skyway Elementary – 4555 NW 206 Terrace

MIDDLE: Lake Stevens Middle – 18484 NW 48 Place

SENIOR: Miami Carol City Senior High – 3422 NW 187 Street

All schools are located in North Regional Center.

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

The following population and facility capacity data are as reported by the Office of Information Technology 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 RELOCATABLE
Skyway Elementary	668	572	117%	0	117%
	1,529 *		267%		267%
Lake Stevens Middle	908	875	104%	158	88%
	1,303 *		149%		126%
Miami Carol City Senior High	2,472	2,649	93%	71	91%
	3,010 *		114%		111%

*Student population increase as a result of the proposed development.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, Skyway Elementary and Lake Stevens Middle meet the review threshold.

PLANNED RELIEF SCHOOLS

<u>School</u>	<u>Status</u>	<u>Projected Occupancy Date</u>
State School "LLL-1"	Design	2010
Miami Carol City Replacement		

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$11,748,906.

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

ELEMENTARY	861	x	\$19,188	=	\$16,520,868
MIDDLE	395	x	\$20,721	=	\$8,184,795
SENIOR HIGH	DOES NOT MEET THRESHOLD				
Total Potential Capital Cost					\$24,705,663

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

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX D

Traffic Study

Not Required for Staff Applications

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX E

Fiscal Impact Analysis

THIS PAGE INTENTIONALLY LEFT BLANK

Fiscal Impacts On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 1 to amend the 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 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 use various methodologies for 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 on a system-wide basis, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible or necessary 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 annual fee charged to the user offsets the incremental cost of adding a residential unit to the DSWM Service Area, which includes the disposal cost of waste. Currently, that fee is \$439 per residential unit. For a residential dumpster account, the current fee is \$339. The average residential unit currently generates 2.4 tons of waste annually, which includes garbage, trash, and recycled waste. As reported in March 2008 to the State of Florida, Department of Environmental Protection, for the fiscal year ending September 30, 2007, the full cost per unit of providing waste Collection Service was \$449 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, municipalities, and other haulers. For FY 07-08, the DSWM charged 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 per ton. These rates adjust annually with the Consumer Price Index, South Region. 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. The total capital cost estimate is \$1,094,427 for water mains, sewer force main, gravity sewer line and public pump station. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.0628 per 1,000 gallons for the water and \$1.4797 per 1,000 gallons for the sewer. The connection fee was based on providing a 1-inch service line and meter.

Assuming the subject site is developed at 544,500 sq. ft. of Industrial on Parcel A, the fees paid by the developer would be \$15,137 for water impact fee; \$60,984 for sewer impact fee; \$1,300 per unit for connection fee, and \$10,671 for annual operating and maintenance costs. In addition, if the subject property were developed at 1,500 of multi-family dwelling units on Parcel B, the fees paid by the developer would be \$417,000 for water impact fee; \$1,680,000 for sewer impact fee; \$1,300 per unit for connection fee; and \$293,975 for annual operating and maintenance costs. Furthermore, if the subject property were developed at 1,040 of single-family attached dwelling units on Parcel C, the fees paid by the developer would be \$361,400 for water impact fee; \$1,456,000 for sewer impact fee; \$1,300 per unit for connection fee; and \$254,778 for annual operating and maintenance costs. The development scenarios for Parcels A, B, and C, assume maximum development under the proposed CDMP land use designation for each parcel, which would generate the greatest demand water and sewer service. Annual operating and maintenance costs were based on approved figures through September 30, 2007.

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 for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. 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. 1 as originally proposed on 165.8 acres will result in 1,794 additional students. The average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$11,748,906. Based on the State's July 2007 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

School	Number of Additional Students	Capital Costs	Total
Skyway Elementary	861	\$19,188	\$16,520,868
Lake Stevens Middle	395	\$20,721	\$8,184,795
Miami Carol City Senior**	538	\$0	\$0

Total Potential Capital Cost: \$24,705,663

Notes

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

** Does not meet threshold

Fire Rescue

Information pending.

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX F

Proposed Declaration of Restrictions

No Declaration of Restrictions for Staff Applications

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX G

Photos of Site and Surroundings

THIS PAGE INTENTIONALLY LEFT BLANK



Housing for Individuals Under the ARC Program



View of the Northern Portion of the Subject Property



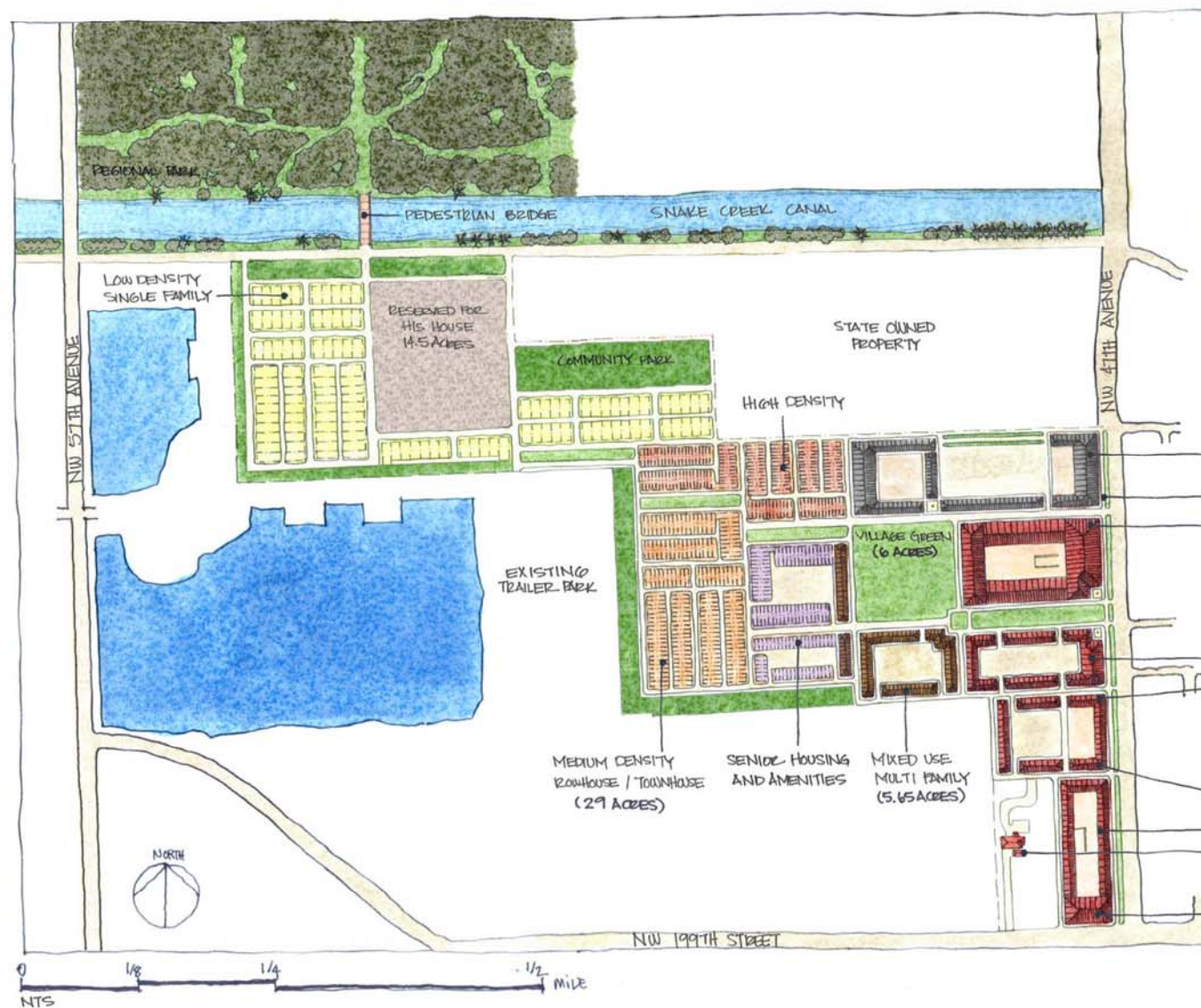
Retail Establishments Along NW 47 Avenue and NW 199 Street
Fronting the Subject Property

APPENDIX H

Conceptual Site Utilization Diagram

THIS PAGE INTENTIONALLY LEFT BLANK

LANDMARK PROPERTY CONCEPTUAL SITE UTILIZATION DIAGRAM DEPARTMENT OF PLANNING AND ZONING



ACREAGE OF GREENS: 30 ACRES
TOTAL SITE ACREAGE: 153 ACRES
INDUSTRIAL (12.2 ACRES)

FRONTAGE ROAD
GOV'T CENTER (7.6 ACRES)
GOV'T AGENCIES - OFFICE SPACE - 95,000 SQ FT
COMM. MTG ROOM - 10,000 SQ FT
AUDITORIUM - 18,500 SQ FT
FOOD SERVICE (KITCHEN) - 3,650 SQ FT
TOTAL: 27,150 SQ FT.

LIBRARY / CAA - 13,200 SQ FT. (5.4 ACRES)
DAY CARES (5.6 ACRES)
ABC, INC - 14,600 SQ FT
NORTH DADE REGIONAL ACADEMY, INC - 12,000 SQ FT
SANDOR WEINER SCHOOL - 12,550 SQ FT
TOTAL: 39,150 SQ FT.

MIXED USE: LIMITED RETAIL / SENIOR HOUSING
TRANSIT / RETAIL (4.8 ACRES)
FIRE STATION (6 ACRES)
EXISTING TO REMAIN
POLICE SUB STATION 82,150 SQ FT (1.8 ACRES)



THIS PAGE INTENTIONALLY LEFT BLANK