

Application No. 2

Text Amendment

APPLICATION SUMMARY

Applicant/Representative:

Miami-Dade County Aviation Department
Jose Abreu, P.E., Director
P.O. Box 025504
Miami, Florida 33102-5504

Location:

Text Amendment

Requested Amendments

- A. Revise the text in the Aviation Subelement of the Transportation Element on pages II-51 and II-52 to eliminate references to Opa-Locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and Miami International Airports' "landside and airside areas" in order to properly distinguish aviation and non-aviation uses on Miami-Dade Aviation Department owned property as depicted on the revised and attached Airport Land Use Master Plan maps.
- B. Revise the text in the Land Use Element, section titled, "Transportation" on pages I-54 and I-55 of the Adopted Components of the CDMP in order for the CDMP to be internally consistent.
- C. Replace the Airport Land Use Master Plan maps in the Aviation Subelement of the Transportation Element for Opa-Locka Executive, Kendall-Tamiami Executive, Homestead General Aviation and Miami International Airports with the revised and attached maps.
- D. Redesignate certain airport-owned properties at Opa-Locka Executive and Miami International Airports to "Terminals" on the Adopted 2015-2025 Land Use Plan map.

Amendment Type:

Standard

RECOMMENDATIONS

Staff:	ADOPT WITH CHANGE AND TRANSMIT (February 25, 2009)
Community Councils:	TO BE DETERMINED
Planning Advisory Board (PAB) acting as Local Planning Agency:	TO BE DETERMINED
Board of County Commissioners:	TO BE DETERMINED
Final Recommendation of PAB acting as Local Planning Agency:	TO BE DETERMINED
Final Action of Board of County Commissioners:	TO BE DETERMINED

Staff recommends: **ADOPT WITH CHANGE AND TRANSMIT** the proposed text amendment based on the Staff Conclusions and Principal Reasons for the Recommendation summarized below:

Principal Reasons for the Recommendation

1. Miami-Dade County Aviation Department (MDAD) Memo

MDAD has submitted a memo dated March 4, 2009 stating that the application to amend the Comprehensive Development Master Plan (CDMP) has been revised. The application being reviewed in this Initial Recommendations Report includes all the changes agreed to by MDAD and the Department of Planning and Zoning (DP&Z) since the application was originally filed in October 2008. These changes include revisions to the text of the Aviation Subelement of the Transportation Element and Land Use Element; updated revised Airport Land Use Master Plan maps for the Opa-Locka Executive, Miami International, Kendall-Tamiami Executive and Homestead General Aviation Airports that limits the maps to three colors; and the deletion of the proposed 269-acre acquisition area from the Miami International Airport Land Use Master Plan map. With these changes, DP&Z staff now recommends transmittal and adoption with change.

2. Text Changes

Miami-Dade County Aviation Department (MDAD) is requesting revisions to the text in the Aviation Subelement of the Transportation Element of the Comprehensive Development Master Plan (CDMP) on pages 2-51 and 2-52 and to similar text in the Land Use Element, section titled, "Transportation" on pages I-54 and I-55. These revisions include eliminating references to "landside and airside areas" at the Opa-Locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and Miami International Airports. With regard to Opa-Locka Executive Airport, a provision was made that allows compatible non-

aviation uses in areas designated for aviation use on the airport land use master plan map.

Since the filing of the application in October 2008, several additional changes have been made to the text of the Aviation Subelement and the Land Use Element by MDAD and the Department of Planning and Zoning (DP&Z) in consultation with leaseholders. These additional text changes include expanding the list of aviation uses, identifying aviation-related uses, and providing that up to fifty percent of the areas designated for aviation use can be developed with aviation-related uses. In addition, the minimum percentage of the non-aviation area that could be developed for industrial uses was reduced from 50 to 10 percent. DP&Z staff recommends adoption of the text portion of the application with the changes described above.

The text changes are as follows:

REQUESTED TEXT AMENDMENT¹

Revise the second paragraph on page II-50 to read as follows:

The location and layout of these future facilities, including runway protection zones and points of ingress and egress, are indicated on the Physical Airport 2015-2025 map series ~~below following this page~~. The configuration of the proposed site expansion and individual improvements at these locations are either yet to be determined or beyond the scope of this Subelement.

The natural resources and future land uses surrounding these facilities are identified in the map series and Future Land Use Plan map contained in the Land Use Element of this Plan.

Revise the third and fourth paragraphs on page II-51 to read as follows:

The ~~airside~~ portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, ~~which~~ shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or

¹ Single Underlined words and single ~~striketrough~~ words were recommended additions or deletions to the proposed CDMP amendment filed on October 30, 2008. Double underlined words or ~~double striketrough~~ words are recommended additions or deletions to the proposed CDMP amendment provided after the filing of the October 30, 2008 original application.

his designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The ~~landside~~ portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, which shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include ~~both aviation uses, aviation-related,~~ and non-aviation uses that are compatible with airport operations and consistent with applicable law. ~~At least one third of the land area in the landside portion of the airport designated for non-aviation related uses must be developed with aviation-related uses or uses that directly support airport operations.~~

Revise the second and third paragraphs on page II-52 to read as follows:

Subject to the restrictions contained herein, the following ~~privately owned~~ non-aviation-related uses may be approved in the ~~landside area portions~~ of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated as for non-aviation uses on the Airport Land Use Master Plan maps and accessible to the general public:

- lodgings such as hotels and motels (except for Homestead General)
- office buildings (except for Homestead General)
- lodgings and office buildings at Miami International Airport (except in terminal concourses)
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except for Homestead General)
- agricultural uses, and
- retail, restaurants, and personal service establishments (except for Homestead General).

Such ~~privately owned~~ non-aviation ~~related~~ uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

~~(1) These portions of the landside area at Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports designated for non-aviation uses that are not developed for uses that are aviation related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.~~

(1) The land area within Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport: 20 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

The portions of the Opa-locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property, and where. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport.

The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), ~~or the Urbanizing Area (FAR of 1.25 not counting parking structures)~~ at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

- (2) Those portions of ~~the landside area at~~ Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (3) Each non-aviation ~~related~~ use shall comply with applicable law, including but not limited to FAA regulations and any the current airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.

Airport Land Use Master Plan 2015-2025

The land uses allowed at Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation airports are depicted in the Airport Land Use Master Plan 2015-2025 map series (Figures 8, 9, 10, and 11). Each of these maps depict the allowable Aviation, Aviation-Related, and Non-Aviation land uses at these airports.

Revisions to the Land Use Element

Revise the section title “Transportation” on pages I-54 and I-55 as follows:

The ~~airside~~ portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, which shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation

uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or his designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the ~~airside~~ portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The ~~landside~~ portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, ~~which shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include both aviation uses, aviation-related,~~ and non-aviation uses that are compatible with airport operations and consistent with applicable law. ~~At least one third of the land area in the landside portion of the airport designated for non-aviation related uses must be developed with aviation-related uses or uses that directly support airport operations.~~

Subject to the restrictions contained herein, the following ~~privately owned~~ non-aviation-related uses may be approved in the ~~landside area portions~~ of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated as for non-aviation uses on the Airport Land Use Master Plan maps and accessible to the general public:

- lodgings such as hotels and motels (except for Homestead General)
- office buildings (except for Homestead General)
- lodgings and office buildings at Miami International Airport (except in terminal concourses)
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except for Homestead General)
- agricultural uses, and
- retail, restaurants, and personal service establishments (except for Homestead General).

Such ~~privately owned~~ non-aviation ~~related~~ uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

- ~~(1) These portions of the landside area at Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports designated for non-aviation uses that are not developed for uses that are aviation related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.~~
- (1) The land area within Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport: 20 to 85 percent for

industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

The portions of the Opa-locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property, and where. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport.

The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), ~~or the Urbanizing Area (FAR of 1.25 not counting parking structures)~~ at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

- (2) Those portions of ~~the landside area at~~ Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (3) Each non-aviation ~~related~~ use shall comply with applicable law, including but not limited to FAA regulations and ~~any the current~~ airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.

3. Changes to Airport Land Use Master Plan Maps

The original application included revised Airport Land Use Master Plan maps for the Opa-Locka Executive, Miami International, and Kendall-Tamiami Executive Airports, depicted as Figures 8, 9, and 10 (See Appendix: Map Series). According to MDAD, these revised maps allow for more flexibility in regards to allowable land uses and more accurately represent areas designated for non-aviation uses. DP&Z and MDAD in consultation with leaseholders have made additional changes to the airport land use master plan maps including the deletion of the land use subcategories from the legend and limiting the maps to the three colors that represent the major categories of "Aviation Uses," Aviation-Related Uses" and "Non-Aviation Uses". In addition, MDAD has submitted an updated airport land use master plan map for Homestead General Airport.

The criteria provided in the CDMP for designating property for aviation, aviation-related or non-aviation uses on an airport master land use plan map is *that the parcel is owned by the County and is designated as "Terminal" on the LUP map.* The CDMP on pages I-54 and II-51 states that "All proposed uses on lands owned by Miami-Dade County at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami

International Airport that are designated as “Terminal” on the LUP map, may be developed for the uses described in this subsection.” The subsection addresses the development of aviation, aviation-related and non-aviation uses at airports. Both Opa-locka Executive and Miami International airports contain several parcels with land use designations other than “Terminal” on the LUP map such as “Industrial and Office”, “Restricted Industrial and Office,” “Business and Office” and “Parks and Recreation.” Where appropriate, the Department and MDAD are recommending as an additional change the redesignation of these parcels to “Terminal” on the LUP map.

Opa-locka Executive Airport Land Use Master Plan 2015-2025 map (Figure 9)

DP&Z staff recommends the changes to the Opa-Locka Executive Airport Land Use Master Plan 2015-2025 map agreed to by DP&Z and MDAD. However, additional changes are needed to Land Use Plan map to insure consistency between the airport land use master plan map and the LUP map. Several parcels need to be redesignated from “Industrial and Office” to “Terminals” on the LUP map. These parcels include the 30.09-acre parcel that is situated on the northwest corner of NW 42 Avenue and NW 135 Street; the 2.32-acre triangular shaped parcel that is located north of Alibaba Avenue between Douglas Road Extension and Douglas Road; a 115-acre parcel that is located in the southeast corner of the airport with the Carrie Meek Foundation, Inc. being the primary leaseholder; an 18.79-acre parcel and a 5.3-acre parcel that are situated south of NW 135 Street and west of NW 47 Avenue and leased by Adler; a 6.92-acre parcel that is located on the northeast corner of Gratigny Parkway and Red Road; and an 18.45-acre parcel that is located west of NW 57 Avenue in the Miami Lakes Industrial Park. The 18.45-acre parcel is part of the runway protection zone and is designated for “Aviation Uses” on the Opa-Locka Executive Airport Land Use Master Plan 2015-2025 map. The change to “Terminals” on the LUP map could be beneficial for the leaseholders of the 115 acre, 18.79 acre, and 5.3 acre parcels since these parcels are designated as “Non-Aviation Uses” designation on the airport land use master plan map. Redesignating these parcels from “Industrial and Office” to “Terminals” on the LUP map would allow both commercial and industrial activities to occur, since the “Non-Aviation Uses” designation on the airport land use master plan map allows both of these uses.

Miami International Executive Airport Land Use Master Plan 2015-2025 map (Figure 8)

DP&Z staff recommends the changes to the Miami International Airport Land Use Master Plan 2015-2025 map agreed to by DP&Z and MDAD. However, additional changes are needed to the Land Use Plan map to insure consistency between the airport land use master plan map and the LUP map. DP&Z and MDAD are recommending several parcels designated for “Aviation-Related Uses” on the Miami International Airport Land Use Master Plan 2015-2025 map to be redesignated to “Terminals” on the LUP map. The eastern 1.11 acres of the 4.29-acre parcel at the entrance the airport and providing access to the to the rental car facility and the central station of Miami Intermodal Center (MIC) is recommended to be redesignated from “Business and Office” to “Terminals” on the LUP map. An 8.2-acre parcel bounded by Perimeter Road, NW 72 Avenue

and Milam Dairy Road Airport Extension is recommended to be redesignated from “Industrial and Office” to “Terminals” on the LUP map. A 9.54-acre parcel at the southeast corner of NW 36 Street and NW 72 Avenue, which contains a fire station and a facility of the Public Works Department, is recommended to be redesignated from “Restricted Industrial and Office” to “Terminals” on the LUP map.

Kendall-Tamiami Executive Airport Land Use Master Plan 2015-2025 map (Figure 10)

DP&Z staff recommends the changes to the Kendall-Tamiami Executive Airport Land Use Master Plan 2015-2025 map agreed to by DP&Z and MDAD. These changes include an 8.2-acre parcel that is located on the west side of SW 137 Avenue and north of SW 128 Street, which is proposed to be redesignated from “Aviation-Related Uses” to “Non-Aviation Uses” and a 5.24-acre parcel on the north side of the entrance road (SW 128 Street), that is currently designated as the as “Aviation Uses” on the map is proposed to be redesignated to “Aviation-Related Uses”.

At Kendall-Tamiami Executive Airport, the proposed increase of 8.2 acres for a total 43.76 acres of land designated “Non-Aviation Uses,” specifically commercial/industrial activities, will not have an impact on public facilities and services. In a memo dated February 3, 2009 (See Appendix C), MDAD said that the increase in acreage designated “Non-Aviation Uses” will not result in an increase in the total building floor area for commercial/industrial activities, since the additional land area would only be used for drainage and/or parking purposes. The 355,000 square feet of commercial development referenced in the *CDMP Amendment Transportation Analysis for Kendall-Tamiami Executive Airport*, dated March 2008, that was prepared for Application No.14 in the April 2007 CDMP Cycle still applies as the maximum development that will occur in the area designated as “Non-Aviation Uses” at the airport. MDAD is adding the 8.2 acres north of the existing 35.5-acre parcel to improve traffic circulation as well as egress and ingress to the development since the northern boundary of the expanded property will align with SW 124 Street. The proposed use is compatible with the existing private development to the east, which consists of a Public Storage warehouse, two gas stations, an office complex and the London Square Shopping Center. Thus, staff recommends this proposal for changing the airport master land use plan map.

Homestead General Airport Land Use Master Plan 2015-2025 map (Figure 11)

To insure consistency between the maps in Airport Land Use Master Plan 2015-2025 map series, MDAD has submitted as an additional change, the revised map for Homestead General Aviation Airport. This figure updates the Homestead General Aviation Airport Land Use Master Plan 2015-2025 map by limiting it to two colors for aviation and aviation-related uses. This revised map will not change the major land use designation on any parcel. DP&Z staff recommends approval of this revised map.

PLANNING STAFF ANALYSIS

Background

This subject application involves certain land areas of the three Miami-Dade County airports, which were addressed in prior CDMP amendment cycles.

A special application was filed on April 4, 2003, to amend the text of the Land Use Element and the Aviation Subelement of the CDMP in order to facilitate the Aviation Department's ability to create income-producing assets at Opa-locka Executive Airport. This application defines the airside and landside areas, and provides the percentage distribution for developing non-aviation uses at the Opa-locka Executive Airport. The Board of County Commissioners adopted this application at a public hearing held on November 5, 2003.

In Application No. 14 of the April 2007 Cycle amendments to the CDMP the requested changes included revisions to the text and map series of the Aviation Subelement of the Transportation Element of the CDMP to reflect both recent and projected changes to the Miami-Dade County system of airports. This application established the airport land master plan maps for Miami International, Opa-locka Executive, Kendall-Tamiami Executive and Homestead General Airports. In addition, provisions regarding Non-aviation uses at Miami International, Kendall-Tamiami and Homestead General Airports were incorporated into the text. Furthermore, there were text changes to the "Transportation" section of the Land Use Element of the CDMP to achieve internal consistency of the CDMP. The Miami-Dade Board of County Commissioners (Board) adopted Application No. 14 on April 24, 2008 by Ordinance No. 08-47.

In Application No. 20 of the pending April 2008 Cycle of amendments to the CDMP, changes were made to revise the percentage distribution of non-aviation related land uses at the Kendall-Tamiami Executive and Miami International Airports. The April 2008 cycle is currently under consistency review by the Florida Department of Community Affairs and other state/regional agencies.

Application No. 2 of this current October 2008 Cycle of amendments involves text revisions to the Aviation Subelement of the Transportation Element and the Land Use Element text section titled, "Transportation". The purpose of the revisions is to eliminate references to "landside and airside areas" to the Opa-locka Executive, Homestead General, Miami International, and Kendall-Tamiami Executive Airports in order to distinguish between aviation, aviation-related and non-aviation land uses at these facilities. These areas are depicted on the Airports Land Use Master Plan maps (See Appendix: Map Series Figures 8, 9, 10 and 11). The proposed revisions to these subject maps are intended to allow for more flexibility in the development of allowable land uses.

Opa-Locka Executive Airport Land Use Master Plan 2015-2025 Map

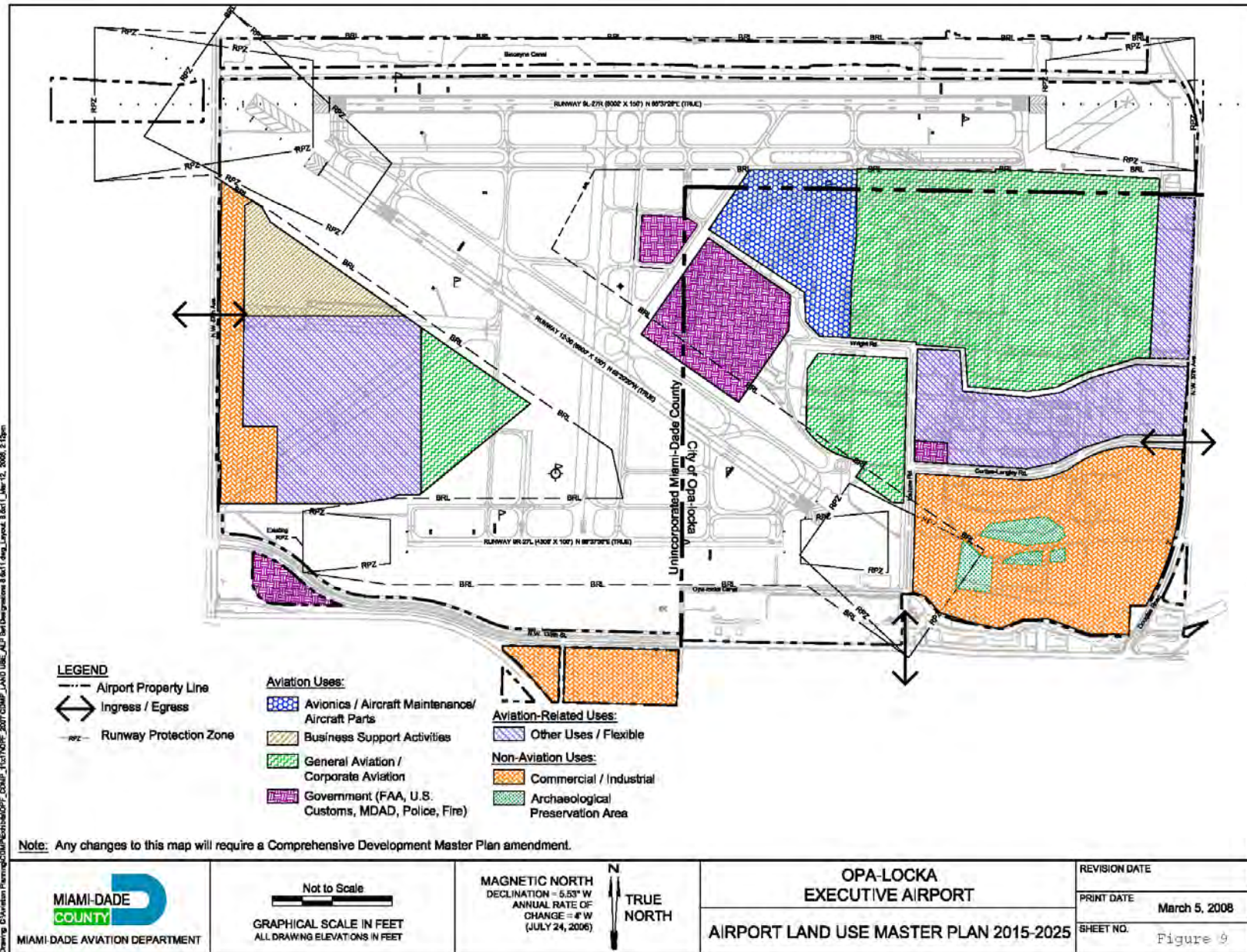
Land Use Compatibility

This land use compatibility analysis focuses on the parcels located at the edges of the airport to ensure compatibility of the changes on the Opa-locka Executive Airport Land Use Master Plan 2015-2025 map with adjacent land uses. Two contiguous parcels, totaling 66.52 gross acres that are located along the southern boundary of the airport and west of NW 42 Avenue are proposed to be designated for "Aviation-Related Uses". These uses include manufacturing, storage, office, service uses ancillary or supportive of aviation uses. On the adopted 2015 – 2025 Land Use Plan (LUP) map, the parcel west of theoretical NW 47 Avenue and the areas to the south and west are designated as "Terminal". The parcel east of theoretical NW 47 Avenue and the areas further to the east and south are designated "Industrial and Office" on the LUP map. There are currently commercial and industrial developments in these areas including Airport South Commerce Center and S and F Industrial Sites Subdivision. Therefore, the proposed designation of Aviation-Related Uses on the airport Land Use Master Plan map would be compatible with the surrounding areas.

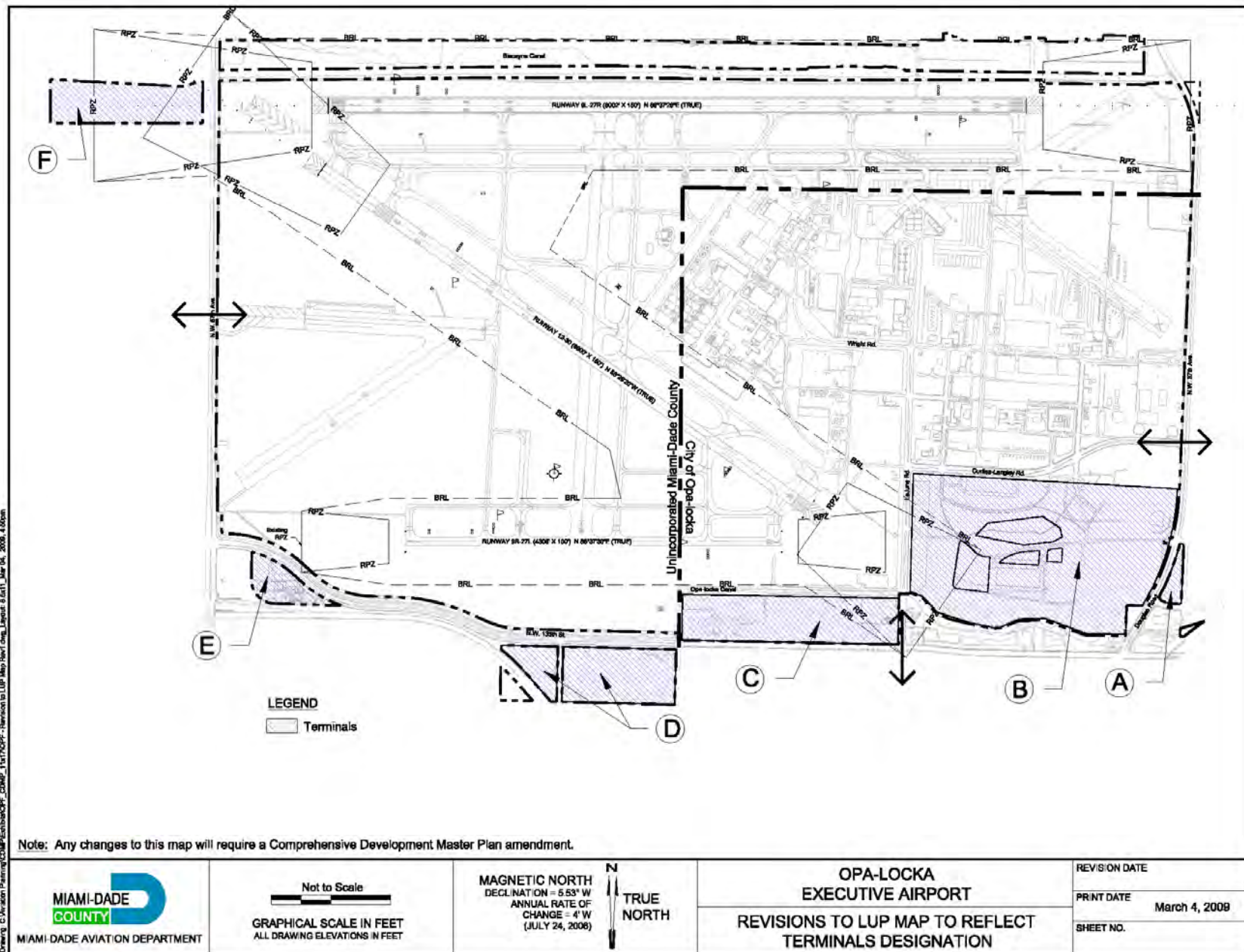
Similarly, a 2.32-acre triangular shaped parcel that is located north of Alibaba Avenue between Douglas Road Extension and Douglas Road on the southeastern edge of the Opa-locka Executive Airport would be designated as "Non-Aviation Use", specifically commercial/industrial, on the airport land use master plan map. The land use on the parcel and the areas immediately to the north and west are designated "Industrial and Office" on the LUP map. The parcel is located immediately north of existing industrial development. Currently, a parking lot occupies the property to the east of the parcel, which buffers the parcel from residential development. The area to the east is designated as "Medium Density Residential Communities (13-25 dwelling units per gross acre)" on the CDMP LUP map. Staff believes that the proposed land uses are compatible with the adjacent industrial and residential areas.

The updated map submitted in February shows additional changes on the airport edges. An Aviation –Related Use designation has been placed on property located north of the canal and adjacent to Florida Memorial College. An Aviation Uses designation has been extended to cover the entire airfield including the runway protection zone located west of NW 57 Avenue (Red Road) in the Miami Lakes Industrial Park. These additional changes are compatible with adjacent properties.

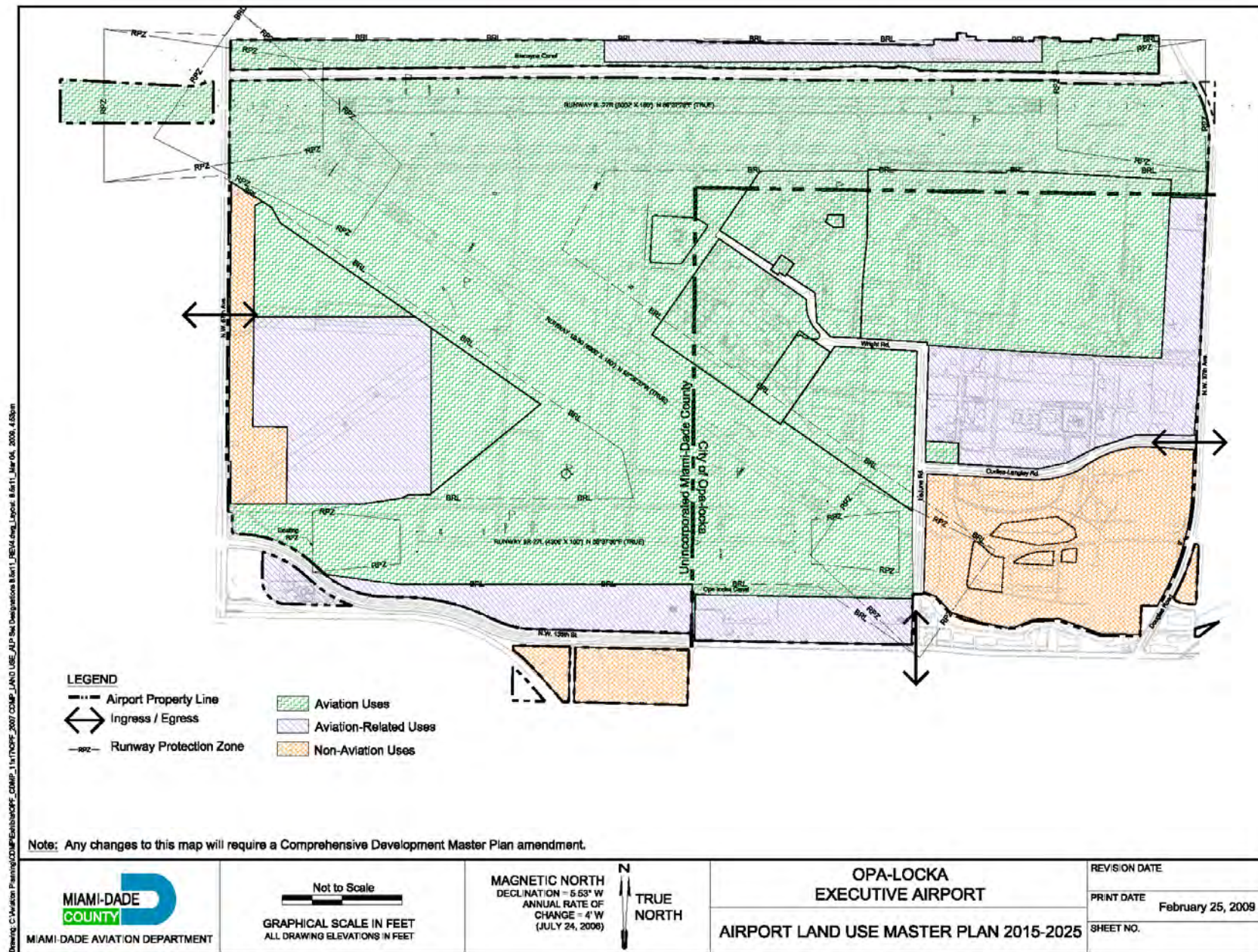
Existing Opa-locka Executive Airport Land Use Master Plan 2015-2025 Map
Figure 9



Revisions to Land Use Plan Map 2015-2025 for Opa-locka Executive Airport



Proposed Opa-locka Executive Airport Land Use Master Plan 2015-2025 Map



Other Analysis

In the previous April 2007 amendment cycle, the Opa-locka Executive Airport Land Use Master Plan 2015 – 2025 was established. At that time, the impact of the plan on land supply for non-aviation uses, environmental conditions, public facilities and services, and roadways were reviewed. The airport land use master plan at that time did not have any adverse effect on these concerns. No additional impacts are expected to occur beyond those that were analyzed during the previous cycles for the same airport. The environmental review indicated in the prior review that certain measures would need to be taken to address stormwater management issues and associated wetlands permits, and protect the endangered species habitat as well as certain sites of archaeological and/or historical significance. Also, there would be no additional impacts from the proposed changes on the public facilities and services to cause them operate below their adopted levels of services.

For more in-depth analysis regarding the general airport site, land use and zoning, adjacent land use and zoning, land use and zoning history, environmental conditions, water and sewer, fire rescue, solid waste, parks and public schools, please see Application No 14 of the Initial Recommendations report (Volume 2 of 2), dated August 25, 2007 of the April 2007 Cycle of Amendments to the CDMP.

Roadways

The Opa-locka Executive Airport Land Use Master Plan has been revised to allow more flexibility with regard to permissible land uses, specifically aviation-related uses. In addition, the revised master plan represents more accurately the land uses adjusted to be consistent with the airport development boundaries.

Section 163.3177(6)(k), F.S., provides that the development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Also, Section 163.3180 (4)(b), F.S., exempts airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft from the concurrency requirement as implemented in the local comprehensive plan.

Section 9J-5.005(2)(a) of the Florida Administrative Code (F.A.C.) requires that plan amendments be based upon relevant and appropriate data and analyses that are applicable to the element. Section 163.3177(6)(k), F.S., requires that any subsequent amendment to the airport master plan, the comprehensive plan amendment shall address land use compatibility; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plan; and the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development.

The MDAD has indicated that the proposed changes to the currently adopted Opa-locka Executive Airport Land Use Master Plan include airport real property to be used mostly for aviation and aviation-related uses, and that the 2.69 acres designated for non-

aviation uses will be developed with uses compatible with the airport operations. The 2.69 acres will also be developed with uses consistent with the current adopted 2015 and 2025 Land Use Plan (LUP) map designation of "Industrial and Office" and thereby will not create a net increase in the development program considered for the airport master plan.

Pursuant to Sections 163.3180(4)(c) and 163.3180(5)(a), F.S., Miami-Dade County may grant concurrency exception for transportation facilities located within the Urban Infill Area (UIA)¹. The Opa-locka Executive Airport is located in the County's UIA, the County's Transportation Concurrency Exception Area.

Transit Service

Five Metrobus routes (Routes E, 28, 29, 42 and 73) currently serve the Opa-locka Executive Airport, some of which skirt the southern and northeastern boundaries of the airport. Four of these Metrobus routes (28, 29, 42 and 73) serve as feeder routes to the Palmetto, Hialeah, Douglas Road, and Coconut Grove Metrorail Stations.

The Opa-locka airport is also served by Tri-Rail with the closest station located in the City of Opa-locka, just to the southeast of Sharazad Boulevard and Ali Baba Avenue intersection (theoretical NW 138 Street and NW 33 Avenue). This Opa-locka Tri-rail Station is approximately 1 mile from the main entrance to the airport at the LeJeune Road and NW 135 Street intersection.

Miami-Dade Transit is the process of developing the future Metrorail extension project for this general area as part of the People's Transportation Plan (PTP) rapid transit improvements. This project includes the 9.5-mile Metrorail extension along NW 27th Avenue from the Dr. Martin Luther King Jr. Metrorail Station to the Miami-Dade/Broward County line.

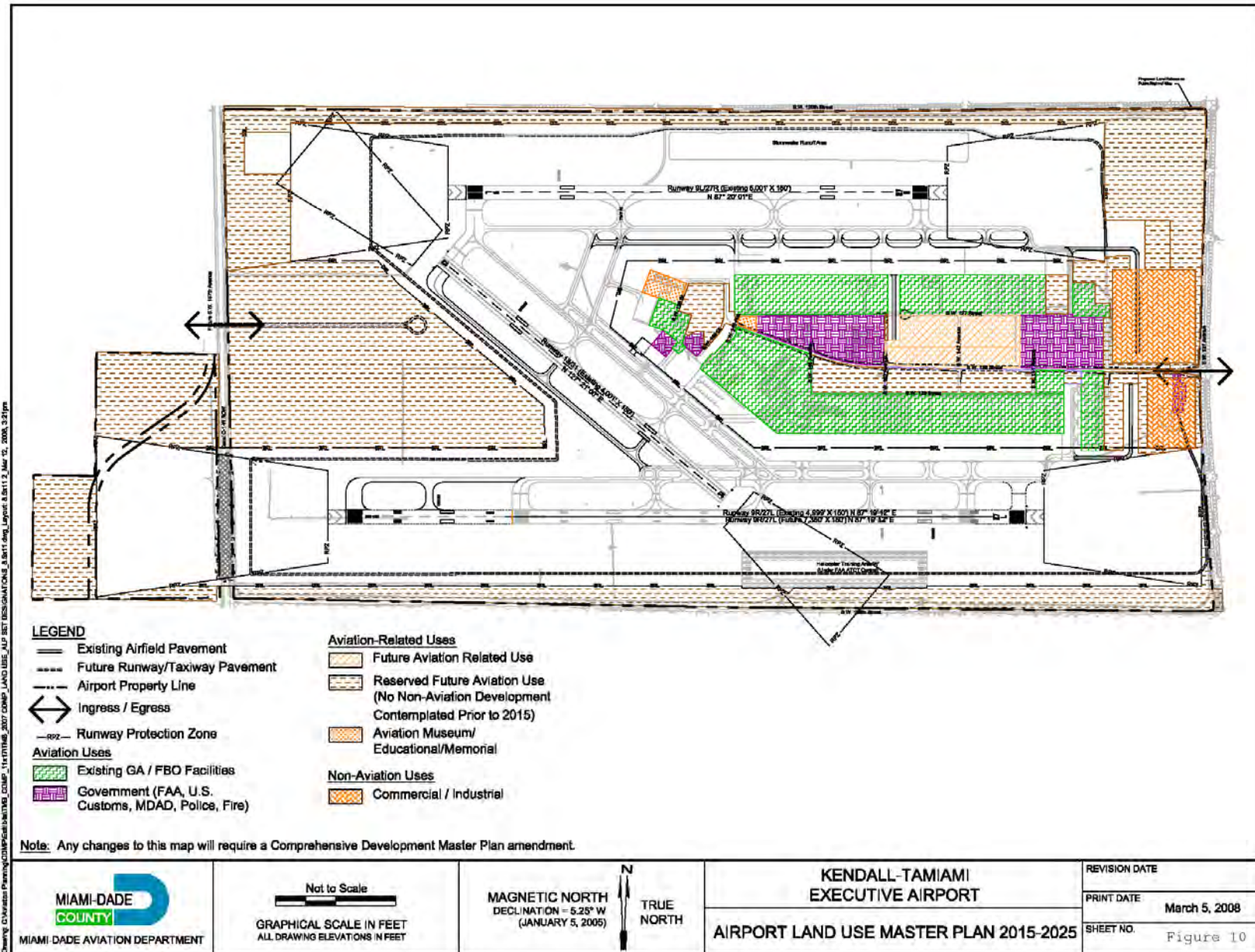
¹ UIA is defined as that part of the Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia.

Kendall-Tamiami Executive Airport Land Use Master Plan 2015-2025 Map

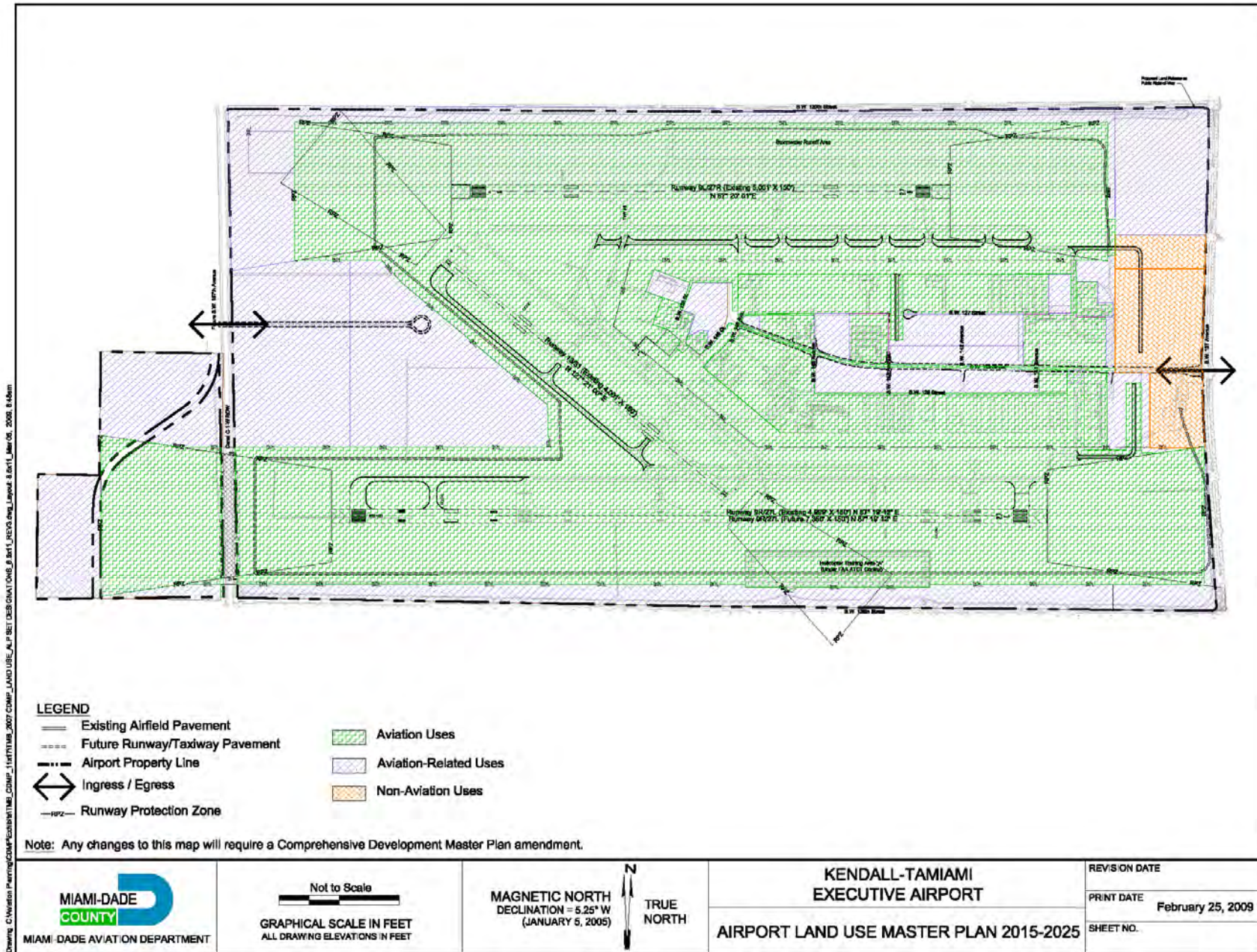
Land Use Compatibility

This land use compatibility analysis focuses on the property located at the edge of the airport to ensure compatibility of the changes on the Kendall-Tamiami Executive Airport Land Use Master Plan 2015-2025 Map with adjacent land uses. Of the proposed changes, this analysis focuses on a 43.76-acre parcel for "Non-Aviation Uses", which is adjacent to SW 137 Avenue on the airport's eastern boundary. The proposed change would expand the northern boundary of existing 35.5-acre parcel currently designated "Non-Aviation Uses" by 8.2 acres to align with SW 124 Street. This parcel and the remainder of the airport is designated "Terminals" on the LUP map. The land areas east of this subject parcel are designated as "Industrial and Office" on the LUP map. Existing adjacent uses to the east include two gas stations, Public Storage warehouse, the Corporate Park at Kendall and London Square Shopping Center with several big boxes as anchor stores are compatible with the proposed designation of "Non-Aviation Uses", which allows commercial/industrial uses. Therefore, the proposed development of the subject parcel as "Non-Aviation Uses" would be compatible with the CDMP land use designation to the east.

Existing Kendall-Tamiami Executive Airport Land Use Master Plan 2015-2025 Map
Figure 10



Proposed Kendall-Tamiami Executive Airport Land Use Master Plan 2015-2025 Map



Other Analysis

In the previous April 2007 amendment cycle, the Kendall-Tamiami Executive Airport Land Use master Plan 2015 – 2025 was established. At that time, the impact of the plan on land supply for non-aviation uses, environmental conditions, public facilities and services, and roadways were reviewed. The airport land use master plan at that time did not have any adverse effect on these concerns. No additional impacts are expected to occur beyond those that were analyzed during the previous cycles for the same airport. The environmental review prepared for the April 2007 cycle application, indicated that certain measures would need to be taken to address stormwater management issues and associated wetlands permits and preserve/protect the specimen trees on site. Also, there would be no additional impacts from the proposed changes on the public facilities and services to cause them operate below their adopted levels of services. The addition of 8.2 acres for “Non-Aviation Uses” proposed in this application does not address a need for additional land. As of August 2008, the depletion year in Minor Statistical Area 6.2, the one covering this airport, is 2022 for commercial land and 2021 for industrial land.

For more in-depth analysis regarding the general airport site, airport land use and zoning, adjacent land use and zoning, land use and zoning history, environmental conditions, water and sewer, fire rescue, solid waste, parks and public schools, please see Application No 14 of the Revised Recommendations report (Volume 2 of 2) updated March 24, 2008 of the April 2007 Cycle of Amendments to the CDMP.

Roadways

The Kendall-Tamiami Executive Airport Land Use Master Plan has been revised to allow more flexibility with regard to allowable land uses. In addition, the revised master plan represents more accurately the land uses adjusted to be consistent with the airport development boundaries.

Section 163.3177(6)(k), F.S., provides that the development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Also, Section 163.3180 (4)(b), F.S., exempts airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft from the concurrency requirement as implemented in the local comprehensive plan.

Section 9J-5.005(2)(a) of the Florida Administrative Code (F.A.C.) requires that plan amendments be based upon relevant and appropriate data and analyses that are applicable to the element. Section 163.3177(6)(k), F.S., requires that any subsequent amendment to the airport master plan, the comprehensive plan amendment shall address land use compatibility; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plan; and the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development.

The MDAD has indicated that the proposed changes to the currently adopted Kendall-Tamiami Executive Airport Land Use Master Plan include airport real property to be used mostly for aviation-related uses, and that the redesignation of the 8.2 acres from aviation-related uses to non-aviation uses will not impact the development program contemplated for the airport master plan. The 8.2 acres will be utilized for parking and/or drainage purposes along with the 35.5 acres previously identified for non-aviation uses and will thereby not create an increase in the development program considered for the airport master plan.

Transit Service

Metrobus Routes 136 and 137 provide transit service to the Kendall-Tamiami Executive Airport, which skirt the northern and eastern boundaries of the airport, respectively. Metrobus Route 136 is a feeder route to the Dadeland South Metrorail Station, and Route 137 (West Dade Connection) is a north-south connection connecting the South Miami-Dade Government Center on the south to the Dolphin Mall on the North.

Miami International Airport Land Use Master Plan 2015-2025 Map

Land Use Compatibility

This land use compatibility analysis focuses on the property located at the edge of the airport to ensure the compatibility of the proposed changes on the Miami International Airport Land Use Master Plan 2015-2025 Map with adjacent land uses. The proposed changes in land use designations on the airport land use master plan are compatible with the existing land uses located at the edge of the airport.

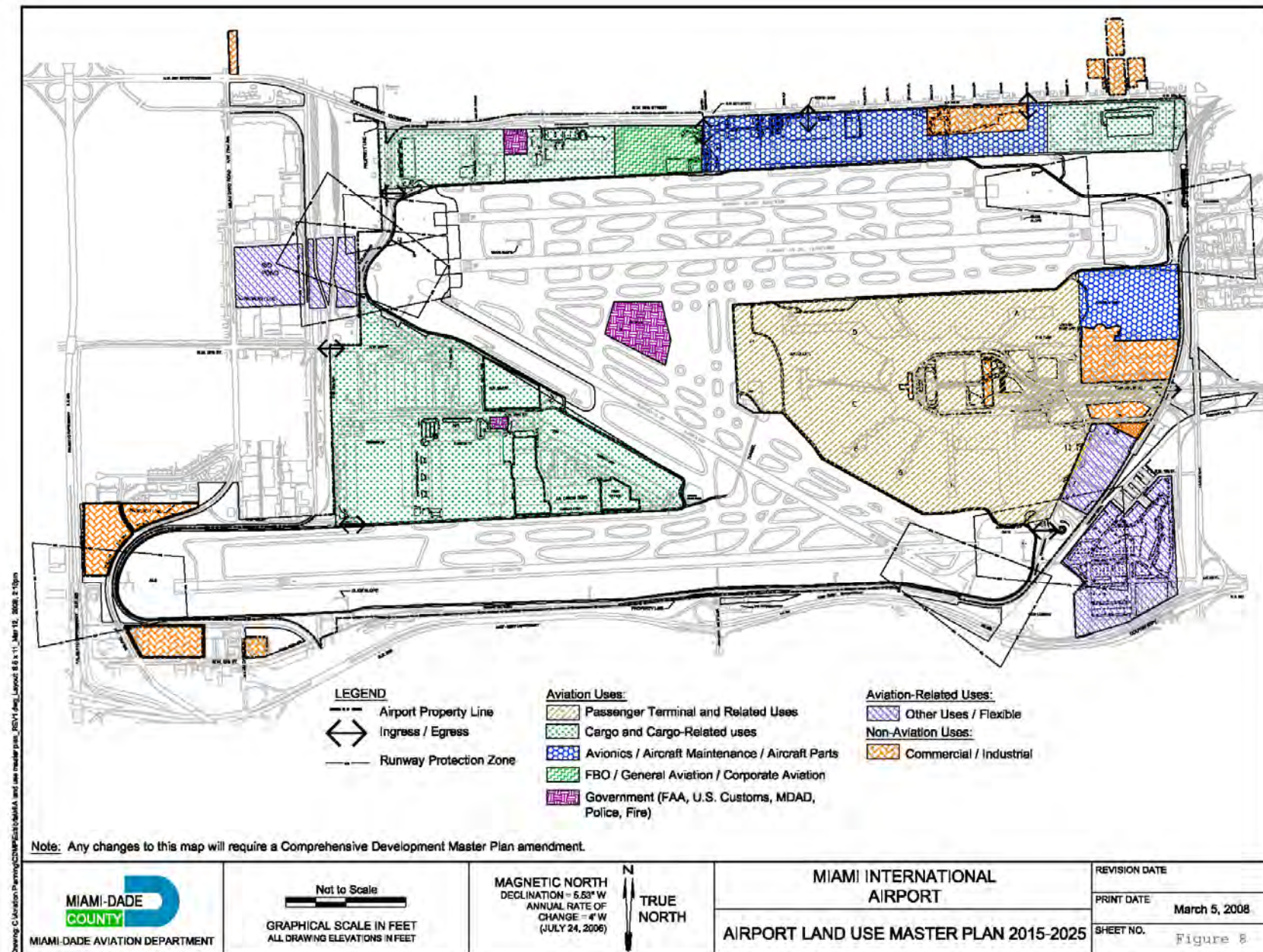
Two parcels that are proposed for “Aviation-Related Uses” are located on the western and northwestern boundary of the airport land use master plan map. A 9.54-acre parcel that is located on the southeast corner of NW 36 Street and NW 72 Avenue contains a fire station and the Traffic Signal and Signs Division of the Public Works Department. This particular property is currently designated as “Restricted Industrial and Office” on the CDMP LUP map and is adjacent to the Turner Guilford-Knight Correctional Center and variety of industrial, commercial and office activities. An 8.2-acre parcel that is bounded by Perimeter Road, NW 72 Avenue and Milam Dairy Road Airport Extension contains an electrical power substation and vacant land. This property is currently designated as “Industrial and Office” on the LUP map. The adjacent existing land uses include an office park (Airport Corporate Center) to the north and west, an airfield to the south and industrial uses to the east.

Four parcels, two of which are located on the eastern boundary of the airport and the other two located at the southwestern boundary of the airport south of the runway, contain a total of 21.63 gross acres. The proposed changes to the parcels would designate them as “Aviation-Related Uses.”

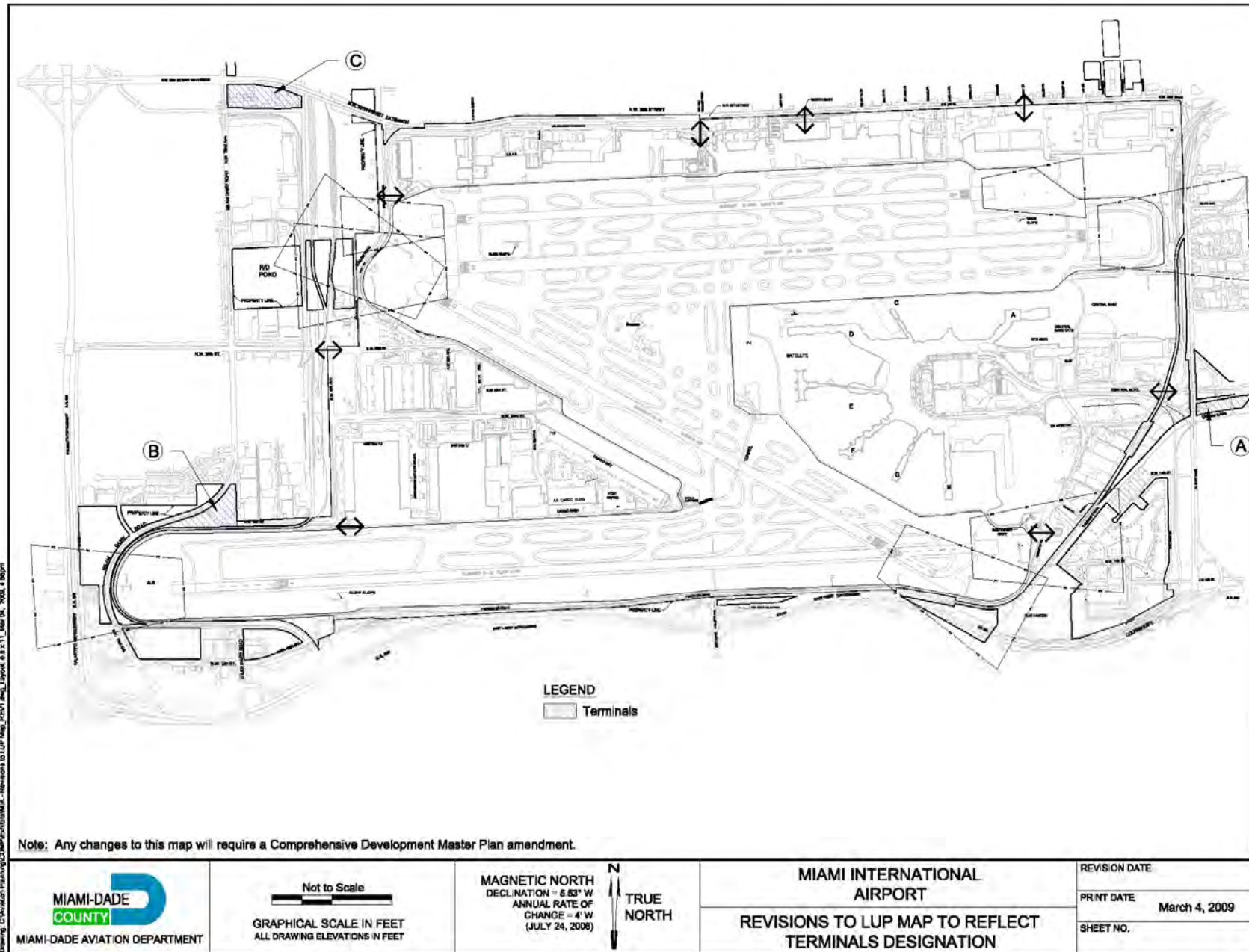
Two parcels are located around the intersection of NW 42 and NW 21 Street. The parcel southwest of this intersection currently contains a Host International Commissary (a food preparatory center that serves the airlines) but will be demolished by the end of the year possibly to pave way for a new roadway construction. Parts of an interchange and flyover ramps that will serve airport and the Miami Intermodal Center are under construction on the parcel southeast of this intersection. These parcels are designated “Terminals” on the LUP map except for the eastern portion of the southeastern parcel, which is designated as “Business and Office.” The area east and south of these parcels currently contains Melreese Golf Course and Highland Grapeland Heights Park. North of the southeastern parcel is the MIC site (a future car rental complex and rail station), which is currently under construction.

The two parcels on the southwestern boundary of the airport that are located north and east of the intersection of NW 12 Street and NW 72 Avenue and south of the east-west southern runway (9-27), are largely vacant properties, except for an electrical power substation. An EL Dorado furniture store at the intersection of NW 12 Street and NW 72 Avenue is adjacent to the southern parcel. Other uses nearby include offices, auto repair and parts businesses, and warehouses.

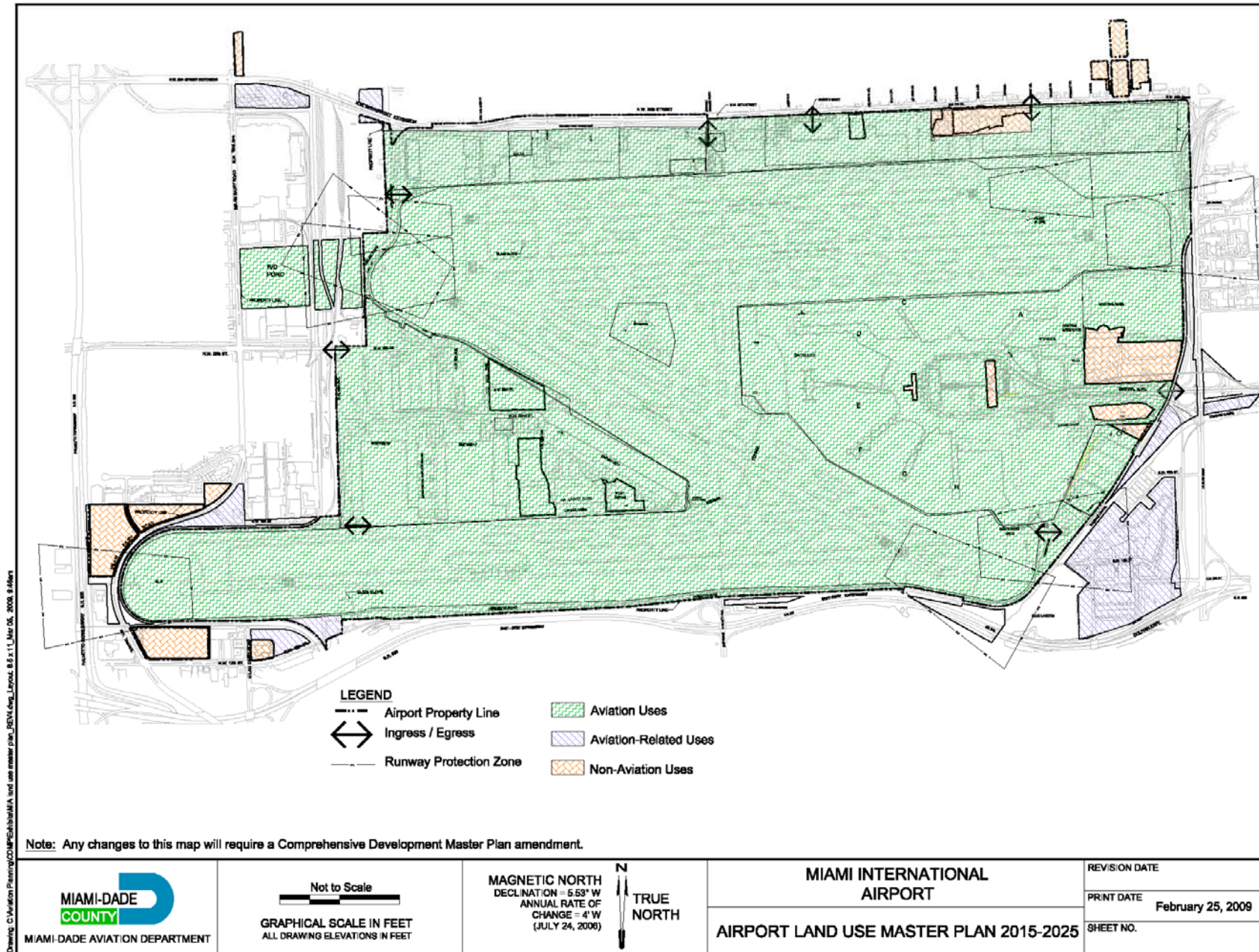
Existing Miami International Airport Land Use Master Plan 2015-2025 Map
Figure 8



Revisions to Land Use Plan Map 2015-2025 for Miami International Airport



Proposed Changes to Miami International Airport Land Use Master Plan 2015-2025 Map



Other Analysis

In the previous April 2007 amendments cycle, the Miami International Airport Land Use master Plan 2015 – 2025 was established. At that time, the impact of the plan on land supply for non-aviation uses, environmental conditions, public facilities and services, and roadways were reviewed. The airport land use master plan at that time did not have any adverse effect on these concerns. No additional impacts are expected to occur beyond those that were analyzed during the previous cycles for the same airport. The environmental review conducted in the prior amendment cycle indicated that certain measures would need to be taken to preserve/protect the specimen trees on site and address off-site contaminated soils that have been stockpiled at the airport. Also, no additional impacts would result from the proposed changes on the public facilities and services that would cause them to operate below their adopted levels of services.

For more in-depth analysis regarding the general airport site, land use and zoning, adjacent land use and zoning, land use and zoning history, environmental conditions, water and sewer, fire rescue, solid waste, parks and public schools, please see Application No 14 of the Revised Recommendations report (Volume 2 of 2) updated March 24, 2008 of the April 2007 Cycle of Amendments to the CDMP as well as the Initial Recommendations report dated August 25, 2008 for Application Nos. 6 and 7 of the pending April 2008 cycle.

Roadways

The Miami International Airport Land Use Master Plan has been revised to allow more flexibility with regard to allowable land uses, specifically aviation-related uses. In addition, the revised master plan represents more accurately the land uses adjusted to be consistent with the airport development boundaries.

Section 163.3177(6)(k), F.S., provides that the development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Also, Section 163.3180 (4)(b), F.S., exempts airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft from the concurrency requirement as implemented in the local comprehensive plan.

Section 9J-5.005(2)(a) of the Florida Administrative Code (F.A.C.) requires that plan amendments be based upon relevant and appropriate data and analyses that are applicable to the element. Section 163.3177(6)(k), F.S., requires that any subsequent amendment to the airport master plan, the comprehensive plan amendment shall address land use compatibility; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plan; and the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development.

The MDAD has indicated that the proposed changes to the currently adopted Miami International Airport Land Use Master Plan include airport real property to be used mostly for aviation and aviation-related uses, and that a 2.43-acre site is designated for non-aviation uses. The 2.43 acres would be developed with uses consistent with the current adopted 2015 and 2025 Land Use Plan (LUP) map designation of “Industrial and Office” and thereby would not create a net increase in the development program considered for the airport master plan. However, it should be noted that the 2.43-acre site is part of the pending Application No. 6 of the April 2008 cycle of amendments to the CDMP, which seeks to redesignate a ±31.04 acres on the adopted 2015 and 2025 Land Use Plan (LUP) map from “Industrial and Office” and “Transportation Terminals” to “Business and Office”. Should the pending Application No. 6 be approved, the 2.43-acre site would be subject to development allowable under the “Business and office” designation, including commercial uses.

Pursuant to Sections 163.3180(4)(c) and 163.3180(5)(a), F.S., Miami-Dade County may grant concurrency exception for transportation facilities located within the Urban Infill Area (UIA)¹. The Miami International Airport is located in the County’s UIA, the County’s Transportation Concurrency Exception Area.

Transit Service

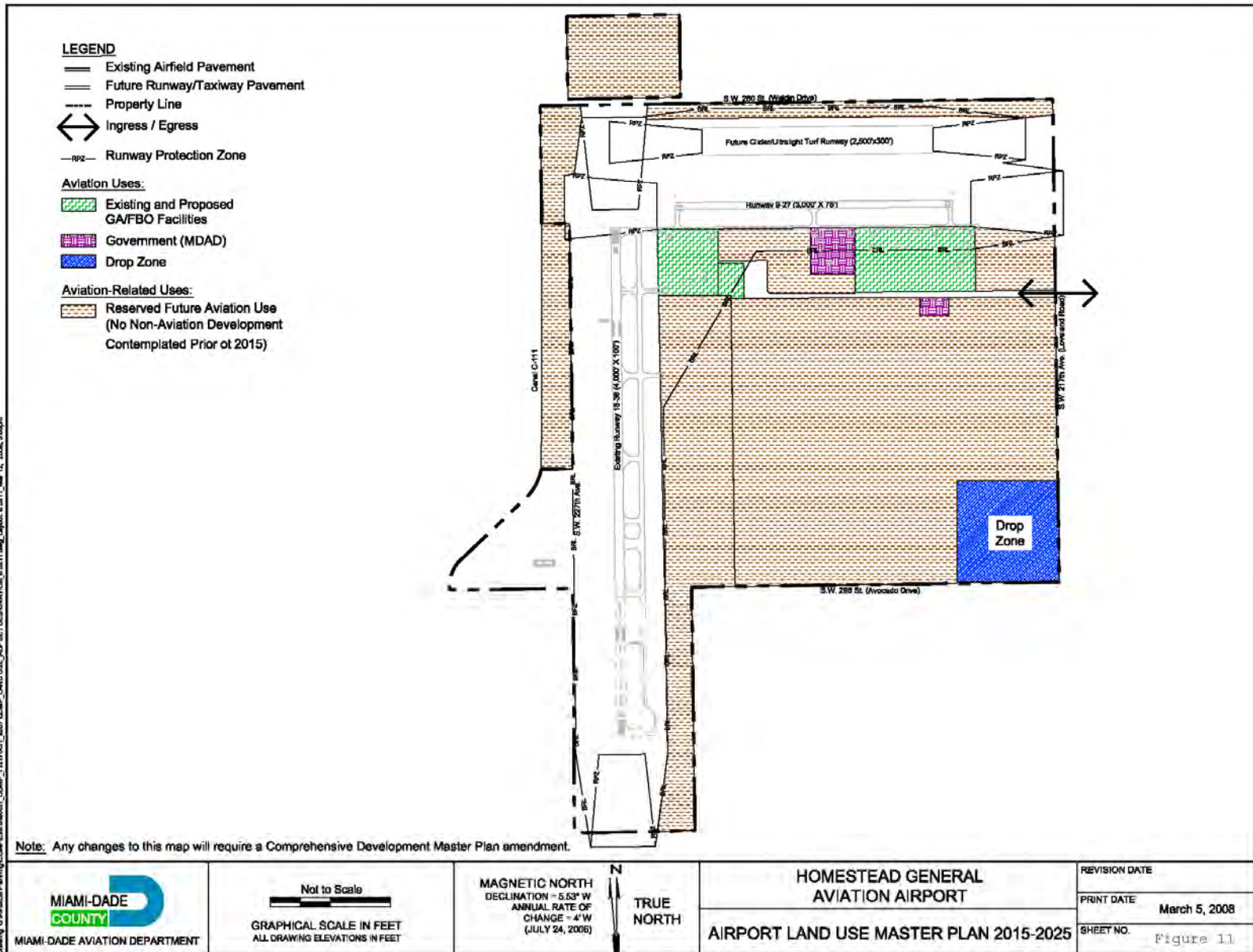
Metrobus Routes J, 7, 36, 37, 42, 57, 73, 95, Tri-Rail Doral Shuttle (Route 132), Tri-Rail Airport Shuttle (Route 133), and the East-West Connection (Route 238), serve the Miami International Airport (MIA).

The MIA is also served by Tri-Rail with the closest station located at the future site of the Miami Intermodal Center (MIC), just east of the airport along NW 21 Street between NW 42 Street/LeJeune Road and NW 38 Court. This Tri-rail Station is approximately 1½ miles from the MIA terminal.

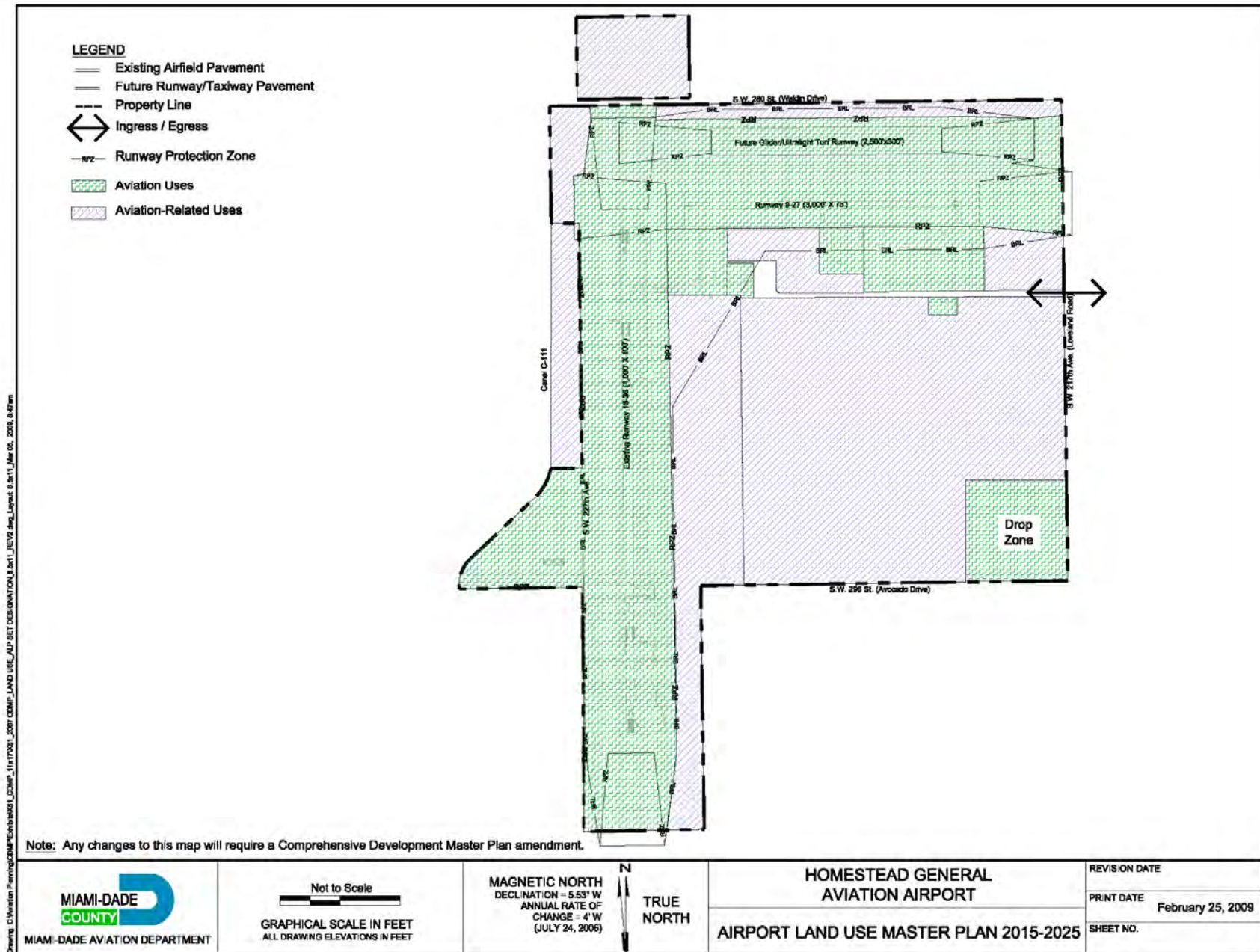
Miami-Dade Transit will soon began construction of the Metrorail extension project for the MIC as part of the People’s Transportation Plan (PTP) rapid transit improvements. This project is the 2.5-mile Metrorail extension along SR 112 from the Earlington Heights Metrorail Station to the Miami Intermodal Center.

¹ UIA is defined as that part of the Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia.

Existing Homestead General Aviation Airport Land Use Master Plan 2015-2025 Map
Figure 11



Proposed Homestead General Aviation Airport Land Use Master Plan 2015-2025 Map



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

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

- Policy LU-1C Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- Policy LU-1J Miami-Dade County will maintain its commitment to improve Community Development Block Grant eligible areas, enhance Enterprise Zones, and participate in the Empowerment Zone program to expand the economy in locally distressed areas.
- Policy LU-4A When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- Objective LU-5 Upon the adoption of this plan, all public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map", as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Development Master Plan.
- Policy LU-8E Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
- (iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods.
- Objective AV-1 Provide facilities to accommodate forecast demand and optimize level of service.
- Policy AV-1A The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration (FAA) shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of passenger activity and minimize delays.

Total	<u>Forecast Attainment Dates</u>		
Passenger Level	High	Preferred	Low
35 million	2008	2009	2015
39 million	2010	2012	2020
55 million	2015	2023	2025

Policy AV-1B The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of general aviation activity and minimize delays.

Planned Activity Level	<u>Forecast Attainment Date</u>	
Operations	Most Optimistic	Most Likely
750,000	2012	2025
875,000	2026	2025

Policy AV-4A Make aviation capacity improvements at existing airports so long as they are cost effective and consistent with other CDMP objectives and policies.

Policy AV-6A The Miami-Dade County Aviation Department shall expand existing aviation facilities, and locate and develop future aviation facilities so as to produce no significant adverse impact on the South Florida Water Management District Conservation Areas, Everglades National Park, Biscayne National Park, other environmental protection areas and wildlife protection areas in accordance with the provisions of the Airport Zoning and Land Use Compatibility Ordinances; the policies of the Land Use; Conservation, Aquifer Recharge and Drainage; and Coastal Management Elements of the Miami-Dade County Comprehensive Development Master Plan; and pertinent regulations governing facility siting and development.

Objective AV-7 Maximize compatibility between airports and the surrounding communities.

Policy AV-7B Miami-Dade County shall update its airport compatible zoning ordinances to promote compatible land use around Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation Airports. These ordinances updates shall be based on the guidelines recommended in the following federal and state documents. Due to operational differences, all listed documents may not pertain to all airports.

Federal) – Department of Transportation – Federal Aviation Regulation Part 77 (Objects affecting Navigable Airspace)

(Federal) – Department of Defense Air Installation Compatible Use Zone Report (AICUZ) for HAFB (August 1988)

(State) – Chapter 333, Florida Statutes, (Airport Zoning)

- Policy AV-7E To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports, reflecting recommendation in the federal and State guidance documents cited in Policy AV-7B.
- Policy AV-7F The Miami-Dade County Aviation Department shall ensure, through coordination with the City of Opa-locka, that any concerns regarding the development and redevelopment of the Opa-locka Executive Airport and/or development and redevelopment of land in its vicinity are addressed on a timely basis to ensure compatibility of land use and zoning with the functions of the airport.
- Objective AV-8 Maximize support of local and regional economic growth.
- Policy AV-8A The Miami-Dade County Aviation Department, through the continued increase in the capacity of the County's airports to meet the forecast aviation demands, and the State and local governmental economic development entities through their commerce and industry promotion programs should expand the importance of the aviation industry to Miami-Dade County and the regional economy.
- Policy AV-8B When consistent with aviation facility locational objectives for airspace safety and environmental and community compatibility, the Aviation Department shall provide additional facility and operational capacity in the aviation systems in locations that offer greatest potential for expansion of aviation-related economic development and redevelopment in the vicinity and opportunities for aviation-related employment for Miami-Dade County residents.
- Objective AV-9 Maximize flexibility in the operation and expansion of the aviation system.

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

None

APPENDICES

Appendix A1	Map Series (Opa-locka Executive Airport)
Appendix A2	Map Series (Kendall-Tamiami Executive Airport)
Appendix A3	Map Series (Miami International Airport)
Appendix B	Amendment Application
Appendix C	Other Documents

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APPENDIX A1


Map Series Opa-locka Executive Airport

- Aerial Photo
- Current Zoning Map
- Existing Land Use Map
- Current CDMP Land Use Plan Map
- Proposed CDMP Land Use Plan Map

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**APPLICATION NO.2
OPA-LOCKA EXECUTIVE AIRPORT
AERIAL PHOTO**



 GENERAL AIRPORT AREA





0 0.125 0.25 0.5 0.75 Miles

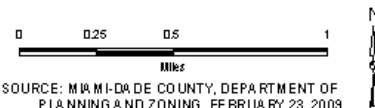
Source: Miami-Dade County
Department of Planning and Zoning, February 23, 2009



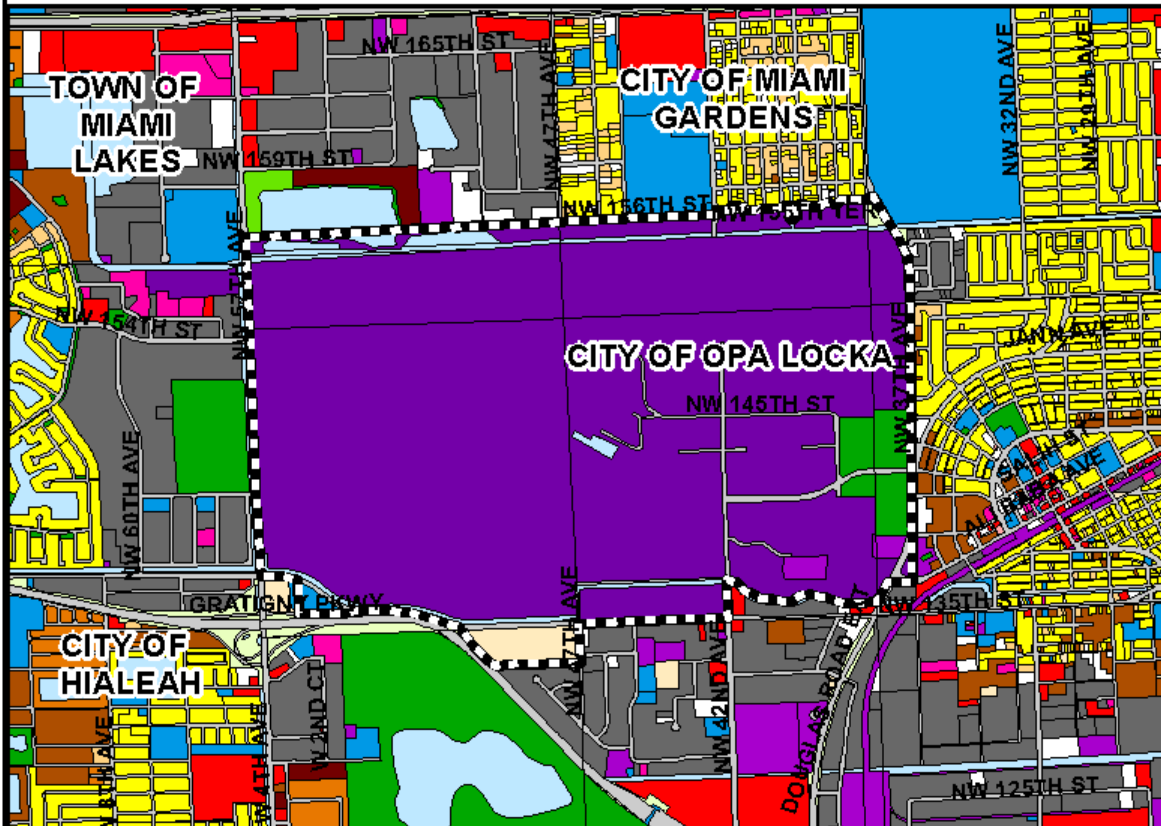
[illegible]

GU	INTERIM
AU	AGRICULTURAL
RU-1	SINGLE FAMILY RESIDENCE (7,500 SQ. FT. NET LOT)
RU-2	TWO FAMILY RESIDENTIAL (7,500 SQ. FT. NET LOT)
RU-3	FOUR UNIT APARTMENT (7,500 SQ. FT. NET LOT)
RU-4	HIGH DENSITY APARTMENT HOUSE DISTRICT - 50 UNITS/NET ACRE
RU-4M	LIMITED APT. HOUSE 23 UNITS/NET ACRE
BU-2	BUSINESS - SPECIAL
BU-3	BUSINESS - LIBERAL
IU-1	INDUSTRY - LIGHT
IU-C	INDUSTRY - CONTROLLED
GP	GOVERNMENT PROPERTY

 CITY OF OPALOCKA*
 CITY OF HIALEAH*
 TOWN OF MIAMI LAKES
 CITY OF MIAMI GARDENS



**APPLICATION NO. 2
OPA LOCKA EXECUTIVE AIRPORT
EXISTING LAND USE MAP**



LEGEND

GENERAL AIRPORT AREA

EXISTING LAND USE

- SINGLE FAMILY
- TWO-FAMILY (DUPLEXES)
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY (UNDER 25 DU/GROSS ACRE)
- HIGH-DENSITY MULTI-FAMILY (OVER 25 DU/GROSS ACRE)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- AIRPORTS, PORTS

- MUNICIPAL BOUNDARY
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- SWALES, RIGHT-OF-WAYS
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT - GOVERNMENT OWNED
- VACANT - UNPROTECTED
- INLAND WATERS

0 0.25 0.5 1
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, FEBRUARY 23, 2009



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APPENDIX A2

Map Series Kendall-Tamiami Executive Airport

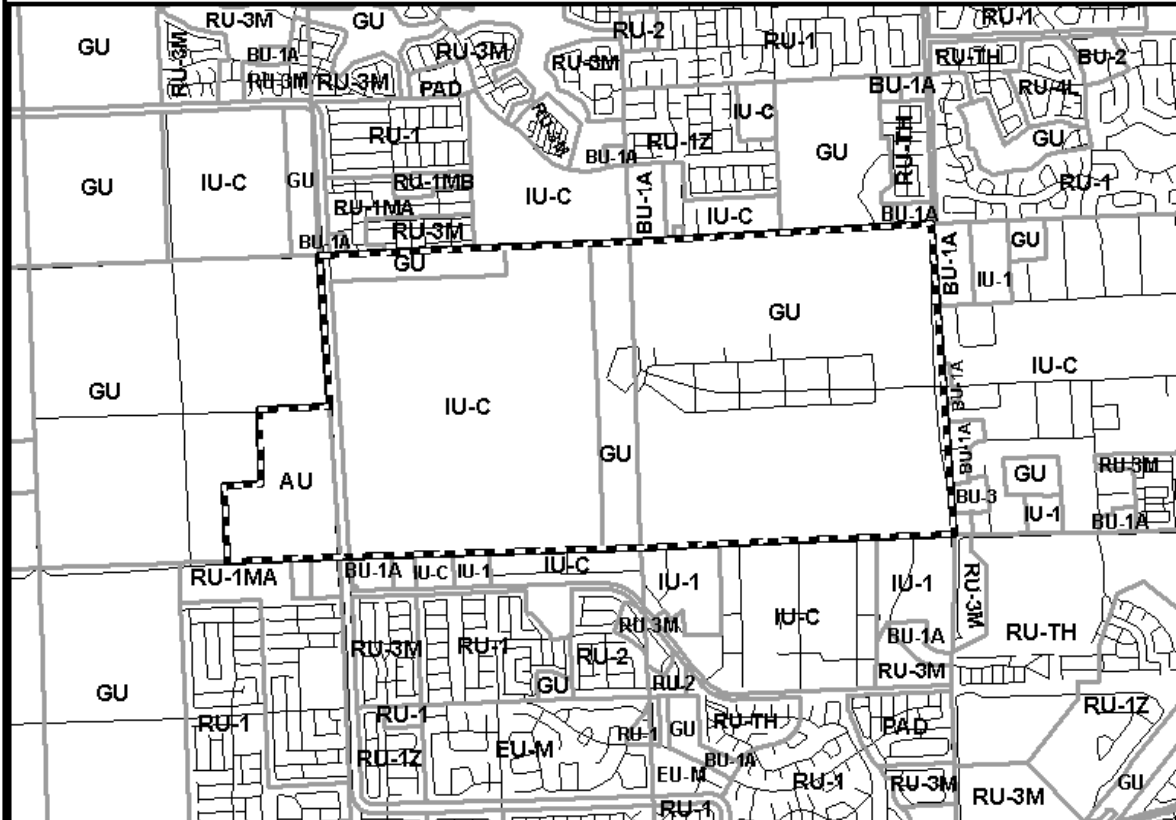
- Aerial Photo
- Current Zoning Map
- Existing Land Use Map
- CDMP Land Use Plan Map

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**APPLICATION NO.2
KENDALL-TAMIAMI EXECUTIVE AIRPORT
AERIAL PHOTO**



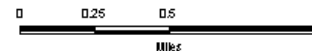
**APPLICATION NO. 2
KENDALL TAMiami AIRPORT
CURRENT ZONING MAP**



 GENERAL AIRPORT AREA

MAM-DADE ZONING DISTRICTS

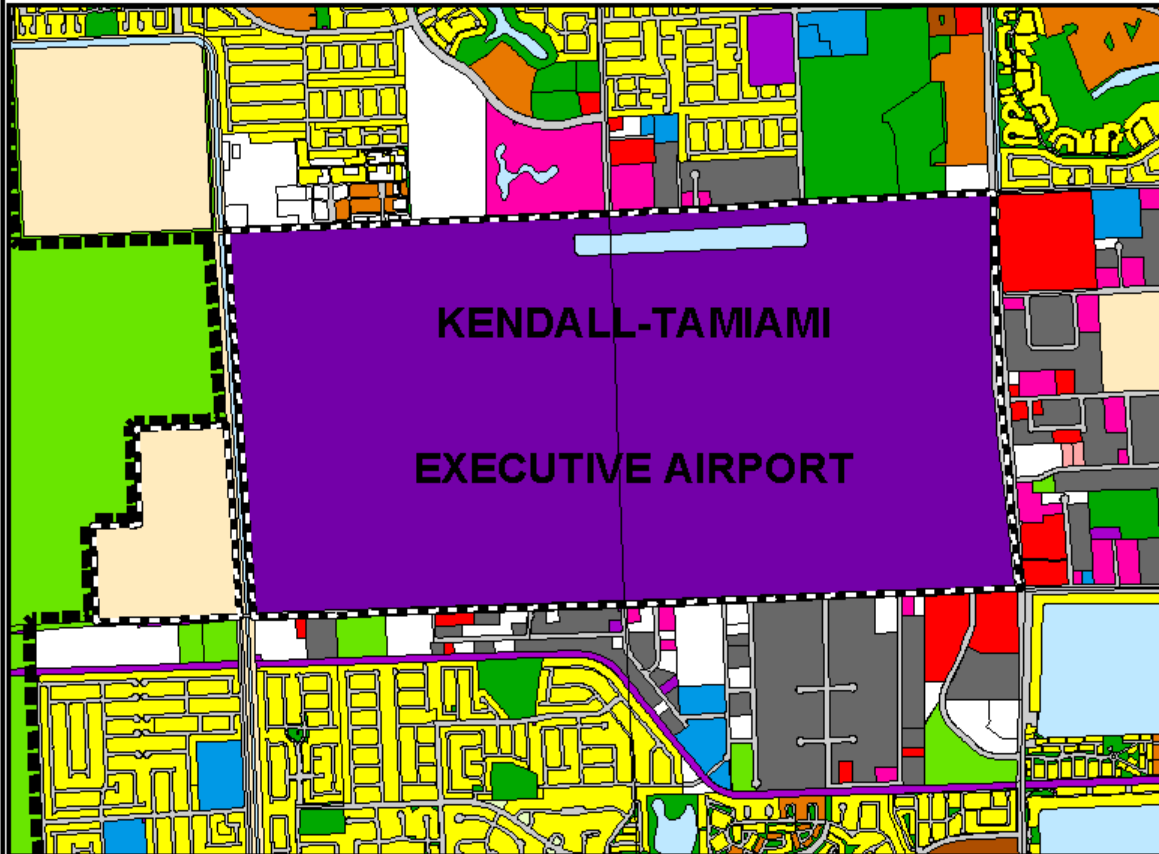
GU	INTERIM DISTRICT	BU-1	BUSINESS - NEIGHBORHOOD
AU	AGRICULTURE	BU-1A	BUSINESS - LIMITED
EU-M	SINGLE-FAMILY MOD. ESTATES (15,000 SQ.FT. NET LOT)	BU-2	BUSINESS - SPECIAL
RU-1 MA	MODIFIED SINGLE FAMILY (5,000 SQ. FT. NET LOT)	BU-3	BUSINESS - LIBERAL
RU-1 MB	MODIFIED SINGLE FAMILY (6,000 SQ. FT. NET LOT)	IU-1	INDUSTRIAL - LIGHT
RU-1	SINGLE FAMILY RESIDENTIAL (7,500 SQ. FT. NET LOT)	IU-C	INDUSTRIAL - CONDITIONAL
RU-1Z	SINGLE FAMILY ZERO LOT LINE (4,500 SQ. FT. NET LOT)		
RU-2	TWO-FAMILY RESIDENTIAL (7,500 SQ. FT. NET LOT)		
RU-TH	TOWNHOUSE (8.5 UNITS/NET ACRE)		
RU-3	FOUR UNIT APARTMENT (7,500 SQ. FT.NET LOT)		
RU-3M	MINIMUM APT HOUSE (12.9 UNITS /NET ACRE)		
RU-4L	LIMITED APARTMENT HOUSE DISTRICT (23 UNITS/ NET ACRE)		
PAD	PLANNED AREA DEVELOPMENT		



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF
PLANNING AND ZONING, FEBRUARY 23, 2009



**APPLICATION NO. 2
KENDALL-TAMIAMI AIRPORT
EXISTING LAND USE MAP**



LEGEND



GENERAL AIRPORT AREA

EXISTING LAND USE

- SINGLE FAMILY
- TWO-FAMILY (DUPLEXES)
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY (UNDER 25 DU/GROSS ACRE)
- TRANSIENT-RESIDENTIAL (HOTELS, MOTELS)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- AIRPORTS, PORTS
- COMMUNICATIONS, UTILITIES, TERMINALS

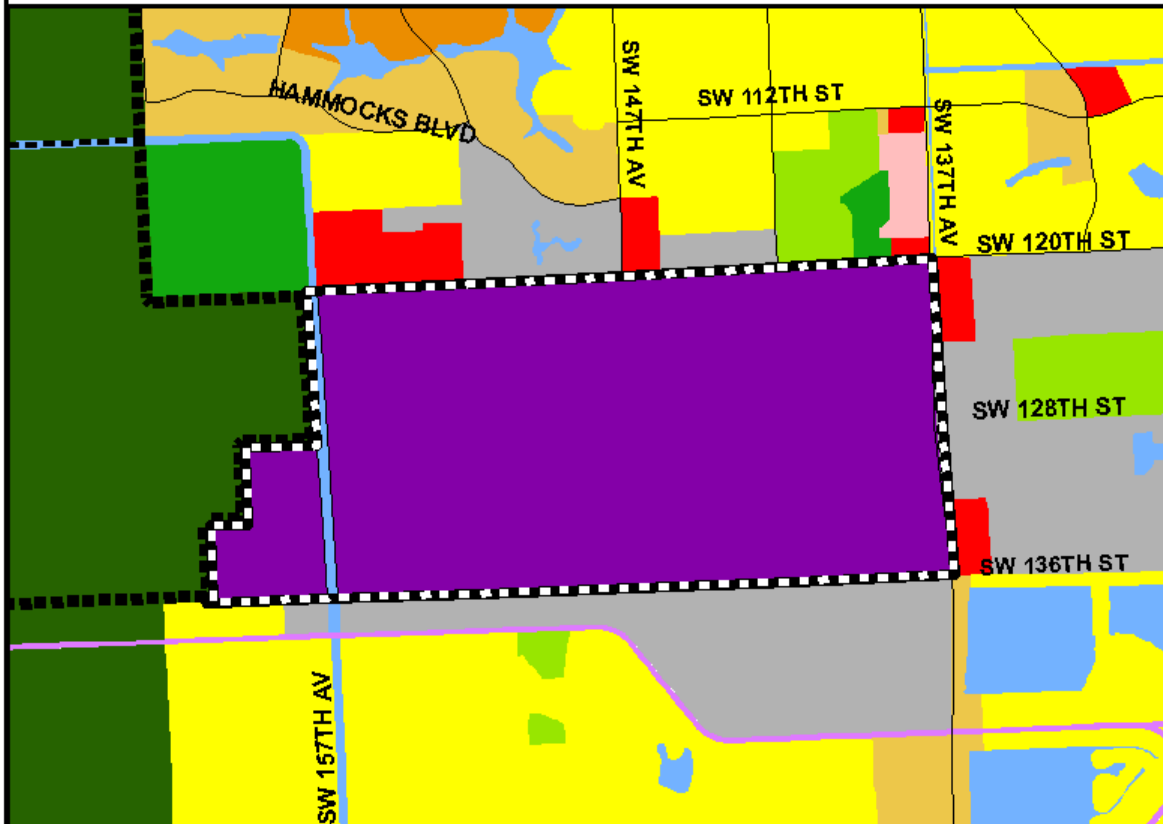
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- SWALES, RIGHT-OF-WAYS
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT - GOVERNMENT OWNED
- VACANT - UNPROTECTED
- INLAND WATERS

0 0.25 0.5 0.75 Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, FEBRUARY 23, 2009



**APPLICATION 2
KENDALL TAMiami AIRPORT
CDMP LAND USE PLAN MAP**

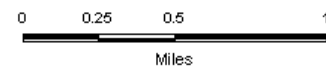


GENERAL AIRPORT AREA

CDMP LAND USE

- LOW DENSITY RESIDENTIAL (LDR) 2.5 TO 6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6 TO 13 DU/AC
- MEDIUM DENSITY RESIDENTIAL (MDR) 13 TO 25 DU/AC
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE / RESIDENTIAL
- PARKS AND RECREATION
- AGRICULTURE
- WATER
- TERMINALS
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

- MAJOR ROADWAY
- MINOR ROADWAY
- RAIL
- CANAL
- 2015 URBAN DEVELOPMENT BOUNDARY
- 2025 URBAN EXPANSION AREA



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, FEBRUARY 23, 2009



APPENDIX A3

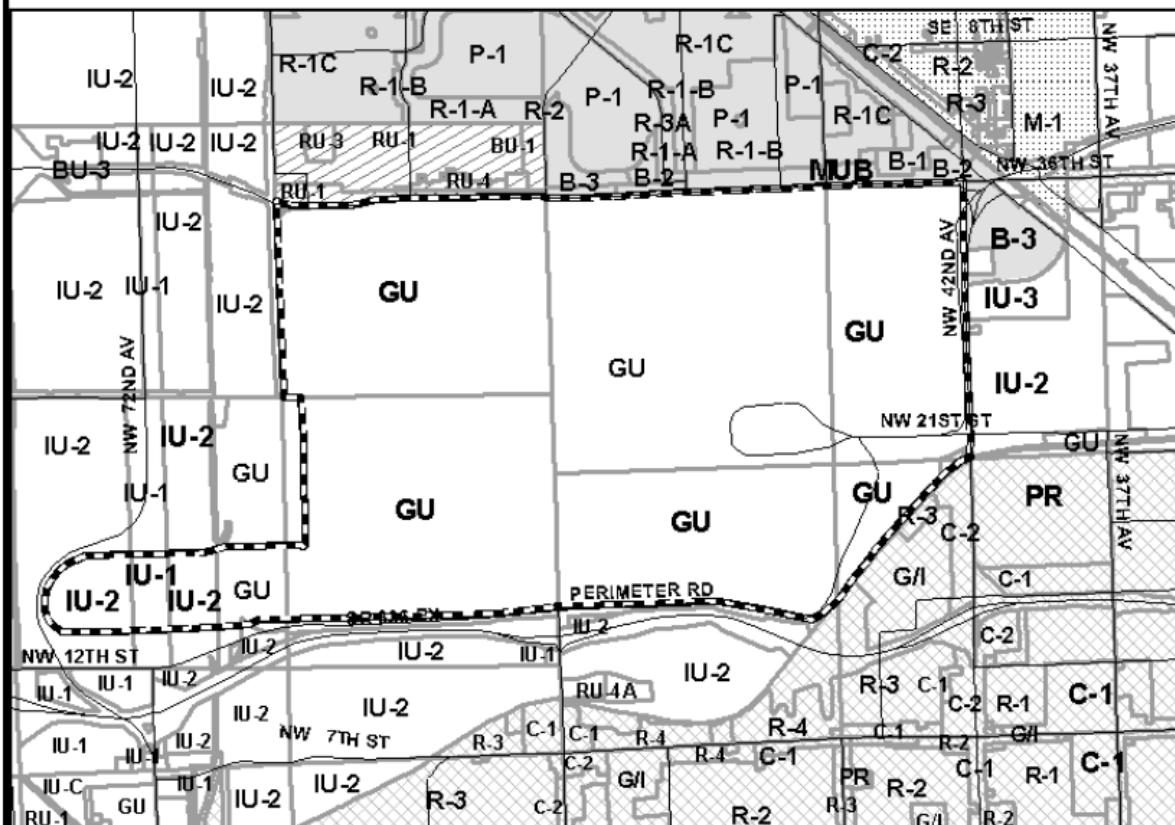
Map Series Miami International Airport

- Aerial Photo
- Current Zoning Map
- Existing Land Use Map
- Current CDMP Land Use Plan Map
- Proposed CDMP Land Use Plan Map

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**APPLICATION NO. 2
MIAMI INTERNATIONAL AIRPORT
CURRENT ZONING MAP**



GENERAL AIRPORT AREA



MIAMI



HIALEAH



VRGINIA GARDENS



MIAMI SPRINGS

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM
RU-1	SINGLE FAMILY RESIDENTIAL (7,500 SQ. FT. NET LOT)
RU-3	FOUR UNIT APARTMENT (7,500 SQ. FT. NET LOT)
RU-4A	APARTMENTS (50 UNITS/ NET ACRE LOT)
BU-1	BUSINESS - NEIGHBORHOOD
BU-3	BUSINESS - LIBERAL
IU-1	INDUSTRIAL-LIGHT
IU-2	INDUSTRIAL-HEAVY
IU-3	INDUSTRIAL-UNLIMITED
IU-C	INDUSTRIAL-CONDITIONAL

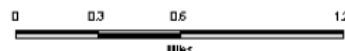
CITY OF MIAMI SPRINGS: SEE NEXT PAGE

CITY OF MIAMI ZONING DISTRICTS

PR	PARKS AND RECREATION
R-2	TWO-FAMILY RESIDENTIAL
R-3	MULTIFAMILY MEDIUM-DENSITY RESIDENTIAL
R-4	MULTIFAMILY HIGH-DENSITY RESIDENTIAL
G/I	GOVERNMENT AND INSTITUTIONAL
C-1	RESTRICTED COMMERCIAL
C-2	LIBERAL COMMERCIAL

CITY OF HIALEAH ZONING DISTRICTS

R-2	ONE- AND TWO-FAMILY RESIDENTIAL
R-3	MULTIPLE-FAMILY
C-2	LIBERAL RETAIL COMMERCIAL
M-1	LIGHT MANUFACTURING



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, FEBRUARY 23, 2009



Zoning Districts
City of Miami Springs

Single Family Districts

R-1A (SINGLE FAMILY RESIDENCE 1800 SF)

R-1B (SINGLE FAMILY RESIDENCE 1500 SF)

R-1C (SINGLE FAMILY RESIDENCE 1200 SF)

Duplex Districts

R-2 (DUPLEX 800 SF)

Multi-Family Districts

R-3A (MULTI-FAMILY 1BR: 800 SF)

Business Districts

B-1 (NEIGHBORHOOD COMMERCIAL 1st Fl: 1)

B-2 (CENTRAL BUSINESS DISTRICT 1st Fl: 1)

B-3 (ARTERIAL BUSINESS 1st Fl: 1)

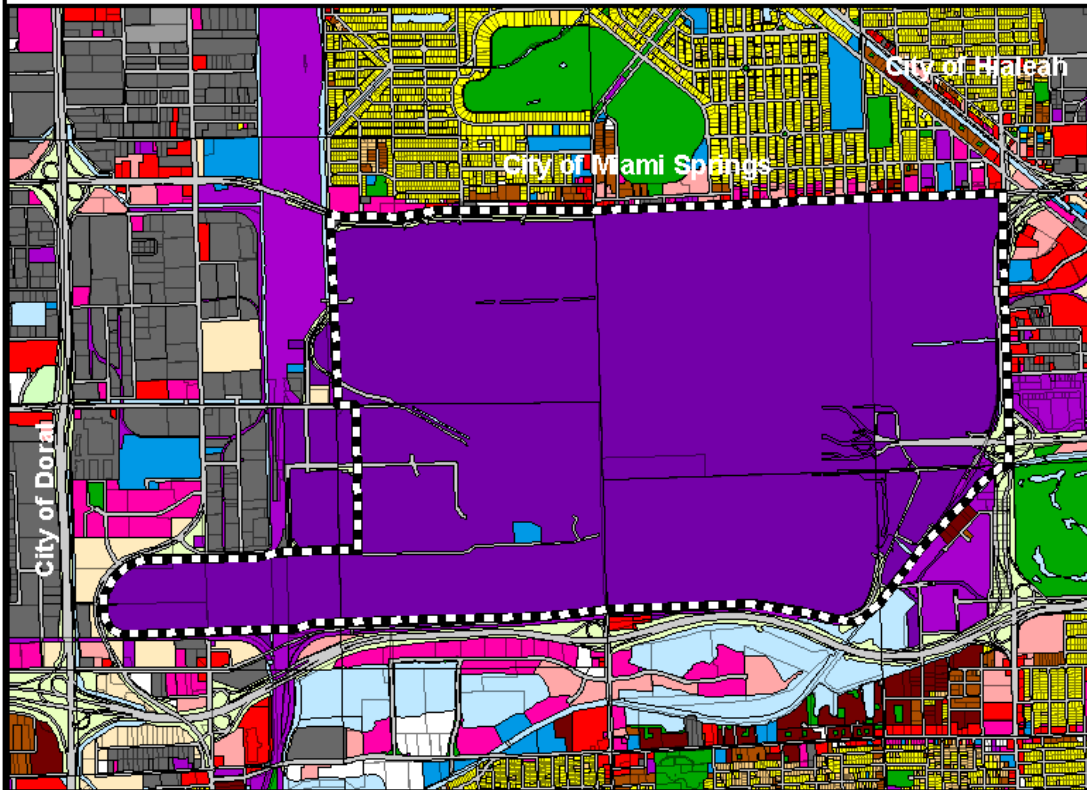
Mixed Use Business

MUB

Public Property

P-1

APPLICATION NO. 2 MIAMI INTERNATIONAL AIRPORT EXISTING LAND USE MAP



LEGEND



GENERAL AIRPORT AREA

EXISTING LAND USE



SINGLE FAMILY



TWO-FAMILY (DUPLEXES)



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



HIGH-DENSITY MULTI-FAMILY (OVER 25 DU/GROSS ACRE)



TRANSIENT-RESIDENTIAL (HOTELS, MOTELS)



COMMERCIAL, SHOPPING CENTERS, STADIUMS



OFFICE



INSTITUTIONAL



INDUSTRIAL EXTRACTION



INDUSTRIAL



AIRPORTS, PORTS



COMMUNICATIONS, UTILITIES, TERMINALS



STREETS, ROADS, EXPRESSWAYS, RAMPS



SWALES, RIGHT-OF-WAYS



PARKS, PRESERVES, CONSERVATION AREAS



VACANT - GOVERNMENT OWNED



VACANT - UNPROTECTED

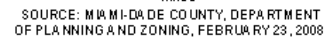


INLAND WATERS

0 0.3 0.6 0.9 Miles







Source: Miami-Dade County
Department of Planning and Zoning, February 23, 2009

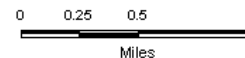






CDMP LAND USE

-  EXPRESSWAYS
 MAJOR ROADWAY
 MINOR ROADWAY
 RAIL
 CANAL
 EXISTING RAPID TRANSIT



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, FEBRUARY 23, 2008

APPENDIX B

Amendment Application

- **Current Version dated March 4, 2009**
- **Original Version dated October 30, 2009**

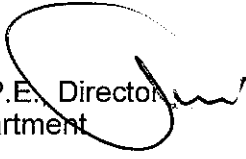
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Memorandum



Date: March 4, 2009

To: Marc C. LaFerrier, Director
Department of Planning & Zoning

From: José Abreu, P.E., Director
Aviation Department 

Subject: Transmittal of Revised Text and Corresponding Maps of the Miami-Dade Aviation Department's Comprehensive Development Master Plan Application No. 2

As discussed during the March 4, 2009 meeting with Aviation Planning staff and your staff, the Miami-Dade Aviation Department (MDAD) has revised the text and corresponding maps in our Comprehensive Development Master Plan (CDMP) Amendment Application No. 2. The attached revisions serve to clarify the intent of the Aviation Department to properly identify the aviation, aviation-related and non-aviation uses for our system of airports and replace the text and maps in the application that was originally filed by the Department on October 30, 2008.

The revisions to CDMP Airport Land Use Master Plan maps dated February 25, 2009 are as follows:

1. "Miami International Airport Land Use Master Plan 2015-2025,"
 - Runways, airfield areas, and fuel farm are cross-hatched green in accordance with the "Aviation Use" designation.
 - Removal of aviation-related uses on non-MDAD owned parcels west of Miami International Airport.
2. "Opa-locka Executive Airport Land Use Master Plan 2015-2025"
 - Runways and airfield areas are cross-hatched green in accordance with the "Aviation Use" designation.
 - Addition of "Aviation-Related Use" area along the Northern boundary of the airport.
3. "Kendall-Tamiami Executive Airport Land Use Master Plan 2015-2025"
 - Runways and airfield areas are cross-hatched green in accordance with the "Aviation Use" designation.
4. "Homestead General Aviation Airport Land Use Master Plan 2015-2025"
 - Runways and airfield areas are cross-hatched green in accordance with the "Aviation Use" designation.

Memorandum
Marc. C. LaFerrier
March 4, 2009
Page 2

In addition, MDAD and DP&Z have identified a few parcels at both the Miami International and Opa-locka Executive Airports which need to be properly designated on the County's Adopted 2015-2025 Land Use Plan (LUP) map as "Terminals." Therefore, the attached maps dated March 4, 2009 and entitled:

1. "Miami International Airport Revisions to LUP Map to Reflect Terminals Designation;" and
2. "Opa-locka Executive Airport Revisions to LUP Map to Reflect Terminals Designation;"

Identify Terminals designation parcels (A through C) for Miami International Airport and Terminals designation parcels (A through F) for Opa-locka Executive Airport respectively.

Should you have any questions, I may be reached at (305) 876-7077.

Attachments; text revisions and maps

C: M. Fajardo
S. Harman
J. Ramos
M. Woerner, DP & Z
P. Moore, DP & Z
R. Bergeron

APPLICATION NO. 2

APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami-Dade County Aviation Department
P.O. Box 025504
Miami, Florida 33102-5504

2. APPLICANT'S REPRESENTATIVE

José Abreu, P.E., Aviation Director
Miami-Dade County Aviation Department
P.O. Box 025504
Miami, Florida 33102-5504

By: 

José Abreu, P.E.

March 4, 2009

3. DESCRIPTION OF REQUESTED CHANGES

1. Revise the text in the Aviation Subelement of the Transportation Element on pages I-51 and I-52 to eliminate references to Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and Miami International Airports' "landside and airside areas" in order to properly distinguish aviation and non-aviation uses on Miami-Dade Aviation Department owned property as depicted on the revised and attached Airport Land Use Master Plan maps.
2. Replace the Airport Land Use Master Plan maps in the Aviation Subelement of the Transportation Element for Opa-locka Executive Airport, Kendall-Tamiami Executive Airport and Miami International Airport with the revised and attached maps.
3. Revise the text of the Land Use Element, section title "Transportation" on pages I-54 and I-55 of the Adopted Components of the CDMP in order for the CDMP to be internally consistent.

Revise the second paragraph on page II-50 to read as follows:

The location and layout of these future facilities, including runway protection zones and points of ingress and egress, are indicated on the Physical Airport 2015-2025 map series below following this page. The configuration of the proposed site expansion and individual improvements at these locations are either yet to be determined or beyond the scope of this Subelement.

Single Underlined words and single strikethrough words were recommended additions or deletions to the proposed CDMP amendment filed on October 30, 2008. Double underlined words or double strikethrough words are recommended additions or deletions to the proposed CDMP amendment provided after the filing of the October 30, 2008 original application.

The natural resources and future land uses surrounding these facilities are identified in the map series and Future Land Use Plan map contained in the Land Use Element of this Plan.

Revise the third and fourth paragraphs on page II-51 to read as follows:

The ~~airside~~ portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, which shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or his designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the ~~airside~~ portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The ~~landside~~ portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, which shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include ~~both~~ aviation uses, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law. ~~At least one third of the land area in the landside portion of the airport designated for non-aviation related uses must be developed with aviation-related uses or uses that directly support airport operations.~~

Revise the second and third paragraphs on page II-52 to read as follows:

Subject to the restrictions contained herein, the following ~~privately owned~~ non-aviation-related uses may be approved in the ~~landside area~~ portions of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated as for non-aviation uses on the Airport Land Use Master Plan maps and accessible to the general public:

- lodgings such as hotels and motels (except for Homestead General)
- office buildings (except for Homestead General)
- lodgings and office buildings at Miami International Airport (except in terminal concourses)

- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except for Homestead General)
- agricultural uses, and
- retail, restaurants, and personal service establishments (except for Homestead General).

Such ~~privately owned~~ non-aviation ~~related~~ uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

~~(1) Those portions of the landside area at Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports designated for non-aviation uses that are not developed for uses that are aviation-related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.~~

(1) The land area within Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport: 20 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

The portions of the Opa-locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property, and where. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport.

The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), ~~or the Urbanizing Area (FAR of 1.25 not counting parking structures)~~ at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

- (2) Those portions of ~~the landside area at~~ Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (3) Each non-aviation ~~related~~ use shall comply with applicable law, including but not limited to FAA regulations and ~~any~~ the current airport layout plan on file with the

Miami-Dade County Aviation Department governing permissible uses on the entire airport property.

Airport Land Use Master Plan 2015-2025

The land uses allowed at Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation airports are depicted in the Airport Land Use Master Plan 2015-2025 map series (Figures 8, 9, 10, and 11). Each of these maps depict the allowable Aviation, Aviation-Related, and Non-Aviation land uses at these airports.

Requested Map Series Amendments to the Aviation Subelement of the Transportation Element:

Figure 8, “Miami International Airport Land Use Master Plan.” Replace existing Figure 8 with new Figure 8 on page 2-58.1 (see Attachment).

Figure 9, “Opa-locka Executive Airport Land Use Master Plan.” Replace existing Figure 9 with new Figure 9 on page 2-58.2 (see Attachment).

Figure 10, “Kendall-Tamiami Executive Airport Land Use Master Plan.” Replace existing Figure 10 with new Figure 10 on page 2-58.3 (see Attachment).

Figure 11, “Homestead General Airport Land Use Master Plan.” Replace existing Figure 11 with new Figure 11 on page 2-58.4 (see Attachment).

Revisions to the Land Use Element

Revise the section title “Transportation” on pages I-54 and I-55 as follows:

The ~~airside~~ portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, ~~which~~ shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or his designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning, shall determine whether any particular use is an aviation use or an aviation-

related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the ~~airside~~ portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The ~~landside~~ portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, ~~which~~ shall be deemed to consist of all portions

of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include ~~both~~ aviation uses, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law. ~~At least one third of the land area in the landside portion of the airport designated for non-aviation related uses must be developed with aviation related uses or uses that directly support airport operations.~~

Subject to the restrictions contained herein, the following ~~privately owned~~ non-aviation-related uses may be approved in the ~~landside area portions~~ of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated as for non-aviation uses on the Airport Land Use Master Plan maps and accessible to the general public:

- lodgings such as hotels and motels (except for Homestead General)
- office buildings (except for Homestead General)
- lodgings and office buildings at Miami International Airport (except in terminal concourses)
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops (except for Homestead General)
- agricultural uses, and
- retail, restaurants, and personal service establishments (except for Homestead General).

Such ~~privately owned~~ non-aviation ~~related~~ uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

~~(1) Those portions of the landside area at Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports designated for non-aviation uses that are not developed for uses that are aviation-related or directly supportive of airport operations shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.~~

(1) The land area within Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport: 20 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office

uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

The portions of the Opa-locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property, and where. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport. The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), or the Urbanizing Area (FAR of 1.25 not counting parking

structures) at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

- (2) Those portions of ~~the landside area at~~ Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.
- (3) Each non-aviation ~~related~~ use shall comply with applicable law, including but not limited to FAA regulations and ~~any~~ the current airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.

5. ADDITIONAL MATERIALS SUBMITTED

Attachments referenced in the application (revised maps)

Support Documents

- Revisions to the LUP maps for Miami International and Opa-locka Executive Airports.
- Copy of Department of Planning & Zoning's Application 20.
- Black and White copies of the Airport Land Use Master Plan maps for publishing purposes.

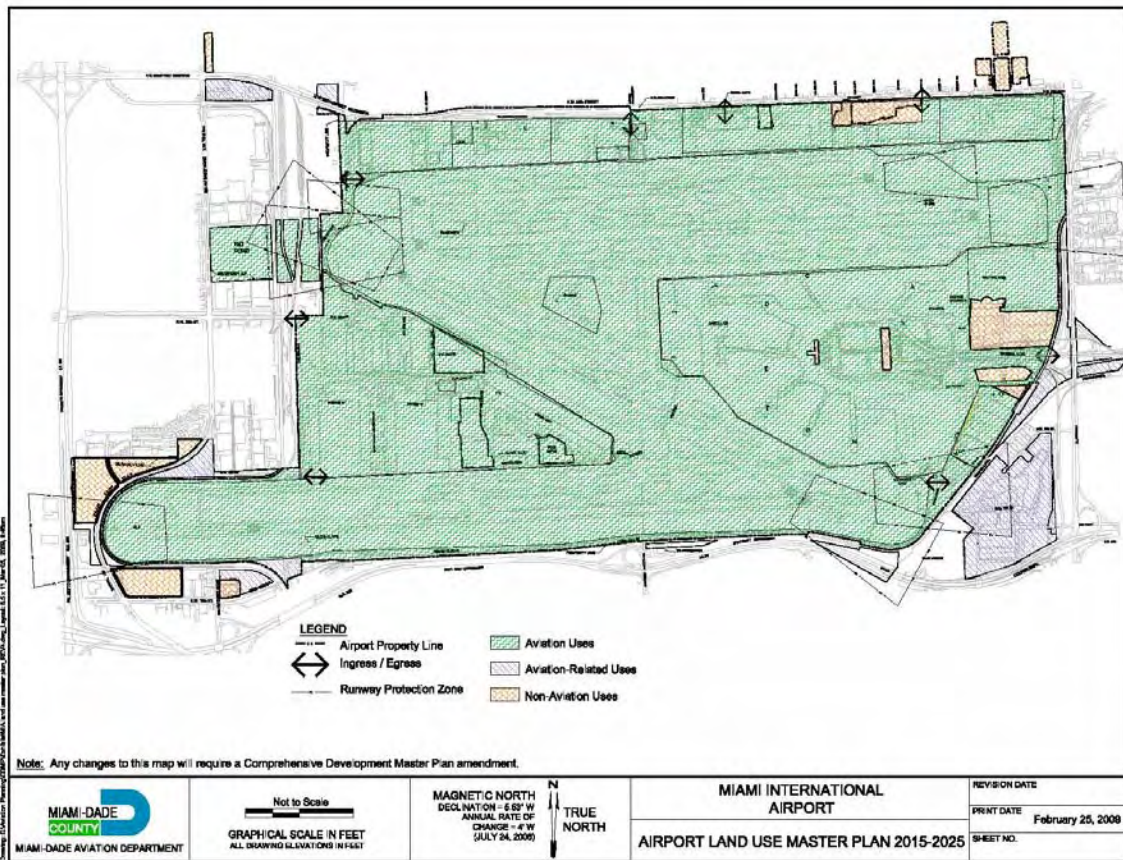


Figure 8, “Miami International Airport Land Use Master Plan.”
 Replace existing Figure 8 with new Figure 8 on page 2-58.1

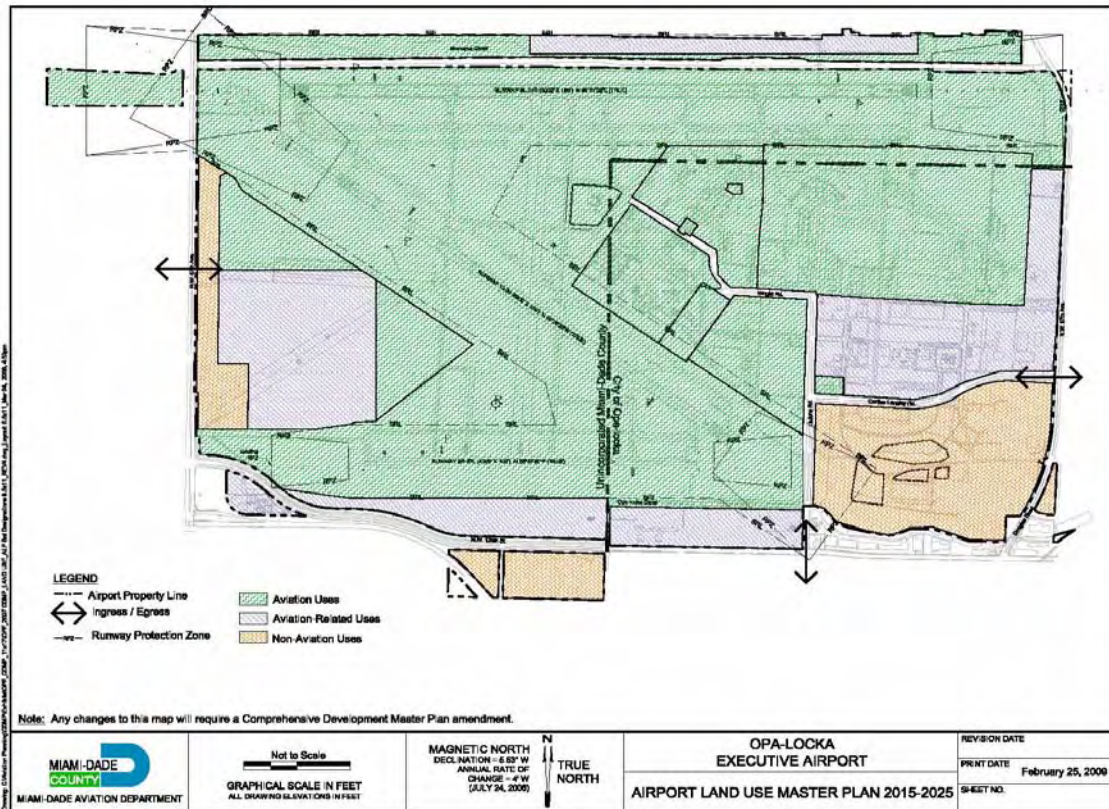


Figure 9, “Opa-locka Executive Airport Land Use Master Plan.”
 Replace existing Figure 9 with new Figure 9 on page 2-58.2

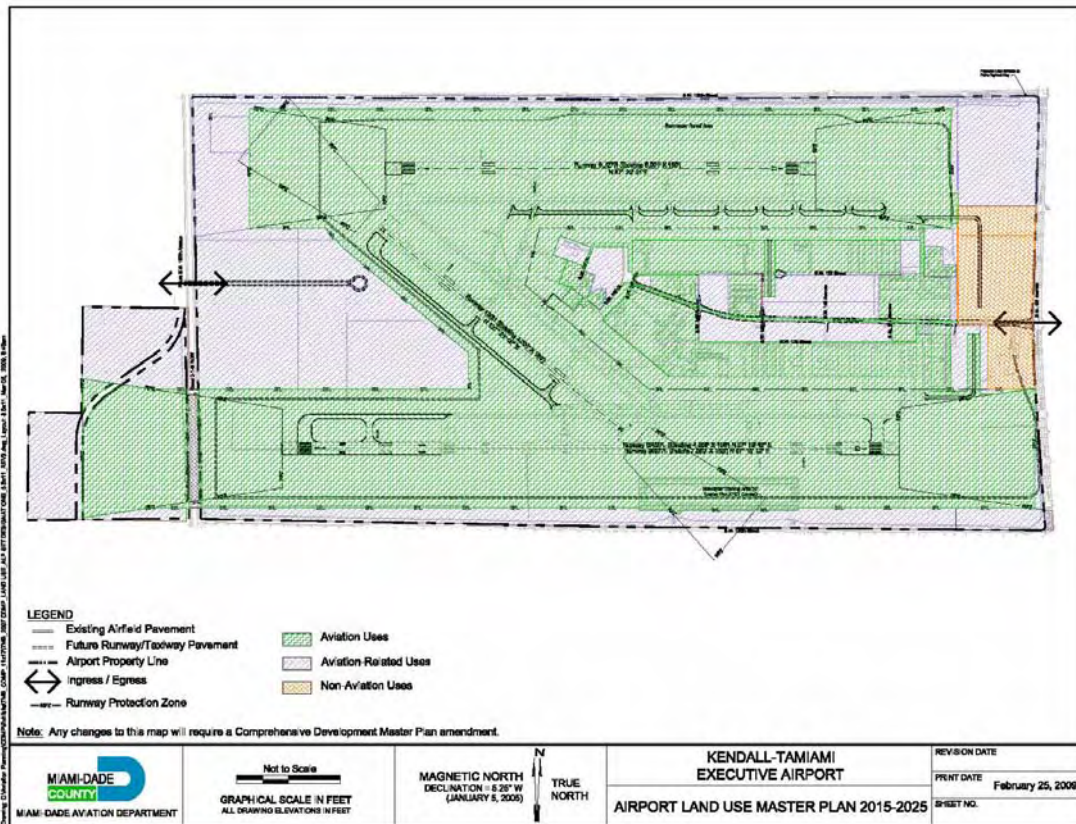


Figure 10, “Kendall-Tamiami Executive Airport Land Use Master Plan.”
 Replace existing Figure 10 with new Figure 10 on page 2-58.3

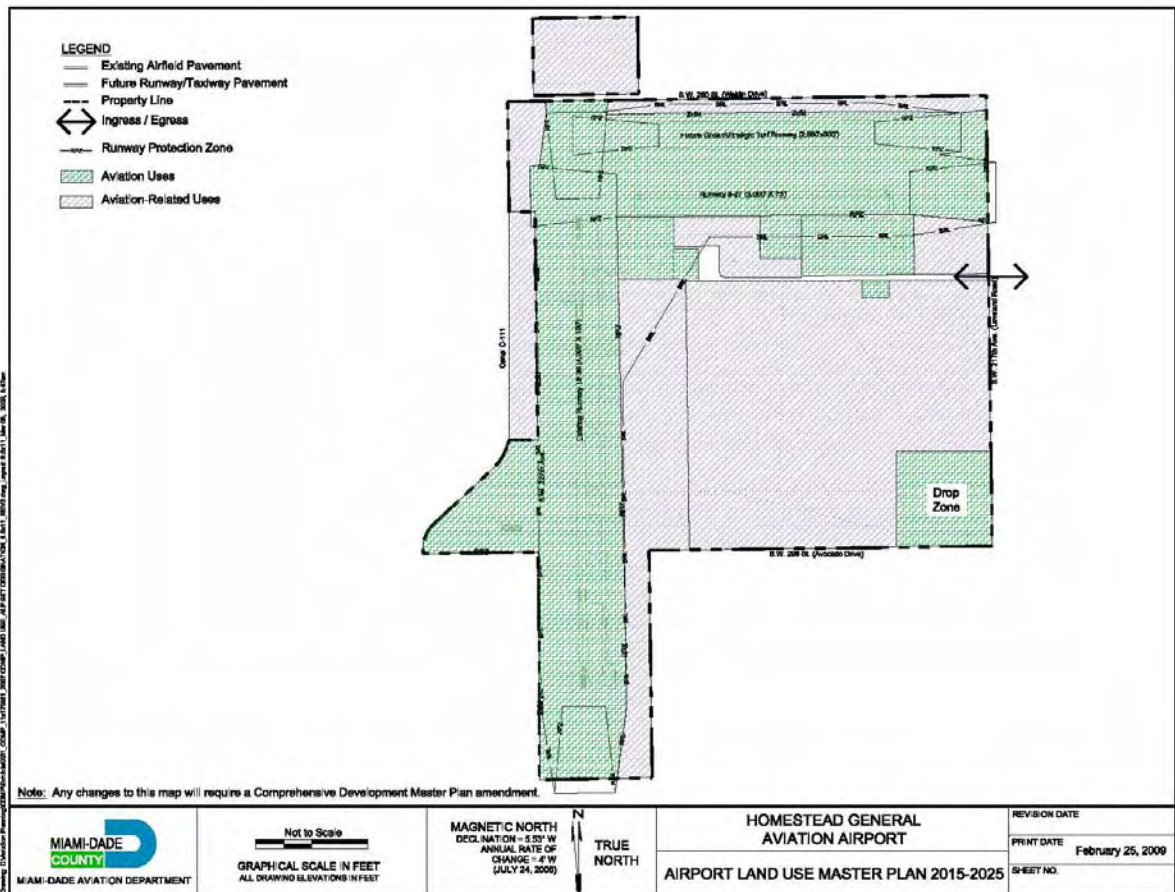
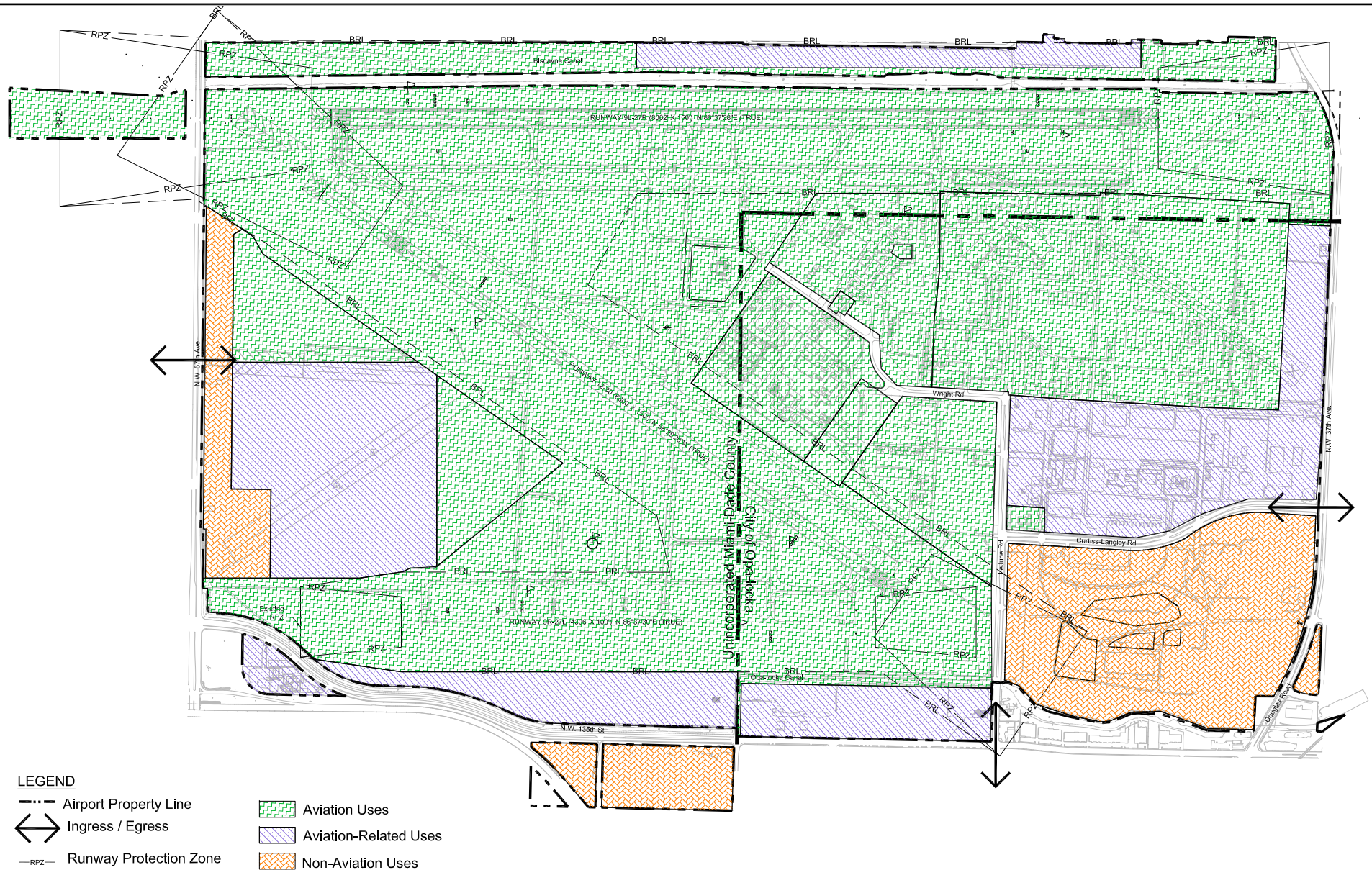

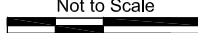



Figure 11, “Homestead General Airport Land Use Master Plan.”
Replace existing Figure 11 with new Figure 11 on page 2-58.4

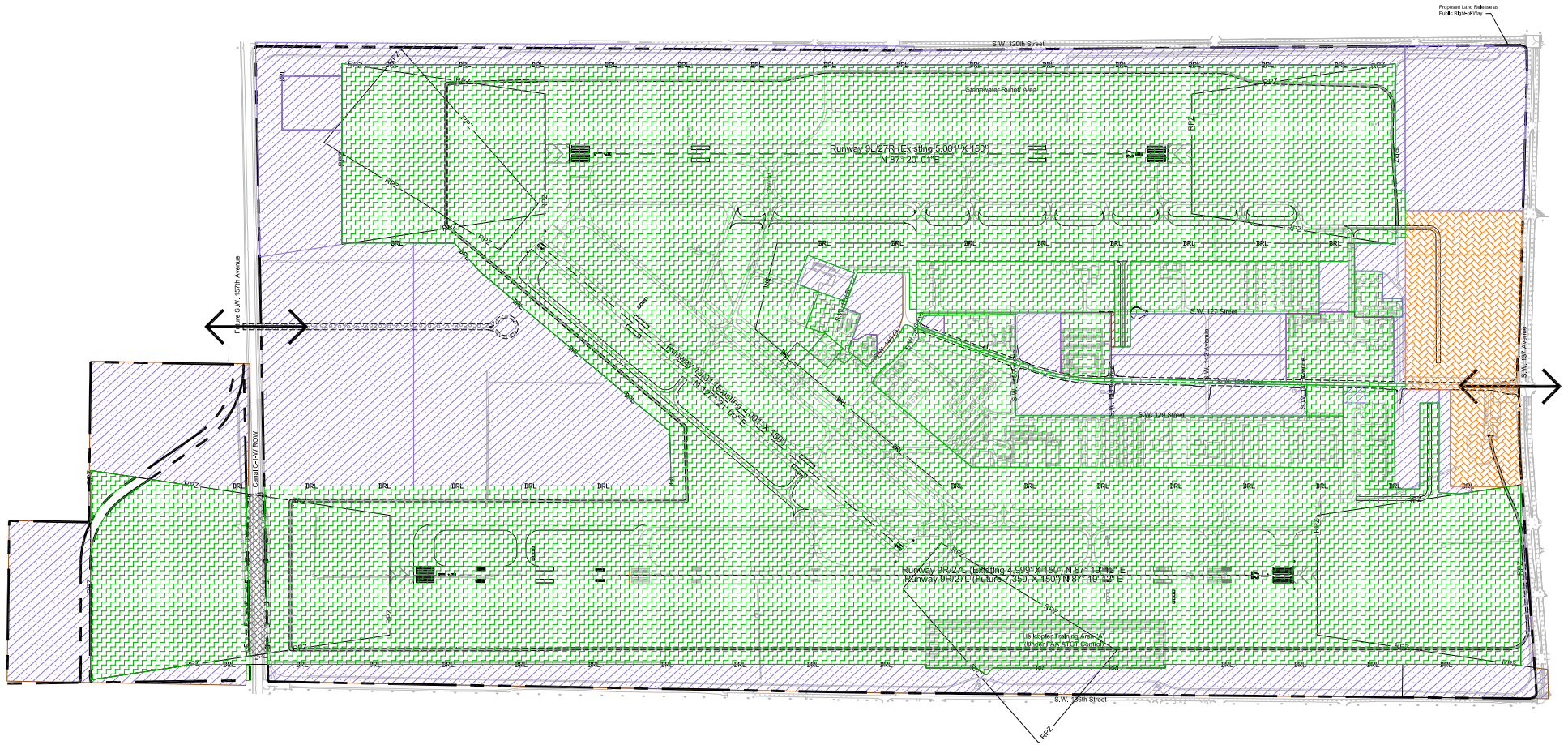
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Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

 MIAMI-DADE AVIATION DEPARTMENT	 Not to Scale GRAPHICAL SCALE IN FEET ALL DRAWING ELEVATIONS IN FEET	 MAGNETIC NORTH DECLINATION = 5.53° W ANNUAL RATE OF CHANGE = 4' W (JULY 24, 2006) TRUE NORTH	OPA-LOCKA EXECUTIVE AIRPORT		REVISION DATE
			AIRPORT LAND USE MASTER PLAN 2015-2025		PRINT DATE February 25, 2009
					SHEET NO.

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LEGEND

- Existing Airfield Pavement
- === Future Runway/Taxiway Pavement
- - - Airport Property Line
- ↔ Ingress / Egress
- RPZ— Runway Protection Zone
- Aviation Uses
- Aviation-Related Uses
- Non-Aviation Uses

Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.



Not to Scale
GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

MAGNETIC NORTH
DECLINATION = 5.25° W
(JANUARY 5, 2005)

TRUE NORTH

KENDALL-TAMIAMI
EXECUTIVE AIRPORT

AIRPORT LAND USE MASTER PLAN 2015-2025

REVISION DATE

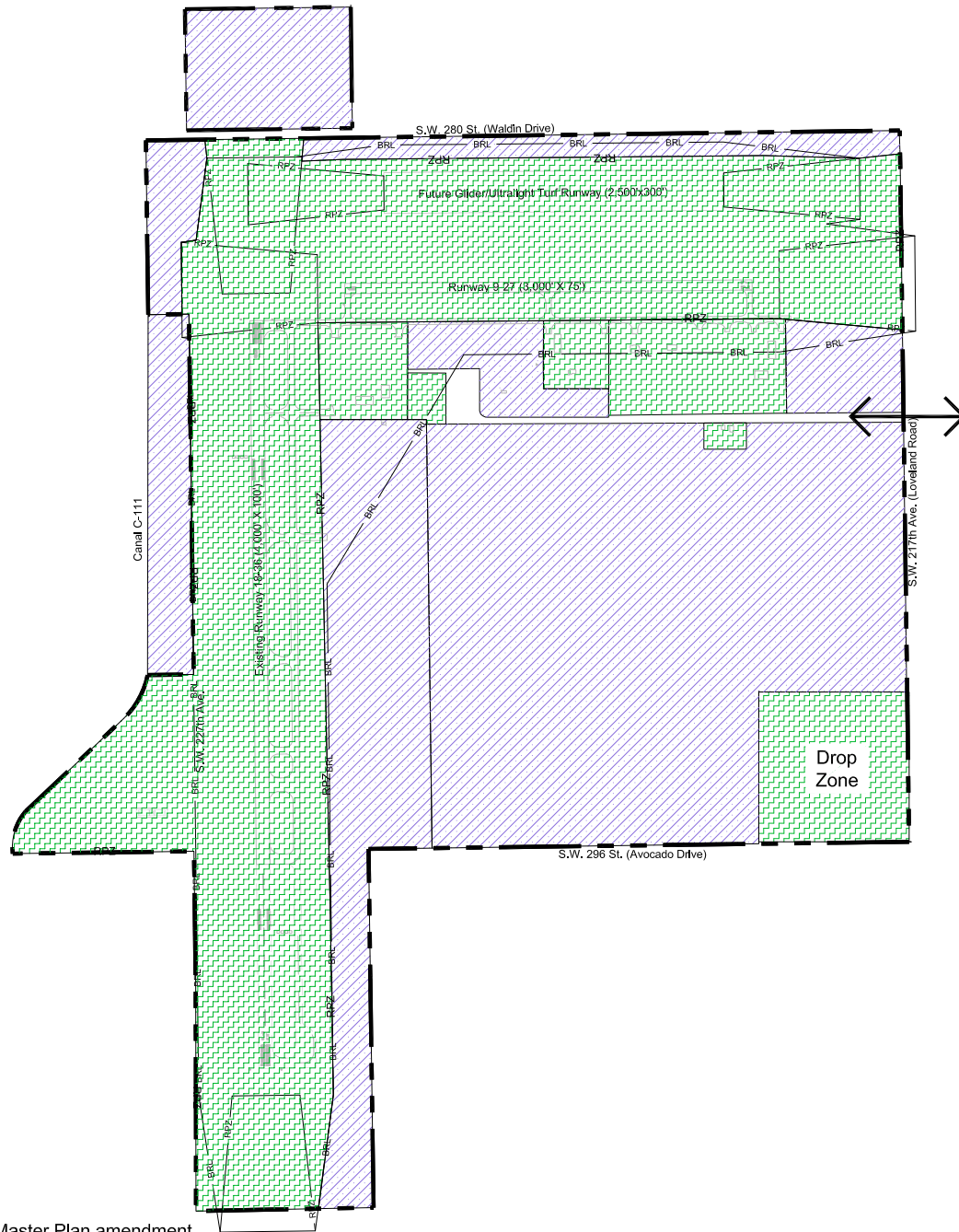
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LEGEND

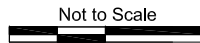
- Existing Airfield Pavement
- Future Runway/Taxiway Pavement
- - - Property Line
- ↔ Ingress / Egress
- RPZ— Runway Protection Zone
-  Aviation Uses
-  Aviation-Related Uses



Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.



MIAMI-DADE AVIATION DEPARTMENT



GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

MAGNETIC NORTH
DECLINATION = 5.53° W
ANNUAL RATE OF
CHANGE = 4' W
(JULY 24, 2006)



HOMESTEAD GENERAL
AVIATION AIRPORT

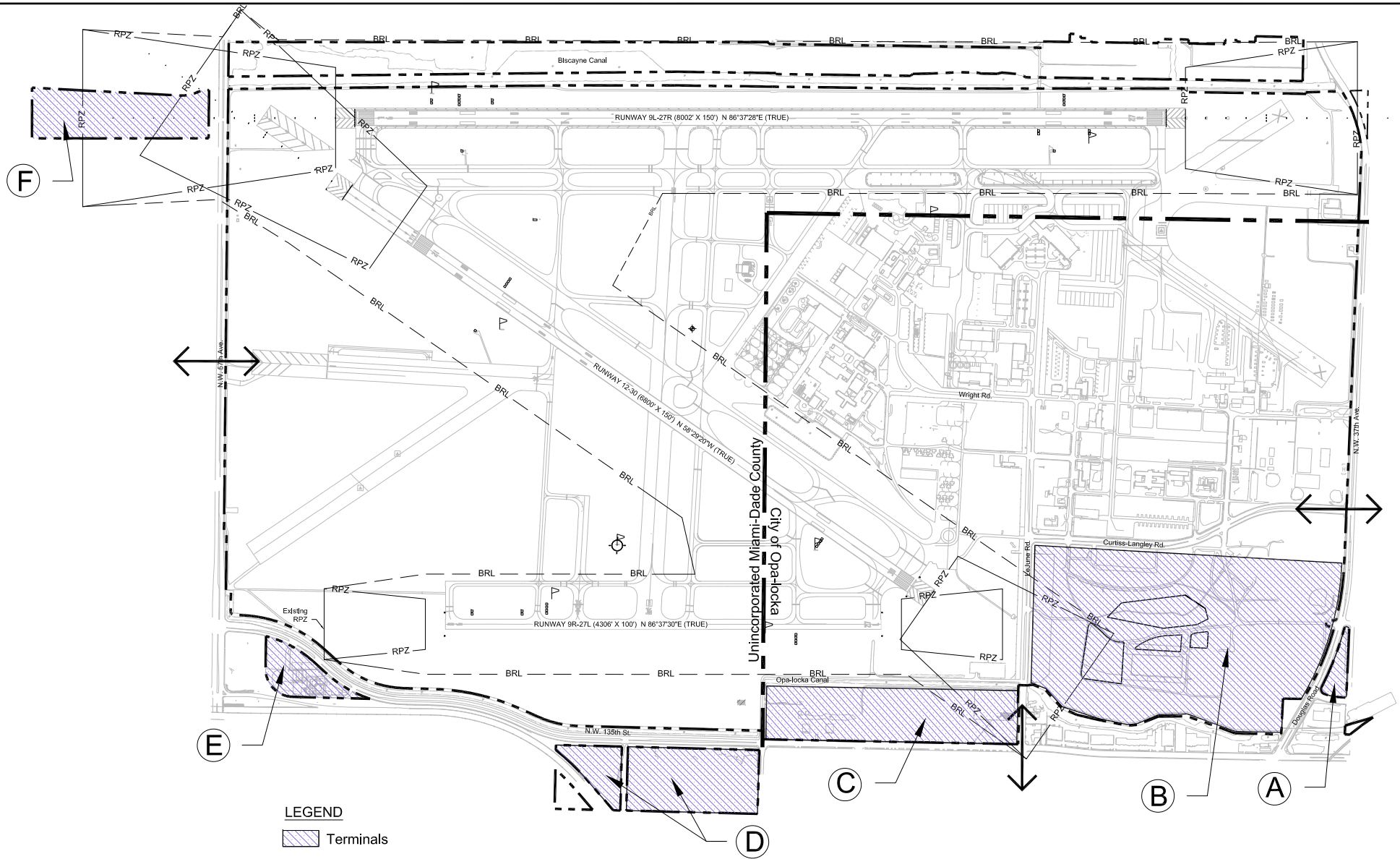
AIRPORT LAND USE MASTER PLAN 2015-2025

REVISION DATE




PRINT DATE
February 25, 2009

SHEET NO.

Drawing: C:\Aviation Planning\CDMP\Exhibits\OFF_CDMP_11x17\OFF - Revision to LUP Map Rev1.dwg, Layout: 6.5x11, Mar 04, 2009, 4:50pm



Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

 MIAMI-DADE AVIATION DEPARTMENT	 Not to Scale GRAPHICAL SCALE IN FEET ALL DRAWING ELEVATIONS IN FEET	 MAGNETIC NORTH DECLINATION = 5.53° W ANNUAL RATE OF CHANGE = 4° W (JULY 24, 2006) TRUE NORTH	OPA-LOCKA EXECUTIVE AIRPORT REVISIONS TO LUP MAP TO REFLECT TERMINALS DESIGNATION	REVISION DATE
				PRINT DATE March 4, 2009
				SHEET NO.

APPLICATION NO. 20


APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

Miami- Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Marc C. LaFerrier, AICP, Director
Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972

By:  August 25, 2008
Marc C. LaFerrier

3. DESCRIPTION OF REQUESTED CHANGES

Revise the Land Use Element section titled "Transportation", third paragraph on page I-55 to read as follows:¹

Such privately owned non-aviation related uses at the Opa-locka Executive, Miami International and Kendall-Tamiami Executive airports shall be limited as follows:

- (2) Those portions of the landside area at Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed as follows. Non-aviation related uses at Opa-locka Executive Airport shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses at Kendall-Tamiami Executive Airport shall range from 0 to 85 percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for Urban

¹ Underlined words are proposed additions. ~~Strikethrough words~~ are proposed deletions. All other words exist in the Plan and will remain unchanged.

Infill Area (FAR of 2.0 not counting parking structures) at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

Also, revise the Aviation Subelement section subtitled "Aviation Facility Improvements", third paragraph on page II-52 to read as follows:

Such privately owned non-aviation related uses at the Opa-locka Executive, Miami International and Kendall-Tamiami Executive airports shall be limited as follows:

- (1) Those portions of the landside area at Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed as follows. Non-aviation related uses at Opa-locka Executive Airport shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation related uses at Kendall-Tamiami Executive Airport shall range from 0 to 85 percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for Urban Infill Area (FAR of 2.0 not counting parking structures) at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

REASON FOR AMENDMENT

The proposed amendment corrects an error made in the text amendment filed and adopted during the April 2007 Cycle to amend the CDMP, specifically Application 14, Part 2, Section B and Part 3, relating to the percentage of non-aviation related uses proposed at Kendall-Tamiami Executive and Miami International Airports.

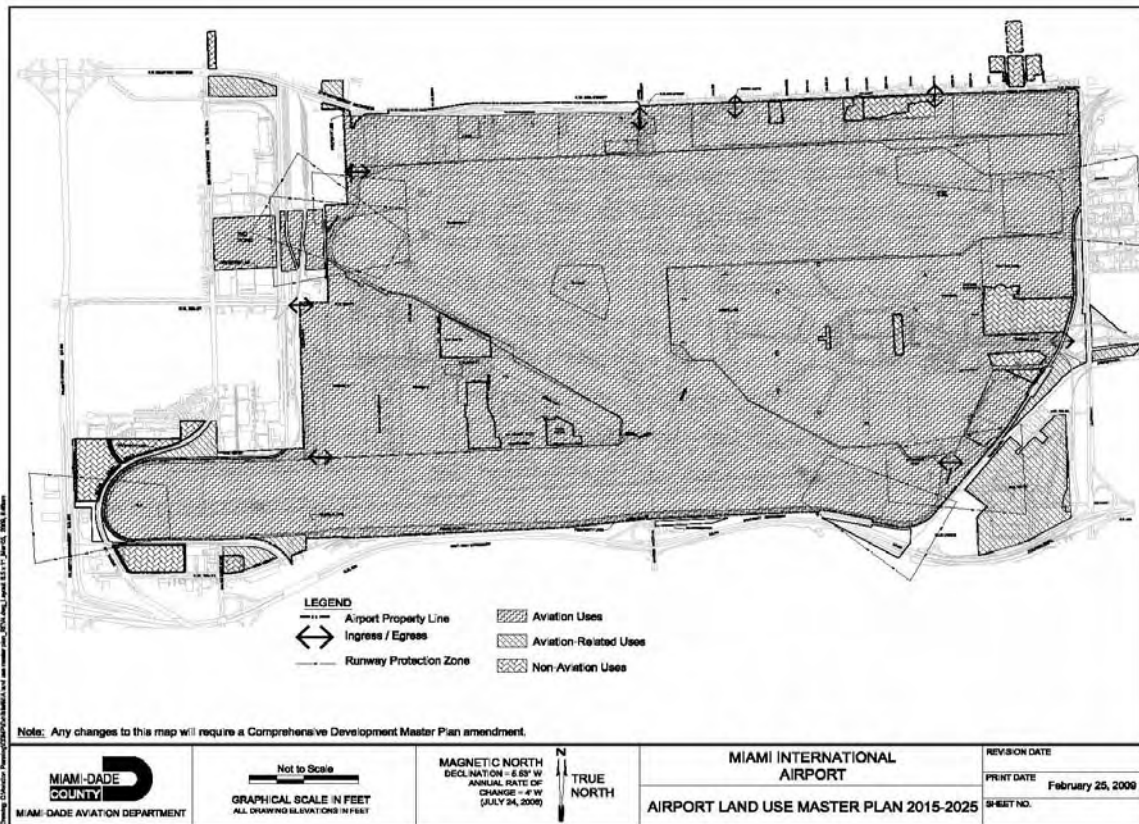


Figure 8, “Miami International Airport Land Use Master Plan.”
Replace existing Figure 8 with new Figure 8 on page 2-58.1

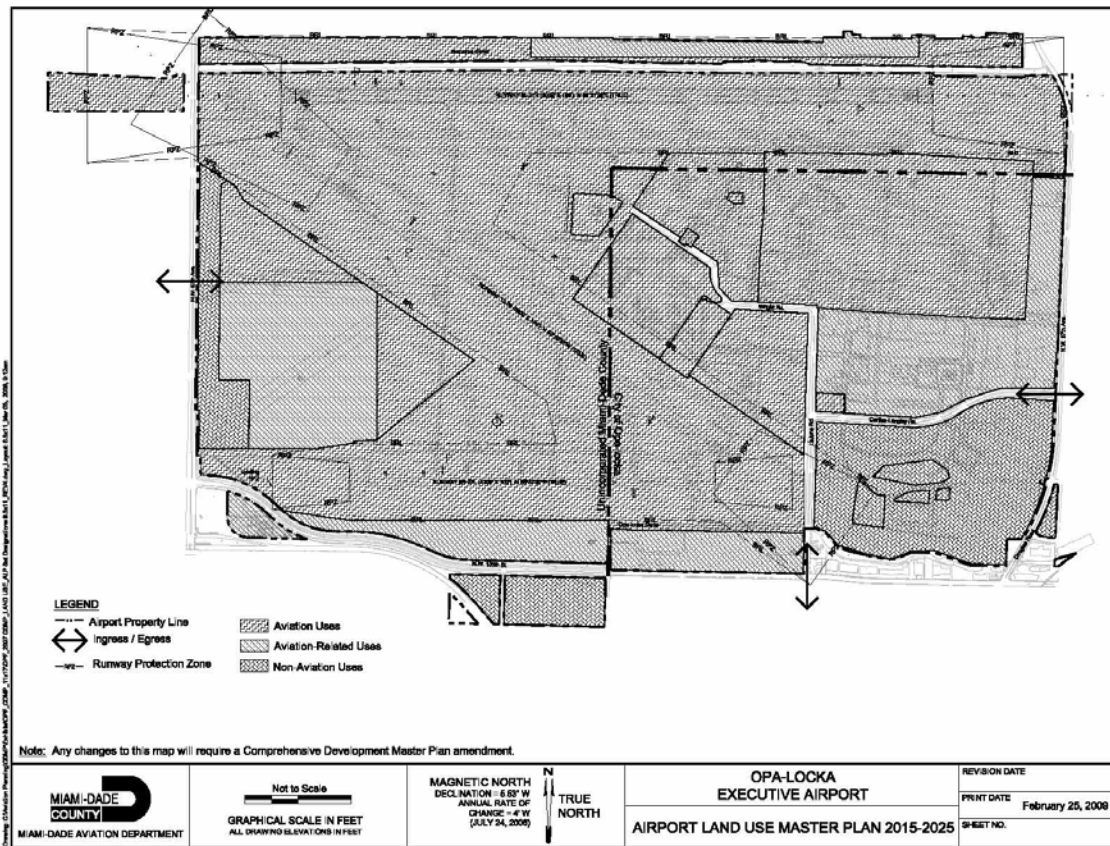


Figure 9, “Opa-locka Executive Airport Land Use Master Plan.”
 Replace existing Figure 9 with new Figure 9 on page 2-58.2

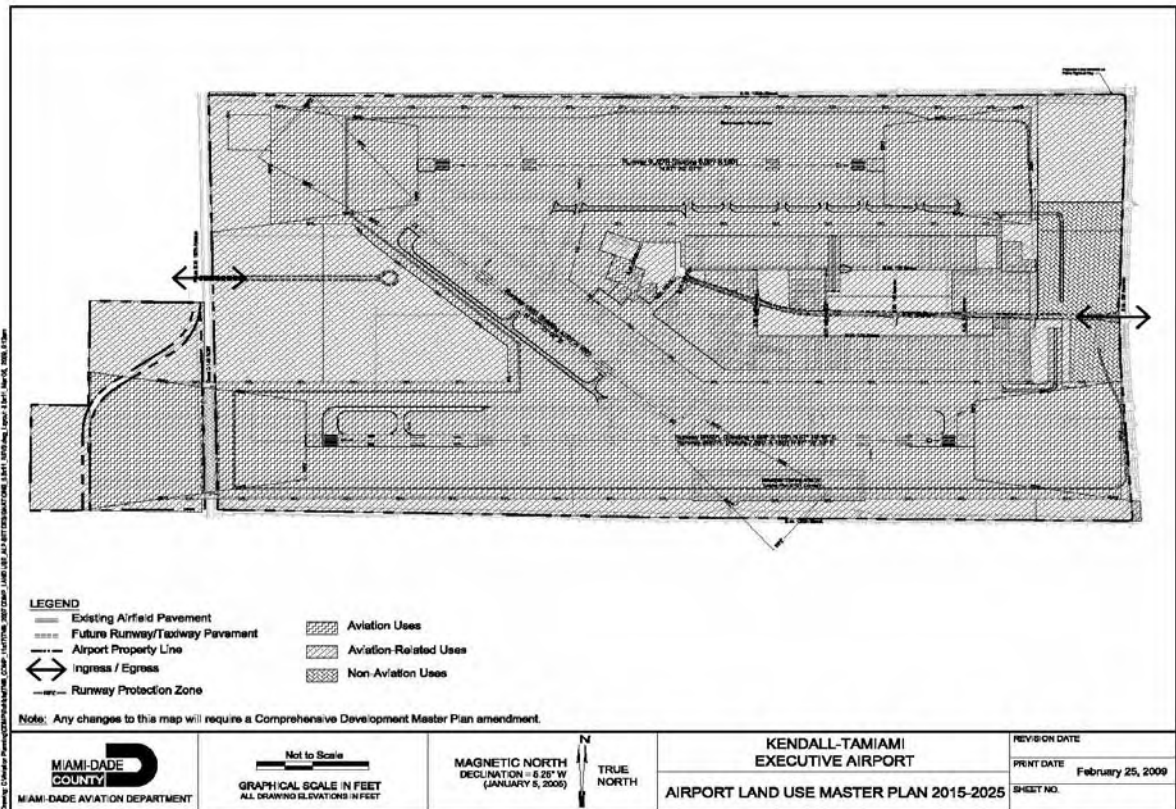


Figure 10, “Kendall-Tamiami Executive Airport Land Use Master Plan.”
 Replace existing Figure 10 with new Figure 10 on page 2-58.3

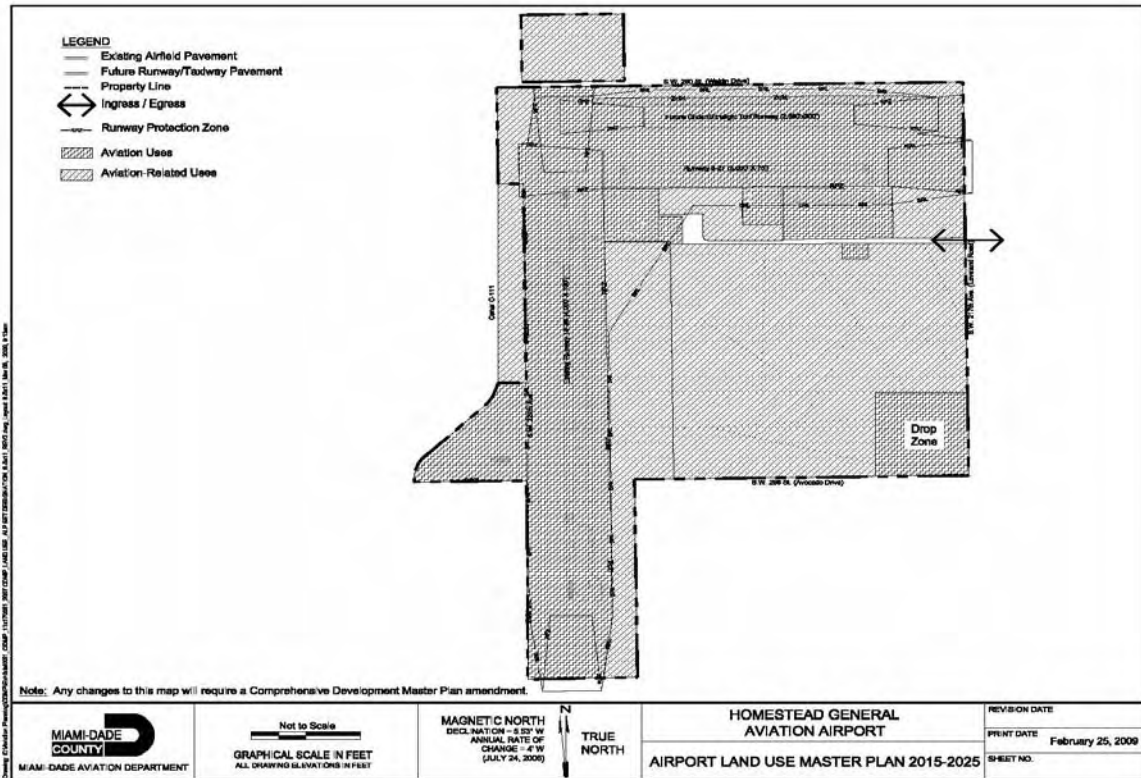
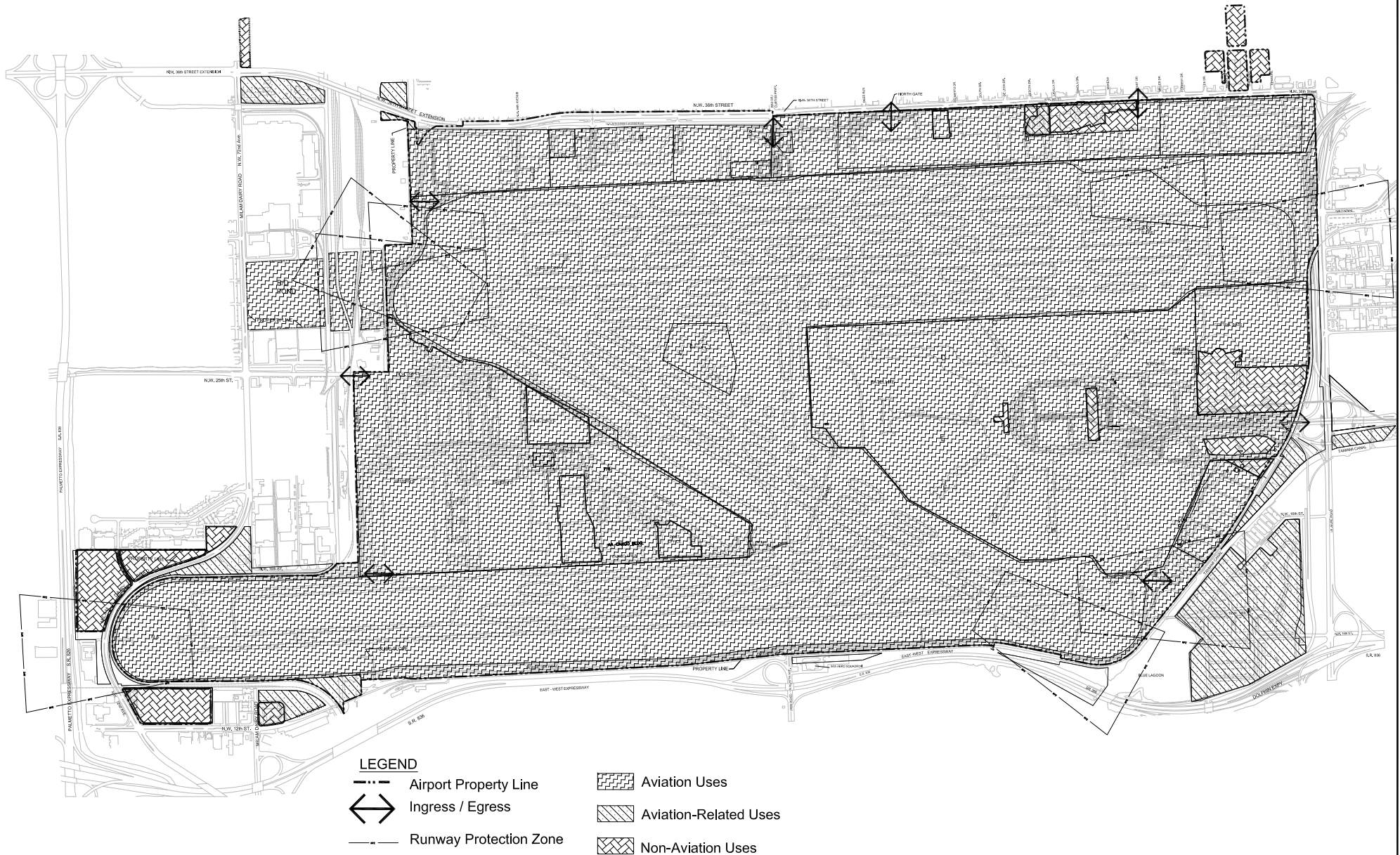
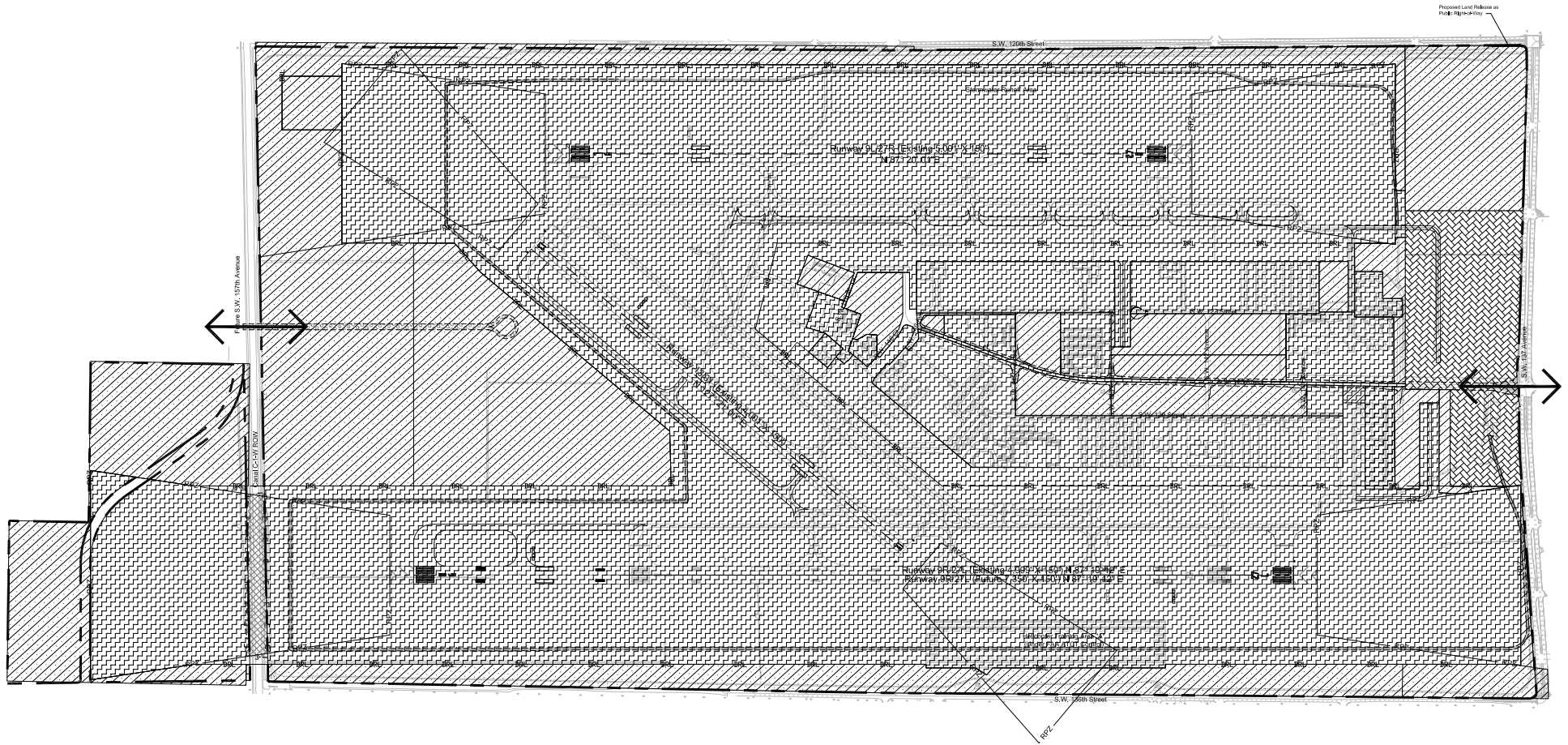


Figure 11, “Homestead General Airport Land Use Master Plan.”
Replace existing Figure 11 with new Figure 11 on page 2-58.4

Drawing: C:\Aviation Planning\CDMP\Exhibits\MAA land use master plan_REV4.dwg_Layout: 8.5 x 11_Mar 05, 2009 9:46am



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LEGEND

- Existing Airfield Pavement
- Future Runway/Taxiway Pavement
- - - Airport Property Line
- ↔ Ingress / Egress
- RPZ— Runway Protection Zone
- Aviation Uses
- Aviation-Related Uses
- Non-Aviation Uses

Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.



Not to Scale
GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

MAGNETIC NORTH
DECLINATION = 5.25° W
(JANUARY 5, 2005)

TRUE NORTH

KENDALL-TAMIAMI
EXECUTIVE AIRPORT

AIRPORT LAND USE MASTER PLAN 2015-2025

REVISION DATE

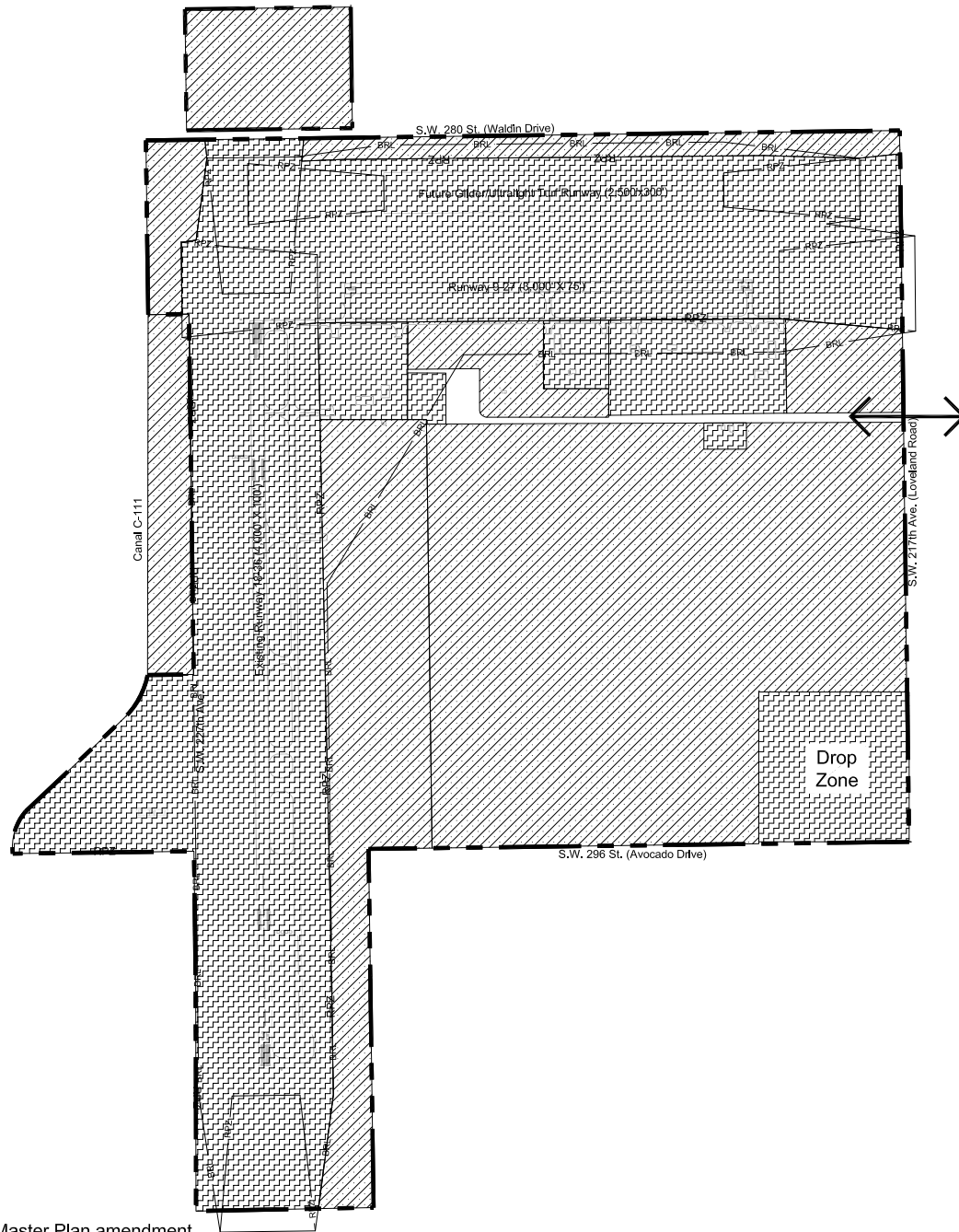
PRINT DATE February 25, 2009

SHEET NO.

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LEGEND

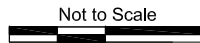
-  Existing Airfield Pavement
-  Future Runway/Taxiway Pavement
-  Property Line
-  Ingress / Egress
-  Runway Protection Zone
-  Aviation Uses
-  Aviation-Related Uses



Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.



MIAMI-DADE AVIATION DEPARTMENT



GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

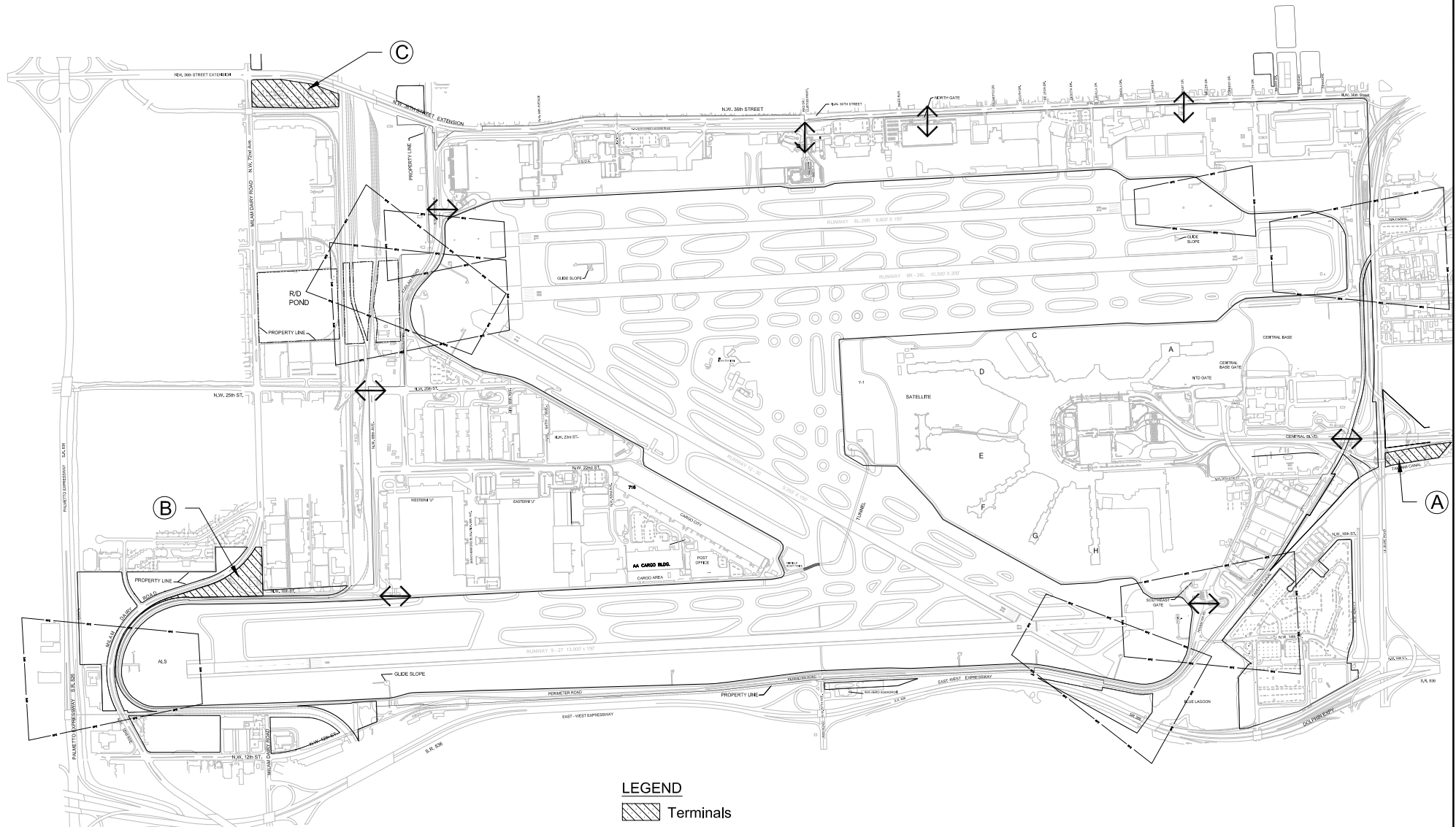
MAGNETIC NORTH
DECLINATION = 5.53° W
ANNUAL RATE OF
CHANGE = 4' W
(JULY 24, 2006)




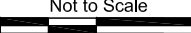

HOMESTEAD GENERAL
AVIATION AIRPORT
AIRPORT LAND USE MASTER PLAN 2015-2025

REVISION DATE
PRINT DATE February 25, 2009
SHEET NO.

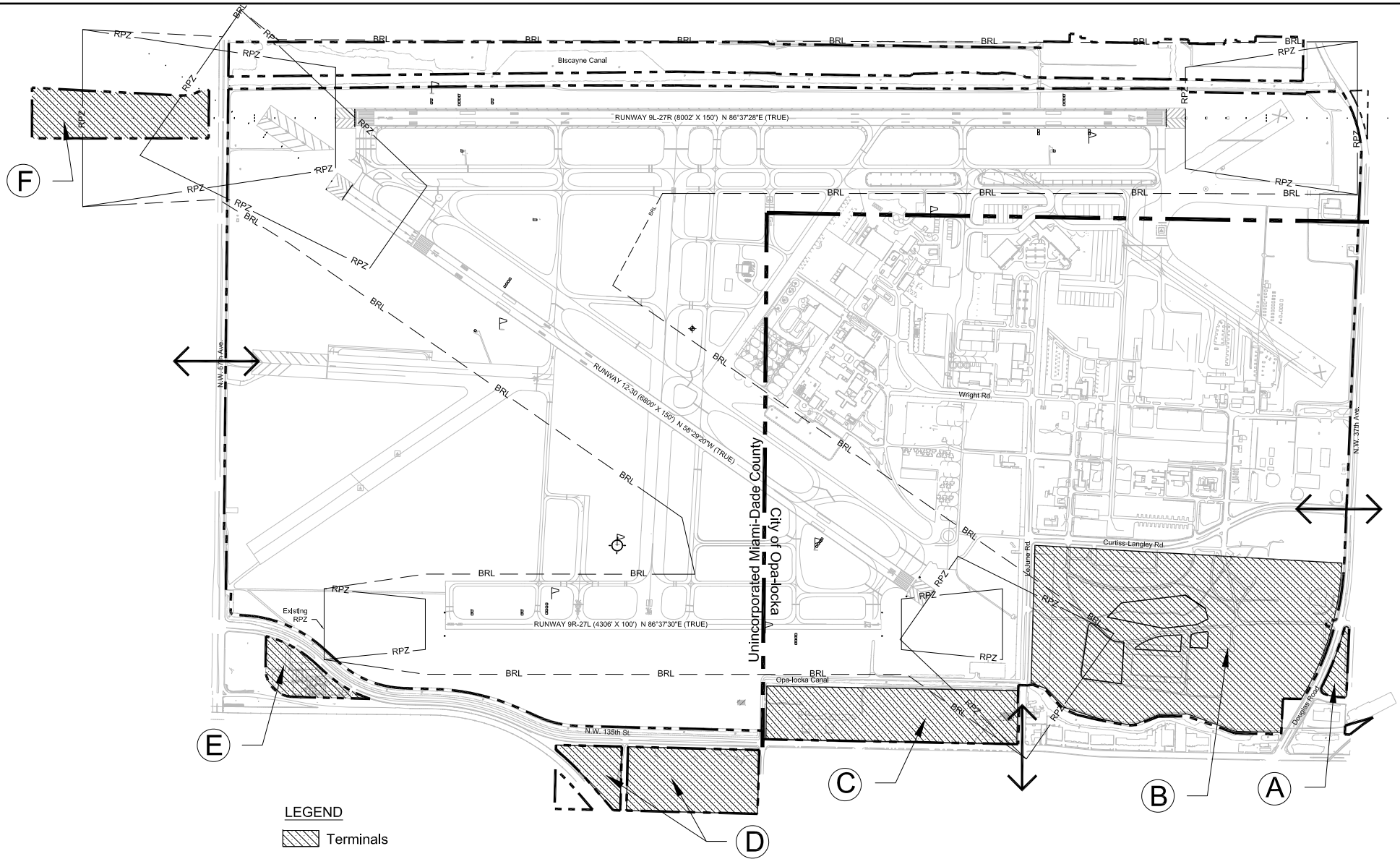
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Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

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			REVISIONS TO LUP MAP TO REFLECT TERMINALS DESIGNATION	PRINT DATE March 4, 2009
				SHEET NO.

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Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

 MIAMI-DADE AVIATION DEPARTMENT	 GRAPHICAL SCALE IN FEET ALL DRAWING ELEVATIONS IN FEET	 MAGNETIC NORTH DECLINATION = 5.53° W ANNUAL RATE OF CHANGE = 4° W (JULY 24, 2006) TRUE NORTH	OPA-LOCKA EXECUTIVE AIRPORT		REVISION DATE
			REVISIONS TO LUP MAP TO REFLECT TERMINALS DESIGNATION		PRINT DATE March 4, 2009
					SHEET NO.

APPLICATION NO.

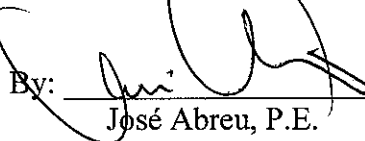
**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Aviation Department
P.O. Box 025504
Miami, Florida 33102-5504

2. APPLICANT'S REPRESENTATIVE

José Abreu, P.E., Aviation Director
Miami-Dade County Aviation Department
P.O. Box 025504
Miami, Florida 33102-5504

By:  _____
José Abreu, P.E.

October 30, 2008

3. DESCRIPTION OF REQUESTED CHANGES

1. Revise the text in the Aviation Subelement of the Transportation Element on pages I-51 and I-52 to eliminate references to Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and Miami International Airports' "landside and airside areas" in order to properly distinguish aviation and non-aviation uses on Miami-Dade Aviation Department owned property as depicted on the revised and attached Airport Land Use Master Plan maps.
2. Replace the Airport Land Use Master Plan maps in the Aviation Subelement of the Transportation Element for Opa-locka Executive Airport, Kendall-Tamiami Executive Airport and Miami International Airport with the revised and attached maps.
3. Revise the text of the Land Use Element, section title "Transportation" on pages I-54 and I-55 of the Adopted Components of the CDMP in order for the CDMP to be internally consistent.

Revise the third and fourth paragraphs on page II-51 to read as follows:

The airside portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, which

shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, and fuel farms. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portion, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The ~~landside~~ portion of these airports designated in the Comprehensive Development Master Plan for non-aviation uses, ~~which~~ shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. ~~At least one third of the land area in the landside portion of the airport designated for non-aviation related uses must be developed with aviation related uses or uses that directly support airport operations.~~

Revise the following on page II-52 to read as follows:

Subject to the restrictions contained herein, the following privately owned non-aviation-related uses may be approved in the ~~landside area~~ portions of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated as non-aviation uses on the Airport Land Use Master Plan maps and accessible to the general public:

- lodgings such as hotels and motels
- office buildings
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops
- agricultural uses, and
- retail, restaurants, and personal service establishments.

Such privately owned non-aviation related uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

- (1) Those portions of the ~~landside area~~ airports designated for non-aviation uses ~~that are not developed for uses that are aviation related or directly supportive of airport operations~~ shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMF intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), or the Urbanizing Area (FAR of 1.25 not counting parking structures),

or outside the Urban Development Boundary (FAR of .05 not counting parking structures) involved, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

- (3) Each non-aviation related use shall comply with applicable law, including but not limited to FAA regulations and ~~any the current~~ airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.

Requested Map Series Amendments to the Aviation Subelement of the Transportation Element:

Figure 8, “Opa-locka Executive Airport Land Use Master Plan”. Replace existing Figure 8 with new Figure 8 (see Attachment).

Figure 9, “Kendall-Tamiami Executive Airport Land Use Master Plan”. Replace existing Figure 9 with new Figure 9 (see Attachment).

Figure 11, “Miami International Airport Land Use Master Plan”. Replace existing Figure 11 with new Figure 11 (see Attachment).

Transportation

Revise the following on page I-54 to read as follows:

The ~~airside~~ portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, which shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses), shall be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, and fuel farms. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the airside portion, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The ~~landside~~ portion of these airports designated in the Comprehensive Development Master Plan for non-aviation uses, which shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include both aviation uses and non-aviation uses that are compatible with airport operations and consistent with applicable law. ~~At least one third of the land area in the landside portion of the airport designated for non-aviation~~

~~related uses must be developed with aviation related uses or uses that directly support airport operations.~~

Revise the following on page II-55 to read as follows:

Subject to the restrictions contained herein, the following privately owned non-aviation-related uses may be approved in the ~~landside area~~ portions of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated as non-aviation uses on the Airport Land Use Master Plan maps and accessible to the general public:

- lodgings such as hotels and motels
- office buildings
- industrial uses such as distribution, storage, manufacturing, research and development and machine stops
- agricultural uses, and
- retail, restaurants, and personal service establishments.

Such privately owned non-aviation related uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

- (1) Those portions of the ~~landside area~~ airports designated for non-aviation uses ~~that are not developed for uses that are aviation related or directly supportive of airport operations~~ shall range from 50 to 85 percent for industrial uses, 5 to 25 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. The distribution, range, intensity and types of such non-aviation related uses shall vary by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), or the Urbanizing Area (FAR of 1.25 not counting parking structures), or outside the Urban Development Boundary (FAR of .05 not counting parking structures) involved, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.
- (3) Each non-aviation related use shall comply with applicable law, including but not limited to FAA regulations and ~~any the current~~ airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.

4. REASON FOR CHANGE

The Miami-Dade Aviation Department (MDAD) is requesting that the Aviation Sub-Element be revised to reflect elimination to the reference to Opa-locka Executive,

Kendall-Tamiami Executive and Miami International Airports’ “landside and airside areas” in order to properly distinguish aviation and non-aviation uses on Miami-Dade Aviation Department owned property as depicted on the revised Airport Land Use Master Plan maps. This change in terminology improves the clarity to describe how the land uses are defined.

The Opa-locka Executive, Kendall-Tamiami Executive and Miami International Airports Land Use Master Plan maps have been revised to allow for more flexibility in regards to permissible land uses. In addition, the revised maps more accurately represent areas designated for non-aviation uses.

The text of the Land Use Element, section title “Transportation” on page I-54 and I-55 of the Adopted Components of the CDMP is proposed for revision in order for the CDMP to be internally consistent.

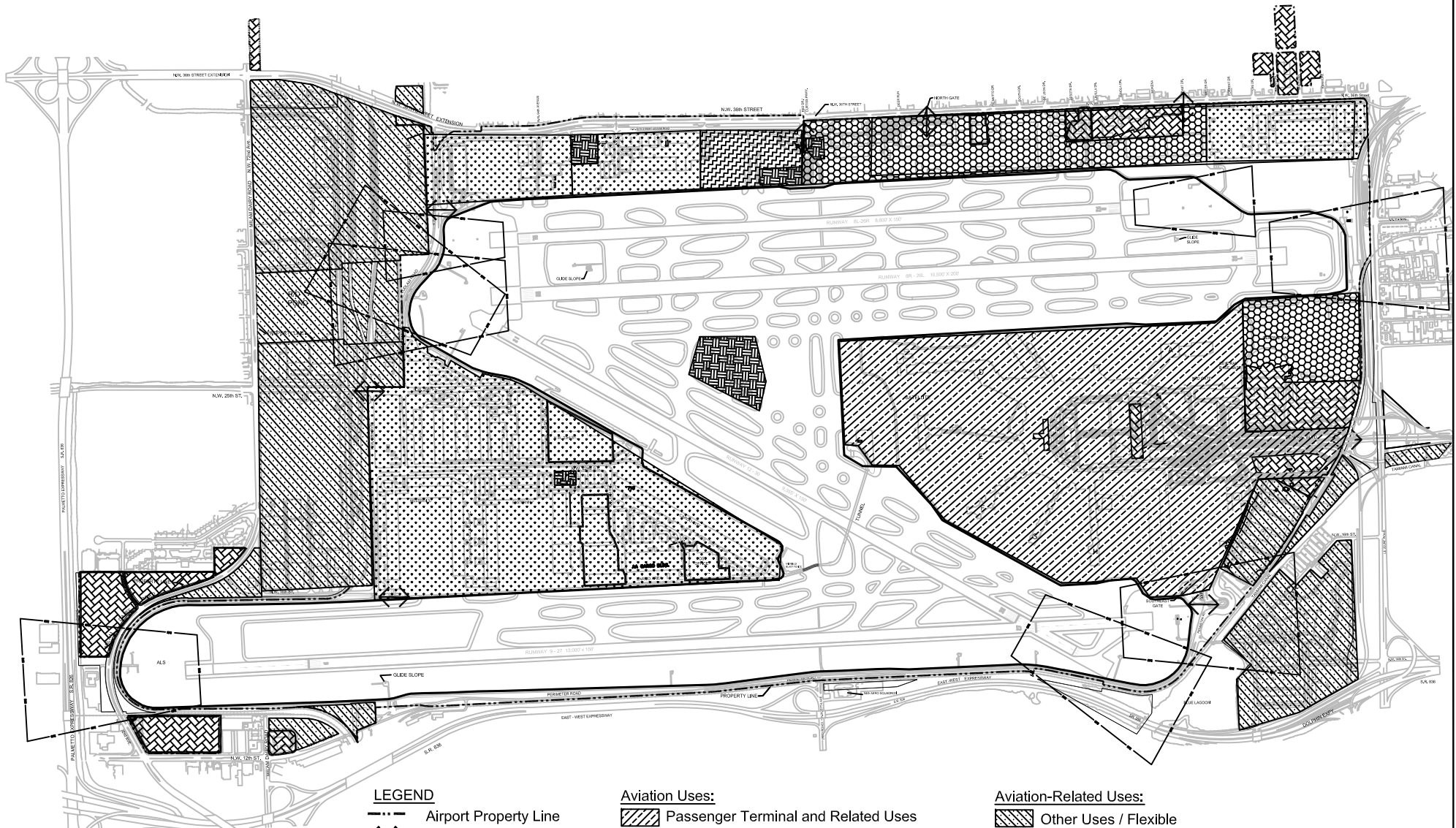
5. ADDITIONAL MATERIALS SUBMITTED

Attachments referenced in the application (revised maps)

Support Documents

Copies of the attached Airport Land Use Master Plan maps graphically depicting the revisions.

This attachment includes the replacement Airport Land Use Master Plan maps for Figures 8, 9 and 11.



LEGEND

- Airport Property Line
- Ingress / Egress
- Runway Protection Zone



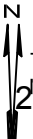
Aviation Uses:

- Passenger Terminal and Related Uses
- Cargo and Cargo-Related uses
- Avionics / Aircraft Maintenance / Aircraft Parts
- General Aviation / FBO / Corporate Aviation
- Government (FAA, U.S. Customs, MDAD, Police, Fire)

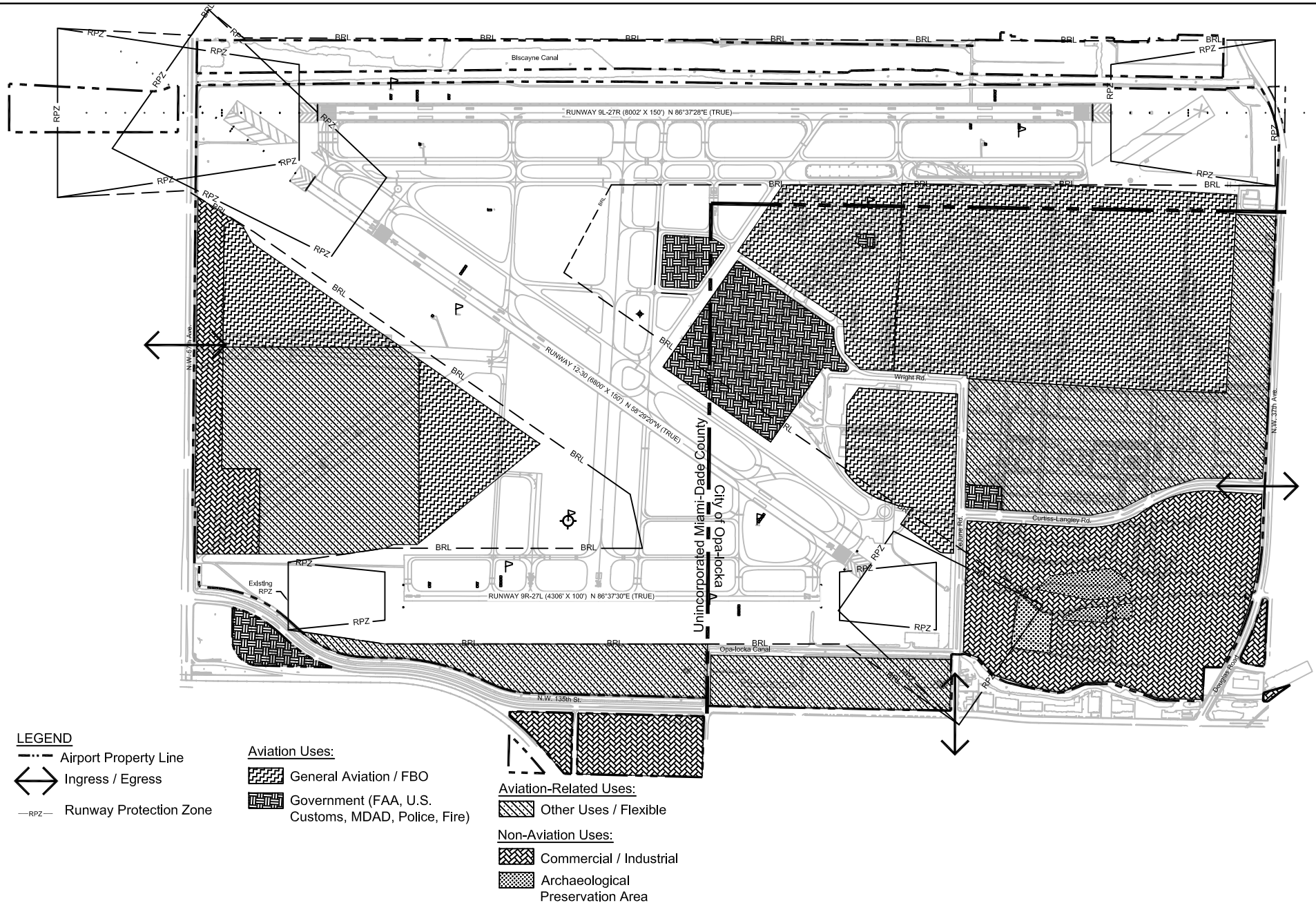
Aviation-Related Uses:

- Other Uses / Flexible
- #### Non-Aviation Uses:
- Commercial / Industrial


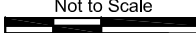

Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

 MIAMI-DADE COUNTY MIAMI-DADE AVIATION DEPARTMENT	<p>Not to Scale</p>  GRAPHICAL SCALE IN FEET ALL DRAWING ELEVATIONS IN FEET	<p>MAGNETIC NORTH DECLINATION = 5.53° W ANNUAL RATE OF CHANGE = 4' W (JULY 24, 2006)</p>  <p>TRUE NORTH 22</p>	MIAMI INTERNATIONAL AIRPORT	REVISION DATE PRINT DATE September 11, 2008
			AIRPORT LAND USE MASTER PLAN 2015-2025	SHEET NO.

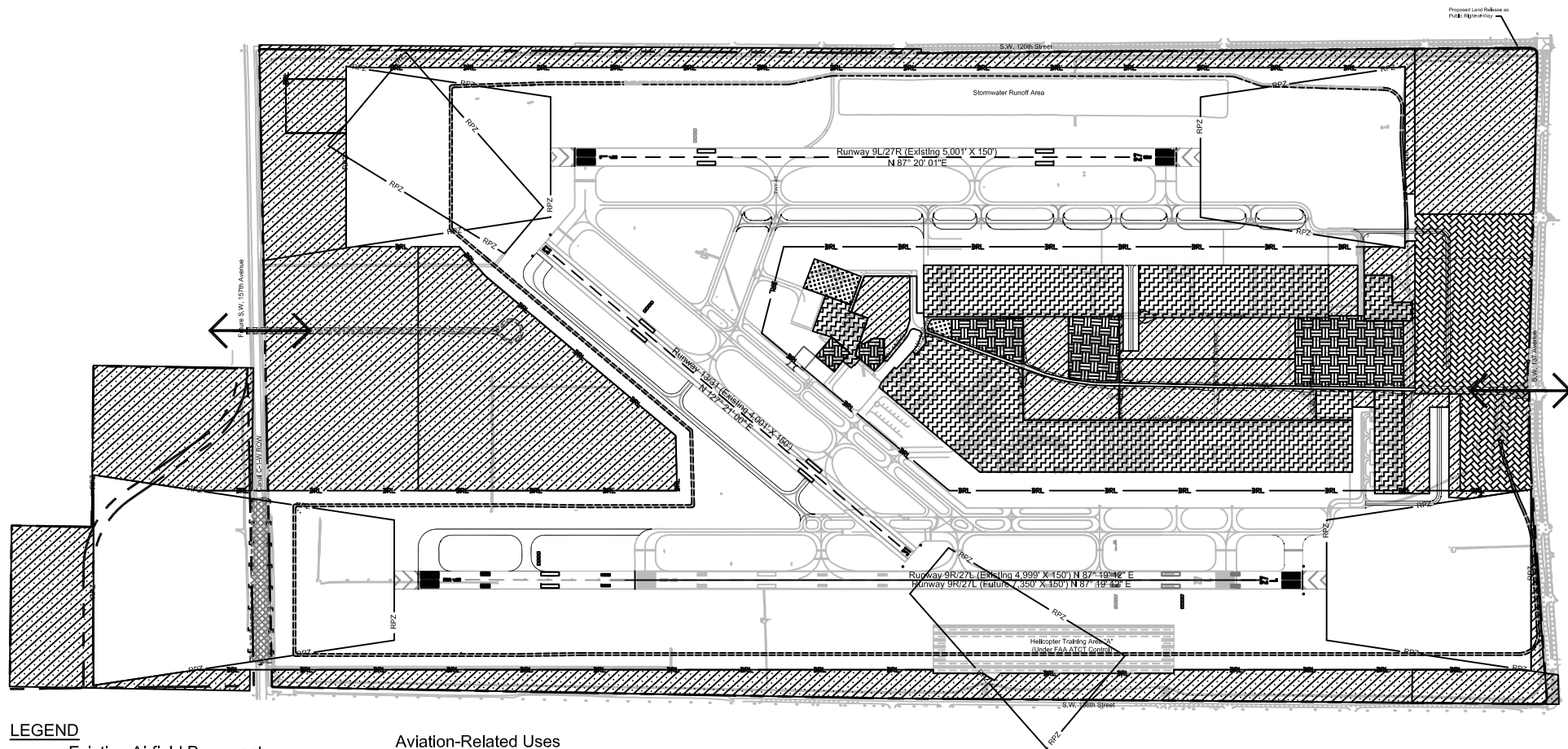
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Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.

 MIAMI-DADE COUNTY MIAMI-DADE AVIATION DEPARTMENT	 GRAPHICAL SCALE IN FEET ALL DRAWING ELEVATIONS IN FEET	 MAGNETIC NORTH DECLINATION = 5.53° W ANNUAL RATE OF CHANGE = 4° W (JULY 24, 2006)	OPA-LOCKA EXECUTIVE AIRPORT	REVISION DATE
			AIRPORT LAND USE MASTER PLAN 2015-2025	PRINT DATE September 11, 2008 SHEET NO.

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LEGEND

- Existing Airfield Pavement
- Future Runway/Taxiway Pavement
- Airport Property Line
- Ingress / Egress
- Runway Protection Zone

Aviation Uses

- General Aviation / FBO Facilities
- Government (FAA, U.S. Customs, MDAD, Police, Fire)

Aviation-Related Uses

- Other Uses / Flexible
- Aviation Museum/ Educational/Memorial

Non-Aviation Uses

- Commercial / Industrial

Note: Any changes to this map will require a Comprehensive Development Master Plan amendment.



Not to Scale
GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

MAGNETIC NORTH
DECLINATION = 5.25° W
(JANUARY 5, 2005)



KENDALL-TAMIAMI
EXECUTIVE AIRPORT

AIRPORT LAND USE MASTER PLAN 2015-2025

REVISION DATE
PRINT DATE September 11, 2008
SHEET NO.

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APPENDIX C

Other Documents

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Memorandum

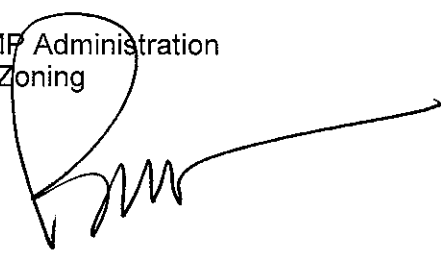


Date: February 3, 2009

To: Patrick Moore
Section Supervisor of CDMP Administration
Department of Planning & Zoning

From: José A. Ramos, R.A.
Chief of Aviation Planning
Aviation Department

Subject: Revisions to the CDMP Land Use Master Plan Map for Kendall-Tamiami Executive Airport



This memorandum serves to allay any concerns you have over what appears to be an increase of the Commercial/Industrial land use designation for the northern parcel fronting SW 137th Avenue and SW 124th Street as depicted on the Land Use Master Plan map for Kendall-Tamiami Executive Airport.

As part of the Miami-Dade Aviation Department (MDAD) Public/Private Investment Partnership effort at Kendall-Tamiami Executive Airport, MDAD has advertised, selected, and commenced negotiations with a private commercial developer for the above-referenced parcel. The 355,000 square feet of commercial development referenced in our previous application was reached in close cooperation and coordination with the developer's master plans. It is important to note that the selected developer is not seeking to increase the development area; rather MDAD and the developer prefer to have the parcel squared off with the existing signalized intersection located on SW 124th street, to improve traffic circulation as well as ingress and egress to the parcel. As a result, the northern boundary of the parcel was shifted due north to be aligned with this intersection. The total additional area encompassed by this change is approximately 8.2 acres, from 35.5 acres in our previous submission to 43.76 acres in the current application.

The additional 8.2 acres referenced in our revised CDMP amendment application will not increase the floor area ratio of the commercial buildings on the parcel since they will be used for drainage and/or parking. Thus, the 355,000 square feet of commercial land use identified in the traffic study for the previous application does not change.

I hope this clarifies any outstanding issues with the application that you may have. Should you have any additional questions, please do not hesitate to contact me at 305-876-8080.

C: M. Fajardo
M. Southwell
G. Owens
S. Harman
R. Bergeron
A. Riaz
File

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