

<div><h1>Application No. 4</h1><div>Commission District 9      Community Council 14</div></div>
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## APPLICATION SUMMARY

Applicant/Representative:	Miami-Dade County General Service Administration/ Wendy Norris, Director, 111 NW 1st Street, Suite 2410, Miami, FL 33128
Location:	Southwest corner of SW 152 Street and SW 117 Avenue to the northeast of the existing Miami Metrozoo
Total Acreage:	±286 Gross Acres (±279.38 Net Acres)
Current Land Use Plan Map Designation:	“Institutions Utilities and Communications” and “Low- Medium Density Residential”
Proposed Amendment Changes:	<ol style="list-style-type: none"><li>1. Modify the “Miami Metrozoo Entertainment Area” land use category text in the Land Use Element to establish Areas I and II.</li><li>2. Add “Miami Metrozoo Entertainment Area I” to site currently designated on the Adopted 2015 and 2025 Land Use Plan (LUP) map as “Miami Metrozoo Entertainment Area”.</li></ol>
Requested Land Use Plan Map Designation:	<ol style="list-style-type: none"><li>3. Change the land use designation on the subject property (Areas A, B, C &amp; D) as follows:  Area A: ±19.97 Gross Acres From: Low Medium Density Residential To: Miami Metrozoo Entertainment Area II  Area B: ±134.75 Gross Acres From: Institutions, Utilities and Communications To: Miami Metrozoo Entertainment Area II  Area C: ±70.9 Gross Acres From: Institutions, Utilities and Communications To: Environmentally Protected Parks  Area D: ±60.6 Gross Acres From: Institutions, Utilities and Communications To: Miami Metrozoo Entertainment Area II</li></ol>
Amendment Type:	Standard
Existing Zoning, Use and Site Condition:	AU (Agricultural District)

## RECOMMENDATIONS

Staff:	<b>ADOPT WITH CHANGE AND TRANSMIT</b> (February 25, 2010)
Redland Community Council:	<b>TO BE DETERMINED</b> (March 25, 2010)
Planning Advisory Board (PAB) acting as Local Planning Agency:	<b>TO BE DETERMINED</b> (April 5, 2010)
Board of County Commissioners:	<b>TO BE DETERMINED</b> (May 5, 2010)
Final Recommendation of PAB acting as Local Planning Agency:	<b>TO BE DETERMINED</b> (September 20, 2010)
Final Action of Board of County Commissioners:	<b>TO BE DETERMINED</b> (October 6, 2010)

Staff recommends to “**ADOPT WITH CHANGE AND TRANSMIT**” the proposed standard amendment to 1) Modify the “Miami Metrozoo Entertainment Area” land use category text in the Land Use Element of the Comprehensive Development Master Plan (CDMP) to establish “Miami Metrozoo Entertainment Area I” and “Miami Metrozoo Entertainment Area II”; 2) Apply the “Miami Metrozoo Entertainment Area I” land use designation to the site currently designated as “Miami Metrozoo Entertainment Area” on the adopted 2015 and 2025 Land Use Plan (LUP) map of the CDMP; 3) Redesignate the application site from “Institutions Utilities and Communications” and “Low-Medium Density Residential” (6 to 13 DU/Ac) to “Miami Metrozoo Entertainment Area II” and “Environmentally Protected Parks” on the LUP map; and 4) Modify the application to include Revision to Table 3, Facilities of Countywide Significance, of the CDMP Intergovernmental Coordination Element (ICE) to reflect the change to the “Miami Metrozoo Entertainment Area” establishing Areas I and II.

The Table 3, Facilities of Countywide Significance for the ICE is provided below with the recommended change identified with underlined text.

**Table 3**  
**Facilities of Countywide Significance**

<b>Department/Facility</b>	<b>Address</b>	<b>Municipality If Applicable</b>
Water and Sewer Department (WASD)		
Hialeah/Preston WTP	1100 West 2 Ave	Hialeah
Alexander Orr WTP	6800 SW 87 Ave	
North District WWTP	2575 NE 151 St	North Miami
Central District WWTP	3989 Rickenbacker Cswy	Miami
South District WWTP	8950 SW 232 St	
South Miami Heights WTP	11800 SW 208 Street (Proposed)	
Existing and Proposed wellfields and elevated tanks under the authority of WASD Regional Pump Stations as may be identified by WASD		
<b>Park and Recreation Department (PARC)</b>		
Metropolitan Parks – As located by PARC		Various
Natural Area Preserves – As located by PARC		Various
Greenways – As located by PARC		Various
Special Activity Areas – As located by PARC		Various
District Parks – As located by PARC		Various
<b>Corrections</b>		
Pre-Trial Detention Center	1321 NW 13 St	Miami
Women's Detention Center	1401 NW 7 Ave	Miami
Turner Guilford Knight Correctional Center	7000 NW 41 St	
Training and Treatment Center	6950 NW 41 St	
Metro West Detention Center	13850 NW 41 St	
<b>Public Health Trust</b>		
Jackson Memorial Hospital	1611 NW 12 Ave	Miami
Jackson South Community Hospital	9333 SW 152 St	
<b>Ports</b>		
Seaport	1015 North America Way	
Miami International Airport	4200 NW 21 Street	
Opa Locka Airport	4051 NW 145 Street	
Opa Locka West Airport	Sections 2 and 3, Township 52, Range 39	
Kendall-Tamiami Executive Airport	12800 SW 145 Avenue	
Homestead General Aviation Airport	28700 SW 217 Avenue	
Homestead Air Reserve Base	29050 Coral Sea Blvd	
Other facilities as may be identified by the Aviation or Seaport Departments		
<b>Miami Metrozoo</b>	12400 SW 152 Street	Palmetto Bay
<b>Miami Metrozoo Entertainment Area I</b>	12400 SW 152 Street	
<b><u>Miami Metrozoo Entertainment Area II</u></b>	<u>12300 SW 152 Street</u>	

**Table 3**  
**Facilities of Countywide Significance**

Department/Facility	Address	Municipality If Applicable
<b>Miami-Dade Police Department</b>		
Training Bureau Metro Training Center	9601 NW 58 Street	Doral
MDPD Headquarters Complex	9105 NW 25 Street	Doral
Other facilities as may be identified by the Police Department		
<b>Miami-Dade Fire Rescue Department</b>		
Headquarters, Emergency Operations Center, & Training Complex	9300 NW 41 Street	Doral
Other facilities as may be identified by the Fire Rescue Department		
<b>Florida Power and Light</b>		
Cutler Plant	14925 SW 67 Avenue	Palmetto Bay
Turkey Point Plant (Fossil)	9700 SW 344 Street	
Turkey Point Plant Nuclear	9760 SW 344 Street	
<b>Department of Solid Waste Management</b>		
Resources Recovery	6990 NW 97 Avenue	Doral
North Dade Landfill	21300 NW 47 Avenue	
South Dade Landfill	24000 SW 97 Avenue	
Old South Dade Landfill (Closed)	24800 SW 97 Avenue	
58 Street Landfill / Household Hazardous Waste Facility	8831 NW 58 Street	Miami
Northeast Transfer Station	18701 NE 6 Avenue	
West Transfer Station Areas	2900 SW 72 Avenue	
Central Transfer Station Areas	1150 NW 20 St	
Trash and Recycling Stations as may be identified by the Solid Waste Department		
<b>Miami-Dade Transit</b>		
Miami Intermodal Center		
Current and future Metrorail station facilities as identified by Miami-Dade Transit		
Miami-Dade County bus depots, rail terminals, and transportation maintenance facilities as may be identified by Miami-Dade Transit		

The Staff recommendation is based on the analysis summarized in the Principal Reasons for Recommendations below:

**Principal Reasons for Recommendation:**

1. The Comprehensive Development Master Plan (CDMP) amendment Application No. 4 proposes to modify the “Miami Metrozoo Entertainment Area” land use category to establish “Miami Metrozoo Entertainment Area I” (MMEA-I) and “Miami Metrozoo Entertainment Area II” (MMEA-II). The MMEA-I would be applied to the area currently designated on the adopted 2015 and 2025 Land Use Plan (LUP) map as “Miami Metrozoo Entertainment Area”, and the application site would be redesignated to MMEA-II. The Staff recommended change to the application is to reflect the proposed text change on Table 3, Facilities of Countywide Significance, of the CDMP Intergovernmental Coordination Element (ICE). Table 3 lists the Miami Metrozoo Entertainment Area and the recommended change is to ensure internal consistency within the CDMP as required by Land Use Element Policy LU-8D, if the application is approved.
2. Policy LU-8E of the CDMP Land Use Element requires LUP map amendment applications to be evaluated against factors such as the proposed development’s ability to satisfy a deficiency in the LUP map to accommodate projected population or economic growth in the County; impacts to County services at or above level of service (LOS) standards; compatibility with abutting and nearby land uses; impacts to environmental and historical resources; and the extent to which the requested CDMP land use designation and ultimately the proposed development would promote transit ridership and pedestrianism.
  - a. *Economic Growth:* The Miami-Dade Parks and Recreation Department prepared the ‘Economic Impact Study, Miami Metrozoo Entertainment Area Sub Area II’ dated October 2009, in support of the application. The Study projects that the proposed resort hotel and theme park development, if built, would generate over 8,500 construction jobs and over 3,000 permanent jobs. The Study also forecasts that the proposed development, if built and operational, would generate in excess of \$10 million in annual tax revenues and a positive annual economic impact of over \$119 million. This level of employment and economic impact would provide a significant boost to the economy of the Miami Metrozoo area and the general south Miami-Dade County. (See Appendix G: Executive Summary and Attachment 1 of Economic Impact Study.)
  - b. *County Services:* With the exception of fire-rescue services, sewer services, and roadways, public facilities and services in the application area have the capacity to adequately serve the application site, if approved, and continue to operate within the applicable adopted LOS standards.

The Miami-Dade Fire Rescue Department (MDFR) indicates that the proposed development would generate approximately 859 annual alarms. This would have a severe impact to existing fire-rescue services in the area. However, MDFR indicates that the application’s impacts to fire-rescue services can be minimized by the inclusion of two first aid stations within the proposed MMEA-II development in addition to the planned construction of Fire Rescue Station No. 71 in the vicinity of SW 157 Avenue and SW 184 Street.

The Miami-Dade Water and Sewer Department (MDWASD) indicates that a private sewer pump station would be required to serve the development proposed in the application.

Transportation Consultants Kimley-Horn and Associates Inc., and Cathy Sweetapple and Associates, conducted a Transportation Analysis for the proposed project that examined the current traffic conditions, performed a year 2015 short-term level of service (concurrency) analysis, and a year 2025 future conditions analysis. The Analysis was submitted for review by the Miami-Dade County Planning and Zoning and Public Works Departments on February 19, 2010. Staff reviewed the February 2010 Transportation Analysis and has some questions and concerns regarding the assumptions and methodology including, among others, trip distribution, trip assignments, and the need for a weekend peak period analysis. The analysis concludes that SW 152 Street and some intersections would need to be improved to mitigate the impacts of the application. The recommended improvements include an additional east bound lane along SW 152 Street from the Miami Metrozoo entrance at SW 124 Avenue to SW 117 Avenue, and several intersection improvements along SW 152 Street at SW 137, SW 127, SW 122, and SW 117 Avenues. However, staff's questions and concerns especially regarding the weekend peak period analysis are to be addressed prior to staff's acceptance of the conclusions and recommendations of the analysis. Staff will continue to work with the transportation consultants in order to address staff's concerns.

- c. *Compatibility:* The requested MMEA-II designation is generally compatible with the areas surrounding the application site. The area to the north of the application site, north of SW 152 Street, is designated "Low-Medium Density Residential", "Medium Density Residential" and "Business and Office". The area to the east is designated "Business and Office" and "Industrial and Office". The area to the south is designated "Institutions, Utilities and Communications" and the area to the west is designated "Parks and Recreation" and "Miami Metrozoo Entertainment Area". (See Appendix A: Map Series.)

If approved, the allowable development on the application site would be restricted to the development program included in the CDMP Land Use Element text for the proposed MMEA-II future land use category. Additionally, the allowable intensity (floor area ratio) of development within the MMEA-II land use category is consistent with the intensity of the current Miami Metrozoo Entertainment Area LUP map designation of the abutting property to the west. The proposed resort hotel would be developed at a floor area ratio (F.A.R.) of 0.40 and the proposed theme park at an F.A.R. of 0.30 both consistent with the F.A.R. for the hotel and other development approved for the abutting LUP map designated "Miami Metrozoo Entertainment Area".

The uses proposed for the application site includes a theme park with rides and attractions and a resort hotel with a conference center, restaurant and bar. These proposed uses are compatible with the existing and planned uses adjacent to the site, including the existing Miami Metrozoo to the southeast and the planned hotel, Family Entertainment Center, Water Park and Gold Coast Railway Museum for the area immediately west of the application site. The proposed uses are also generally compatible with the commercial, office and multifamily residential uses to the north beyond SW 152 Street which is a 6-lane Urban Principal Arterial roadway. The resort

hotel is proposed to be located on the northwestern portion of the application site closest to the existing residential uses and would serve to buffer the residential area from the impacts of the more intense theme park use (See Appendix G: Executive Summary and Attachment 1 of Economic Impact Study). The proposed uses are also compatible with the warehouses, the Miami-Dade County Public Schools Maintenance Facility and other light industrial type uses to the east, and the University of Miami's Center for Southeastern Tropical Advanced Remote Sensing (CSTARS) to the south.

- d. *Environmental and Historical Resources:* If adopted, the application would impact environmental, historic or archaeological resources. The application site contains a County designated Natural Forest Community (NFC), the  $\pm 70$ -acre Area C of the site, within which the federally listed and endangered Small's milkwort (*Polygala smallii*) is known to exist (for areas within the application site see Appendix A: Map Series). The NFC site is also on the County's Environmentally Endangered Lands (EEL) program property acquisition list, managed by DERM. CDMP Conservation, Aquifer Recharge and Drainage Element Objective CON-8 and attendant policies require the protection of upland forests included on the County's Natural Forest inventory. Additionally, Objective CON-9 and attendant policies require that threatened and endangered species and their habitat be protected to the maximum extent possible. The application proposes to designate the NFC site on the LUP map as "Environmentally Protected Parks" consistent with the preservation and management of this environmentally sensitive site.

DERM indicates that the Small's milkwort (*Polygala smallii*), may also exist on an approximate 14-acre pine rockland within Area B at the northern portion of the application site, and generally located at SW 120 Avenue on the south side of SW 152 Street. DERM recommends that this pine rockland be designated "Environmentally Protected Parks" consistent with the designation of the NFC within Area C of the application site, discussed above. It should be noted that the CDMP Land Use Element interpretive text for the "Miami Metrozoo Entertainment Area" future land use category requires development within such designated properties to preserve NFCs and other sensitive areas that are on the site. The modification to the CDMP text, as proposed by the application, retains this language and applies this requirement to both the MMEA-I and MMEA-II designations. The entire  $\pm 14$ -acre pine rockland is fenced and Miami-Dade County owns and has access to an approximate 3-acre portion of the property (part of the former US Coast Guard housing site discussed below). The remaining approximately 11-acre portion is owned by the US Coast Guard, whose authorization must be obtained in order to gain access to that portion of the pine rockland. In the upcoming months and prior to the final hearing for the application, the Miami-Dade County Parks and Recreation Department will seek authorization to access the US Coast Guard owned portion of the pine rockland. Once access is authorized, DERM will conduct an on-site assessment to document the plant and animal species within the pine rockland and determine its quality. The application would then be modified to reflect the level of protection that is warranted as determined through DERM's assessment of the pine rockland.

The DP&Z's Office of Historic Preservation indicates that archeological remnants of the Richmond Naval Air Station (RNAS) are within Area B of the application site. These components include 3 circular mooring pads and portions of a taxiway for the

- former Hangar 3. The development of Area B must take measures to preserve these archeological remnants pursuant to Miami-Dade County's historic preservation regulations. It is also recommended that a cultural resource assessment be conducted by a professional consultant prior to any development, to identify and record historic features associated with the RNAS. This is consistent with the CDMP Land Use Element interpretive text for the "Miami Metrozoo Entertainment Area" future land use category which requires sites designated as such to be developed in manner that enhances the quality, utility or enjoyment of the site and its historical and archaeological resources. This language is retained by the application and would be applicable to both the MMEA-I and MMEA-II, if the application is approved.
- e. *Transit Ridership and Pedestrianism:* According to the Miami-Dade Transit's (MDT) analysis, the application, if approved and developed, would increase daily transit ridership within the area. MDT also indicates that the planned service improvement to Metrobus Route 252/Coral Reef Max would be adequate to accommodate the increased ridership. Route 252 provides direct transit service to the Miami Metrozoo and connects to Metrorail (commuter rail service) at the Dadeland South Metrorail Station. Additionally, the CDMP Land Use Element interpretive text for the "Miami Metrozoo Entertainment Area" future land use category requires sites designated as such to be developed in manner that promotes a pedestrian-oriented environment, among others. This language is retained by the application and would be applicable to both the MMEA-I and MMEA-II, if the application is approved.
3. For over 10 years the Miami-Dade Board of County Commissioners (BCC) has expressed, through a series of actions, a policy direction to build a theme park adjacent to the Miami Metrozoo to enhance the zoo and the areas economic development. The BCC adopted Resolution R-639-97 directing the County Manager to conduct a feasibility study for the construction of a theme park in the vicinity of the Miami Metrozoo. In 1999, the BCC adopted Resolution R-971-99 authorizing the development of a Miami Metrozoo Master Plan and Further Developments, which was completed in 2002 and the portion of the plan that focused on the publicly-owned and operated animal attractions was approved by the BCC through Resolution R-745-02. The subsequent County Manager's memorandum dated July 6, 2006, informed the BCC that development of a resort hotel and theme park depends on the acquisition of property from the US Coast guard (the application site). A ±39-acre portion of the site (Area A and part of Area B), identified as the former US Coast Guard housing site on the northwestern portion of the application site, has since been acquired by the County under BCC authorization through Resolution No. 484-06 of April 2006. The resort hotel and theme park uses proposed for the application site are consistent with the further development contemplated for the Miami Metrozoo zoological park and adjacent properties, and furthers the BCC's policy direction toward the Miami Metrozoo area development.



# STAFF ANALYSIS

## Introduction

The County developed the Miami Metrozoo in the 1970's on ±740 of 1010 acres of land that was part of the Richmond Naval Air Station, acquired from the US Federal Government. The Larry and Penny Thompson Park was developed on the remaining ±270 acres south of the zoo. The Miami Metrozoo and Larry and Penny Thompson Park were the subject of a 1975 Development of Regional Impact (DRI) (a.k.a. Dade County Zoological Park and South Dade Metropolitan Park DRI). The DRI was revised several times since the County's approval of the original DRI Development Order, with the most significant revision being the 1984 approval through Resolution R-771-84 of a water theme park on the Metrozoo site. However the water theme park approval was rescinded in 1987 due to financial considerations.

In 1997 the BCC through Resolution R-639-97 directed the County manager to conduct a feasibility study in connection with the construction of a theme park at the Metrozoo and adjacent properties. In 1999 through Resolution R-971-99, the Miami-Dade Board of County Commissioners (BCC) authorized the development of a new master plan for improvements of the zoological park and further development of theme park attractions on both County-owned and non-County owned areas around the Miami Metrozoo. *The Miami Metrozoo Master Plan and Further Development Plan* was completed in 2002, and the portion of the plan that focused on the publicly-owned and operated animal attractions was approved by the BCC (Resolution R-745-02). The remaining portion of the plan, which called for the development of a theme park, a water park, family entertainment center and hotels were determined to require additional development approvals.

In February 2005, the Miami-Dade County Parks and Recreation Department filed a Comprehensive Development Master Plan (CDMP) amendment application to create the "Miami Metrozoo Entertainment Area" future land use designation and to apply the designation to a ±170-acre site on the adopted 2015 and 2025 Land Use Plan (LUP) map. The 2005 CDMP amendment application was filed in association with a separate, but related, Notice of Proposed Change (NOPC) to the Miami Metrozoo DRI. The site of the 2005 CDMP application is located north of the existing Miami Metrozoo and includes the Gold Coast Railroad Museum and existing zoo parking lot at the zoo's entrance, and abuts the western boundary of the pending Application No. 4 site. The 2005 CDMP amendment application was ultimately approved along with the DRI NOPC in July 2008. The development program for the "Miami Metrozoo Entertainment Area" includes a water park, family entertainment center, and hotels.

The County Manger through a memorandum dated July 6, 2006 (Supplement No. 2 to BCC Agenda Item No. 8[M] 1d), informed the BCC that development of a resort hotel and theme park at the Miami Metrozoo depends on the acquisition of property from the US Coast Guard (the site that is the subject of this CDMP application). A portion of the site, identified as the former Coast Guard housing site on the northwestern portion of the application site, has since been acquired by the County under BCC authorization through Resolution No. 484-06 adopted in April 2006. The BCC Chairman, through a letter dated July 17, 2009, advised the US Coast Guard of the County's efforts towards the development of the Miami Metrozoo Area to enhance and expand the economic impact of the area's attractions. The July 2009 letter further advised that the acquisition of Coast guard lands for the development of a theme park and resort hotel is a critical component of the County's Miami Metrozoo Area development objective, and affirmed the County's commitment to finding a suitable relocation site for the US Coast Guard

operations/facilities. In a December 2009 letter to the BCC, the US Coast Guard acknowledged the County's efforts towards further development of the Miami Metrozoo Area and provided summary facility requirements for its facilities, should they be relocated. The US Coast Guard indicated in its December 2009 letter that acknowledgment of the County's efforts and provision of facility requirements do not constitute an agreement to relocate. (See Appendix C: County/US Coast Guard Correspondence.)

## **Application Site**

The application site encompasses  $\pm 286$  gross acres located at the southwest corner of SW 152 Street and SW 117 Avenue, to the northeast of the existing Miami Metrozoo. The site is comprised of a  $\pm 39$ -acre former US Coast Guard housing site that was acquired by the County from the US Coast Guard in August 2006, and a  $\pm 247$ -acre property owned by the US Coast Guard. The entire application site is currently zoned AU (agriculture district), which allows agricultural production and residences at a maximum density of 5 units per gross acre.

The  $\pm 39$ -acre former US Coast Guard housing site includes a 100 unit housing complex containing 6 single-family detached units, 94 single-family attached units, recreational facilities, and a  $\pm 3$ -acre pine rockland area at the eastern portion of the property. The pine rockland is that is further discussed in the Environmental Conditions section of this report. The housing units are currently vacant, in fair condition, and are contemplated for temporary use in the County's 'No Place Like Home Program' whereby low and middle income families can reside in County owned affordable/workforce housing while saving to purchase their own homes. The temporary use of the housing units in the County's 'No Place Like Home Program' is subject to BCC approval through a pending Government Facilities (GF) hearing application, anticipated to be heard by the BCC in April or May 2010. Occupancy of the units is tentatively scheduled to begin in August 2010 after the BCC makes final determination on the GF application and minor repairs are made to the units. A  $\pm 19.9$ -acre portion of the 39-acre property is designated "Low Medium Density Residential" (6 to 13 DU/Ac) on the LUP map and the remaining portion of the property is designated as "Institutions, Utilities and Communications".

The  $\pm 247$ -acre property is the site of a US Coast Guard communications operation which includes a communications antenna field, an operations building, an office building, a baseball field, and an unused US Coast Guard convenient store facility. An approximate 69.8-acre portion of this property is a pine rockland that is also a County designated Natural Forest Community (NFC), which is identified as Area C in the application and proposed for conservation. The entire  $\pm 247$ -acre property is designated on the LUP map as "Institutions, Utilities and Communications". See Appendix A: Map Series.

Application No.4 identifies the "Low-medium Density Residential" designated portion of the former US Coast Guard housing site as Area A, and identifies the remainder of the housing site currently designated "Institutions, Utilities and Communications" in addition to the northern portion of the  $\pm 247$ -acre US Coast Guard property as Area B. The County designated Natural NFC is south of Area B and is identified as Area C. The remainder of the Coast Guard property south of the NFC is identified as Area D. Areas B, C and D are designated "Institutions, Utilities and Communications". The application proposes to redesignate Area C to "Environmentally Protected Parks" and Areas A, B and D to "Miami Metrozoo Entertainment Area II" (MMEA-II). (See Appendix A: Map Series; and Appendix B: CDMP Amendment Application.)

## **Adjacent Land Use and Zoning**

The land uses to the north of the application site beyond SW 152 Street/Coral Reef Drive include car dealerships, a home depot, banks, fast food and other restaurants, a gas station, supermarkets, car service center, an office building, a kindergarten school, the well maintained Emerald Palms and Carriage Park multifamily apartments, the Black Creek Canal North (C-1N), a Florida Department of Transportation (FDOT) maintenance office complex and the Department of Highway Safety and Motor Vehicles (DHSMV) Coral Reef driver license office. The area to the east includes a gas station fast food and other restaurants, a Miami-Dade County Public School maintenance facility, a light industrial park including the Coca Cola South Dade Sales Center warehouses and vacant land. To the south of the application site is the University of Miami's Center for Southeastern Tropical Advanced Remote Sensing (CSTARS) and single-family detached residences further south beyond SW 168 Street/Richmond Drive. To the southwest is the Miami Metrozoo zoological park and immediately west of the application site is a County designated NFC site and the Miami Metrozoo entrance road, parking area, and vacant land that were subject of the recently approved Miami Metrozoo Entertainment Area CDMP amendment application. Further west beyond the Miami Metrozoo entrance road is a University of Miami research facility and the Federal Correctional Institution (FCI) of Miami, Florida.

The area to the north of the application site beyond SW 152 Street/Coral Reef Drive is designated on the LUP map as "Low-Medium Density Residential", "Medium Density Residential" (13 to 25 DU/Ac), "Business and Office", and "Institutions, Utilities and Communications". The area to the east of the application site between SW 117 Avenue and the Homestead Extension of the Florida Turnpike (HEFT) is designated "Business and Office", and "Industrial and Office". The area to the south is designated "Institutions, Utilities and Communications" on the University of Miami CSTARS site and "Low Density Residential" (2.5 to 6 DU/Ac) beyond SW 168 Street. The area to the west and southwest of the application site is designated "Parks and Recreation" (the County designated NFC site and the Miami Metrozoo) and "Miami Metrozoo Entertainment Area", and the area further west beyond the Metrozoo entrance road is designated, "Institutions, Utilities and Communications" (the FCI site) and "Low-Medium Density Residential" on the University of Miami's research facility site. See Appendix A: Map Series.

The residential areas north of the application site are zoned RU-3M (apartment house), RU-4L (limited apartment house), RU-TH (townhouses), PAD (Planned Area Development of mixed residential and convenience retail on at least 5 acres), and BU-1A (limited business). The commercial areas are zoned BU-2 (special business) and RU-TH. The area to the east of application site beyond SW 117 Avenue is zoned RU-TH, BU-1A, and IU-C (controlled industry). The residential area south of the application site is zoned RU-1 and the remaining lands south and west of the site is zoned AU (See Appendix A: Map Series).

## **Land Use and Zoning History**

In April 2008, the BCC adopted Resolution R-424-08 that approved the construction and operation of a temporary aquifer recharge pilot plant on the former US Coast Guard housing site (this project was not implemented). There is no recorded land use history for the application site.

## Economic Analysis

The Miami-Dade Parks and Recreation Department prepared the 'Economic Impact Study, Miami Metrozoo Entertainment Area Sub Area II' dated October 2009, in support of the application. The Study projects that the proposed resort hotel and theme park development, if built, would generate over 8,500 construction jobs and over 3,000 permanent jobs. The Study also forecasts that the proposed development, if built and operational, would generate in excess of \$10 million in annual tax revenues and a positive annual economic impact of over \$119 million. This level of employment and economic impact would provide a significant boost to the economy of the Miami Metrozoo area and the general south Miami-Dade County. (See Appendix G: Executive Summary and Attachment 1 of Economic Impact Study.)

## Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

### Flood Protection

County Flood Criteria (NVGD)	+9 feet
Stormwater Management	Surface Water Management Permit Required
Drainage Basin	C-1 Canal (Black Creek Canal)
Federal Flood Zone	X, outside the 100-year floodplain; and AH-9, within the 100-year floodplain
Hurricane Evacuation Zone	NO

### Biological Conditions

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

### Other Considerations

Within Wellfield Protection Area	NO
Archaeological/Historical Resources	YES

### Flood Protection: Drainage and Stormwater Management

The application site is located within the drainage basin of the C-1 Canal (Black Creek Canal), which provides flood protection to the site. The Department of Environmental Resources Management (DERM) indicates that development of the application site must include an on-site stormwater retention system and that development of the application site would require a Surface Water Management Permit from the South Florida Water Management District, among other permits from DERM's Environmental Resources Regulation Division. DERM also indicates that development of the site shall be in a manner to prevent flooding of adjacent properties. The Base Flood Elevation for the application site is 9.0 feet NGVD taken from the federal Insurance Rate Maps (FIRM).

### Specimen Trees

DERM identifies that the application site contains tree resources and that Section 24-49 of the Miami-Dade County Code (the Code) provides for their preservation and protection. DERM indicates that a Miami-Dade County Tree Removal Permit is required prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code.

### Natural Forest Communities

A portion of the application site, Area C, contains a County designated Natural Forest Community (NFC) that is among the most significant pine rocklands remaining in the County, and part of the Richmond Complex. Pine rocklands are globally imperiled and provide habitat to several endangered and threatened plant and animal species. County designated NFCs are to be preserved and managed for conservation purposes consistent with Section 24-49.2(1)(1) of the Code and Objective CON-8 and attendant policies of the CDMP Conservation, Aquifer Recharge and Drainage Element. Consistent with the Code and the CDMP, Area C containing the NFC site will be designated as "Environmentally Protected Parks". DERM also indicates that a portion of Area B (approximately 13 acres) contains pine rocklands and recommends that this area be delineated and redesignated on the LUP map to "Environmentally Protected Parks" instead of the "Miami Metrozoo Entertainment Area II" as requested in the application. Furthermore, the CDMP Land Use Element interpretive text for the "Miami Metrozoo Entertainment Area" future land use category requires development within such designated properties to preserve NFC sites and other sensitive areas that are at or adjacent to the site. The modification to the CDMP text, as proposed by the application, retains this language and applies this requirement to the "Miami Metrozoo Entertainment Area I" (MMEA-I) and "Miami Metrozoo Entertainment Area II" (MMEA-II) designations.

DERM also recommends that approval of the proposed changes to the CDMP be subject to conditions to the effect of the following:

1. County designated NFCs and related pine rockland habitats shall be preserved and managed for purposes of conservation consistent with provisions of the CDMP and the Code.
2. The pine rockland in Area B be identified and, along with Area C, shall be preserved through a restrictive covenant.
3. Only activities that do not disturb the substrate shall be allowed within the pine rockland preservation areas, and all activities must be compatible with the management strategies including prescribed burns and/or herbicide application.
4. Any work activity or management plan within a designated NFC must be approved by DERM prior to implementation.

### Endangered Species Habitat

DERM indicates that the Small's milkwort (*Polygala smallii*), a federally-listed plant species, is known to exist within Area C of the application site, and may exist on the pine rockland within Area B. Threatened and endangered species and their habitat are to be protected to the maximum extent possible pursuant Objective CON-9 and attendant policies of the CDMP Conservation, Aquifer Recharge and Drainage Element.

Miami-Dade Board of County Commissioners approved Resolution R-692-00 in July 2000 establishing the County's Environmentally Endangered Lands (EEL) acquisition list of properties that should be acquired by the County and managed by DERM for preservation purposes under the County's EEL Program. The acquisition list identifies Area C of the application site on the Priority A List of acquisition sites. Once acquired by the County, EEL properties are to be preserved and managed consistent with the requirements of Section 24-50 of the Code. The EEL program currently manages pine rocklands within the Miami Metrozoo area (portions of the Richmond Complex Pine Rocklands) adjacent to the application site and conducts prescribed ecological burns, generally once every three years. The application site is within the smoke dispersion zone and development on the application site may be impacted by the prescribed burn events. Additionally, once acquired by the County pursuant to Resolution R-692-00, would be similarly managed with prescribed burn events, among other measures. The EEL program recommends that the future land use for the pine rockland within Area B of the application site be redesignated to "Environmentally Protected Parks" on the LUP map consistent with the designation proposed for Area C.

#### Archaeological/Historical Resources

The Department's Office of Historic Preservation (OHP) identifies that the application site contains archeological resource remnants of the former and historic Richmond Naval Air Station (RNAS). The remnants include three (3) circular mooring pads and portions of the taxiway of the former Hangar 3 on Area B of the site. The OHP recommends that a cultural resource assessment be conducted by a professional consultant prior to any development. The assessment should include identification and recordation of historic features associated with the RNAS. This is consistent with the CDMP Land Use Element interpretive text for the "Miami Metrozoo Entertainment Area" future land use category which requires sites designated as such to be developed in manner that enhances the quality, utility or enjoyment of the site and its historical and archaeological resources. This language is retained by the application and would be applicable to the MMEA-I and MMEA-II, if the application is approved.

#### **Water and Sewer**

##### Water Supply

The Biscayne Aquifer is the primary water supply source for the millions of people living in South Florida. However, overuse of this aquifer has resulted in lowered water levels in the Everglades, and is inconsistent with the goals of the Comprehensive Everglades Restoration Project (CERP), which is designed to restore and preserve the water resources of the South Florida ecosystem, including the Everglades. In 2005, the South Florida Water Management District (SFWMD) promulgated new rules that prohibited withdrawals from the Biscayne Aquifer to accommodate future development. The SFWMD requires that all future development be linked to new water supply sources, either through alternative water supply or reuse projects.

On November 15, 2007, the South Florida Water Management District Governing Board approved the Miami-Dade Water Supply Water Use Permit (WUP). The WUP details how the County will provide adequate water supply for its anticipated growth over a 20-year period. This permit is to be reviewed and updated every 5 years or sooner if needed. The projects that are planned to implement the 20-year WUP are contained in Table 1 of Objective WS-7 of the Water, Sewer and Solid Waste Element of the Comprehensive Development Master Plan (Water Supply Facilities Work Plan) and funded through the County's Capital Improvements schedules.

In August 2009, a permit compliance report prepared for the Miami-Dade Water and Sewer Department (MDWASD) indicated that several projects originally contemplated in the WUP are no longer necessary to provide adequate water for the County's growth. This is in large part due to the implementation of the County's adopted permanent landscape irrigation restriction, which limits landscape watering to twice per week, and the requirement of more efficient water use measures. As a result, water use demand in the County is approximate 35 million gallons per day (mgd) below the permitted Biscayne Aquifer pumpage level of 347 mgd. This decrease in water consumption has caused MDWASD to re-evaluate the need and/or timing of several alternative water supply projects in its WUP. The new schedule and requested permit modifications are currently being reviewed by the SFWMD.

The assessment of available water supply, as it relates to comprehensive plan amendments, is difficult given that there is no specific timing of the development. Therefore, to determine if adequate water supply will be available for the proposed amendment, an assumption of three years for project completion from final comprehensive plan amendment approval is made, for this project the year 2013 will be used. This timeframe allows for rezoning of the property, platting of property, permitting and construction. Additionally, this is the timeframe for which concurrency is applied.

**Table 4-1  
Estimated Water Demand**

Use (Maximum Allowed)	Quantity (Units/Square Feet)	Water Demand Multiplier (Section 24-43.1, the Code)	Projected Water Demand (gpd)
Attractions and Recreation			
Theme Park Rides and Attractions	4110 persons/day	5 gdp/person	20,550
Concessions/Food Service	1,200 seats	35 gdp/seat	42,000
Administration and Management	35,000 sq. ft.	10 gdp/100 sq.ft.	3,500
Maintenance and Support	190,000 sq. ft.	20 gdp/100 sq.ft.	3,800
Hotel and Conference Center			
Resort Hotel	600 guest rooms	100 gdp/room	60,000
Conference/Business Center	130,000 sq. ft.	10 gdp/100 sq.ft.	13,000
Restaurant - Full Service	600 seats	50 gdp/seat	30,000
Bar	50 seats	25 gdp/seat	1,250
Total			174,100

Source: Miami-Dade Park and Recreation Department and Miami-Dade Water and Sewer Department

Notes: Theme Park estimated visitors total 1,500,000 persons per year or 4,110 persons per day

For the purposes of this analysis, the water demand generated by the US Coast Guard uses currently on the application site was not taken into consideration. Based on Table 4-1 above, the maximum water demand for the uses proposed in the application would be 174,100 gdp (0.174 mgd). This increased water demand would not result in the regional water treatment system exceeding the LOS standard and can be accommodated by the water permitted in the WUP. Additional water supply will be generated from those projects listed in the CDMP (Table 1 of Objective WS-7), which will be completed by 2012. In addition, the County has developed a water allocation system which tracks all development projects receiving water from the Miami-Dade Water and Sewer Utility. The allocation system allows the County to track new or changed uses against the supply allocated in the SFWMD permit.

### Potable Water

The County's adopted level of service (LOS) standard for water treatment is based on a regional treatment system. This system is comprised of the Hialeah-Preston and Alexander Orr Water Treatment Plants. The LOS requires that the regional treatment system operate with a rated maximum daily capacity of no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years. Based on the 12-month average (period ending 12-31-09) data provided by DERM, the regional treatment system has a DERM rated treatment capacity of 439.7 million gallons per day (mgd) and a maximum plant production of 345.8 mgd. As a result, the regional system has approximately 94 mgd or 21.4% of treatment plant capacity remaining. Additionally, the system has a 12-month average demand (for period ending 05-31-09) of 305.6 mgd, which is well within 2 percent of the system's 402.3 mgd permitted annual average withdrawal, and therefore meets the LOS standard for water treatment facilities.

Potable water service would be provided by MDWASD through two existing 12-inch mains within the application site. MDWASD points out that there is an existing 6-inch water main on the northwestern portion of the application site that is inadequate to serve the proposed development and should be removed.

### Wastewater Facilities

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South Districts Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. The regional wastewater treatment system has a design capacity of 368 million gallons per day (mgd) and a 12-month average (period ending 12-31-09) of 301.49 mgd. This represents approximately 82% of the regional system's design capacity.

Based upon the estimated water demand as discussed under the Water Supply section above, it is estimated that the proposed resort hotel and theme park development would generate additional sewage flows of 174,100 gpd (0.1741 mgd). These estimated flows would not cause the adopted LOS standard for the regional system to be exceeded.

Connection to public sewer service would be provided by MDWASD through an existing 20-inch sanitary sewer force main that runs along SW 152 Street, along the northern boundary of the application site. MDWASD points out that a private sewer pump station will be required for the proposed development and that there is an existing 12-inch sanitary sewer force main on the northwestern portion of the application site that is inadequate to serve the proposed development and should be removed.

### **Solid Waste**

The application site is located inside the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The adopted LOS standard for the County Solid Waste Management System is to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal



agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years.

The DSWM issues a periodic assessment of the County's status in terms of 'concurrency' that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. Currently the County exceeds the minimum standard. The Department, however, does not actively compete for commercial collection at this time and the requested amendment will have no impact or any associated costs; therefore, the DSWM has no objection to the proposed changes.

## **Parks**

The subject site is located within Park Benefit District (PBD) 2, which according to the Miami-Dade County Department of Parks and Recreation (PARC) has a surplus capacity of 153.05 acres of parkland when measured by the County's concurrency level of service standard. The impact of the application will not affect the potential population in PBD 2; hence, approval of this application will not affect reserve parkland capacity.

PARC indicates that the County provides countywide parks, which include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, and Greenways. Countywide parks serve large populations and draw users from great distances, and support the recreational needs of incorporated and unincorporated area residents and tourists that can only be accommodated within larger, resource-based parks. The Miami Metrozoo, adjacent to the site of Application No. 4, is considered a Specialty Activity Area park facility that provides a unique recreational opportunity centered on a single theme. PARC further indicates that the development proposed in the CDMP amendment application would enhance the recreation and entertainment capacity of existing Miami Metrozoo facilities, if built.

## **Fire and Rescue**

There are six (6) Miami-Dade County fire and rescue stations within three miles of the application site. Primary fire and rescue services would be provided by Fire-Rescue Station No. 43 (Richmond), Fire-Rescue Station No. 52 (South Miami Heights), and Fire-Rescue Station No. 53 (Turnpike). Station No. 43 is located at 13390 SW 152 Street, is the closest to the application site, and is equipped with a 60-foot Aerial (truck with ladder) and a Rescue unit totaling 7 firefighters/paramedics. Station 52 is located at 12105 Quail Roost Drive and is equipped with an Advanced Life Support (ALS) Engine and a Rescue unit with a Battalion Chief totaling 8 firefighters/paramedics. Station 53 is located at 1600 SW Turnpike Highway and is equipped with a Rescue unit of 3 paramedics.

Fire-Rescue Stations No. 4 (Coral Reef), No. 34 (Cutler Ridge) and No. 50 (Perrine) are would also provide service to the area. Station No. 4 is located at 9201 SW 1523 Street and is equipped with an Engine and a Rescue unit of 7 firefighters/paramedics. Station No. 34 is located at 10850 SW 211 Street and is equipped with a 60-foot Aerial, a tended 100-foot platform, and a Rescue unit of 7 firefighters/paramedics. Station No. 50 is located at 9798 Hibiscus Street and is equipped with an Engine and a Rescue unit of 7 firefighters/paramedics.

According to the Miami-Dade Fire-Rescue Department (MDFR), the development allowable under the current LUP map designation of the application site has the potential to generate 328 annual alarms and the development proposed through the application has the potential to generate 859 annual alarms. Under both these scenarios the annual alarms generated would

have a severe impact to existing fire and rescue service. However, MDRF indicates that the impacts to its fire and rescue service can be minimized by the inclusion of two first aid stations within the proposed Miami Metrozoo Entertainment Area II development.

The MDRF is currently seeking a suitable site for construction of the planned Fire-Rescue Station No. 71 in the vicinity of the SW 157 Avenue and SW 184 Street, approximately 6 miles west of the application site. The construction of this station will also serve to minimize the impacts of the application on fire and rescue service in the area.

## **Public Schools**

The current Miami Metrozoo Entertainment Area text of the CDMP Land Use Element does not allow residential uses and the application does not propose to allow or include any residential uses; therefore, the application will not generate any impact to schools.

## **Aviation**

The Kendall-Tamiami Executive Airport is approximately 2 miles from the application site and the Miami-Dade County Aviation Department (MDAD) reviewed the application for both land use and airspace restrictions. The Miami-Dade Aviation Department (MDAD) has determined that the application site is within the Airport's No School Zone (NSZ), within which new educational facilities are not permitted. MDAD also indicates that it will need to review elevation plans associated with the proposed development for airspace impacts.

## **Roadways**

Transportation Consultants Kimley-Horn and Associates Inc., and Cathy Sweetapple and Associates, conducted a Transportation Analysis for the proposed project that examined the current traffic conditions, performed a year 2015 short-term level of service (concurrency) analysis, and a year 2025 future conditions analysis. The Analysis was submitted for review by the Miami-Dade County Planning and Zoning and Public Works Departments on February 19, 2010. Staff reviewed the February 2010 Transportation Analysis and has some questions and concerns regarding the assumptions and methodology including, among others, trip distribution, trip assignments, and the need for a weekend peak period analysis. The analysis concludes that SW 152 Street and some intersections would need to be improved to mitigate the impacts of the application. The recommended improvements include an additional east bound lane along SW 152 Street from the Miami Metrozoo entrance at SW 124 Avenue to SW 117 Avenue, and several intersection improvements along SW 152 Street at SW 137, SW 127, SW 122, and SW 117 Avenues. However, staff's questions and concerns especially regarding the weekend peak period analysis are to be addressed prior to staff's acceptance of the conclusions and recommendations of the analysis. Staff will continue to work with the transportation consultants in order to address staff's questions concerns.

## **Transit**

### Existing Service

Metrobus Route 252/Coral Reef MAX, Route 137/West Dade Connection, Route 52 and Route 35 serve the general application area. Metrobus Route 252 provides direct service along SW 152 Street (Coral Reef Drive), along the northern boundary of the application site, and within the adjacent Miami Metrozoo parking area during select daily scheduled trips. Metrobus Route 137

provides service along SW 184 Street (Eureka Drive) and portions of SW 137 Avenue (Lindgren Road) to the south and west of the Miami Metrozoo area. Metrobus Route 52 serves the application area along SW 112 Avenue and on SW 184 Street (Eureka Drive) from SW 122 to SW 117 Avenues east and south of the application site. Metrobus Route 35 serves the general Miami Metrozoo area along SW 117 Avenue at Lincoln Boulevard. Table 4-2 below shows the existing service frequency of the Metrobus Routes in summary form.

**Table 4-2**  
**Metrobus Route Service Summary**  
**October 2009 Amendment Application # 4**

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
35	30	30	60	N/A	60	60	0.6	L
52	30	45	60	N/A	45	60	0.5	F
137/West Dade Connection	30	45	60	N/A	40	40	1.2	L
252/Coral Reef MAX	20	60	50	N/A	60	60	0.0	E / F

Notes: L means Metrobus local route service  
F means Metrobus feeder service to Metrorail  
E means Metrobus Express or Limited-Stop service

### Future Conditions for the Immediate Area

The 2009 Transit Development Plan (TDP) does identify a programmed service span improvement as noted in the 2019 Recommended Service Plan within the TDP that would directly impact the existing transit service that serves the Miami Metrozoo and would also serve the planned Miami Metrozoo Entertainment Area (MMEA). Later evening service into the MMEA is proposed in the future when the development is completed. Currently, service on the Route 252/Coral Reef MAX runs from 5:30 a.m. to 9 p.m. during the weekdays with weekend service operating from 5:30 a.m. to 7:30 p.m. Service directly to the Metrozoo entrance operates from 9:30 a.m. to 5:30 p.m. during the weekdays and from approximately 9 a.m. to 6 p.m. on the weekends. Table 4-3 shows the Metrobus service improvements programmed for the existing routes serving this application.

**Table 4-3**  
**Metrobus Recommended Service Improvements**  
**October 2009 Amendment Application # 4**

Route(s)	Improvement Description
35	No planned improvements.
52	No planned improvements.
137/West Dade Connection	No planned improvements.
252/Coral Reef MAX	Operate later evening service into the Miami Metrozoo Entertainment Area.

The projected bus service improvements for the Route 252/Coral Reef MAX is estimated to cost approximately \$81,000 in annual operating costs and a one-time capital cost of \$650,000. These costs reflect 100 percent of the improvement.

### Major Transit projects

Regarding future transit projects within this and the general Kendall area, several transportation studies such as the Kendall Link Study, the SW 152 Street Corridor Study and the CSX Corridor Evaluation Study have been completed with the aim of identifying warranted and appropriate mobility improvements within the area. The mobility improvements are necessary to satisfy existing travel demand as well as support the rapid population, employment and commercial growth occurring in the general South Dade area.

The Kendall Link Study final report was completed in September 2007 and presented to Board of County Commissioners but the recommendations were deferred pending further study.

The SW 152 Street Corridor Study final report was completed in July 2008 and included short-term, mid-term, and long-term rapid transit and other transportation solutions and strategies to address the transportation needs/deficiencies of the existing development and the anticipated growth of the Kendall Area, including the SW 152 Street corridor.

The CSX Corridor Evaluation Study final report was completed and evaluated the feasibility of re-directing rail freight traffic outside the urbanized Kendall area and examining various concepts to introduce rapid transit service along the CSX rail corridor. This study continued the work completed in the Kendall Link Study.

To the extent that the recommendations of the above mentioned se

### Application Impacts in the Traffic Analysis Zone

A preliminary analysis was performed and the expected transit impact produced by this application can be absorbed by the scheduled transit improvements in the area.

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

All CDMP amendment applications are evaluated for consistency with pertinent CDMP Objectives, Policies, Land Use Plan Concepts and other Plan provisions. The specific objectives, policies and Land Use Plan Concepts that materially apply to the requested amendment are indicated below in summary following the specific item. For the specific language see the Adopted Components Comprehensive Development Master Plan, October 2006 Edition, as amended through May, 2009.

The following CDMP Goals, Objectives, Policies, and Concepts would be furthered should the proposed CDMP amendment Application No. 4 be adopted:

- OBJECTIVE LU-1: The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-11: The County shall consider urban design, water and energy conservation and wildlife habitat when designing sites and selecting landscape material for all public projects.

- LU-3A: Development orders in Miami-Dade County shall be consistent with the goals, objectives and policies contained in the Conservation, Aquifer Recharge and Drainage and Coastal Management Elements of this Plan, and with all applicable environmental regulations, as well as all other elements of the CDMP.
- LU-3B: All significant natural resources and systems shall be protected from incompatible land use including Biscayne Bay, future coastal and inland wetlands, future potable water-supply wellfield areas identified in the Land Use Element or in adopted wellfield protection plans, and forested portions of Environmentally Sensitive Natural Forest Communities as identified in the Natural Forest Inventory, as may be amended from time to time.
- Objective LU-6: Miami-Dade County shall protect, preserve, ensure the proper management, and promote public awareness of historical, architectural and archaeologically significant sites and districts in Miami-Dade County, and shall continue to seek the addition of new listings to the National Register, and increase the number of locally designated historical and archeological sites, districts and zones.
- LU-6A: Miami-Dade County shall continue to identify, seek appropriate designation, and protect properties of historic, architectural and archaeological significance.
- LU-8D: The maintenance of internal consistency among all Elements of the CDMP shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan. Among other considerations, the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.
- LU-8E (ii): Enhance or impede provision of services at or above adopted LOS Standards;
- LU-8E (iii): Compatible with abutting and nearby land uses and protect the character of established neighborhoods;
- LU-8E (iv): Enhance or degrade environmental or historical resources, features or systems of County significance.
- LAND USE CONCEPT 2: Preserve and conserve land with valuable environmental characteristics, recreation uses or scenic appeal
- Objective CON-8: Upland forests included on Miami-Dade County's Natural Forest Inventory shall be maintained and protected.
- CON-8E: The destruction of environmentally sensitive Natural Forest Communities shall be kept to a minimum; a long-term mitigation and management plan shall be developed to assure the continued maintenance of the remaining forest lands and the restoration or creation of at least an equal amount of forest lands to those destroyed.
- CON-8J: Efforts should be made to propagate and reestablish where practical, endangered, threatened, and potentially endangered native plants in Miami-Dade County. (See Appendix A). The current list of federally listed plants in Miami-Dade County should be reevaluated and additional species should be proposed for listing, if appropriate. Through its land acquisition and regulatory processes, Miami-Dade County shall continue to protect federally and State-listed plant species to the maximum extent possible.

- CON-9: Freshwater fish and wildlife shall be conserved and used in an environmentally sound manner and the net amount of habitat critical to federal, state or County designated endangered, threatened, or rare species or species of special concern shall be preserved.
- CON-9A: All activities that adversely affect habitat that is critical to federal or State designated, endangered or threatened species shall be prohibited unless such activity(ies) are a public necessity and there are no possible alternative sites where the activity(ies) can occur.
- OBJECTIVE CIE-3: CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.
- ECO-7A. Miami-Dade County's strategy for meeting countywide employment needs for the next several years should be to emphasize its strengths in international commerce, health services, the visitor industry, and aviation-related activities, and endeavor to expand in the areas of biomedical, film and entertainment, financial services, information technology and telecommunications, while simultaneously promoting the creation and development of small and medium-sized, labor intensive enterprises geared to the socio-economic needs and opportunities of specific neighborhoods and locations meant to serve a diversity of markets.

The following CDMP Goals, Objectives, Policies, and Concepts may be impeded should the Miami Metrozoo DRI CDMP amendment application be adopted:

- LU-2A: All development orders authorizing new or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).

# APPENDICES

- Appendix A: Map Series
- Appendix B: CDMP Amendment Application
- Appendix C: Miami-Dade County/US Coast Guard Correspondences
- Appendix D: Applicant's Transportation Analysis Summary and DP&Z Comments
- Appendix E: Fiscal Impact Analysis
- Appendix F: Photos of the Application Sites and Surroundings
- Appendix G: Executive Summary and Attachment 1 of Economic Impact Study

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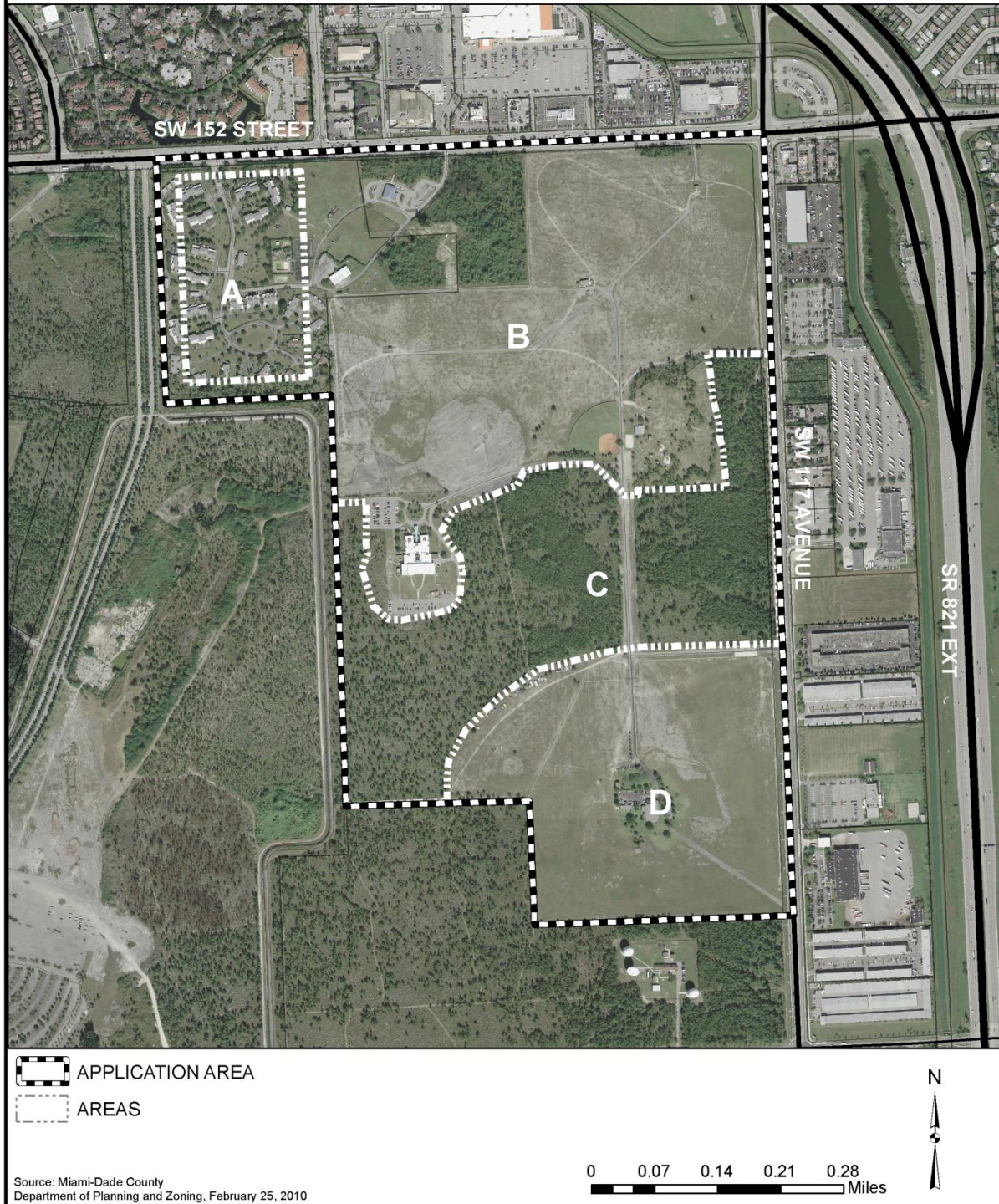
# APPENDIX A

## Map Series

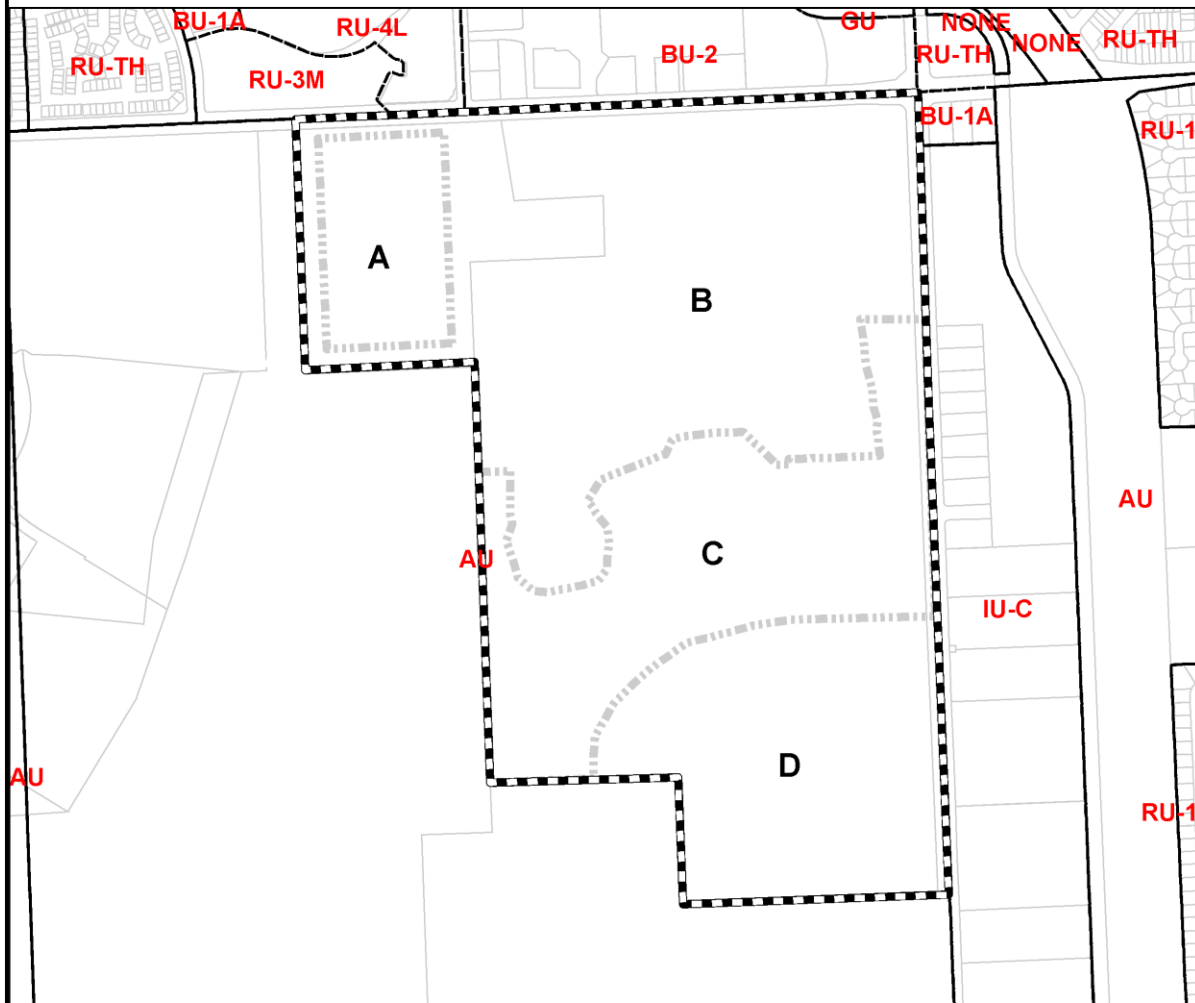
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- Current Zoning Map
- Existing Land Use Map
- CDMP Land Use Map



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# APPLICATION NO. 4 AERIAL PHOTO



# APPLICATION NO. 4 CURRENT ZONING



-  APPLICATION AREA  
 AREAS

Source: Miami-Dade County  
 Department of Planning and Zoning, February 25, 2010

## ZONING DISTRICTS

GU	INTERIM
AU	AGRICULTURAL
RU-1	SINGLE FAMILY RESIDENTIAL (7,500 SQ. FT. NET)
RU-TH	TOWNHOUSE (8.5 UNITS/NET ACRE)
RU-3M	MINIMUM APARTMENT HOUSE (12.9 UNITS/NET ACRE)
RU-4L	LIMITED APARTMENT HOUSE (23 UNITS/NET ACRE)
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
IU-C	CONDITIONAL INDUSTRIAL

0 0.07 0.14 0.21 0.28 0.35  
 Miles



### APPLICATION NO. 4 EXISTING LAND USE

**APPLICATION AREA**

**AREAS**

**EXISTING LAND USES**

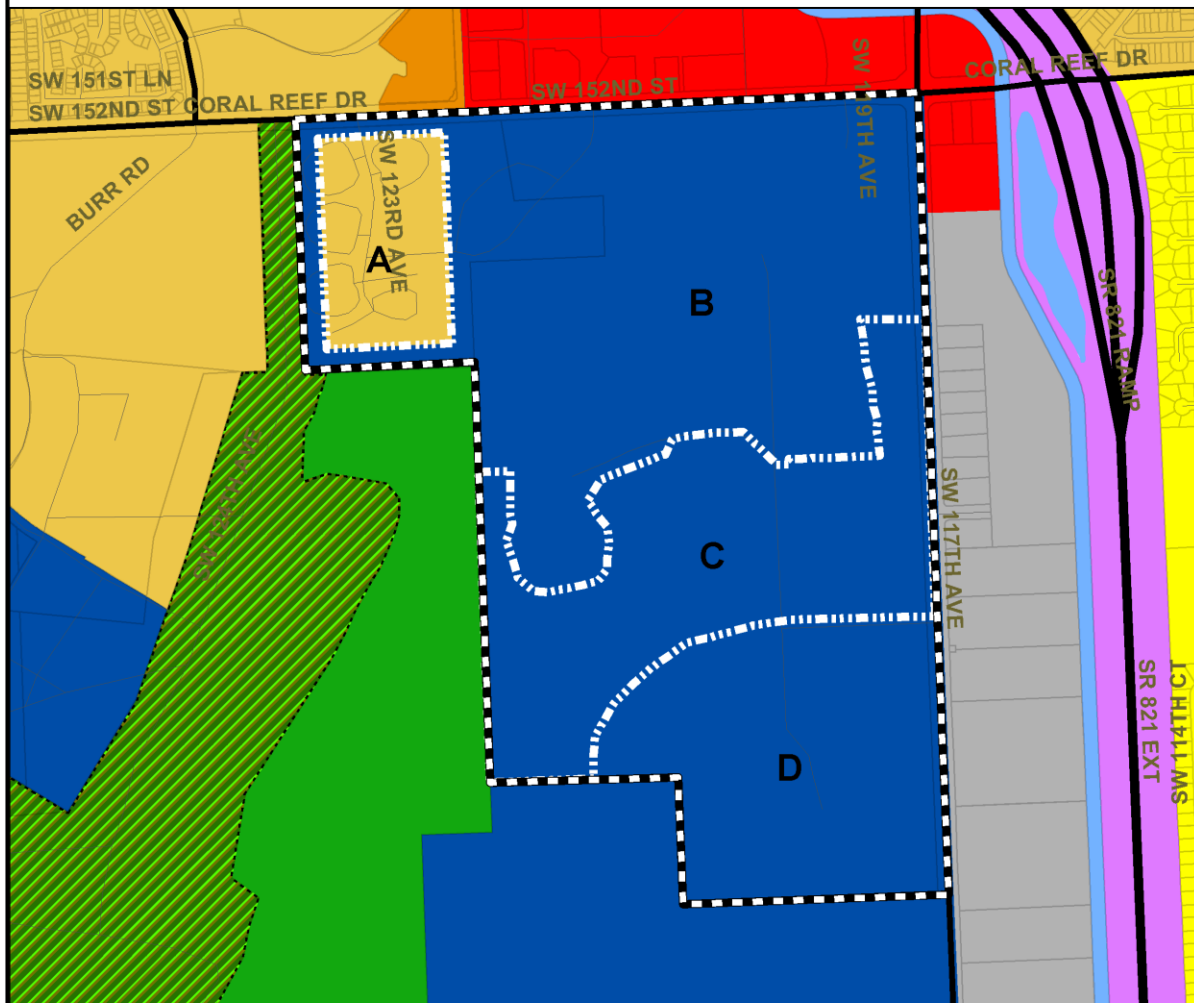
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<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> TOWNHOMES	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> COLLEGE / UNIVERSITY	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> EXPRESSWAY RIGHT-OF-WAY
<span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> MULTI FAMILY	<span style="display: inline-block; width: 15px; height: 15px; background-color: mediumblue; border: 1px solid black;"></span> MILITARY FACILITIES	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> GROVES
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> SALES AND SERVICES	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> PRIVATE REC. CAMP	<span style="display: inline-block; width: 15px; height: 15px; background-color: white; border: 1px solid black;"></span> VACANT
<span style="display: inline-block; width: 15px; height: 15px; background-color: pink; border: 1px solid black;"></span> OFFICE BUILDING	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkgreen; border: 1px solid black;"></span> METROPOLITAN PARK	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> INLAND WATER

Source: Miami-Dade County  
Department of Planning and Zoning, February 25, 2010

0 0.075 0.15 0.225 0.3 Miles



# APPLICATION NO. 4 CDMP LAND USE



## LEGEND

- APPLICATION AREA
- AREAS

## CDMP LAND USE

- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- INSTITUTIONS, UTILITIES AND COMMUNICATION

## STREETS

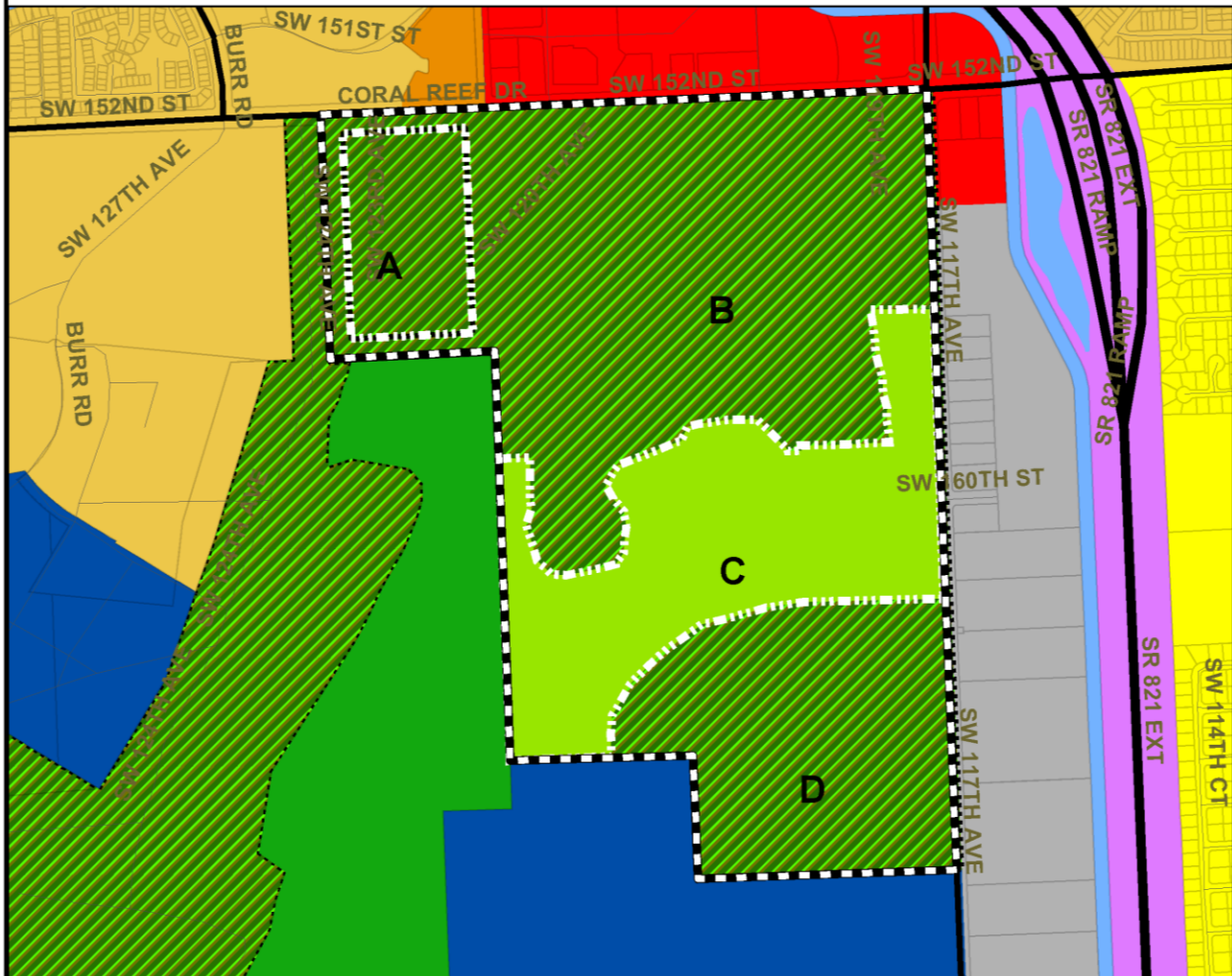
- EXPRESSWAYS
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)
- MIAMI METRO ZOO ENTERTAINMENT AREA
- PARKS AND RECREATION
- WATER
- TRANSPORTATION

0 0.075 0.15 0.225 0.3 Miles



Source: Miami-Dade County  
Department of Planning and Zoning, February 25, 2010

# APPLICATION NO. 4 PROPOSED CDMP LAND USE



Source: Miami-Dade County  
Department of Planning and Zoning, February 25, 2010

## LEGEND

- APPLICATION AREA
- AREAS

## CDMP LAND USE

- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- MIAMI METRO ZOO ENTERTAINMENT AREA

## STREETS

- EXPRESSWAYS
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)
- ENVIRONMENTALLY PROTECTED PARKS
- PARKS AND RECREATION
- WATER
- TRANSPORTATION

0 0.08 0.16 0.24 0.32 Miles



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# **APPENDIX B**

## **CDMP Amendment Application**

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# APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

## 1. APPLICANT

Miami-Dade County General Service Administration  
111 NW 1st Street, Suite 2410  
Miami, FL 33128  
(305) 375-2495

## 2. APPLICANT'S REPRESENTATIVE

Wendy Norris, Director  
Miami-Dade County General Service Administration  
111 NW 1st Street, Suite 2410  
Miami, FL 33128

By:  February 25, 2010  
(Signature of Applicant's Representative)

## 3. DESCRIPTION OF REQUESTED CHANGE

The Miami-Dade County General Services Administration is requesting that the interpretative text for the Miami Metrozoo Entertainment Area future land use category be modified and that the land use designation be extended to the Coast Guard property on the Adopted 2015 and 2025 Land Use Plan (LUP) map. The intent is to allow the construction of related theme park, resort hotel, and other recreational, entertainment, or lodging and ancillary uses on currently underutilized institutional lands.

### A. Proposed Changes to the Miami Metrozoo Entertainment Area Land Use Category

The proposed amendment calls for changes to the Comprehensive Development Master Plan (CDMP) Land Use Element text and the LUP map. The Land Use Element text change seeks to establish Area I and Area II within the "Miami Metrozoo Entertainment Area" future land use category. Miami Metrozoo Entertainment Area I would apply to the site currently designated "Miami Metrozoo Entertainment Area" on the LUP map as established through a CDMP amendment approved by the Miami-Dade Board of County Commissioners (Board) by Ordinance No. 08-88 adopted July 3, 2008. The CDMP amendment was associated with a separate, but related, Notice of Proposed Changes (NOPC) to the Miami Metrozoo Development of Regional Impact (DRI), also approved by the Board on July 3, 2008. Miami Metrozoo Entertainment Area II would apply to a ±216 gross acre portion of the site subject to this CDMP application, which also seeks to redesignate the remaining ±71 gross acres of the subject site to Environmentally Protected Parks. The subject ±286-gross acre/±279-net acre site is located at the southwest corner of SW 152 Street/Coral Reef Drive and SW 117 Avenue, northeast of the Miami Metrozoo.

The Miami Metrozoo Entertainment Area Land Use Category text with proposed changes identified by underline and strikethrough is as follows:

### **Miami Metrozoo Entertainment Area (Areas I and II)**

This category is for tourist attractions and ancillary uses that are adjacent to the zoological park and that are themed to establish a unified Miami Metrozoo Entertainment Area. Primary uses in the Miami Metrozoo Entertainment Areas may include one or more of the following: attractions and recreation facilities (such as theme park and water park rides and attractions, family entertainment center, museums, and parks and open space) and hotels or other lodging. Certain other related and support activities such as theme-related retail concessions, food and beverage establishments, administrative offices, and passenger transportation facilities that are supportive of the primary uses may also be considered for approval in the Miami Metrozoo Entertainment Area category. The allowable primary uses shall be distributed as follows:

<b>Miami Metrozoo Entertainment Area <u>(Areas I and II)</u></b>	<b>Percent</b>
Attractions and Recreation	60 -99
Hotels or other lodging	1- 40

~~The development program of the Miami Metrozoo Entertainment Area may include the following uses:~~

- ~~• Water Theme Park (23 acres)  
2,500 visitors  
Food service with 150 seats  
500 parking spaces~~
- ~~• Family Entertainment Center (20 acres)  
Entertainment and arcade (75,000 sq.ft.)  
Food service with 200 seats  
275 parking spaces~~
- ~~• Gold Coast Railroad Museum (45 acres)  
New museum exhibition structures (50,000 sq.ft.)  
Themed Retail (20,000 sq.ft.)  
Restaurant space ancillary to the Museum (30,000 sq.ft.) with 600 seats  
Transit railroad with stops throughout the Miami Metrozoo DRI site  
385 parking spaces~~
- ~~• Hotels (15 acres)  
200 hotel rooms  
275 parking spaces~~

The specific range and intensity of uses appropriate in the Miami Metrozoo Entertainment Areas may vary by location as a function of the availability of and ease of access to public services and facilities, and compatibility with neighboring development. The areas within the Miami Metrozoo Entertainment Areas designated for the water theme park, theme park rides and attractions, and the Gold Coast Railroad Museum shall have a maximum allowable floor area ratio (F.A.R.) of 0.30 and the areas designated for the family entertainment center and the hotels shall have a maximum F.A.R. of 0.40. The F.A.R. shall apply only to developable areas (building structures) and shall not apply to parking facilities, landscaped areas, environmentally

protected lands, and other non-buildable common areas. Through the zoning review process, the use of particular sites or areas may be limited to something less than the maximum allowed in these categories. Moreover, special limitations may be imposed where necessary to protect environmental resources or to ensure compatibility with adjacent sites. Notwithstanding the foregoing, the use of the Gold Coast Railroad Museum property shall be limited to Parks and Recreation uses, museums, and ancillary food service and related retail establishments that support museum uses, as authorized pursuant to the approved General Plan and Program of Utilization (R-493-85) and Article 7 of the Home Rule Amendment and Charter, Miami-Dade County Florida, as amended from time to time.

The Miami Metrozoo Entertainment Areas shall be developed in a manner that: is consistent with the adopted goals, objectives, and policies of this plan and with all applicable environmental regulations; preserves Natural Forest Communities (NFC) and other environmentally sensitive areas that are at or adjacent to the site; enhances the quality, utility, or enjoyment of the site and its recreational, entertainment, natural, historical, or archaeological resources; and promotes a pedestrian-oriented environment and provides safe and easy transportation between the primary uses. The development program specific to each Miami Metrozoo Entertainment Area is as follows:

**Miami Metrozoo Entertainment Area I:** This area is located generally between SW 152 Street and theoretical SW 168 Street and between theoretical SW 122 Avenue and theoretical SW 132 Avenue and abuts the north side of the existing Miami Metrozoo. The development program of the Miami Metrozoo Entertainment Area I may include the following uses:

- Water Theme Park (23 acres)  
2,500 visitors  
Food service with 150 seats  
500 parking spaces
- Family Entertainment Center (20 acres)  
Entertainment and arcade (75,000 sq.ft.)  
Food service with 200 seats  
275 parking spaces
- Gold Coast Railroad Museum (45 acres)  
New museum exhibition structures (50,000 sq.ft.)  
Themed Retail (20,000 sq.ft.)  
Restaurant space ancillary to the Museum (30,000 sq.ft.) with 600 seats  
Transit railroad with stops throughout the Miami-Metrozoo DRI site  
385 parking spaces
- Hotels (15 acres)  
200 hotel rooms  
275 parking spaces

**Miami Metrozoo Entertainment Area II:** This area is located at the southwest corner of SW 152 Street and SW 117 Avenue to the northeast of the existing Miami Metrozoo, and east of the Miami Metrozoo Entertainment Area I. The development program of the Miami Metrozoo Entertainment Area II may include the following uses:

- Resort Hotel (36 acres)  
600 hotel rooms

Conference Center (130,000 sq.ft.)

Restaurants (2) with 600 seats and Bar with 50 seats

Swimming Pool/Resort Amenities

- Theme Park (174 acres)  
1,500,000 visitors  
Entertainment Venues (3,000 seats)  
Theme Park Rides and Related Attractions  
Food service with 1,200 seats

## **B. Proposed Changes to the Adopted 2015/2025 Land Use Plan Map**

The Applicant is requesting to change County and U.S. Coast Guard owned property Land Use Plan map designations as follows:

Area A:           ±19.97 gross/net acres  
From: Low Medium Density Residential  
To:     Miami Metrozoo Entertainment Area Sub-Area II

Area B:           ±134.75 gross acres/±131.25 net acres  
From: Institutions, Utilities and Communications  
To:     Miami Metrozoo Entertainment Area Sub-Area II

Area C:           ±70.9 gross acres/±69.80 net acres  
From: Institutions, Utilities and Communications  
To:     Environmentally Protected Parks

Area D:           ±60.6 gross acres/±58.36 net acres  
From: Institutions, Utilities and Communications  
To:     Miami Metrozoo Entertainment Area Sub-Area II

## **C. Gross and Net Acreage**

Application area: 286.22 gross acres (279.38 net acres)

Acreage Owned by Applicant: 39.45 net acres

## **4. REASONS FOR AMENDMENT**

For many years the Board has expressed its desire to further improve the Miami Metrozoo area by establishing an entertainment area as a means of enhancing the public benefit of the zoological park and providing for additional economic development in the south Miami-Dade area to offset the adverse consequences of both hurricane damage and military base closing. Through Ordinance No. 08-88, the Board amended the Comprehensive Development Master Plan and 2015/2025 Land Use Plan map to redesignate 170 acres of the Metrozoo property and create the "Miami Metrozoo Entertainment Area".

In 2006, the County Manager informed the Board (Legislative Item #061964) that development of a theme park would depend on the acquisition of the remainder of the Coast Guard property. In furtherance of this effort, the Board authorized (R-484-06) the County to purchase

approximately 39 acres of an approximately 279 net acre parcel of land from the United States Coast Guard to advance the development of the Miami Metrozoo Entertainment Area.

To further advance the development of the Miami Metrozoo Entertainment Area, the County now seeks to facilitate the development of a theme park, resort hotel, and other recreational, entertainment, or lodging uses on the Coast Guard parcel. To allow the development of these recreational, entertainment, lodging, and ancillary uses, an amendment to the CDMP and 2015/2025 Land Use Plan map is required.

#### 5. ADDITIONAL MATERIAL SUBMITTED

Legal Description and accompanying Sketch prepared by the Miami-Dade County Public Works Department in Appendix A

#### 6. DISCLOSURE OF INTEREST

Disclosure of Interest Form is included in Appendix B

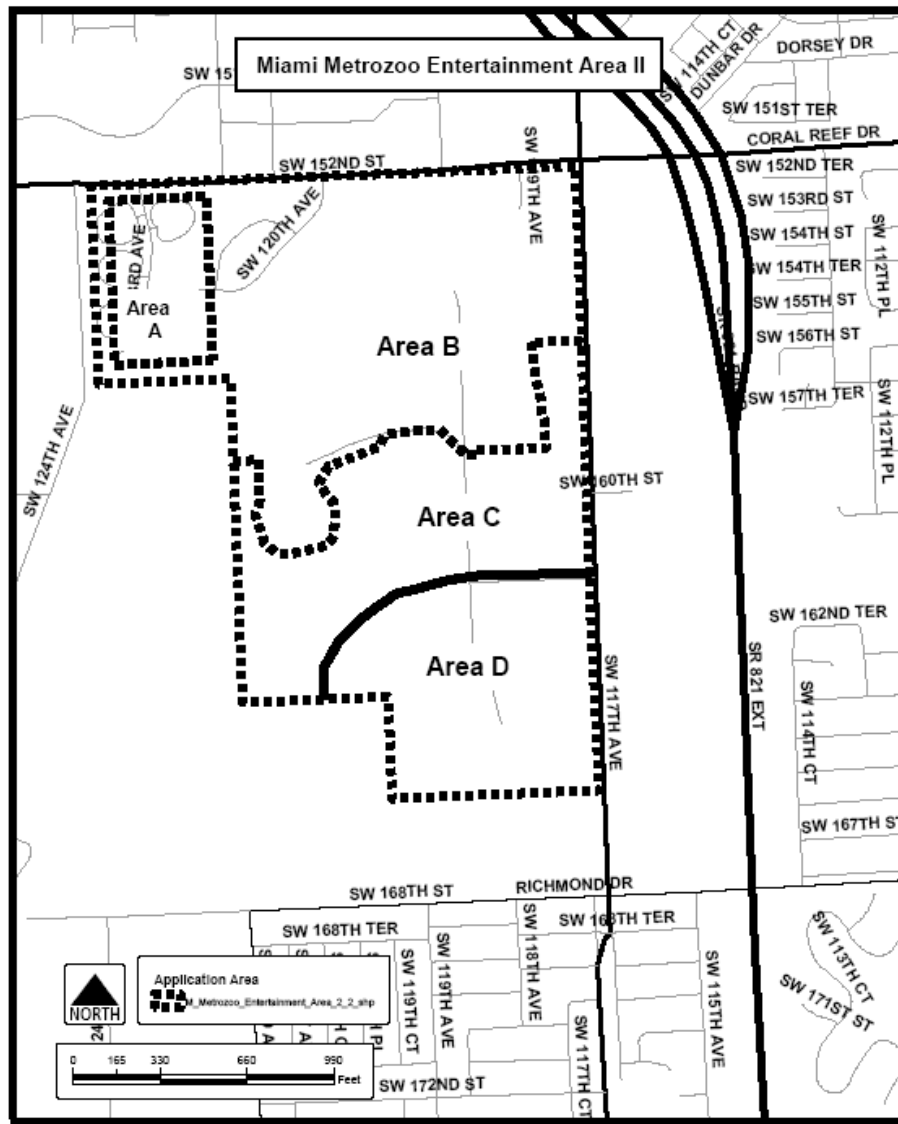
**LOCATION MAP FOR APPLICATION  
TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN**

**APPLICANT / REPRESENTATIVE**

Miami-Dade County General Services Administration/ Wendy Norris, Director

**DESCRIPTION OF SUBJECT AREA**

Subject Property consists of 286.22 gross acres and 279.38 net acres located in Section 25, Township 55, Range 39. Located at the southwest corner of SW 152 Street/Coral Reef Drive and SW 117 Avenue, northeast of the Miami Metrozoo.



Source: Dept of Planning & Zoning

Sept. 25, 2009



**Appendix A**  
**Legal Descriptions**

**LEGAL DESCRIPTION  
COUNTY AND US COAST GUARD BASE**

A portion of Section 25, Township 55 South, Range 39 East, Miami-Dade County, Florida, more particularly described as follows:

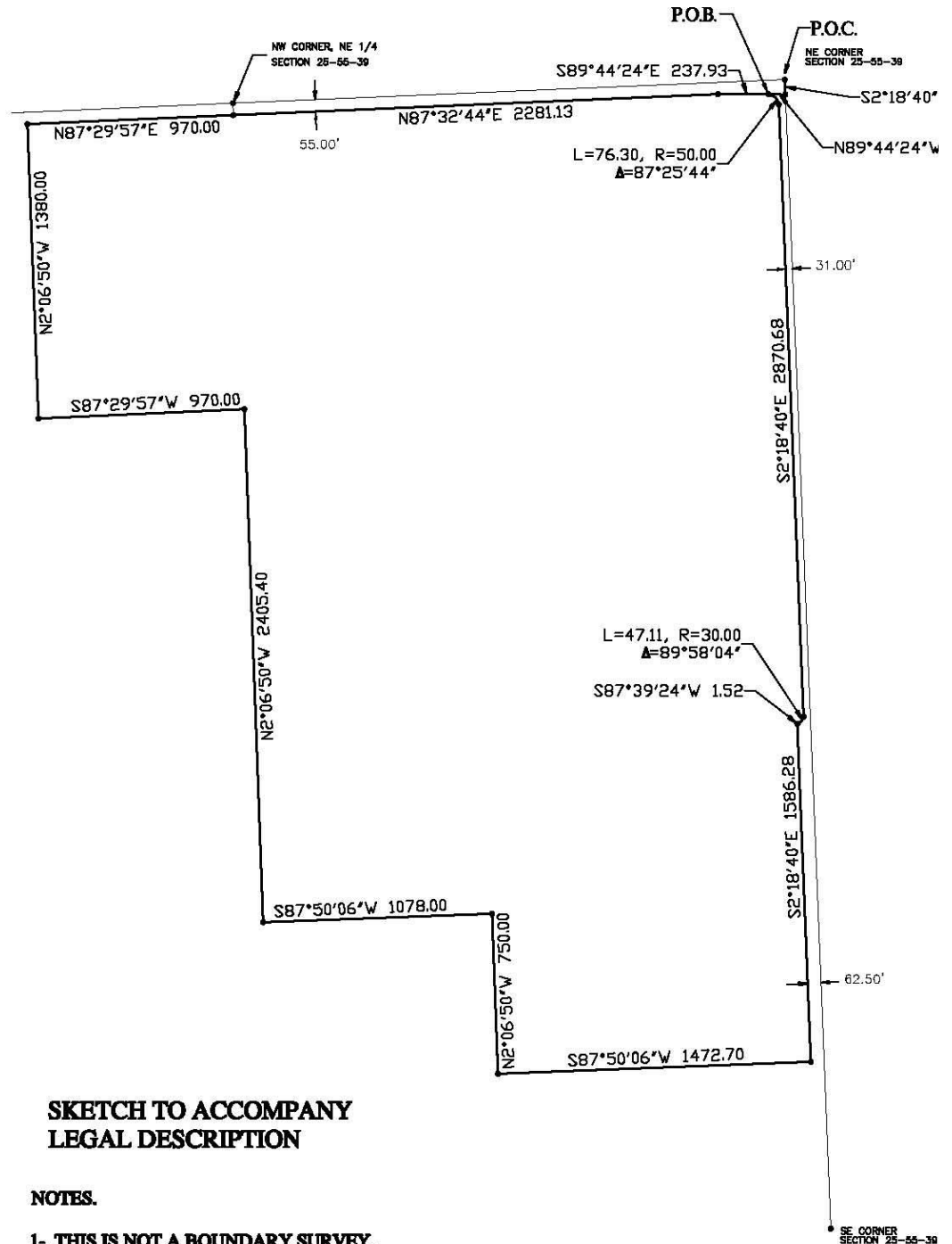
Commence at the NE corner of Section 25, Township 55 South, Range 39 East; thence, South  $02^{\circ}18'40''$  East, along the East line of said Section 25, for 70.00 feet; thence, North  $89^{\circ}25'44''$  West, for 78.84 feet to a point lying on the South Right of Way line of SW 152<sup>nd</sup> Street and the point of curvature of a circular curve concave to the Southwest and the Point of Beginning of the herein described parcel; thence, run Southeasterly and Southerly along the arc of said circular curve having a radius of 50.00 feet, through a central angle of  $87^{\circ}25'44''$  for an arc distance of 76.30 feet to a point 31.00 feet West of, as measured at right angles to the East line of said Section 25; thence, South  $02^{\circ}18'40''$  East, along a line 31.00 feet West of and parallel with said East line of said Section 25, for 2,870.68 feet to the point of curvature of a circular curve concave to the Northwest; thence, run Southerly and Southwesterly along the arc of said circular curve having a radius of 30.00 feet, through a central angle of  $89^{\circ}58'04''$  for an arc distance of 47.11 feet; thence, South  $87^{\circ}39'24''$  West, for 1.52 feet to a point 62.50 feet West of, as measured at right angles to the East line of said Section 25; thence, South  $02^{\circ}18'40''$  East along a line 62.50 feet West of and parallel with said East line of said Section 25, for 1,586.28 feet; thence, South  $87^{\circ}50'06''$  West, for 1,472.70 feet; thence, North  $02^{\circ}06'50''$  West, for 750.00 feet; thence, South  $87^{\circ}50'06''$  West, for 1,078.00 feet to a point on the West line of the Southeast  $\frac{1}{4}$  of said Section 25; thence, along the West line of the Southeast  $\frac{1}{4}$  and the Northeast  $\frac{1}{4}$  of said Section 25, North  $02^{\circ}06'50''$  West, for 2,405.40 feet; thence, South  $87^{\circ}29'57''$  West, for 970.00 feet; thence, North  $02^{\circ}06'50''$  West, for 1,380.00 feet to a point on the South Right of Way line of SW 152<sup>nd</sup> Street, said point lying 55.00 feet South of, as measured at right angles to the North line of the Northwest  $\frac{1}{4}$  of said Section 25; thence, North  $87^{\circ}29'57''$  East, along a line 55.00 feet South of and parallel with the North line of the Northwest  $\frac{1}{4}$  of said Section 25, for 970.00 feet to a point on the South Right of Way line of SW 152<sup>nd</sup> Street, said point lying 55.00 feet South of, as measured at right angles to the Northwest corner of the Northeast  $\frac{1}{4}$  of said Section 25; thence, North  $87^{\circ}32'44''$  East, along a line 55.00 feet South of and parallel with the North line of the Northeast  $\frac{1}{4}$  of said Section 25, for 2,281.13 feet; thence, continue on the Southerly Right of Way line of SW 152<sup>nd</sup> Street South  $89^{\circ}44'24''$  East, for 237.93 feet to the Point of Beginning. Lying and being in Miami-Dade County, Florida and containing 12,169,991 square feet or 279.38 acres, more or less.

**MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT  
RIGHT-OF-WAY AND SURVEY DIVISION**

This Description and the accompanying Sketch are not valid without the signature and raised seal of a Florida Licensed Surveyor and Mapper. This Description and the accompanying Sketch are not valid one without the other.

# EXHIBIT "A".

## COAST GUARD PARCEL LEGAL DESCRIPTION



### SKETCH TO ACCOMPANY LEGAL DESCRIPTION

#### NOTES.

- 1-. THIS IS NOT A BOUNDARY SURVEY.
- 2-. The Bearings shown hereon are based on The Florida State Plane Coordinate System, East Zone, North American Datum of 1983
- 3-. P.O.C. denotes point of commencement.
- 4-. P.O.B. denotes point of beginning.

SCALE: NOT TO SCALE

MIAMI-DADE COUNTY  
PUBLIC WORKS  
DATE: 08-25-2009

**Appendix B**  
**Disclosure of Interest Form**

## DISCLOSURE OF INTEREST

1. APPLICANT (S) NAME AND ADDRESS:

Wendy Norris, Director  
Miami-Dade County General Services Administration  
Address: 111 NW 1st Street, Suite 2410, Miami, FL 33128

2. PROPERTY DESCRIPTION: Provide the following information for all properties in the application area in which the applicant has an interest. Complete information must be provided for each parcel.

Applicant	Owner of Record	Folio Number	Size
General Services Adm.	Miami-Dade County	3059250000035	39.00 Acres

3. For each applicant, check the appropriate column to indicate the nature of the applicant's interest in the property identified in 2, above.

Applicant	Owner / Lessee	Contract	Other
General Services Adm.	Owner		

4. DISCLOSURE OF APPLICANT'S INTEREST: Complete all appropriate Sections and indicate N/A for each Section that is not applicable.

a. If the applicant is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

Individual's Name and Address	Percentage of Interest
-------------------------------	------------------------

N/A	N/A
-----	-----

b. If the applicant is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders, consist of another corporation (s), trustee(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: N/A

Name, Address, and Office (if applicable)	Percentage of Stock
---	---------------------

c. If the applicant is a TRUSTEE, list the trustee's name, the name and address of the beneficiaries of the trust, and the percentage of interest held by each. [ Note: where the beneficiary/beneficiaries consist of corporation(s), partnership(s), or other similar entities, further disclosure shall be required which discloses the identity of the individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEES NAME: N/A

Beneficiary's Name and Address	Percentage of Interest
--------------------------------	------------------------

d. If the applicant is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners and the percentage of interest held by each partner. [Note: where the partner (s) consist of another partnership(s), corporation (s) trust (s) or other similar entities, further disclosure shall be required which discloses the identity of the individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity ].

PARTNERSHIP NAME: N/A

Name and Address of Partners	Percentage of Interest
------------------------------	------------------------

e. If the applicant is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

Name and Address	Percentage of Interest	Date of Contract
------------------	------------------------	------------------

N/A

If any contingency clause or contract terms involve additional parties, list all individuals or officers if a corporation, partnership, or trust.

5. DISCLOSURE OF OWNER'S INTEREST: Complete only if an entity other than the applicant is the owner of record as shown on 2.a., above.

a. If the owner is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

Individual's Name and Address	Percentage of Interest
-------------------------------	------------------------

N/A

b. If the owner is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders consist of another corporation(s), trustee(s) partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: \_\_\_\_\_ N/A \_\_\_\_\_

Name, Address, and Office (if applicable)	Percentage of Stock
---	---------------------

c. If the owner is a TRUSTEE, and list the trustee's name, the name and address of the beneficiaries of the trust and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), another trust(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEE'S NAME: \_\_\_\_\_ N/A \_\_\_\_\_

Beneficiary's Name and Address	Percentage of Interest
--------------------------------	------------------------

d. If the owner is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners, and the percentage of interest held by each. [Note: where the partner(s) consist of another partnership(s), corporation(s) trust(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

PARTNERSHIP NAME: \_\_\_\_\_ N/A \_\_\_\_\_

Name and Address of Partners	Percentage of Ownership
------------------------------	-------------------------

e. If the owner is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

Name, Address, and Office (if applicable)	Percentage of Interest
---	------------------------

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust.

For any changes of ownership or changes in contracts for purchase subsequent to the date of the application, but prior to the date of the final public hearing, a supplemental disclosure of interest shall be filed.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

Applicant's Signatures and Printed Names

\_\_\_\_\_

Sworn to and subscribed before me  
this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_  
Notary Public, State of Florida at Large (SEAL)  
My Commission Expires:

Disclosure shall not be required of any entity, the equity interest in which are regularly traded on an established securities market in the United States or other country; or pension funds or pension trusts of more than five thousand (5,000) ownership interests; any entity where ownership interests are held in a partnership, corporation or trust consisting of more FMGM than five thousand (5,000) separate interests including all interests at each level of ownership, and no one pension or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust; or of any entity, the ownership interest of which are held in a partnership, corporation or trust consisting of more than 5,000 separate interests and where no one person or entity holds more than a total of 5% of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.



# **APPENDIX C**

## **Miami-Dade County/US Coast Guard Correspondences**

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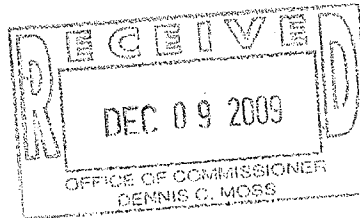
U.S. Department of  
Homeland Security

United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Civil Engineering Unit Miami

15608 S. W. 117<sup>th</sup> Avenue  
Miami, FL 33177-1630  
Phone: (305) 278-6700/6701  
Fax: (305) 278-6704



11000

DEC 04 2009

Miami-Dade Board of County Commissioners

Attn: Mr. Dennis C. Moss

111 N.W. First Street, Suite 220

Miami, FL 33128-1963

Dear Mr. Moss:

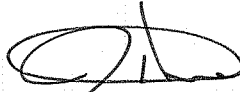
As requested at the meeting held on July 10, 2009 and in your subsequent letter of July 17, 2009, attached are the facility and site requirements for the Coast Guard owned property located on SW 152<sup>nd</sup> Street, Miami, Florida. The Coast Guard still has no requirement and makes no agreement to relocate. Enclosed are the summary facility requirements for the commands and functions accommodated on the property in question. Overall, the Coast Guard requires a "one-for-one" aggregate replacement for all existing facilities. Additionally, below is a brief description of some of the more critical issues that will need to be addressed during any relocation planning.

The most significant requirements are for the Communications Station (COMMSTA). A Radio Frequency Propagation survey must be completed and approved to ensure functionality of a new site. The existing COMMSTA shall remain in operation during purchase/construction of a new COMMSTA, therefore, new equipment must be purchased, installed and operational at the new site prior to relocation. A list of antennas, equipment and site criteria is attached; additional ancillary electronic equipment will also be required. In addition, the COMMSTA manages a five-acre recreation site. The site should be replaced as well in accordance with the enclosed requirements, however, it does not have to be collocated with the COMMSTA as it is today.

The four remaining Coast Guard entities that would need to be relocated require approximately 44,500 sqft of general purpose, Class "A" office space. Each of these entities provides various support services to Coast Guard, Department of Defense, and/or partner federal agency personnel within the greater Miami area. The current location is an average of 20 miles from the nearest supported federal commands, including the Coast Guard District Headquarters downtown, and the base on Causeway Island. This requires an extensive commute due to traffic congestion between Richmond Heights and the downtown area. For this reason, it would be unacceptable to the Coast Guard should any plan consider moving these functions further south. Additionally, it is not critical that all four commands be collocated as they are now, but all should be within a 20 mile commute from downtown Miami, and 30 minutes from a major airport.

Should you have any questions, please contact Ms. Patricia Dixon, who may be reached at (305) 278-6769 or [Patricia.M.Dixon@uscg.mil](mailto:Patricia.M.Dixon@uscg.mil), or Mr. Mike Jackson at (305) 278-6719, or [Michael.W.Jackson@uscg.mil](mailto:Michael.W.Jackson@uscg.mil).

Sincerely,



J. D. DOLBECK  
Captain, U.S. Coast Guard

2 Enclosures

Copy: Commander, Seventh Coast Guard District (DCS-1)  
Commander, Personnel Services and Support Unit Miami  
Commander, Communications Area Master Station Atlantic  
Commander, Coast Guard Electronics Support Unit Miami  
Officer in Charge, Coast Guard Communication Station Miami  
Officer in Charge, Coast Guard Investigative Service Southeast Region

## Miami-Dade: MetroZoo Expansion

### COAST GUARD SPACE REQUIREMENTS

Unit	# of Personnel	Parking Spaces	Gross Sqft Required
CEU MIAMI	68	65	16,000
CGIS	16	25	5,300
ESU MIAMI	32	35	12,200
PSSU detachment	41	45	
Work Life	11		
Transportation	20		
Housing	7		
Career Development Advisor	1		
Chaplain	1		
Legal Rep	1		
COMMSTA MIAMI	21	30	
Main Bldg			8,500
Other Bldgs			4,500
<b>TOTALS</b>	<b>178</b>	<b>200</b>	<b>57,500</b>
<b>Recreation (should be on a site ~ 5acres)</b>			
Recreational Bldgs (including public restrooms, kitchen/food prep area)			2,000
Barbeque Pit			standard
Baseball Diamond			standard
Playground			standard
Volleyball			standard
Basketball			standard

#### NOTES:

\*Due to CG modernization, the Integrated Support Command (ISC) was disestablished; the Personnel divisions are now a detachment of the Personnel Services and Support Unit (PSSU). The PSSU will soon be relocated to the now closed Richmond Hts Exchange facility in the near future, and the ESU will move into the space vacated.

\*All sites must meet Department of Defense (DOD) Anti-Terrorism/Force Protection (AT/FP) requirements. If offices are in leased space, provisions must be made to provide equivalent security as found on Coast Guard owned sites, including alarms, keyed entry, etc.

\*Each new site must have a training room and a fitness room. The size of these common spaces is based on the number of people, approx. 300sf requirement for each space per 20 people.

\* Due to the nature of the support services provided by the CEU, ESU, PSSU, and CGIS, to local Coast Guard commands, and DOD personnel, these functions must be located within 20 miles of the downtown area, preferably within a 30-minute commute to a major airport. While advantageous, it is not critical that these commands be collocated as they currently are. However, each must be relocated as a whole, i.e., the PSSU offices must remain together.

\*Suitable housing, as defined by the Coast Guard, must be available within reasonable commuting distance from sites. Should any of the new sites be greater than 50 miles from the current site, employees may be eligible for relocation expenses.

### COMMSTA SITE, ANTENNA & EQUIPMENT REQUIREMENTS

Site Requirements	
<p>*Any site must be evaluated and approved by COMMSTA Miami prior to relocation.</p> <p>*Irregular shapes should be avoided due to loss of available land for antenna placements.</p> <p>*No portion of plot can be less than 1,000ft wide due to antenna sizes.</p> <p>*Site must be between 200 and 400 acres due to required separation between transmitter and receiving antennas.</p> <p>*Radio Frequency Propagation survey will need to be completed and approved by COMMSTA Miami.</p> <p>*The less vegetation the better; less NEPA restrictions on site clearing &amp; less radio frequency propagation issues.</p> <p>*The flatter, the better; large ditches &amp; swales may cause radio frequency propagation issues &amp; difficulty with anchoring the antennas.</p> <p>*No wetlands on site, as this would inhibit antenna placement.</p> <p>*Each antenna requires soil testing to ensure proper foundation.</p> <p>*Site must meet DOD AT/FP requirements.</p> <p>*Full perimeter 8ft barbed wire topped fencing.</p> <p>*One automatic main gate and two manual vehicle gates at far points from main gate.</p>	

Antennas	Quantity
TCI# 540-2-05	2
TCI# 645F-1-06	1
TCI# 550-1A-04	2
TCI# 540-1-05	1
TCI# 4-612-8-4-B	1
Antenna Products# CMV-605	2

Equipment	Type	Quantity
Receivers	Harris R-2368	16
	Harris RT-2200	3
Transmitters	Rockwell-Collins RT-2200	9
	Nautek NX-2500TT/6	2

ENCLOSURE (1)

## **BACKGROUND CORRESPONDANCE**

ENCLOSURE (2)

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Civil Engineering Unit Miami

15608 S. W. 117<sup>th</sup> Avenue  
Miami, FL 33177-1630  
Phone: (305) 278-6700/6701  
Fax: (305) 278-6704

11000  
3 September 2009

Miami-Dade Board of County Commissioners  
Attn: Mr. Dennis C. Moss  
111 N.W. First Street, Suite 220  
Miami, FL 33128-1963

Dear Mr. Moss:

Thank you for your letter of July 17, 2009 regarding the development of the Miami Metrozoo Entertainment Area, including the acquisition of the Coast Guard owned property located at 12300 SW 152<sup>nd</sup> Street, Miami, Florida.

My staff is currently compiling the facility and location requirements of all the impacted Coast Guard units. You should expect the requested information within 90 days.

Should any questions or concerns arise between now and then, please contact Ms. Patricia Dixon, who may be reached at (305) 278-6769 or [Patricia.M.Dixon@uscg.mil](mailto:Patricia.M.Dixon@uscg.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "J. D. Dolbeck".

J. D. DOLBECK  
Captain, U.S. Coast Guard



# *Board of County Commissioners*

MIAMI-DADE COUNTY – FLORIDA

DISTRICT 9

☐ DOWNTOWN OFFICE  
111 N.W. FIRST STREET, SUITE 220  
MIAMI, FLORIDA 33128  
(305) 375-4832  
FAX (305) 372-6011

☐ DISTRICT NORTH OFFICE  
10710 S.W. 211TH STREET, SUITE 206  
MIAMI, FLORIDA 33189  
(305) 234-4938  
FAX (305) 232-2892

☐ DISTRICT SOUTH OFFICE  
1634 N.W. 6TH AVENUE  
FLORIDA CITY, FLORIDA 33034  
(305) 245-4420  
FAX (305) 245-5008

DENNIS C. MOSS  
CHAIRMAN

July 17, 2009

Commander Joel Dolbeck, PE, PMP  
U.S. Coast Guard  
Civil Engineering Unit Miami  
15608 SW 117 Avenue  
Miami, FL 33177

Re: Miami Metrozoo Entertainment Area

Dear Commander Dolbeck:

I wanted to thank you and your staff for the July 10, 2009 meeting with County staff for an update on planning activities to develop additional resident and tourist entertainment facilities in and around the Metrozoo. In this economic climate, it is even more important for the County to create additional jobs, seek partners for capital developments and expand the property tax base.

As County staff explained, for several years we have actively pursued the development of the Miami Metrozoo Entertainment Area to enhance and expand the economic impact of area attractions. In furtherance of this effort, we have already:

1. Affirmed the public importance of the Miami Metrozoo Entertainment Area through a Countywide voter referendum;
2. Completed new master plans for Miami Metrozoo and the Gold Coast Railroad properties;
3. Modified underlying deed restrictions and easements on Metrozoo and Gold Coast Railroad properties;
4. Acquired expansion land from the Department of Defense (U.S. Army), Department of Homeland Security (U.S. Coast Guard) and Department of Justice (Bureau of Prisons)
5. Completed an Agreement with the U.S. Army to mitigate development impacts;
6. Completed modifications to the prior Metrozoo Development of Regional Impact development order;
7. Amended the Comprehensive Development Master Plan (CDMP) to establish the Miami Metrozoo Entertainment Area (Sub-Area 1) on Metrozoo land; and
8. Begun negotiations with private developers for the construction of a Water Park, Hotel and Family Entertainment Center on Metrozoo land.



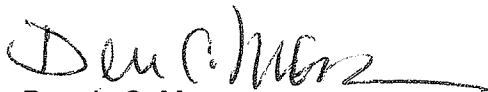
A critical component of the project involves the acquisition of Coast Guard lands for the development of a related theme park and resort hotel. Toward that end, the County has already purchased the former Coast Guard housing area and filed an application to amend the CDMP to change the underlying land use of the entire Coast Guard property (Sub-Area 2) to expand the Miami Metrozoo Entertainment Area.

We fully understand that Command and Unit personnel remain apprehensive about any base relocation. However, I want to personally assure you that the County remains committed to a future use of the property without adversely affecting Coast Guard operations. County staff can work with you and your staff to identify relocation options that provide an "equal or better functional replacement" of current facilities. In fact, with your help we may be able to identify relocation alternatives whose advantages exceed the present Coast Guard base location, while at the same time insuring the economic vitality of South Miami-Dade County.

We appreciate your willingness to work with us on this important project. As agreed during the July meeting, we would like to formally request that your office provide us with the needs of the CEU, ISC and Communication Station units currently located within the Coast Guard site. Staff will then be charged with finding a range of suitable replacement lands that meet those needs. These alternatives will then be evaluated in any manner agreeable to both parties, inclusive of Coast Guard regulations.

Please forward your information to Kevin Asher, who can be reached at 305-755-7901. We look forward to meeting again in the near future to move forward with the planning effort.

Sincerely,



Dennis C. Moss  
Chairman

Miami Dade Board of County Commissioners

Cc: Jack Kardys, Director, MDPR  
Kevin Asher, Park Plan Section Supervisor, MDPR  
Marc C. LaFerrier, Director, DP&Z  
Wendi Norris, Director, GSA  
Robert Warren, Real Estate Advisor, GSA  
Diana Gonzalez, Beacon Council

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commandant  
United States Coast Guard

1900 Half Street, S.W.  
Washington, DC 20593-0001  
Staff Symbol: CG-4  
Phone: (202) 475-5554  
Fax: (202) 475-5959

**FILE COPY**

11000

**MAY 28 2008**

Mr. Dennis C. Moss  
Miami-Dade County Commissioner, District 9  
111 NW First Street, Suite 320  
Miami, FL 33128

Dear Mr. Moss:

Thank you for your letter of April 30, 2008 regarding the Coast Guard owned property at 12300 SW 152<sup>nd</sup> Street, Miami, Florida. On behalf of Admiral Allen, the Coast Guard appreciates your concern regarding economic development opportunities within the county, in particular the expansion of the Miami Metro Zoo and development of the Metro Zoo Entertainment District.

The Coast Guard property you have expressed interest in is being utilized and has not been determined excess to our needs. If, at some time in the future, the Coast Guard's mission requirements shift such that this particular property is no longer required for service needs, the Coast Guard will make the General Services Administration (GSA) aware of your interest. GSA is the lead organization for handling the disposal or sale of Coast Guard property and may consider your interest as part of the mission relocation, property exchange or disposal process.

Please continue to coordinate any future discussions through my Civil Engineering Unit (CEU) Miami Commanding Officer, CDR Jerald Woloszynski, who may be reached at (305) 278-6770.

Sincerely,

A handwritten signature in black ink, appearing to read "D. G. Gabel", with a stylized flourish at the end.

D. G. GABEL

Rear Admiral, U.S. Coast Guard

Assistant Commandant for Engineering and Logistics

Copy: CG MLCLANT (s, t)  
CG D7  
CG ISC Miami  
CG COMMSTA Miami  
CG CEU Miami  
CG ESU Miami



TK  
K o [signature]  
S [signature] A

Office of the County Manager  
111 NW 1st Street • Suite 2910  
Miami, Florida 33128-1994  
T 305-375-5311 F 305-375-1262

March 24, 2005

miamidade.gov

ADA Coordination  
Agenda Coordination  
Art in Public Places  
Audit and Management Services  
Aviation  
Building Code Compliance  
Building  
Business Development  
Capital Improvements  
Citizen's Independent Transportation Trust  
Communications  
Community Action Agency  
Community & Economic Development  
Community Relations  
Consumer Services  
Corrections & Rehabilitation  
Countywide Healthcare Planning  
Cultural Affairs  
Elections  
Emergency Management  
Employee Relations  
Enterprise Technology Services  
Environmental Resources Management  
Fair Employment Practices  
Finance  
Fire Rescue  
General Services Administration  
Historic Preservation  
Homeless Trust  
Housing Agency  
Housing Finance Authority  
Human Services  
Independent Review Panel  
International Trade Consortium  
Juvenile Assessment Center  
Medical Examiner  
Metropolitan Planning Organization  
Park and Recreation  
Planning and Zoning  
Police  
Procurement  
Property Appraiser  
Public Library System  
Public Works  
Safe Neighborhood Parks  
Seaport  
Solid Waste Management  
Strategic Business Management  
Team Metro  
Transit  
Urban Revitalization Task Force  
Vizcaya Museum and Gardens  
Water and Sewer

Captain Richard K. Murphy  
United States Coast Guard  
CEU Miami  
15608 SW 117 Avenue  
Miami, FL 33177

Dear Captain Murphy:

Thank you for taking the time to meet with me and other County representatives on the subject of the expansion of Miami Metrozoo and the development of the Metrozoo Entertainment District.

As we discussed, Miami Metrozoo was originally conceived and planned in 1977 as a world-class zoological park reflecting the most contemporary style of cageless zoogeographic exhibits. By 1990, over 300 acres of the 740-acre Miami Metrozoo complex had been developed as a zoo. The remaining 440 acres were utilized for parking, occasional special events and natural area buffer.

In 2002, the County approved a Further Development Master Plan for Miami Metrozoo based on redeveloping the zoo and adding complimentary attractions on County and non-County owned lands. Combined into a Metrozoo Entertainment District, development was designed to create a major tourist area and positively impact an economic area still affected by Hurricane Andrew in 1992. The Plan involves:


- 1) Redeveloping and expanding Miami-Metrozoo on County lands into a 400-acre attraction that would increase visitation and staytime.
- 2) Creating a 20-acre Water Park on County lands designed to provide a refreshing environment attractive to families and teens.
- 3) Creating a 23-acre Family Entertainment Center on County lands to enhance family-oriented activities on what is currently a parking lot.
- 4) Creating a 200-room Vacation Hotel for visitors seeking on-site, low amenity, short duration stays within the Entertainment District.

2005 03 24 10:00 AM

As we discussed, Miami-Dade County Commissioner Dennis Moss and our County Manager George Burgess are eager to commence negotiations with the Coast Guard to move forward with these projects in a manner that serves all our missions. Please let me know when it may be possible to have a follow-up meeting with you, the Admiral and other appropriate staff.

Thank you for your time and attention to this matter.

Sincerely,

  
Bill Johnson  
Assistant County Manager

cc: Alex Muñoz, Assistant County Manager  
Vivian Donnell Rodriguez, Park and Recreation Department  
Howard Gregg, Park and Recreation Department

# **APPENDIX D**

## **Applicant's Transportation Analysis Summary and DP&Z Comments**

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# CDMP AMENDMENT TRANSPORTATION ANALYSIS

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## Miami Metrozoo Entertainment Area II Executive Summary

March 2010

Prepared for:  
Miami-Dade County  
Department of Planning and Zoning  
Park and Recreation Department



Kimley-Horn  
and Associates, Inc.

CATHY SWEETAPPLE & ASSOCIATES  
TRANSPORTATION AND MOBILITY PLANNING

## Miami Metrozoo Entertainment Area II CDMP Amendment Transportation Analysis

### Introduction and Site Location

This proposed change to the Miami-Dade County Comprehensive Development Master Plan (CDMP) has been submitted by the Miami-Dade County General Services Administration for 286.22 gross acres of land (or 279.38 net acres of land) situated in the southwest corner of SW 152 Street and SW 117 Avenue and located to the northeast of Miami Metrozoo and the previously approved Miami Metrozoo Entertainment Area. The proposed change requests the modification of the CDMP Land Use Element map and the CDMP Land Use Element text to establish an area to be known as the Miami Metrozoo Entertainment Area II to accommodate the development of theme park rides and related attractions and a resort hotel with ancillary lodging, meeting, restaurant, entertainment and resort amenity uses. The Miami Metrozoo Entertainment Area II is proposed for development over a fifteen year timeframe with buildout estimated in the Year 2025. The Amendment site includes the following four areas outlined in **Table 1A** below.

Table 1A – Existing and Proposed Land Use Designations for the Amendment Site				
Area	Gross Acres	Net Acres	Current Land Use Designation	Proposed Land Use Designation
A	19.97	19.97	Low Medium Density Residential	Miami Metrozoo Entertainment Area II
B	134.75	131.25	Institutions, Utilities and Communications	Miami Metrozoo Entertainment Area II
C	70.90	69.80	Institutions, Utilities and Communications	Environmentally Protected Parks (for NFC Lands)
D	60.60	58.36	Institutions, Utilities and Communications	Miami Metrozoo Entertainment Area II
	286.22	279.38		

Based upon the current land use designations for the Amendment site, the underlying land use (Low Medium Density Residential and Institutions, Utilities and Communications) permits up to 260 low medium density residential units and over 4.1 million square feet of office use as outlined in **Table 1B**. Alternatively, the proposed land use will accommodate a 174 acre Theme Park with rides and attractions, a 600 room resort hotel with ancillary hotel amenities, 600 full service restaurant seats and 50 seats of bar and 130,000 square feet of Conference Center meeting space allocated to function rooms, ballrooms and pre-function ancillary space.

Table 1B – Underlying Allowable and Proposed Development for the Amendment Site				
Allowable Development for the Current Land Use	Allowable Development Calculations	Scale of Development	Allowable Development for the Proposed Land Use	Scale of Development
Low Medium Residential	19.97 acres *13 du/ac = 260 du	260 DU	Theme Park	174 acres
Office	189.61 ac * 43560 * .50 FAR	4,129,706 SF	Resort Hotel	600 rooms
NFC Lands	69.80 ac of NFC Lands	n/a	Restaurant and Bar	600 seats + 50 seats
Total	279.38 net acres		Conference Center	130,000 SF

### Project Access to the Regional Roadway Network

The Amendment site is located adjacent to the Homestead Extension of Florida's Turnpike (HEFT) and the existing turnpike interchanges at SW 152 Street and SW 117 Avenue. Miami-Dade County recently completed the 4 lane widening of SW 117 Avenue from SW 152 Street to SW 184 Street, along with expanded intersection improvements at SW 152 Street and SW 117 Avenue. Florida's Turnpike has funded additional intersection and ramp improvements to the HEFT interchange with SW 152 Street and SW 117 Avenue in the Years 2011-2012, along with the planned widening of the HEFT from SW 184 Street to SW 88 Street funded by the Year 2025. Primary access to the Amendment site will be provided at two locations where existing signalized intersections currently exist:

- Project Access A – SW 152 St at SW 122 Ave providing access to the Resort Hotel, Restaurants and Conference Center;
- Project Access B – SW 117 Ave at the 16000 Block (aligns with theoretical SW 161 St) providing access to the Theme Park.



## Comparative Impact Analysis

In order to evaluate impact and compliance with the adopted level of service standards, a comparative land use and trip generation analysis was performed to quantify the potential transportation impacts resulting from the proposed CDMP amendment. Trip generation comparisons were made between the maximum dwelling units and square footage allowed under the existing residential and institutional land uses and the maximum development allowed based upon the proposed creation of the Miami Metrozoo Entertainment Area II. The comparative trip generation analysis is summarized in Table 1C for the existing and proposed land use designations under each of the analysis timeframes. This comparative analysis has been provided to show the magnitude of the land use change when compared with the underlying comprehensive plan. The actual impact analysis for this Amendment site will be based upon the new uses proposed for the Miami Metrozoo Entertainment Area II consistent with the adopted Peak Period level of service standards from the CDMP.

Table 1C - Comparative Trip Generation Summary				
Analysis Timeframes	Net External Trips for the Allowable Land Use Residential – 260 DU Office – 4,129,706 SF	Net External Trips for the Proposed Land Use Theme Park – 174 AC / Resort Hotel – 600 Rooms Restaurant/Bar – 650 Seats / Conference Center – 130,000 SF	Type of Change with the Amendment	Change in Trips
Daily	24,889	20,092	Trip Reduction	(4,797)
AM Peak Hour	3,791	689	Trip Reduction	(3,102)
PM Peak Hour	4,836	1,588	Trip Reduction	(3,248)
Saturday Peak Hour	871	3,929	Trip Increase	3,058
Sunday Peak Hour	238	3,708	Trip Increase	3,470

## Trip Generation for the Amendment Site

The trip generation analysis for the Amendment site has been prepared to estimate the daily, AM peak hour, PM peak hour, Saturday peak hour, and Sunday peak hour trip impact using the rates and equations (where available) from ITE Trip Generation, 8<sup>th</sup> Edition. ITE does not publish trip generation rates for the Conference Center use. Therefore, trip generation has been developed using the square footage of the function rooms and ballrooms, the number of persons that would be accommodated in the meeting space, an estimate on the persons per vehicle for daytime events in the function rooms vs. nighttime events in the ballroom space and the percent of meeting attendees that would be entering or departing the site during each analysis time period. A summary of the net external Amendment trips for the weekday PM peak hour is summarized in Table 1D. A further breakdown of the net external AM and PM peak hour trips is provided on Table 1E to separate the trips between Project Access A and Project Access B.

Table 1D – Net External PM Peak Hour Trip Generation Summary for the Adopted LOS							
Uses Proposed	ITE Land Use Code	Scale of Development	Gross PM Trips	Internalization [1] [2]	Net External PM Trips	PM Trips In	PM Trips Out
Theme Park	480	174 acres	687	37	650	403	247
Resort Hotel	310	600 rooms	301	39	262	112	150
Restaurant and Bar in Hotel	931	650 seats	169	42	127	85	42
Conference Center in Hotel		130,000 SF	732	183	549	165	384
<b>Total</b>			<b>1,889</b>	<b>301 (at 15.9%)</b>	<b>1,588</b>	<b>765</b>	<b>823</b>

[1] Internalization was developed using conservative estimates on the interrelationships between the Resort Hotel uses and the Theme Park.

[2] No pass-by reductions, diverted link trips or transit capture has been incorporated into the trip generation analysis.

Table 1E – AM and PM Peak Hour Net External Trip Generation for the Two Project Access Locations							
Proposed Land Use	Net External Trips by Use	AM Trips	% In	Trips In	% Out	Trips Out	
Miami Metrozoo Entertainment Area II	Total Net External Trips	689	84%	576	16%	113	
Access A - Hotel, Restaurant, Bar, Conference Center	Hotel-Conf Net External Trips	665	83%	555	17%	110	
Access B - Theme Park	Theme Park Net External Trips	24	88%	21	12%	3	
Proposed Land Use	Net External Trips by Use	PM Trips	% In	Trips In	% Out	Trips Out	
Miami Metrozoo Entertainment Area II	Total Net External Trips	1,588	48%	765	52%	823	
Access A - Hotel, Restaurant, Bar, Conference Center	Hotel-Conf Net External Trips	938	39%	362	61%	576	
Access B - Theme Park	Theme Park Net External Trips	650	62%	403	38%	247	

### CDMP Amendment Transportation Analysis

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the proposed modifications to the CDMP, examining the adequacy of the transportation infrastructure within the short term (Year 2015) and long term (Year 2025) planning horizons for the weekday PM peak hour period (consistent with the Transportation Element of the CDMP). The transportation analysis includes an expanded traffic concurrency analysis for an evaluation of short term (Year 2015) traffic conditions and an extensive Year 2025 roadway network analysis for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network extending to SW 88 Street on the north, SR 821, SR 874 and US-1 on the east, SW 216 Street on the south and SW 157 Avenue on the west. The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for the Amendment incorporating the following:

- The transportation improvements currently under construction in the study area;
- The transportation improvements from TIP 2010 identifying funded improvements for the Short Term Planning Horizon;
- The planned transportation improvements from Priorities II and III of the LRTP 2035 for the Long Term Planning Horizon;
- The existing and programmed local and regional transit service in the study area; and
- The proposed transportation improvements funded by the Amendment.

### Programmed Transportation Improvements

Programmed transportation improvements from TIP 2010 reflect funded roadway projects that will result in network lane expansion in the study area between the Years 2010 and 2014. Highlights of those funded improvements for the Short Term Planning Horizon are outlined in **Table 3A** below. Florida's Turnpike has funded additional ramp and intersection modifications to the HEFT interchange at SW 152 Street and SW 117 Avenue in FY 2011-2012.

Table 3A – Highlights of the Funded Roadway Improvements from TIP 2010		
Roadway Improvement Location	Type of Improvement	TIP 2010 Funding Status
SW 157 Avenue – SW 112 Street to SW 120 Street	New 4 lane roadway	Construction 2009-2010
SW 157 Avenue – SW 120 Street to SW 136 Street	New 4 lane roadway	Construction 2009-2010
SW 157 Avenue – SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction 2009-2011
SW 137 Avenue – SW 200 Street to US-1	New 2 lane roadway	Construction 2010-2012
SW 137 Avenue – US-1 to HEFT	Widen from 2 to 4 lanes	Construction 2009-2012
SW 127 Avenue – SW 88 Street to SW 120 Street	Widen from 2 to 4 lanes	Construction Underway
SW 88 Street – SW 162 Avenue to SW 157 Avenue	Widen from 4 to 6 lanes	Construction Underway
SW 88 Street – SW 157 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes	Construction Underway
SW 136 Street – SW 154 Avenue to NW 139 Court	Widen from 2 to 4 lanes	Construction Underway
SW 160 Street – SW 147 Avenue to SW 137 Avenue	New 4 lane roadway	Construction 2009-2010
SW 184 Street – SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction 2009-2010
SR 874 – HEFT to SW 88 Street	New Construction – Toll Plazas, Ramp Plazas	Construction Underway
SW 152 Street at SW 112 Avenue	Intersection Improvements	Construction 2009-2010
HEFT at SW 152 Street/SW 117 Avenue	Ramp and Intersection Modifications by Turnpike	Construction 2011-2012
Kendall BRT	Bus Acquisition and Roadway Construction	Capital and Construction 2009-2013

### Planned Transportation Improvements

Planned transportation improvements from Priorities II and III of the Long Range Transportation Plan (LRTP) 2035 have been established by Miami-Dade County as the cost feasible transportation infrastructure that will be in place by the Year 2025. Highlights of those planned improvements for the Long Term Planning Horizon are outlined in **Table 3B** below.

Table 3B – Highlights of the Planned Roadway Improvements from the LRTP 2035		
Roadway Improvement Location	Type of Improvement	LRTP Priority
SW 177 Avenue – SW 136 Street to SW 88 Street	Widen from 2 to 4 lanes	Priority II – 2015-2020
SW 177 Avenue – SW 88 Street to SW 8 Street	Widen from 2 to 4 lanes	Priority II – 2015-2020
SW 137 Avenue – US-1 to SW 184 Street	Widen from 2 to 4 lanes	Priority II – 2015-2020
HEFT – SW 117 Avenue to SW 88 Street	Widen to 12 lanes	Priority III – 2021-2025
SW 127 Avenue – SW 120 Street to SW 144 Street	Widen from 4 to 6 lanes	Priority III – 2021-2025
SW 152 Street – SW 147 Avenue to SW 157 Avenue	Widen from 2 to 4 lanes	Priority III – 2021-2025
SR 874 Ramp Connector – SR 874 to SW 136 Street	Ramp Connection to SW 136 Street	Priority IV- 2026-2035

### Existing Miami-Dade Transit Service

Existing Miami-Dade Transit Service (updated on December 13, 2009) provides local and regional transit access to the Amendment site as outlined in **Table 3C** below. The Coral Reef Max Bus Route 252 currently provides express bus service (and service at 15 minute headways during the peak hour) between the Dadeland South Metrorail Station, the Busway Corridor, SW 152 Street at SW 117 Avenue and Miami Metrozoo.

Table 3C – Existing Transit Service in the Study Area			
Transit Routes Serving the Amendment	Major Roadways Served By Metrobus Routes	Peak Hour Service Headway – Dec. 2009	Saturday/Sunday Service Headway – Dec. 2009
Route 38 – Busway Max	Busway Corridor	5-8-12-15 minutes	15-30/20-30 minutes
Route 137 – West Dade Connection	SW 137 Avenue	30-35 minutes	40-45-60/40-45-60 minutes
Route 252 – Coral Reef Max	SW 152 Street	15-20-25 min + 20-30-60 min to Metrozoo	60/60 min + 60 min to Metrozoo

[1] Source: Miami-Dade Transit Website

### Traffic Concurrency Analysis – Year 2015 Short Term Planning Horizon

A traffic concurrency infrastructure analysis for the Year 2015 short term planning horizon has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. Adequate capacity has been found to exist at the first directly accessed traffic count stations (and at the secondary traffic count stations) located adjacent to and surrounding the Amendment site. Each traffic count station has been found to maintain adequate available capacity to accommodate the traffic impacts from the Amendment for the short term planning horizon. The addition of the 1,588 net external PM peak hour Amendment trips do not exceed the available roadway capacity assigned to the surrounding traffic count stations using the Traffic Count Station databases updated on November 30, 2009. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment site have been found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan. Based upon these findings, adequate existing and funded transportation infrastructure are maintained for the short term planning horizon to support the development program proposed by the Amendment. The traffic concurrency infrastructure analysis is presented in attached **Table 4**.

### Transportation Infrastructure Analysis for the Year 2025 Long Term Planning Horizon

The evaluation of the Year 2025 Long Term Planning Horizon includes a comprehensive network analysis to evaluate the adequacy of the transportation infrastructure in the study area surrounding the Amendment site. The analysis includes an evaluation of existing peak hour period traffic conditions, an evaluation of Year 2025 future background and committed development traffic conditions (without the Amendment), and an evaluation of Year 2025 total traffic conditions with the impact of the Amendment site. The Year 2025 network analysis incorporates the future transportation infrastructure which consists of the expanded lane geometry for roadways currently under construction, improvements funded in TIP 2010 and improvements from Priorities II and III of the LRTP 2035. Priority III of the LRTP 2035 includes the four lane expansion to SW 127 Avenue from SW 120 Street to SW 144 Street, including the completion of the roadway connection across the CSX railroad to create a continuous north/south roadway connection to SW 152 Street. This improvement allows a portion of the Amendment traffic that was previously assigned to SW 137 Avenue, to shift to SW 122 Avenue and SW 127 Avenue.

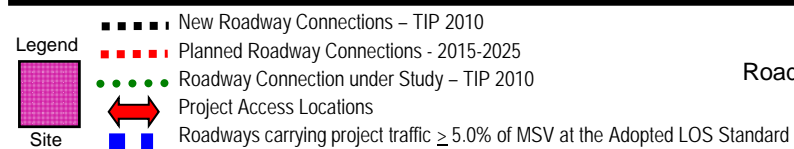
### Project Traffic Assignment for the Long Term Planning Horizon

Project distribution has been developed using the cardinal distribution from TAZ 1204 which was refined using the FSUTMS modeling plots prepared to evaluate the distribution and assignment of the Amendment trips. The project distribution has been used to provide a significance determination analysis to identify where the Amendment trips would consume 5.0% or more of the adopted maximum service volume (MSV) of the regional roadway network. The Amendment trips were found to exceed 5.0% of the adopted MSV for portions of SW 152 Street, SW 117 Avenue and SW 168 Street as illustrated on **Figure 1**.

**Table 4**  
**Miami Metrozoo Entertainment Area II**  
**Traffic Concurrency Capacity Analysis**

2/17/10

Count Station	Description	[1] Existing Lanes	[1] Two Way Peak Hour Capacity	Count Date	[2] 2008 PHP Vol	Capacity Available after PHP Vol	[3] D.O.'s as of 11/30/2009	Capacity Available after D.O.'s	Zone 1207 Dist. %	Area I Net New PM Peak Hour Trips 220	Zone 1209 Dist. %	Area I Net New PM Peak Hour Trips 250	Zone 1204 Dist. %	Area II New PM Peak Hour Trips 1588	Total PHP Vol	Capacity Available after Project	[5] Max LOS	LOS	Meets LOS Standard Yes or No?
1106	SW 152 Street, west of US-1 to SW 112 Avenue	A 4	4,080	2/5-7/08	2,851	1,229	19	1,210	10.93%	24	10.91%	27	6.67%	106	3,027	1,053	EE	D	Yes
0056	SW 152 Street, west of SW 112 Avenue to HEFT	A 4	4,080	2/5-7/08	2,468	1,612	71	1,541	10.93%	24	10.91%	27	13.34%	212	2,802	1,278	EE	D	Yes
9850	SW 152 Street, west of SW 117 Avenue to SW 124 Avenue	A 6	6,048	2008	4,400	1,648	367	1,281	48.31%	106	62.11%	155	53.08%	843	5,871	177	EE	E+.16	Yes
9852	SW 152 Street, west of SW 124 Avenue to SW 137 Avenue	A 6	5,868	2008	3,784	2,084	253	1,831	51.69%	114	37.89%	95	32.79%	521	4,766	1,102	EE	E	Yes
9854	SW 152 Street, west of SW 137 Avenue to SW 142 Avenue	A 4	6,096	2008	1,902	4,194	938	3,256	14.30%	31	7.02%	18	10.61%	168	3,057	3,039	EE	E	Yes
9752	SW 117 Avenue, south of SW 136 Street	A 4	3,210	2008	2,128	1,082	177	905	3.00%	7	8.00%	20	6.67%	106	2,438	772	D	C	Yes
9752	SW 117 Avenue, north of SW 152 Street	A 4	3,210	2008	2,128	1,082	177	905	3.00%	7	8.00%	20	28.11%	446	2,778	432	D	C	Yes
9754	SW 117 Avenue, south of SW 152 Street	A 4	3,590	2008	1,226	2,364	100	2,264	3.00%	7	6.00%	15	45.53%	723	2,071	1,519	D	C	Yes
9754	SW 117 Avenue, north of SW 168 Street	A 4	3,590	2008	1,226	2,364	100	2,264	3.00%	7	6.00%	15	25.76%	409	1,757	1,833	D	C	Yes
9754	SW 117 Avenue, south of SW 168 Street	A 4	3,590	2008	1,226	2,364	100	2,264	3.00%	7	6.00%	15	19.84%	315	1,663	1,927	D	C	Yes
9756	SW 117 Avenue, south of SW 184 Street to Quail Roost Dr	A 2	1,320	2008	1,042	278	46	232	1.00%	2	3.00%	8	5.92%	94	1,192	128	D	D	Yes
9814	SW 137 Avenue, south of SW 120 Street to SW 136 Street	A 6	7,000	2008	4,325	2,675	699	1,976	14.09%	31	14.76%	37	16.07%	255	5,347	1,653	E	C	Yes
9816	SW 137 Avenue, south of SW 136 Street to SW 152 Street	A 6	6,400	2008	3,593	2,807	720	2,087	16.09%	35	16.76%	42	19.07%	303	4,693	1,707	E	C	Yes
9818	SW 137 Avenue, south of SW 152 Street to SW 184 Street	6	4,110	2008	2,863	1,247	440	807	22.07%	49	16.47%	41	3.11%	49	3,442	668	D	C	Yes
9820	SW 137 Avenue, south of SW 184 Street to SW 200 Street	2	1,460	2008	748	712	93	619	12.07%	27	6.47%	16	1.00%	16	900	560	D	C	Yes
9868	SW 168 Street, west of US-1 to SW 117 Avenue	2	1,190	2008	764	426	145	281	0.00%	0	0.00%	0	5.92%	94	1,003	187	D	D	Yes
9874	SW 184 Street, west of US-1	4	3,420	2008	1,206	2,214	2	2,212	3.00%	7	3.00%	8	2.00%	32	1,254	2,166	D	C	Yes
9874	SW 184 Street, west of HEFT to SW 117 Ave	4	3,420	2008	1,206	2,214	2	2,212	3.00%	7	3.00%	8	14.66%	233	1,455	1,965	D	D	Yes
9876	SW 184 Street, west of SW 117 Avenue to SW 137 Avenue	A 4	3,390	2008	1,484	1,906	178	1,728	3.00%	7	3.00%	8	5.93%	94	1,770	1,620	D	C	Yes
9878	SW 184 Street, west of SW 137 Avenue to SW 147 Avenue	4	3,400	2008	1,156	2,244	504	1,740	5.00%	11	5.00%	13	3.11%	49	1,733	1,667	D	B	Yes
9879	SW 184 Street, west of SW 147 Avenue to SW 157 Avenue	2	1,380	2008	853	527	21	506	3.00%	7	3.00%	8	2.00%	32	920	460	D	D	Yes
9880	SW 184 Street, west of SW 157 Avenue to SW 177 Avenue	2	1,170	2008	749	421	90	331	3.00%	7	3.00%	8	1.00%	16	869	301	C	B	Yes
2246	Florida's Turnpike, south of SW 88 Street	6L Exp	10,150	2008 [4]	7,672	2,478	38	2,440	8.53%	19	10.88%	27	14.30%	227	7,983	2,167	D	C	Yes
2274	SR 874 northeast of SR 821	4L Exp	6,770	9/16-18/08	6,240	530	6	524	9.00%	20	10.00%	25	7.14%	113	6,404	366	D	D	Yes
2266	Florida's Turnpike, north of SW 152 Street	10L Exp	16,930	2008 [4]	13,368	3,562	74	3,488	17.53%	39	20.88%	52	21.44%	340	13,873	3,057	D	C	Yes
2254	Florida's Turnpike, south of SW 152 Street	8L Exp	13,480	2008 [4]	11,272	2,208	132	2,076	15.66%	34	10.29%	26	6.67%	106	11,570	1,910	D	D	Yes
2256	Florida's Turnpike, south of SW 186 Street	6L Exp	10,150	2008 [4]	9,216	934	26	908	13.66%	30	8.29%	21	12.66%	201	9,494	656	D	D	Yes



Source: Cathy Sweetapple & Associates

### **Existing Traffic Conditions**

An existing conditions network analysis has been prepared for the peak hour period using the 2008 peak hour period traffic data from the Miami-Dade County and FDOT Traffic Count Station databases, the two-way peak hour roadway capacity for County roads based on the ArtPlan calculations provided by Miami-Dade County, the two-way peak hour roadway capacity for State Roads based upon the FDOT 2009 Quality/LOS Handbook and the existing two-way peak hour period level of service for each roadway segment analyzed.

### **Year 2025 Future Background and Committed Development Traffic Conditions without the Amendment**

A Year 2025 future background and committed development network analysis has been prepared to include the growth of the existing peak hour period traffic to the year 2025 and the addition of unbuilt committed development traffic from previously approved projects. The analysis includes the future planned and programmed lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2010 and the improvements from Priorities II and III of the LRTP 2035. The assignment of unbuilt committed development traffic includes the committed development order trips from the Miami-Dade County and FDOT Traffic Count Station databases, the unbuilt committed development traffic from the UM TND (approved during the 2004 CDMP amendment cycle) and the unbuilt committed development traffic from the Miami Metrozoo Entertainment Area (approved during the 2007 CDMP amendment cycle).

### **Year 2025 Total Traffic Conditions with the Amendment**

A Year 2025 total traffic conditions network analysis has been prepared to include the future background plus committed development peak hour period traffic for the year 2025 and the addition of the peak hour period traffic from the proposed Amendment site. The network analysis incorporates the future planned and programmed lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2010 and the improvements from Priorities II and III of the LRTP 2035. The evaluation of Year 2025 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the 2025 Long Term Planning Horizon. An impact analysis has been prepared for each study area roadway to determine where the Amendment trips would consume 5.0% or more of the adopted peak hour period maximum service volume at the adopted level of service standard, based upon the two-way peak hour roadway capacities from the FDOT 2009 Quality/LOS Handbook. **Table 5** has been prepared to analyze total traffic conditions for the year 2025 after incorporating the Amendment trips along with proposed roadway improvements by the Applicant to address projected level of service deficiencies on SW 152 Street from SW 124 Avenue to SW 117 Avenue.

### **Roadway Improvements Proposed by the Amendment**

The CDMP Amendment transportation analysis has identified proposed roadway infrastructure improvements to offset the impacts of the Amendment. These proposed improvements will expand both capacity and accessibility for the Amendment Site while providing improvements that will also benefit the surrounding study area. Access to and from the Amendment will be provided through the expansion of project access intersections adjacent to SW 152 Street and SW 117 Avenue. Offsite roadway improvements include the expansion of SW 152 Street from SW 124 Avenue to SW 117 Avenue to add an additional eastbound travel lane (see **Figure 2**).



Table 5  
Significantly Impacted Roadways in the 2025 Long Term Planning Horizon  
Two-Way Peak Hour Period with the Amendment Trips

3/5/2010

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT	MIAMI METROZOO ENTERTAINMENT AREA II					2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				Project	Hotel-Conf	Project	Theme Park	PM PK HR							
				Dist. Percent	PM PK HR TRIPS 938	Dist. Percent	PM PK HR TRIPS 650	TRIPS TOTAL 1588							
<b>SW 117 AVENUE</b>															
SW 136 Street to HEFT Ramps	4LD	D	2,587	6.67%	63	6.67%	43	106	2,693	2,898	D	0.93	3.65%	NO	NO
HEFT Ramps to SW 152 Street	6LD - LRTP III	D	3,134	28.11%	264	28.11%	183	446	3,580	4,392	D	0.82	10.16%	YES	NO
SW 152 Street to Project Entrance	4LD	D	1,501	45.53%	427	45.53%	296	723	2,224	3,204	B	0.69	22.57%	YES	NO
Project Entrance to SW 168 Street	4LD	D	1,501	45.53%	427	45.53%	296	723	2,224	3,204	B	0.69	22.57%	YES	NO
SW 168 Street to SW 184 Street	4LD	D	1,501	19.84%	186	19.84%	129	315	1,816	3,204	B	0.57	9.83%	YES	NO
SW 184 Street to SW 186 Street	2LU	D	1,242	5.92%	56	5.92%	38	94	1,336	1,440	C	0.93	6.53%	YES	NO
SW 186 Street to SW 200 Street	2LU	D	1,337	3.92%	37	3.92%	25	62	1,400	1,440	D	0.97	4.32%	NO	NO
<b>SW 152 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,153	10.61%	100	10.61%	69	168	3,322	3,845	E	0.86	4.38%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,994	28.79%	270	28.79%	187	457	5,451	6,180	E+.06	0.88	7.40%	YES	NO
SW 127 Avenue to SW 124 Avenue	6LD	EE	5,126	29.79%	279	29.79%	194	473	5,599	6,180	E+.09	0.91	7.65%	YES	NO
SW 124 Avenue to SW 122 Avenue	6LD	EE	5,934	29.79%	279	29.79%	194	473	6,407	6,180	F	1.04	7.65%	YES	YES
SW 122 Avenue to SW 117 Avenue	6LD	EE	5,916	53.08%	498	53.08%	345	843	6,759	6,180	F	1.09	13.64%	YES	YES
SW 117 Avenue to SR 821/HEFT	5LD - LRTP III	EE	4,466	13.34%	125	13.34%	87	212	4,678	5,150	D	0.91	4.11%	NO	NO
<b>SW 168 Street</b>															
SW 117 Avenue to US-1	2LU	D	1,009	5.92%	56	5.92%	38	94	1,103	1,440	C	0.77	6.53%	YES	NO

Proposed Mitigation to Meet Adopted LOS Standards for Significantly Impacted Roads for the 2025 Long Term Planning Horizon

ROADWAY SEGMENTS	[1] YEAR 2025 LANES	[2] CDMP ADOPTED LOS STANDARD	2025 PHP VOLUMES WITHOUT AMENDMENT	MIAMI METROZOO ENTERTAINMENT AREA II					2025 VOLUMES WITH AMENDMENT	[3] TWO-WAY PEAK HOUR MAX CAPACITY	2025 PHP LOS	2025 PHP V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
				Project	Hotel-Conf	Project	Theme Park	PM PK HR							
				Dist. Percent	PM PK HR TRIPS 938	Dist. Percent	PM PK HR TRIPS 650	TRIPS TOTAL 1588							
<b>SW 152 Street</b>															
SW 147 Avenue to SW 137 Avenue	4LD	EE	3,153	10.61%	100	10.61%	69	168	3,322	3,845	E	0.86	4.38%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,994	28.79%	270	28.79%	187	457	5,451	6,180	E+.06	0.88	7.40%	YES	NO
SW 127 Avenue to SW 124 Avenue	6LD	EE	5,126	29.79%	279	29.79%	194	473	5,599	6,180	E+.09	0.91	7.65%	YES	NO
SW 124 Avenue to SW 122 Avenue	7LD - ADD 1EBT	EE	5,934	29.79%	279	29.79%	194	473	6,407	7,210	E+.06	0.89	6.56%	YES	NO
SW 122 Avenue to SW 117 Avenue	7LD - ADD 1EBT	EE	5,916	53.08%	498	53.08%	345	843	6,759	7,210	E+.12	0.94	11.69%	YES	NO
SW 117 Avenue to SR 821/HEFT	5LD - LRTP III	EE	4,466	13.34%	125	13.34%	87	212	4,678	5,150	D	0.91	4.11%	NO	NO

[1] The lane geometry for the Year 2025 Long Term Planning Horizon reflects projects currently under construction, the funded projects from TIP 2010 and the planned projects from Priorities II and III of the LRTP 2035 that will be built by the Year 2025.

[2] The adopted LOS standards are consistent with the Transportation Element from the Miami-Dade County CDMP.

[3] The two-way peak hour roadway capacities are obtained from the 2009 FDOT Quality/LOS Handbook.

Miami Metrozoo Entertainment Area II  
March 2010

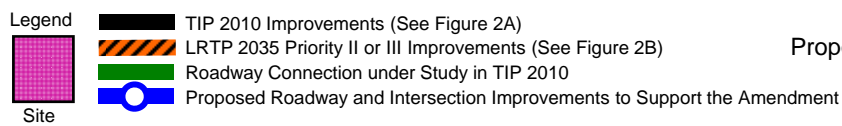
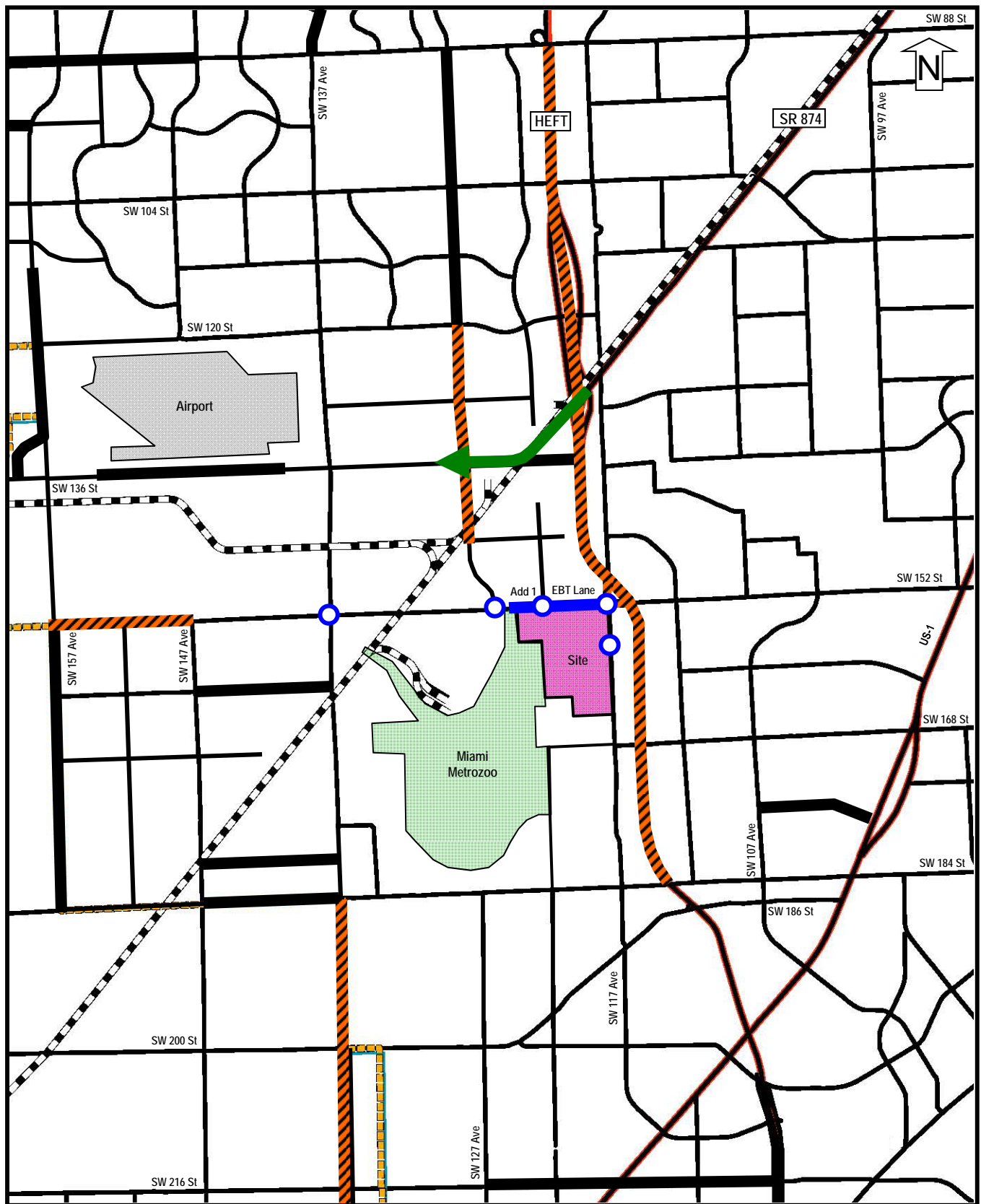


Figure 2  
Proposed Improvements to Support the Amendment  
Miami Metrozoo Entertainment Area II  
March 2010



### Corridor Operational Analyses for the Year 2025 Long Term Planning Horizon

This CDMP Amendment Transportation Analysis includes extensive Corridor Operational Analyses for SW 152 Street and SW 117 Avenue for the Long Term Planning Horizon. The limits of the corridor analyses include ten intersections along SW 152 Street from SW 137 Avenue to SW 112 Avenue, and four intersections along SW 117 Avenue from the HEFT Ramps to SW 168 Street.

#### SW 152 Street – SW 137 Ave to SW 112 Ave

- SW 137<sup>th</sup> Avenue and SW 152<sup>nd</sup> Street
- SW 132<sup>nd</sup> Avenue and SW 152<sup>nd</sup> Street
- SW 129<sup>th</sup> Avenue and SW 152<sup>nd</sup> Street
- SW 127<sup>th</sup> Avenue and SW 152<sup>nd</sup> Street
- SW 124<sup>th</sup> Avenue and SW 152<sup>nd</sup> Street
- SW 122<sup>nd</sup> Avenue and SW 152<sup>nd</sup> Street
- SW 117<sup>th</sup> Avenue and SW 152<sup>nd</sup> Street
- Florida's Turnpike southbound on-off ramp/SW 152<sup>nd</sup> Street
- Florida's Turnpike northbound on-off ramp/SW 152<sup>nd</sup> Street
- SW 112<sup>th</sup> Avenue and SW 152<sup>nd</sup> Street

#### SW 117 Ave – HEFT Ramps to SW 168 Street

- Florida's Turnpike northbound on-off ramp/SW 117<sup>th</sup> Avenue
- Florida's Turnpike southbound on-off ramp/SW 117<sup>th</sup> Avenue
- Coast Guard Entrance Driveway/SW 117<sup>th</sup> Avenue
- SW 168<sup>th</sup> Street and SW 117<sup>th</sup> Avenue

### Existing Corridor Traffic Conditions

Weekday afternoon peak period turning movement counts were collected on January 20, 21, 26 and February 2, 2010 to document existing traffic volumes at the study area intersections. To provide for a conservative analysis, the peak hour from each individual intersection was utilized in the corridor analysis. The FDOT peak season conversion factor was applied to the traffic counts to adjust the data to peak season volumes.

### Year 2025 Future Background Corridor Traffic Conditions without the Amendment

A Year 2025 future background corridor analysis has been performed at the 14 study intersections to evaluate future traffic conditions on each of the roadway corridors in the year 2025 without the construction of the proposed Amendment site. Future background traffic volumes reflect the growth of existing traffic from the Year 2010 to the Year 2025, along with the addition of unbuilt committed development traffic.

### Year 2025 Total Corridor Traffic Conditions with the Amendment

A Year 2025 total traffic corridor analysis has been performed at the 14 study intersections to evaluate total traffic conditions on each of the roadway corridors in the year 2025 with the construction of the proposed Amendment site.

### Operational Capacity Analyses

The operating conditions for all three scenarios (existing, 2025 future, and 2025 total) were analyzed using *Trafficware's SYNCHRO 7.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual (HCM), 2000 Edition*. The results of the intersection analyses under Existing, 2025 Future and 2025 Total is provided in **Table 6** below.

Table 6 – Summary of the Operating Conditions for the Corridor Study Intersections				
Intersection	Existing LOS/Delay	2025 Future LOS/Delay	2025 Total LOS/Delay	Status
SW 137 <sup>th</sup> Ave and SW 152 <sup>nd</sup> St	F/172.2s	F/414.1s	F/433.3s	Improvements proposed
SW 132 <sup>nd</sup> Ave and SW 152 <sup>nd</sup> St	B/11.0s	A/9.8s	B/10.8s	Meets adopted LOS
SW 129 <sup>th</sup> Ave and SW 152 <sup>nd</sup> St	D/43.0s	A/6.3s	B/10.0s	Meets adopted LOS
SW 127 <sup>th</sup> Ave and SW 152 <sup>nd</sup> St	C/30.6s	F/89.1s	F/110.0s	Improvements proposed
SW 124 <sup>th</sup> Ave and SW 152 <sup>nd</sup> St	A/4.5s	C/22.9s	E/55.4s	Meets adopted LOS
SW 122 <sup>nd</sup> Ave and SW 152 <sup>nd</sup> St	C/34.8s	F/108.9	F/175.3	Improvements proposed
SW 117 <sup>th</sup> Ave and SW 152 <sup>nd</sup> St	D/51.0s	F/117.2s	F/171.6s	Improvements proposed
HEFT SB Ramps and SW 152 <sup>nd</sup> St	C/21.7s	C/26.6s	C/23.0s	Meets adopted LOS
HEFT NB Ramps and SW 152 <sup>nd</sup> St	B/18.7s	C/23.5s	C/24.9s	Meets adopted LOS
SW 112 <sup>th</sup> Ave and SW 152 <sup>nd</sup> St	D/35.9s	D/50.8s	D/52.6s	Meets adopted LOS
HEFT NB Ramps and SW 117 <sup>th</sup> Ave	D/52.8s	D/40.2s	D/48.0s	Meets adopted LOS
HEFT SB Ramps and SW 117 <sup>th</sup> Ave	E/66.7s	C/32.6s	C/31.5s	Meets adopted LOS
SW 16000 Block Driveway at SW 117 <sup>th</sup> Ave	A/5.1s	A/5.9s	B/13.2s	Meets adopted LOS
SW 168 <sup>th</sup> St and SW 117 <sup>th</sup> Ave	B/13.4s	B/14.9s	B/17.6s	Meets adopted LOS

### Roadway and Intersection Improvements to Support the Amendment

The CDMP Amendment Transportation Analysis has identified proposed roadway and intersection improvements to offset the impacts of the Amendment. These proposed improvements are outlined in **Table 7** and will improve both capacity and accessibility for the Amendment site while providing improvements that will also benefit the surrounding study area. These improvements include the expansion of SW 152 Street from SW 124 Avenue to SW 117 Avenue to add an additional eastbound travel lane to create a 7 lane divided roadway with 3 westbound lanes and 4 eastbound lanes. Right-of-way to accommodate this improvement would be taken from north edge of the Amendment site. Improvements have also been identified to reduce delay and improve traffic flow at four intersections along SW 152 Street along with the expansion of signalized project access intersections off of SW 152 Street and SW 117 Avenue.

Table 7 – Roadway and Intersection Improvements to Support the Amendment		
Number	Roadway Improvement Location	Type of Improvement
1	SW 152 St – SW 124 Ave to SW 117 Ave	Build one additional EB through lane to widen SW 152 Street
2	SW 152 Street at SW 137 Avenue	Add an exclusive SB right turn lane Restripe the SB approach to create 2L, 3T, 1R Modify signalization to create a SB right turn overlap phase
3	SW 152 Street at SW 127 Avenue	Add an exclusive NB right turn lane Restripe the NB approach to create 1LT, 1R Restripe the SB approach to create 1L, 1T, 1R Modify signal operating plan to allow concurrent north/south movement with no lead lefts
4A	SW 152 Street at SW 122 Avenue Project Access A	Add an additional EB through lane Add an exclusive WB right turn lane Add an exclusive SB right turn lane Modify signalization to create the WB right turn overlap phase
4B	SW 152 Street at SW 122 Avenue Project Access A	Add an exclusive EB right turn lane Add the WB left turn lane Add 2 NB left turn lanes Add 1 NB through lane Add 2 NB right turn lanes Modify signalization to create the EB right turn overlap phase
5	SW 152 Street at SW 117 Avenue	Add an exclusive EB right turn lane Add the additional EB through lane Add an additional NB left turn lane Add an additional WB through lane Modify WB departure to accept 3 through lanes Modify signalization as needed and add the EB right turn overlap phase
6	SW 117 Avenue at 16000 Block Project Access B	Add an exclusive SB right turn lane Add 2 EB left turn lanes Add 1 Shared EB through and right turn lane Add 1 EB right turn lane

## **Conclusions**

### **Access and Network Improvements to Support the Amendment**

Access to and from the Amendment Site will be enhanced by the proposed lane expansion of SW 152 Street from SW 124 Avenue to SW 117 Avenue along with expanded lane geometry at project access and adjacent intersections. Additional offsite roadway improvements include intersection improvements along SW 152 Street to enhance both capacity and mobility for the corridor. The proposed roadway improvements ensure that each of the regionally significant roadways serving the Amendment site will operate within the existing or planned adopted level of service standards as defined by the CDMP.

### **Access to Transit**

The Amendment Site is located adjacent to the existing Coral Reef Max Bus Route 252 which currently provides express bus service (and service at 15 minute headways during the peak hour) between the Dadeland South Metrorail Station, the Busway Corridor and the Amendment Site.

### **Traffic Concurrency Standards for the Year 2015 Short Term Planning Horizon**

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment site have been found to operate at acceptable levels of service during the peak hour period for the Year 2015 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County CDMP.

### **Year 2025 Traffic Conditions for the Long Term Planning Horizon**

An evaluation of the Year 2025 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the Year 2025 Long Term Planning Horizon. Year 2025 traffic conditions incorporate the expanded transportation infrastructure for roads under construction, the funded transportation improvements from TIP 2010, Priority II and III planned transportation improvements from the LRTP 2035, future background traffic conditions reflecting growth in background traffic and traffic from approved committed developments, the traffic impact from the Amendment site and the improvements proposed by the Applicant to offset transportation impacts. An impact determination analysis has been provided to identify where the Amendment trips would consume 5.0% or more of the adopted maximum service volume (MSV) of the regional roadway network.

### **Impact Analysis**

The Amendment trips were found to exceed 5.0% of the adopted maximum service volume for portions of SW 152 Street, SW 117 Avenue and SW 168 Street. The segment of SW 152 Street from SW 124 Avenue to SW 117 Avenue was found to operate below adopted level of service standards in the Year 2025, demonstrating a need for additional infrastructure improvements. After incorporating an additional eastbound through lane on SW 152 Street from SW 124 Avenue to SW 117 Avenue, each of the impacted roadway segments were found to operate within the adopted level of service standards as defined by the CDMP.

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## Rowe, Garrett A. (DPZ)

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**From:** Somoza, Napoleon (DP&Z)  
**Sent:** Friday, March 05, 2010 5:16 PM  
**To:** Cathy Sweetapple  
**Cc:** Greg.Kyle@kimley-horn.com; Adrian.Dabkowski@Kimley-horn.com; Khan, Muhammad (PWD); Asher, Kevin (MDPR)  
**Subject:** FW: Miami Metrozoo Entertainment Area-Sub Area-II

Hello Cathy,

Please find below our comments on your responses to our March 2<sup>nd</sup> Comments. We strongly believe that the original directional distribution percentages along SW 117 Avenue should not be changed. The allocation of trips to the HEFT is fine, but that is not a reason for changing the directional distribution percentages on SW 117 Avenue. Please analyze SW 117 Avenue using the original directional distribution percentages as presented in the original draft transportation analysis report.

Your responses to our March 2<sup>nd</sup> Comments 1, 5, 6, 7, 8, and 9 are satisfactory and therefore accepted.

If want to further discuss the comments below, please call me or Muhammad at the numbers below. We look forward to continue working with you and the Kimley-Horn staff. Thank you for your attention to this matter, and have a great weekend.

Napoleon Somoza  
Principal Planner  
Metropolitan Planning Section  
Department of Planning and Zoning  
Miami, FL 33128-1972  
Tel. No. (305) 375-2835 ext. 8754  
[nvs@miamidade.gov](mailto:nvs@miamidade.gov)

---

**From:** Khan, Muhammad (PWD)  
**Sent:** Friday, March 05, 2010 4:06 PM  
**To:** Somoza, Napoleon (DP&Z)  
**Cc:** Shen, Joan (PWD)  
**Subject:** FW: Miami Metrozoo Entertainment Area-Sub Area-II

Napoleon,

Per your comments find below revised comments;

- 1) **Comments 2 and 3:** Responses did not answer the staff's comments satisfactorily. The trip percentages allocated to the HEFT has to travel through SW 117 Avenue north and south of the access point from the theme park before reaching SW 152 Street and SW 184 Street to get to the HEFT. The total percentages north and south of the access point should be kept the same as previously submitted. In previous document the total percentages north and south of access point was 79.13 % (32.43% to the south and 46.79% to the north) while in the revised document the percentage is 71.29% (25.76% to the south and 45.53% to the north). This reduction is not justifiable.
- 2) **Comments 5:** Traffic Stations 1117 and 9892 are being looked at as recommended.
- 3) **Comments 10:** Eastbound through movement from the theme park access driveway can be accomplished by combination of following movements;
  - o Eastbound right

- Southbound U-turn
- Northbound right in to the facility across theme park

Alternatively proposed inside eastbound thru lane can be used as shared-through movement if split phase signal operation is adopted.

Let me know if you have any concerns.

Thanks.

**Muhammad Asif Khan**

-----Original Message-----

**From:** Khan, Muhammad (PWD)  
**Sent:** Friday, March 05, 2010 1:36 PM  
**To:** Somoza, Napoleon (DP&Z)  
**Cc:** Shen, Joan (PWD)  
**Subject:** FW: Miami Metrozoo Entertainment Area-Sub Area-II

Napoleon;

Per our discussion find suggested responses comments;

- 1) **Comments 2 and 3:** Response to comment number two and three did not answer the comments satisfactorily. Please note that percentage along HEFT has to travel through traffic stations north and south of access point from the theme park before reaching SW 152 Street and SW 184 Street and then HEFT. The total percentage, north and south of access point should have been kept same for revised analysis. In previous document the total percentage north and south of access point was 79.13 % (32.43% to the south and 46.79% to the north) while in current document it is 71.29% (25.76% to the south and 45.53% to the north).
- 2) **Comments 5:** Traffic Stations 1117 and 9892 are being looked at as requested.
- 3) **Comments 10:** Eastbound through movement from theme park access driveway can perform by making eastbound right, southbound U-turn and northbound right turn movements. Alternatively inside proposed thru lane can be used as shared-through movement if split phase signal operation is adopted.

Let me know if you have any concerns.

Thanks.

**Muhammad Asif Khan, M.S.**

Traffic Engineering Division  
 Miami Dade County Public Works Department  
 111 NW 1st Street, Suite 1510,  
 Miami, FL, 33128-1970  
 Phone: 305-375-2030 - Fax: 305-372-6064

-----Original Message-----

**From:** Cathy Sweetapple [mailto:csweet@bellsouth.net]  
**Sent:** Thursday, March 04, 2010 8:18 AM  
**To:** Khan, Muhammad (PWD); Somoza, Napoleon (DP&Z); Rowe, Garrett A. (DP&Z); Asher, Kevin (MDPR)  
**Cc:** Greg.Kyle@kimley-horn.com; Adrian.Dabkowski@Kimley-horn.com; carlos.cruz-casas@kimley-horn.com  
**Subject:** FW: Miami Metrozoo Entertainment Area-Sub Area-II

Muhammad and Napoleon – See below – we do have budget available for additional TMC's. Adrian will coordinate with you on the intersection count locations for Saturday Peak hour.

---

**From:** Adrian.Dabkowski@Kimley-horn.com [mailto:Adrian.Dabkowski@Kimley-horn.com]  
**Sent:** Thursday, March 04, 2010 7:58 AM  
**To:** csweet@bellsouth.net  
**Cc:** Greg.Kyle@kimley-horn.com; carlos.cruz-casas@kimley-horn.com  
**Subject:** RE: Miami Metrozoo Entertainment Area-Sub Area-II

Cathy,

We can do Saturday TMCs we have over \$3,000 left for data collection. I'll review the 24-hour counts and propose a peak period to Muhammad.

---

Adrian K. Dabkowski, P.E. (LA), PTOE  
Kimley-Horn and Associates, Inc.  
Phone: 954-535-5144

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**From:** Cathy Sweetapple [mailto:csweet@bellsouth.net]  
**Sent:** Thursday, March 04, 2010 12:29 AM  
**To:** Kyle, Greg; Dabkowski, Adrian; Cruz-Casas, Carlos  
**Subject:** FW: Miami Metrozoo Entertainment Area-Sub Area-II

Greg – any idea on whether or not we have any count budget left over to collect Saturday peak hour counts?

---

**From:** Cathy Sweetapple [mailto:csweet@bellsouth.net]  
**Sent:** Thursday, March 04, 2010 12:26 AM  
**To:** 'Cathy Sweetapple'; 'Somoza, Napoleon (DP&Z)'; Greg.Kyle@kimley-horn.com  
**Cc:** Adrian.Dabkowski@Kimley-horn.com; carlos.cruz-casas@Kimley-horn.com; 'Asher, Kevin (MDPR)'; 'Rowe, Garrett A. (DP&Z)'; 'Khan, Muhammad (PWD)'  
**Subject:** RE: Miami Metrozoo Entertainment Area-Sub Area-II

Napoleon and Muhammad,

Please ignore the incomplete responses that were sent by mistake. Please see below, responses to Muhammad's comments dated March 2, 2010. I will do my best to get you an Executive Summary by COB tomorrow. Any idea on how many pages I should try for in the Executive Summary??

- 1) Daily trip generations for Saturday and Sunday should be included for informational and comparison purposes as were previously presented.

Response: Revised daily trip generation for Saturday and Sunday will be provided for informational purposes, however the daily trips for the Theme Park will be developed using the anticipated annual and daily attendance at the theme park, translated into an estimated daily trip generation rate. The average daily trip generation rate from ITE LUC 480 was found to be inappropriate for use on this site, since the average daily rate developed by ITE was for a 20 to 25 acre site, not a 174 acre site. The size differential was skewing the trip generation calculations, providing estimates which had no correlation with the estimated 4,110 daily visitors to the site or the 1,500,000 annual visitors to the site.

- 2) In Figures 4B, 4C, 4D and 4E, the percentages of project trips along SW 117 Avenue, south of the project access point, has been reduced as compared to the percentages shown in previous documents. Please explain the reasons for the use of reduced trip distribution percentages.

Response: The project distribution providing access to the Amendment Site from south using the HEFT, SW 184 Street, SW 117 Avenue and SW 152 Street was modified in order to use both HEFT interchanges for access (from the south) via SW 152 Street and SW 184 Street. A portion of the NB traffic from the HEFT (5.99%) was assigned to depart the HEFT at SW 184 Street, continuing on to SW 117 Avenue and the Project Site, while the remainder (6.67%) was assigned depart the HEFT at SW 152 Street, continuing on SW 152 Street or turning onto SW 117 Avenue to access the Project Site. This assignment is more realistic than the prior DRAFT assignment which assumed that all NB HEFT traffic (12.66%) would exit at SW 184 Street. This same response applies to Comment 3 below.

- 3) In Figures 4B, 4C, 4D and 4E, some trips are assigned to traffic count station 2254 (HEFT south of SW 152 Street). Those trips were not depicted in the figures previously submitted for the review. Please explain the reasons for the new trip assignment.

Response: The project distribution providing access to the Amendment Site from south using the HEFT, SW 184 Street, SW 117 Avenue and SW 152 Street was modified in order to use both HEFT interchanges for access (from the south) via SW 152 Street and SW 184 Street. A portion of the NB traffic from the HEFT (5.99%) was assigned to depart the HEFT at SW 184 Street, continuing on to SW 117 Avenue and the Project Site, while the remainder (6.67%) was assigned depart the HEFT at SW 152 Street, continuing on SW 152 Street or turning onto SW 117 Avenue to access the Project Site. This assignment is more realistic than the prior DRAFT assignment which assumed that all NB HEFT traffic (12.66%) would exit at SW 184 Street.

- 4) Table 4 shows trips from Metrozoo Entertainment Area I for traffic analysis zones 1207 and 1209. Please provide the supporting documentation in the Appendix.

Response: **Appendix F** will be added to provided the relevant committed development information from the CDMP Amendments for Metrozoo Entertainment Area I and the UM TND.

- 5) In Table 5C, level of service standard (LOS) for SW 200 Street/SR 994 between SW 177 Avenue and SW 137 Avenue should be changed from LOS "C" to LOS "D".

Response: The Adopted LOS Standard for SW 200 Street/SR 994 from SW 177 Avenue to SW 137 Avenue will be changed from C to D for all affected Tables, based upon the fact that SW 200 Street is a State Minor Arterial, and segments outside the UDB reflect LOS D per page II-11 of the Transportation Element of the CDMP. Please note however, the conflicting Adopted LOS Standards in the Concurrency Database for Count Station 1117 (SW 200 Street/SR 994 between SW 177 Avenue and SW 127 Avenue) and Count Station 9892 (SW 200 Street/SR 994 from west of SW 137 Avenue to SW 157 Avenue).

Count Station 1117 does indicate an adopted LOS of D, while Count Station 9892 indicates an adopted LOS of C. The two segments appear to overlap. Please clarify.

- 6) In Tables 5D-A and 5D-B, the roadway segments used to compare the growth rates should be the same to be consistent. For example eastern limit of SW 88 Street should be SW 87 Avenue in both Tables.

Response: Table 5D-B has been modified in a few places to provide greater consistency with Table 5D-A.

- 7) Selection of the growth factors should be based on one methodology.

Response: The selection of growth factors should be based upon reasonable estimates using either the model derived rates or historical trends.

- 8) Perform weekend peak hour LOS analyses for critical intersections. At the minimum the intersection LOS analyses should be performed for the project access points and the intersections of SW 152 Street and SW 117 and SW 137 Avenues.

Response: We will evaluate the project budget to determine if there is any remaining traffic count funds in order to collect weekend intersection turning movement counts. Our budget only accounted for traffic counts during the one analysis timeframe. Please let us know if Miami-Dade Public Works has any weekend TMC's for the locations referenced in your comment.



- 9) In Table 6-3, for the intersection of SW 152 Street and SW 122 Avenue, the northbound movement is shown as "N/A" while this should be the south leg of the access for the hotel. The LOS for the northbound movement should be reported.

Response: Table 6-3 will be revised as requested. The LOS for the NB movement is estimated at D.

- 10) In Table 7, at SW 117 Avenue and SW 16000 Block intersection, change the eastbound through lane to eastbound right turn lane.

Response: Table 7 will be revised, however how do you want to handle the potential through movements?

---

**From:** Somoza, Napoleon (DP&Z) [mailto:NVS@miamidade.gov]

**Sent:** Wednesday, March 03, 2010 8:05 PM

**To:** Cathy Sweetapple; Greg.Kyle@kimley-horn.com

**Cc:** Adrian.Dabkowski@Kimley-horn.com; carlos.cruz-casas@Kimley-horn.com; Asher, Kevin (MDPR); Rowe, Garrett A. (DP&Z); Khan, Muhammad (PWD)

**Subject:** FW: Miami Metrozoo Entertainment Area-Sub Area-II

**Importance:** High

Hello Cathy,

Attached you will find staff's comments on the Transportation Analysis for the Miami Metrozoo Entertainment Area II Application submitted on February 19<sup>th</sup>. Please review the comments and let us know if you or Greg have any questions, need clarification, or would like to meet with us to discuss the comments and concerns. Also, even though the Transportation Analysis report is not complete, we request that you prepare a Executive Summary for inclusion in the Initial Recommendation Report. The Executive Summary must be submitted tomorrow, Thursday, March 4<sup>th</sup> at COB. Should you or Greg Kyle have any questions regarding the comments or the request for an Executive Summary, please call me at the number below, or Muhammad Khan at 305-375-2030 ext. 1587.

Thank you very much for your attention to this matter.

**Napoleon Somoza**

Principal Planner

Metropolitan Planning Section

Miami-Dade County Department of Planning and Zoning

111 NW 1<sup>st</sup> Street, Suite 1220

Miami, FL 33128-1972

Tel. No. (305) 375-2835 ext. 8754

*"Delivering Excellence Every Day"*

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**From:** Khan, Muhammad (PWD)

**Sent:** Tuesday, March 02, 2010 2:36 PM

**To:** Somoza, Napoleon (DP&Z)

**Cc:** Shen, Joan (PWD)

**Subject:** Miami Metrozoo Entertainment Area-Sub Area-II

Napoleon,

Based on your comments, find below suggested comments on recent transportation analysis on Miami Dade Entertainment Area.

- 1) Daily trip generations for Saturday and Sunday should be included for informational and comparison purposes as were previously presented.
- 2) In Figures 4B, 4C, 4D and 4E, the percentages of project trips along SW 117 Avenue, south of the project access point, has been reduced as compared to the percentages shown in previous documents. Please explain the reasons for the use of reduced trip distribution percentages.
- 3) In Figures 4B, 4C, 4D and 4E, some trips are assigned to traffic count station 2254 (HEFT south of SW 152 Street). Those trips were not depicted in the figures previously submitted for the review. Please explain the reasons for the new trip assignment.
- 4) Table 4 shows trips from Metrozoo Entertainment Area I for traffic analysis zones 1207 and 1209. Please provide the supporting documentation in the Appendix.
- 5) In Table 5C, level of service standard (LOS) for SW 200 Street/SR 994 between SW 177 Avenue and SW 137 Avenue should be changed from LOS "C" to LOS "D".
- 6) In Tables 5D-A and 5D-B, the roadway segments used to compare the growth rates should be the same to be consistent. For example eastern limit of SW 88 Street should be SW 87 Avenue in both Tables.
- 7) Selection of the growth factors should be based on one methodology.
- 8) Perform weekend peak hour LOS analyses for critical intersections. At the minimum the intersection LOS analyses should be performed for the project access points and the intersections of SW 152 Street and SW 117 and SW 137 Avenues.
- 9) In Table 6-3, for the intersection of SW 152 Street and SW 122 Avenue, the northbound movement is shown as "N/A" while this should be the south leg of the access for the hotel. The LOS for the northbound movement should be reported.
- 10) In Table 7, at SW 117 Avenue and SW 16000 Block intersection, change the eastbound through lane to eastbound right turn lane.

Let me know if you have any concerns.

Thanks,

***Muhammad Asif Khan, M.S.***

Traffic Engineering Division  
Miami Dade County Public Works Department  
111 NW 1st Street, Suite 1510,  
Miami, FL, 33128-1970  
Phone: 305-375-2030 - Fax: 305-372-6064

# **APPENDIX E**

## **Fiscal Impact Analysis**

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## **FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES**

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 4 to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

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

### **Solid Waste Services**

#### Concurrency

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

#### Waste Disposal Capacity and Service

The incremental and cumulative cost of providing disposal capacity for DSWM Collections, municipalities and other haulers are paid for by the users. For FY 2009 -10, the DSWM charged a disposal tipping fee at a contract rate of \$59.77 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is \$78.90 per ton in FY 2009 -10. These rates adjust annually with the Consumer Price Index, South Region. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail customers of the County's Water and Sewer Department and the municipal water and sewer departments.

### **Water and Sewer**

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary

and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.35 per 1,000 gallons for the water and \$1.564 per 1,000 gallons for the sewer.

Application No. 4 is requesting change to the CDMP Land Use Plan map to re-designate the Application site from "Institutions Utilities and Communications" to "Miami Metrozoo Entertainment Area II". The proposed uses proposed by the application include a theme park with rides and attractions and a resort hotel with a conference center, restaurant and bar.

If the application site is developed as proposed by the application the fees payable by the developer would be \$241,999.00 for water impact fee, \$974,900.00 for sewer impact fee, \$3,523.00 for water meter installation fee, and \$185,238.00 for annual operating and maintenance costs based on approved figures through September 30, 2008. Additionally, the estimated cost of constructing the needed 12-inch potable water main with meters, the needed 12-inch sanitary sewer main, and the needed private sewer pump station is a total of \$363,970.00.

### **Flood Protection**

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

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

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

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

### **Public Schools**

The Miami-Dade County Public Schools would not be impacted by proposed development on the application site.

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# **APPENDIX F**

## **Photos of the Application Sites and Surroundings**

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Application Site: Former US Coast Guard housing site (Area A).



Application Site: US Coast Guard Antenna Field (Area B) with Natural Forest Community in background.



Application Site: Natural Forest Community (Area C).



Application Site: Coast Guard Integrated Support Command facility (Area D).

# **APPENDIX G**

## **Economic Impact Analysis**

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# Economic Impact Study

## Miami-Metrozoo Entertainment Area Sub Area II

Application to Amend  
Miami-Dade County  
Comprehensive Development Master Plan  
October 2009

Update Prepared by  
Miami-Dade County Park and Recreation Department

Miami-Metrozoo Entertainment Area Sub-Area II  
Economic Impact Study  
Executive Summary

## Background

In 1997, the Board of County Commissioners recognized the need to improve the Miami Metrozoo and adjacent area through redevelopment into a special theme park area. Rather than seek the development of an isolated theme park, the Park and Recreation Department elected to focus on underutilizing lands within the Zoo and undeveloped lands within the adjacent Coast Guard base. The Miami Metrozoo Master Plan and Further Development Plan was prepared in three parts.

- Part 1 proposed a revised Master Plan for Miami Metrozoo that enhanced the animal and visitor experiences within the zoo property and established a cost estimate and funding schedule to provide for its implementation;
- Part 2 proposed a new Plan for the further development of underdeveloped areas within Miami Metrozoo, outside of the animal attraction, that included a proposed water park, family entertainment center and smaller vacation hotel; and
- Part 3 proposed a new Plan for the further development of undeveloped areas within the adjacent Coast Guard Base that include a larger resort hotel with a conference center and theme park.

After acquiring a portion of the Base in 2006, the Board of County Commissioners authorized the County to apply to amend the Comprehensive Development Master Plan Land Use Element and Future Land Use Map to expand the Miami Metrozoo Entertainment Area (Sub-Area II) to the entire Coast Guard Base. In this way, the Further Development Plan can be extended to facilitate the development of the Resort Hotel and Theme Park.

## Economic Analysis

The proposed Metrozoo Entertainment Area Sub-Area II project includes the development of a Resort Hotel/Conference Center and Theme Park. For the purposes of the CDMP, the Resort Hotel and Conference Center is proposed to include 600 rooms and conference center and be comprised of approximately 500,749 sq.ft. of indoor building space. The Theme Park, utilizing more outdoor area, is expected to approximate 2,075,840 sq. ft. of indoor and outdoor areas.

Development cost of the Resort Hotel is expected to approximate \$91.4 million, of which \$78 million is projected for construction of the 600 room facility. Conversely, the Theme Park is estimated to cost \$300.9 million, with construction costing \$253 million alone. Both of these development estimates do not include the cost of land, infrastructure, remediation and local costs.

Income and Expense for the proposed Hotel and Theme Park, stabilized at year 4, are presented below.

<b>Item</b>	<b>Resort Hotel</b>	<b>Theme Park</b>
Total Revenue	\$39,677,464	\$63,539,648
Total Expenses	\$29,567,085	\$52,932,174
Net Income	\$10,403,778	\$10,607,475

Note: Resort Hotel Revenues and Expenditures do not include Conference Center

Source: LEDO International, 2002

Miami-Dade County Park and Recreation Department, 2009

Miami-Dade County Planning and Zoning Department, 2010



## Economic Impact

The Economic Impact of the construction and operation of the Resort Hotel/Conference Center and Theme Park proposed for Coast Guard lands is significant. It will require a combined capital outlay of over \$376 million and employ over 8,500 persons during its construction period. Once completed, over 3,200 jobs will be required to operate each respective facility. And once the facilities reach a stabilized rate of operation, they will provide a positive economic impact in excess of \$119 million annually to the local economy. Most importantly, since the development of each facility takes place on what are now non-tax paying land, there are over \$10 million in new taxes generated by the conversion.

<b>Economic Impact Items</b>	<b>Resort Hotel</b>	<b>Theme Park</b>
Capital Outlay	\$100,219,361	\$276,098,900
Construction Jobs Created	2,410	6,097
Permanent Jobs Created	1,067	2,071
Total Outside Multiplied Impact	\$73,745,445	\$45,884,048
Annual Taxes Generated	\$4,751,072	\$6,162,437

Source: LEDO International, 2002

Miami-Dade County Park and Recreation Department, 2009

Miami-Dade County Planning and Zoning Department, 2010

Attachment 1  
Miami-Metrozoo Master Plan and Further Development

