

# Application No. 1

## Commission District 2    Community Council 8

### APPLICATION SUMMARY

Applicant/Representative:	Rosal Westview, LLC/Jeffrey Berrow, Esq. & Melissa Tapanes Llahues, Esq
Location:	Between NW 22 Avenue and NW 27 Avenue, and between NW 132 Street and NW 107 Street
Total Acreage:	±196 Gross Acres; ±180.4 Net Acres
Current Land Use Plan Map Designation:	"Parks and Recreation" (±191.6 gross acres); and "Low-Medium Density Residential" (6 to 13 dwelling units per gross acre: ±4.4 gross acres)
Requested Land Use Plan Map Designation and Other Changes:	<ol style="list-style-type: none"><li>1. "Industrial and Office" (±148.1 gross acres; Part 1 &amp; Part 4 of Application site) and "Business and Office" (±47.9 gross acres; Part 2 &amp; Part 3 of Application site);</li><li>2. Revise the Restrictions Table in the Land Use Element on page I-74.1 of the CDMP to include the proffered Declaration of Restrictions, if accepted by the Board</li></ol>
Amendment Type:	Standard
Existing Zoning/Site Condition:	RU-1 (Single-family Residential District: 7,500 square feet net), RU-2 (Two-Family Residential District: 7,500 square feet net), RU-3B (Bungalow Court 10,000 square feet net) and BU-1A (limited Business District). Unmaintained former golf course.

### RECOMMENDATIONS

Staff:	<b>TRANSMIT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS AND ADOPT</b> (February 25, 2012)
North Central Community Council (8):	<b>DENY AND DO NOT TRANSMIT</b> (March 28, 2012)
Planning Advisory Board (PAB) acting as the Local Planning Agency (LPA):	<b>TRANSMIT WITH THE PROFFERED DECLARATION OF RESTRICTIONS</b> with instructions that the applicant work with the Parks Recreation and Open Space Department to incorporate parkland on the site, Miami-Dade Transit to provide a park-and-ride facility, and the neighbors to achieve

**a compromise and further restrict and/or modify the application including the types of uses and intensity of uses accordingly.** (April 16, 2012)

Board of County Commissioners:

**TRANSMIT WITH THE PROFFERED DECLARATION OF RESTRICTIONS AND DENY** (May 16, 2012)

Final Action of PAB acting as the Local Planning Agency:

**TO BE DETERMINED** (August 20, 2012)

Final Action of Board of County Commissioners:

**TO BE DETERMINED** (October 3, 2012)

Staff recommends **TRANSMIT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS AND ADOPT** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) to redesignate the ±196-gross-acre application site on the Adopted 2015-2025 Land Use Plan (LUP) map from “Parks and Recreation” (±191.6 gross acres) and “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre: ±4.4 gross acres) to “Industrial and Office” (±148.1 gross acres), and “Business and Office” (±47.9 gross acres); and revise the Restrictions Table in the Land Use Element on Page I-74.1 of the CDMP to include the proffered Declaration of Restrictions (covenant), based on staff analysis as summarized in the “Principal Reasons for Recommendation” below.

#### **Principal Reasons for Recommendation:**

1. This application presents an opportunity for infill development on the ±196-acre subject property, a former golf course (former Westview Country Club) that is currently vacant. The application site is located in the County’s Urban Infill Area (UIA) and its development, as proposed in the application and the proffered Declaration of Restrictions, would be generally consistent with CDMP Land Use Element Policies LU-1C and LU-10A. These policies require the County to facilitate and give priority to infill development on vacant sites in currently urbanized areas. Additionally, the subject property is within a Community Development Block Grant (CDBG) eligible area and Land Use Element Objective LU-12 requires the County to take specific measures to promote infill development that is located in the Urban Infill Area (UIA) and on properties situated in CDBG eligible areas.
2. The requested redesignation of the subject property could support and further certain objectives embodied in the North Central Miami-Dade Charrette Area Plan report, accepted by the Board of County Commissioners (Board) in April 2004, and the subsequent North Central Urban Area District (NCUAD) development regulations. The NCUAD regulations were adopted by the Board in August 2011 and provide the regulatory framework for the intensification and densification of development within the general area, including the NW 27 Avenue and NW 119 Street area that is within a designated Community Urban Center. Parts 3 and 4 of the application site (south of NW 119 Street) are within the study area for the North Central Miami-Dade Charrette Area Plan. Additionally, the Land Use Plan and Density Plan of the NCUAD regulations show the “Low-Medium Density Residential” designated parcels (±3.1 acres) in Part 4 of the site for RM (Residential Modified) development at a density of 18 units per acre. However, the NCUAD regulations exclude the remainder of the application site (±92.9 acres) from the NCUAD boundaries, but recognize this portion of the site as an Existing Open Space on the Designated Open Space Plan. Therefore, the

application site will not be required to remain as open space under the NCUAD development regulations and the requested redesignations would facilitate intensified urban development on the site.

3. The Applicant has proffered a Declaration of Restrictions (covenant) that proposes to limit development on the application site to a maximum of 400,000 square feet (sq. ft.) of retail and service uses on the requested "Business and Office" portion of the site (Parts 2 and 3) and a maximum of 1.6 million sq. ft. of office, light industrial, warehouse and flex space on the requested "Industrial and Office" portion (Parts 1 and 4). The covenant also proposes to limit the development on the site to a maximum vehicle trip generation of 3,297 net external PM peak hour trips, allows for the inclusion of residential uses on the site and increase or decrease of uses provided the maximum 3,297 net external PM peak hour trips is not exceeded (see Appendix F: Proffered Declaration of Restrictions). The covenant also provides for the following:
  - Obtaining "a conceptual surface water management permit(s)" and approval of a master paving and drainage plan(s) prior to the issuance of a building permit.
  - Eastbound right turn lane and an extension of an existing westbound right turn lane on NW 119 Street between West Golf Drive and East Golf Drive.
  - Implementation of Transportation Demand Management (TDM) measures to reduce peak hour traffic and single occupant vehicles and increase auto occupancy, transit ridership, bicycle and pedestrian access and mobility.
  - Landscape buffer between the requested Industrial areas and the adjacent residences and for approval of a landscape plan at the time of rezoning.
  - Minimum setbacks and building height restrictions (2 storey maximum within 50 feet of property boundary) on the requested "Industrial and Office" portions of the site and address noise and lighting impacts on the adjacent residences.
  - Prohibits Parts 1 and 4 of the property from being rezoned to the IU-3 zoning district and prohibits IU-2 and IU-3 permitted uses from occurring on property, except those uses permitted in IU-1 and the IU-2 use "Cement and clay products, such as concrete blocks, pipe, etc."

Staff recommends that the existing trees and vegetative buffer on the property be integrated to the extent feasible into the buffer committed to in the proffered covenant, to ensure that the existing trees are retained to enhance any future/additional buffer provided on the site.

4. Policy LU-8E of the CDMP Land Use Element requires applications requesting amendments to the LUP map to be evaluated according to factors such as (i) the proposed development's ability to satisfy a deficiency in the LUP map to accommodate projected population or economic growth in the County, (ii) impacts to County services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, (v) and the extent to which the proposed CDMP land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies.
  - i *Need:* The subject property is located in Minor Statistical Area (MSA) 2.4, but pursuant to Land Use Element Policy LU-8F, and based on the size of the application, combinations of MSAs were utilized for analyses purposes. The analyses below indicate that the application if approved could satisfy a deficiency in the LUP map.

The study area for the commercial land supply analysis includes MSAs 2.4 and 4.2, which contains  $\pm 882.4$  acres of in-use commercially zoned or designated land and  $\pm 139.4$  acres of vacant land zoned or designated for business uses. The projected rate of absorption for commercial land is one (1.0) acre per year between years 2012 and 2030. At the projected rate of absorption, the study area will deplete its supply of vacant commercially zoned or designated land beyond the year 2030. If the requested amendment were approved, the commercial land supply would be increased by  $\pm 48$  gross acres or 48 years of supply.

The study area for the industrial land supply analysis includes MSAs 2.3, 2.4, 3.1, 4.2 and 4.3, which contains  $\pm 3,770.3$  acres of in-use industrial uses in 2012 and  $\pm 1,559.7$  acres of vacant land zoned or designated for industrial uses. The projected rate of absorption for industrial land is  $\pm 28.07$  acres per year between years 2012 and 2030. At the projected rate of absorption, the study area will deplete its supply of vacant industrially zoned or designated land beyond the year 2030. If the requested amendment were approved, the industrial land supply would be increased by  $\pm 148.1$  acres or  $5\frac{1}{2}$  years of supply. However, a review of MSA 2.4 in which the application site is located in conjunction with the closest adjacent MSA 4.2, identifies that these two MSAs are projected to deplete their industrial land supply by year 2017. Approval of the application would add over nine (9) years supply of industrial land within the combined MSAs 2.4 and 4.2 resulting in a depletion year of 2026.

- ii *Public Facilities and Services:* With the exception of impacts to roadways, the impacts that would be generated from the maximum commercial and industrial development allowable on the application site under the proposed "Business and Office" and "Industrial and Office" land use categories would not cause a violation in the adopted level of service (LOS) standards for public facilities and services.

Based on the Applicant's transportation analysis, the traffic impacts that would be generated by the proposed development would cause a segment of NW 119 Street to operate in violation of its adopted LOS standard. To mitigate these impacts the applicant proposes, in the proffered Declaration of Restrictions, a  $\pm 775$ -foot extension of a fourth westbound travel lane on NW 119 Street that currently extends from NW 27 Avenue to West Golf Drive and would be extended to East Golf Drive; and to construct an eastbound lane on NW 119 Street from West Golf Drive to East Golf Drive. Staff has some concerns with the Applicant's transportation analysis, including the proposed access points to the site, construction of the fourth east bound lane from NW 27 Avenue to East Golf Drive instead of from West Golf Drive to East Golf Drive as proposed, and the growth factor used in the analyses. Staff is working with the Applicant's transportation consultant to address these concerns.

It should be noted that the requested "Business and Office" portions of the application site could be entirely developed with a maximum of 2,886 residential dwelling units, if the application were approved. The Miami-Dade County Public Schools' (School Board) preliminary school concurrency analysis indicates that the number of students that would be generated by this level of residential development would cause the elementary schools within "Concurrency Service Area (CSA) Schools" and the "Adjacent Concurrency Service Area Schools" to have a shortfall of 17 seats. It should be noted that the proffered Declaration of Restrictions does not specifically limit the number of residential units that could be built on the application site, if the application



were approved, but instead bases restrictions to residential development on the site to the generation of a maximum of 3,297 net external PM peak hour vehicle trips. At the time of final subdivision, site plan, or its functional equivalent, if there is not sufficient school capacity to maintain the adopted LOS standard, the proposed development would then be subject to the proportionate share mitigation process pursuant to the Interlocal Agreement (ILA) for Public Facility Planning between the County and the School Board.

It should also be noted that the application site is within the water and sewer franchise service area of the City of North Miami and connections to water and sewer service would be addressed with the City. Additionally, the applicant would be required to implement sewer infrastructure upgrades to serve subject property.

- iii *Compatibility:* The requested redesignation of Parts 2 and 3 of the application site to “Business and Office” would be generally compatible with the adjacent land uses. To the east are an institutional use and multifamily residences, and to the west is a mix of commercial uses, a religious facility, single family and multifamily residences.

Conversely, the requested redesignation of Parts 1 and 4 to “Industrial and Office” would be generally incompatible with the single-family residences adjacent to the application site. However, the applicant proposes through the proffered covenant to limit development potential on Parts 1 and 4 of the site to a maximum of 1,600,000 square feet of light manufacturing, offices, warehouses, and flex space. The covenant also proposes a landscape buffer between the proposed industrial uses and the adjacent residences, building height limitations, among other things, at the time of zoning. Staff recommends that the existing trees that provide a vegetative buffer between the site and the adjacent residences be incorporated into the buffer committed to in the covenant. Therefore, if the application is approved with acceptance of the proffered covenant and the existing trees are incorporated into proposed buffer, the requested redesignation of Parts 1 and 4 of the application site could be compatible with the adjacent single-family residences.

Additionally, the requested redesignation of the application site would be compatible with the planned North Central Urban Area development contained in the North Central Urban Area District (NCUAD) development regulations. Specifically, Parts 2 and 3 of the application site abut and would be compatible with the uses allowed in the Mixed-Use Corridor (MC) and Mixed-Use Main Street (MM) designated areas of the NCUAD.

- iv *Environmental and Historical Resources:* There are no archaeological or historical resources on the application site, but, environmental resources could be impacted by the proposed development on the application site.

The application site, however, may contain specimen-sized trees (trunk diameter of 18 inches or greater) that would required to be preserved when reasonably possible pursuant to Section 24.9.2(II) of the Code of Miami-Dade County. The Permitting, Environment and Regulatory Affairs Department (PERA) indicates that a Miami-Dade County Tree Removal Permit is required prior to the removal or relocation of any of such specimen-sized trees on the application site. PERA indicates that portions of the application site have historical records of contamination/remediation issues. PERA indicates that Phase I and Phase II environmental site assessments will be required for

review and final approval prior to any development on the subject property due to the historic use of the site as a golf course.

- v *Transit Ridership and Pedestrianism:* The application site is within ¼ mile of a future rapid transit corridor and, as discussed above, the site is partly within the North Central Community Urban Center and the subsequent NCUAD area. The NCUC is planned for intensified mixed-use development along the NW 27 Avenue and NW 119 Street transit corridors, in the vicinity of the application site. Additionally, Metrobus Routes 22 and 27 serve the application site at peak period headways of 15 minutes in the morning and 30 minutes in the evening, and Metrobus Route 97 (27th Avenue Max) limited stop service at peak period headways of 20 minutes. Route 97 is programmed for improvements to connect to the Miami Intermodal Center with a 12-minute peak headway service in fiscal year 2012 and 10-minute peak headway by year 2016. The applicant's proffered covenant includes commitments to provide certain transit, pedestrian and bicycle facilities on site and traffic signal and provide for pedestrian access (such as pedestrian crosswalks or pedestrian signal phases) across NW 119 Street between the "Business and Office" parcels. Therefore, if the application were approved, the development of the site would promote transit ridership and pedestrianism.

# STAFF ANALYSIS

## Background

The application site was historically used a golf course, a use that is recorded on the earliest subdivision plats for the area (the Golf Park South Florida Golf and Country Club plat of July 1925, recorded in Plat Book 20 on Page 35 and Plat Book 23 on Page 46). The golf course use of the property is also reflected in the more recent North Central Charrette Area Plan report and the subsequent North Central Urban Area District (NCUAD) development regulations. The North Central Charrette Area Plan report embodies the community's vision for its growth and development born out a community area planning study (charrette) that was conducted in May 2002 and the Board of County Commissioners (Board) accepted the report in April 2004. The May 2002 Charrette study area was between NW 7 and NW 27 Avenues and between NW 79 and NW 119 Streets, and encompassed the southern approximate one-half of the application site (Parts 2 and 3). The objectives of the community toward achieving its vision that were expressed during the charrette include the following, among others:

- To implement a plan that promotes growth and infill development and preserves the community's heritage in a form that is compact, diverse and walkable
- To define the community's structure: a center and edges, a series of neighborhoods and neighborhood centers, a network of interconnected streets, proper building height and placement as well as sites for open space and civic buildings
- To encourage local ownership of properties, businesses and development
- To assure a range of housing types and costs
- To attract businesses that will provide a wide range of jobs easily accessible to residents

The Board adopted the subsequent NCUAD development regulations in August 2011 providing the regulatory framework for the intensification and densification of development within the general area to implement the objectives of the North Central Charrette Area Plan report and the community's vision. The NCUAD is applicable to certain areas, primarily along the major roadway corridors, within the Charrette study area and the adjacent Community Urban Center located generally at the intersection of NW 27 Avenue and NW 119 Street. The Land Use and Density plans of the NCUAD regulations includes the "Low-Medium Density Residential" (6 to 13 units per gross acre) designated parcels ( $\pm 3.1$  acres) in Part 4 of the site and designates these parcels RM (Residential Modified) at a density of 18 units per acre. However, the NCUAD development regulations do not include the application site within its boundaries, but simply recognizes the site is on the Designated Open Space Plan as an Existing Open Space. While the application site is recognized as an Existing Open Space, the fact that the site is not included within NCUAD boundaries, it is not subject to the development regulations. Therefore, the application site will not be required to remain as open space under the NCUAD development regulations.

The discontinuation of the golf course use presents an opportunity for development of the site to a use or uses that could further the implementation of the community's objectives for its development, as embodied in the North Central Charrette Area Plan report.

## **Application Site**

The application site is a curvilinear ±196 gross-acre former Westview Country Club golf course, generally about ¼-mile wide located between NW 22 Avenue and NW 27 Avenue, and extending northward from just north of NW 107 Street for ±1.4 miles to approximately NW 132 Street. The site is bisected by NW 119 Street (Gratigny Parkway) with approximately half of the site, Parts 1 and 2, located on the north side of NW 119 Street and the remainder, Parts 3 and 4, on the south side, and is bordered by West Golf Drive and East Golf Drive (see Appendix A: Map Series). The site is located within the County's Urban Infill Area (UIA), generally east and south of SR 826/Palmetto Expressway, where infill development is encouraged and given priority. The site is also within a Community Development Block Group (CDBG) eligible area, and CDBG eligible areas may receive US Department of Housing and Urban Development grants to address a wide range of unique community development needs.

### Existing Land Use

The application site, the former Westview Country Club golf course, is primarily vacant and unmaintained. Part 2 of the site was developed with the golf course clubhouse, which was recently demolished. Part 3 of the application site currently contains a single family residential structure at the southeast corner of NW 24 Avenue and theoretical NW 118 Street and Part 4 of the site contains two buildings/maintenance facilities immediately southeast of the residential structure. Additionally, there is a continuous vegetative buffer along the boundary of the property. (See Appendix A: Map Series, and Appendix G: Photos of Application Site and Surroundings).

### Existing Zoning

Part 1 of the application site is zoned RU-1 (Single-family Residential District: 7,500 square feet net) and RU-3B (Bungalow Court 10,000 square feet net). Part 2 of the site is zoned RU-3B and BU-1A (limited Business District) on its frontage along NW 119 Street. Part 3 of the site is zoned RU-1 and Part 4 of the application site is also zoned RU-1, except the residentially designated portion of Part 4, which is zoned RU-2 (Two-Family Residential District: 7,500 square feet net). (See "Zoning Map" in Appendix A: Map Series.)

### Land Use Plan Map Designation

The application site is designated "Parks and Recreation" on the Adopted 2015 and 2025 Land Use Plan (LUP) map of the CDMP, except for a ±1.3-acre portion of Part 3 (single-family structure mentioned above) and a ±3.1-acre portion of Part 4 that are designated as "Low-Medium Density Residential" (See "CDMP Land Use" map in Appendix A: Map Series). Under the current "Parks and Recreation" LUP map designation and based on the existing zoning, discussed above, the property could be developed with a maximum of 1,736 single and multifamily residences.

The applicant requests the redesignation of the application site to "Business and Office" on Parts 2 and 3 and "Industrial and Office" on Parts 1 and 4. The CDMP "Business and Office" land use category allows a full range of sales and service activities that includes retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, entertainment and cultural facilities, and residences. The CDMP "Industrial and Office" land use category allows manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms and distribution centers and other similar uses, including telecommunication facilities, utility plants, hospitals and medical buildings, hotels, motels and very limited commercial uses dispersed as small business districts in the industrial areas to serve the firms and workers.

Under the requested CDMP LUP map designations, the site could be developed with up to 733,550 square feet (sq. ft.) of retail use or 2,886 multi-family residential units on Parts 2 and 3, and up to 3,012,174 sq. ft. of industrial uses on Parts 1 and 4 of the site. However, the applicant has proffered a Declaration of Restrictions that proposes to restrict the development on the site to 400,000 sq. ft. of retail and 1,600,000 sq. ft. of industrial uses, among others discussed below.

#### Proffered Declaration of Restrictions

The applicant has proffered a Declaration of Restrictions (covenant) on February 24, 2012 (see Appendix F: Proffered Declaration of restrictions) that proposes certain development restrictions and commitments, which include the following:

- Restriction of “Business and Office” development on the site (Parts 2 and 3) to a maximum of 400,000 sq ft of retail and service land uses, and “Industrial and Office” to a maximum 1,600,000 sq ft of office, light industrial, warehouse and flex space land uses. Additionally, residential development is restricted to the “Business and Office” portions of the site and the development of the site is limited to the generation of a maximum of 3,297 net external PM peak hour vehicle trips.
- Commitment to obtain “a conceptual surface water management permit(s)” from the Miami-Dade County Permitting Environment and Regulatory Affairs Department (PERA) and an approved master paving and drainage plan(s) prior to the issuance of a building permit for any vertical construction on the application site.
- Commitment to work with the County, the Miami-Dade Expressway Authority and the Florida Department of Transportation (FDOT) to incorporate eastbound right turn lane(s) into the site plan for the portion of the application site located south of NW 119 Street between West Golf Drive and East Golf Drive. Commitment to extend the existing fourth westbound travel lane on NW 119 Street from West Golf Drive to East Golf Drive to connect to an existing travel lane on NW 119 Street from West Golf Drive to NW 27 Avenue to approximately 775 feet prior to issuance of the “first Certificate of Occupancy.
- Commitment to implementing certain Transportation Demand Management (TDM) measures to reduce peak hour traffic and single occupant vehicles and increase auto occupancy, transit ridership, bicycle and pedestrian access and mobility.
- Commitment to provide and maintain adequate landscape buffer (minimum 20 feet wide with masonry wall) along the boundaries of the proposed “Industrial and Office” areas of the application site, and to obtain approval of a landscape plan at the time of rezoning,
- Commitment to certain setback and building height restrictions (maximum 2 stories for building within 50 feet of property line) on the requested “Industrial and Office” portions of the site (Parts 1 and 4), and to employ certain strategies/mechanisms to address noise and lighting impacts on the adjacent residences.
- Prohibits Parts 1 and 4 of the site from being rezoned to the IU-3 zoning district, and prohibits all IU-2 and IU-3 permitted uses, except those uses permitted in IU-1 and “Cement and clay products, such as concrete blocks, pipe, etc.”

### Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. Based on the 1938 zoning code, the application site was originally zoned GU (Interim), which allows land uses based upon the character of the surrounding neighborhood. The County's earliest zoning maps indicate that the Westview Golf Course predated the 1938 zoning code.

On May 13, 1947, the Board of County Commissioners (Board) adopted Resolution No. 2524 approving zoning district boundary changes that included the application site except the BU-IA zoned portion north of NW 119 Street from the GU district to the current RU-1 and RU-2 zoning districts.

On July 15, 1947, the Board adopted Resolution No. 2575 approving a rezoning from GU and RU-1 to RU-1 and RU-3B. This rezoning also permitted a trailer park on the northern portion of the golf course site north of NW 119 Street. The permitted trailer park project was not built and abandoned.

On July 14, 1969, the Board adopted Resolution No. Z-238-69 approving variances for Westview Country Club to increase height of fences from 5 to 10 feet around two approved tennis courts proposed on the east side of West Golf Drive, between NW 121 Street and NW 122 Street; and to reduce setback requirement to 15 feet from the required 75 feet and provide landscape screening along the west boundary of the tennis courts. In addition, the Board adopted Resolution Z-238-69 on September 4, 1969, to establish a time schedule for the permitted use of the tennis courts from 9 a.m. to official sunset.

### **Adjacent Land Use and Zoning**

#### Existing Land Uses

The application site is adjacent to north, east, and south are established residential communities developed mainly with single-family residences that are generally in good condition. The properties east of Part 2 of the application site on the north side of NW 119 Street are multi-family residential units in the Westview Gardens Apartments subdivision. On the south side of NW 119 Street and abutting Part 3 of site is an institutional use. To the west of the site is a mix of single and multi-family residences and commercial establishments. Further west beyond NW 27 Avenue is the Miami-Dade College North Campus on the south side of NW 119 Street and industrial uses north of NW 119 Street.

#### Land Use Plan Map Designations

Properties to the south of the application site from the Little River Canal spur up to NW 115 Street, are designated "Low Density Residential (2.5 to 6 dwelling units per gross acre)" and "Low-Medium Density Residential on the CDMP LUP map. The properties east are designated primarily "Low Density Residential", "Low-Medium Density Residential (6 to 13 dwelling units per gross acre)" and a strip pattern of "Business and Office" designated properties along both sides of the NW 119 Street. Abutting the application site to the west are "Low Density Residential" and "Medium Density Residential" (13 to 25 dwelling units per gross acre) designated properties beyond which are "Business and Office" designated properties along NW 27 Avenue. The Miami-Dade College property is designated "Institutions Utilities and Communications" and the general area in the northwest corner of NW 119 Street and NW 27 Avenue is designated "Industrial and Office". (See the CDMP Land Use map in Appendix A: Map Series.)

### Zoning

The properties adjacent to the north and south of the application site are zoned RU-1 (Single-

Family Residential District), which allow single-family dwelling units on 7,500 sq. ft. net lots. Properties west of the application site are zoned RU-1, RU-4 and BU-1A (along both sides of NW 119 Street), and RU-4M further south of NW 119 Street. (See “Zoning Map” in Appendix A: Map Series). Properties east of the application site are zoned BU-1A (Limited Business District), RU-4L, RU-2, RU-1, RU-3M and GU.

### **Economic Analysis**

The Miami Economic Associates, Inc. (MEAI) submitted a letter dated November 14, 2011 providing a socio-economic analysis in support of the application that the MEAI believes provides justification for the approval of the application on the basis of need, economic benefits and fiscal impacts (see Appendix: Applicant’s Economic Analysis Report). The MEAI expresses its belief that there is a need for more commercial and industrial land within the area that the application is located and that if the application site were developed as proposed, it would be both economically and fiscally beneficial to the County.

Staff has reviewed the MEAI’s letter and agrees with certain assumptions made. However, Staff disagrees with some assumptions made in the analysis. Additionally, the source of information utilized by the MEAI to substantiate the economic benefits of the application was not provided and could not be verified, and in some instances economic benefit projections were overestimated. For instance, the MEAI estimates the annual wages of a construction worker at \$62,000 considerably above the \$42,700 estimate of the Department of Economic Opportunity, Quarterly Census of Employment and Wages. Furthermore, the analysis overestimates the number of jobs that would be created when the property is fully developed. Based on the MEAI’s assumption that the project could accommodate 2,000,000 square feet of usable space and utilizing the conventional ratio of 1,000 square feet per worker, the workforce would be 2,000 workers and not 3,600 workers as estimated. The assessment of jobs that could be created, including both indirect and induced jobs, would then need to be adjusted down from 6,300 to 3,500. Staff is available to work with the applicant to address these issues.

### **Supply and Demand Analysis**

Application No. 1 is located within the Minor Statistical Area (MSA 2.4). Based on the requested “Business and Office” and “Industrial and Office” LUP map designations and the size of the amendment the analysis areas below were expanded to include a combination of MSAs, as appropriate.

#### Supply and Demand for Industrial Land

The Analysis Area for Application No. 1 (MSAs 2.3, 2.4, 3.1, 4.2, and 4.3) contained 3,770.3 acres of in-use industrial uses in 2012 and an additional 1,559.7 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2012-2030- period is 28.07 acres per year. At the projected rate of absorption, reflecting the past rate of industrial uses, the existing supply of industrially zoned land in the Study Area would last beyond the year 2030 (See Table below). The proposed amendment, if approved, would add approximately 148.1 gross acres or 5 ½ years of industrial land supply.

However, a review of MSA 2.4 in which the application site is located in conjunction with the closest adjacent MSA 4.2, identifies that these two MSAs are projected to deplete their industrial land supply by year 2017. Approval of the application would add over nine (9) years supply of industrial land within the combined MSAs 2.4 and 4.2.

**Projected Absorption of Land for Industrial Uses  
Indicated Year of Depletion and Related Data**

Analysis Area (MSA)	Vacant Industrial Land 2012 (Acres)	Industrial Acres in Use 2012	Annual Absorption Rate 2012-2030 (Acres)	Projected Year of Depletion
2.3	99.2	41.6	-	-
2.4	52.1	1,529.7	11.90	2016
3.1	1,387.5	921.0	13.11	2030+
4.2	18.3	767.2	3.06	2018
4.3	2.6	510.8	-	-
<b>Total</b>	<b>1,559.7</b>	<b>3,770.3</b>	<b>28.07</b>	<b>2030+</b>

Source: Miami-Dade County, Sustainability, Planning and Economic Enhancement Department, Planning Division, Research Section, January 2012.

Supply and Demand for Commercial Land

The Analysis Area for Application No. 1 (MSA 2.4 and 4.2) contained 882.4 acres of in-use commercial uses in 2012 and an additional 139.4 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2012-2030- period is 1.00 acre per year. At the projected rate of absorption, reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned land beyond the year 2030 (See Table below). The proposed amendment, if approved, would add approximately 48 gross acres or additional 48 years of commercial land supply.

**Projected Absorption of Land for Commercial Uses  
Indicated Year of Depletion and Related Data**

Analysis Area	Vacant Commercial Land 2012 (Acres)	Commercial Acres in Use 2012	Annual Absorption Rate 2012-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
2.4	37.0	467.90	0.58	2030+	5.9	5.6
4.2	102.4	414.50	0.42	2030+	5.9	5.7
<b>Total</b>	<b>139.4</b>	<b>882.4</b>	<b>1.00</b>	<b>2030+</b>	<b>5.9</b>	<b>5.7</b>

Source: Miami-Dade County, Sustainability, Planning and Economic Enhancement Department, Planning Division, Research Section, January 2012.

Supply and Demand for Residential Land

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Areas 2.4 and 4.2) in 2012 was estimated to have a capacity for 6,157 dwelling units, with approximately 64 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to decrease from 200 units per year in the 2010-2015 period to 175 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2031 and for multi-family beyond the year 2030 (See Residential Land Supply/Demand Analysis table below). The supply of residential land for both single-family and multi-family units is projected to be depleted beyond the year 2030. If the proposed amendment were approved and the requested Business and Office designated portions of the application site developed with residential units only, residential development would add 2,886 units or over 16 years of residential land supply.



**Residential Land Supply/Demand Analysis Table  
2012 to 2030: (MSA 2.4 and 4.2)**

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTIFAMILY TYPE			
	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2012	2,242	3,915	6,157
DEMAND 2010-2015	88	112	200
CAPACITY IN 2015	1,978	3,579	5,557
DEMAND 2015-2020	95	128	223
CAPACITY IN 2020	1,503	2,939	4,442
DEMAND 2020-2025	128	162	290
CAPACITY IN 2025	863	2,129	2,992
DEMAND 2025-2030	71	104	175
CAPACITY IN 2030	508	1,609	2,117
<b>DEPLETION YEAR</b>	<b>2031</b>	<b>2030+</b>	<b>2030+</b>

Residential capacity is expressed in terms of housing units.

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

Source: Sustainability, Planning and Economic Enhancement Department, Research Section, February 2012.

It should be noted that the covenant submitted in support of the application provides that the maximum development of the application site shall not generate more than 3,297 PM peak hour trips. For instance, if Parts 2 and 3 of the application site are developed with residential use only, the maximum 2,886 units that could be built are projected to generate approximately 1,622 PM peak hour vehicular trips. This would result in a net or balance of 1,675 PM peak hour vehicular trips allocated to the Industrial and Office portion, Parts 1 and 4 of the application site.

## Environmental Conditions

### Flood Protection

County Flood Criteria, National Geodetic Vertical Datum (NGVD)	+6.0 feet
Drainage Basin	C-7
Federal Flood Zone	AH-6 and X-99

### Biological Conditions

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

### Other Considerations

Within Wellfield Protection Area	NO
Hazardous Waste	YES

### Drainage, Flood Protection and Stormwater Management

This proposed amendment has been reviewed to ensure that resulting development can comply with the County's Stormwater Management (Drainage) Level of Service Standards (LOS). Stormwater management standards include a flood protection component and a water quality component. The County's water quality standard helps protect water quality by minimizing the pollutants carried offsite in rainwater. This standard requires all stormwater to be retained on-site utilizing a properly designed seepage or infiltration drainage system for a 5-year storm/1-day storm event; these systems are designed to filter the most harmful pollutants from rainwater draining from the site. (CDMP Policy CON-5A)

The flood protection standard helps to ensure that proposed development does not cause flooding on adjacent properties and roads. This standard requires that site grading and development accommodates full on-site retention of rainwater from the 25-year/3-day storm event.

If this application is approved, the proposed project could change the total impervious area of the 196-acre site from 4.4% to 81.8%. Impervious cover is any type of development or construction, such as the footprint of a building or a parking lot, which does not allow rainfall to naturally be absorbed into the soil and ultimately, the aquifer below the surface. The application site does not currently release any stormwater runoff to the surrounding neighborhoods. Since the application site is currently a golf course, rain is being absorbed throughout the site and/or collected onsite by the water bodies within the application site. These existing water bodies also receive stormwater runoff from the surrounding neighborhood through outfall pipes.

If the application site is developed, the flood risk on this site and adjacent streets and private properties could increase. The proposed change in land use may significantly impact the water quality and increase flooding in the area and in the Spur Canal which traverses the application site. The proposed project will require a Surface Water management General Permit (SWMGP) from PERA for the construction and operation of the required surface water management system. A Class VI permit may be required for drainage systems to be installed in non-residential (industrial) projects. A Class III permit is required for any work within the Spur Right-of-Way Canal. The applicant should contact the Water Control Section of PERA for further information regarding permitting procedures, timelines, and requirements.

The applicant should design the site to ensure that no stormwater is released to surrounding neighborhoods and to ensure that neighborhood drainage systems remain connected to existing water bodies on the application site. A design that ensures onsite stormwater retention would ensure that flooding level of service of the surrounding areas and the application site would not be impacted (cut and fills criteria). However, if any proposed drainage system includes a proposed outfall or overflow system in, on, or upon any water body of Miami-Dade County, a Class II permit would be required. In addition, the applicant must comply with the County's flood criteria and minimum elevation for building structures and roadways as determined by the County.

### Tree Preservation

The subject properties may contain specimen-sized (trunk diameter 18 inches or greater) trees. Section 24-49.2(II) of the Code requires that specimen trees be preserved whenever reasonably possible. A Miami-Dade County Tree removal Permit application is required and a permit must be obtained prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of Chapter 24 of the Code. Said tree Removal Permit Application

shall meet the requirement of Sections 24-49.2 and 24-49.4 of the Code. The applicant is advised to contact the PERA staff (305-372-6600) for tree permitting and requirements.

#### Air Quality Management

The County works to reduce human exposure to air pollution (CDMP Objective CON-1) and to reduce carbon dioxide levels (CDMP Policy CON-1J). Minimizing vehicle emissions through reduced traffic congestion, vehicle travel time and vehicle trips help to minimize air pollution. The County requires air quality modeling for certain roadway segments, intersections, and parking facilities to reduce congestion. The County promotes mass transit as an alternative to the personal automobile (CDMP Policy TE-1A), and also supports bicycle use, and trips made by foot to minimize vehicle trips and air pollution. The CDMP Objective LU-10 also recommends land use patterns to achieve energy efficient development.

In addition, demolition, removal and/or renovation of any existing structure(s) and/or underground utilities, resulting from the implementation of any of the changes proposed for this site, will require an asbestos survey from a Florida-licensed consultant prior to any construction activities. The application must contact PERA for further information as to the County's required asbestos review process and associated federal and state regulatory criteria.

#### Pollution Remediation (Hazardous Waste)

There are historical records of petroleum contamination assessment and remediation issues associated with these properties (Westview Country Club, 2601 NW 119 Street, UT-3501/F-9374). East of the property with Folio #30-2134-021-0020 (REDI Real Estate, 2398 NW 119 Street, HWR-170/F-14817) there are also records of current solid waste related contamination assessment and remediation issues. The applicant should contact PERA to discuss how this contamination may affect proposed development on the application site. In addition, due to the historic use of the application site as a golf course, a Phase I and Phase II environmental site assessment will be required and submitted to the Pollution Control Division of PERA for review and final approval prior to any site development.

### **Water and Sewer**

#### Water Treatment Plant Capacity

The application site is located within the City of North Miami franchised water service area and would be served by the Winson Water Treatment Plant. The Winson Water Treatment Plant provides water that meets federal, state, and county drinking water standards and has sufficient capacity to provide existing water demands.

The requested land use changes for this application site would allow industrial and retail type land uses. As noted in the "Estimated Future Water/Sewer Flow for Proposed Development" table below, if the application site were developed as proposed, water and sewer demand from the application site is estimated at 148,659 gallons per day (gpd) for water and the same for sanitary sewer flow.

#### Water System Connectivity

There is a 6-inch water main that provides service to the application site and an 8-inch main abut the site along West Golf Drive, which is owned and operated by the City of North Miami. The proposed development would be required to extend public water mains to serve the entire project, if approved. The developer would have to connect to an existing twenty (20) -inch water main on SW 104<sup>th</sup> Street abutting the property and would have to extend a new twelve (12) – inch water main to the site. As noted above, a Water Supply Certification Letter would be

required prior to connection for this project. Connectivity would be based upon water supply availability.

#### **Estimated Future Water/Sewer Flow for Proposed Development**

Land Use Designation	Use type	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
<u>Maximum Potential Development</u>				
Parcel 1: Industrial and Office	Industrial	1,476,684	2.5 gpd/ 100 sq. ft.	36,917 gpd
Parcel 2: Business and Office	Retail	358,934	10 gpd/100 sq. ft.	35,893 gpd
Parcel 3: Business and Office	Retail	374,616	10 gpd/100 sq. ft.	37,462 gpd
Parcel 4: Industrial and Office	Industrial	1,535,490	2.5 gpd/ 100 sq. ft.	38,387 gpd
Total Water and Sewer Demand (Each)				148,659 gpd
<u>Proposed Development (With Covenant)</u>				
Full Application Site (all parcels)	Retail	400,000	10 gpd/ 100 sq. ft.	40,000 gpd
	Industrial	1,600,000	2.5 gpd/ 100 sq. ft.	40,000 gpd
Total Water and Sewer Demand (Each)				80,000 gpd

Source: Miami-Dade County Water and Sewer Department, January 2012

#### Water Conservation

All future development are required to comply with water use efficiency techniques for indoor water use in accordance with Sections 8-31, 32-84, and 8A-381 of Miami-Dade County Code. In addition, the future development will be required to comply with the landscape standards in Sections 18-A and 18-B of Miami-Dade County Code.

#### Sewer Treatment System Capacity

The County's adopted level of service standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate at 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 (CDMP Policy WS-2(2)). The regional wastewater treatment system has a design capacity of 368 million gallons per day (MGD) and a 12-month average (period ending October 31, 2011) of 277.26 mgd. This represents approximately 75.34% of the regional system design capacity. Therefore, the regional wastewater treatment system has 20.11% or 74.0 mgd of capacity remaining. Although the North District Wastewater Treatment Plant has sufficient capacity to treat current wastewater generation, at the time of development, a capacity modeling evaluation may be required to connect to the regional sewer system through this plant.

### Sewer System Connectivity

The development proposed for the application site would require installation of public sanitary sewers to comply with the Code. The area surrounding the application site does not have a public gravity sewer system. Industrial land uses proposed for the application site are prohibited by Code to be served by septic tanks. (Installing public sanitary sewers in this area would support CDMP Objective WS-4C to discourage the use of septic tanks within the Urban Development Boundary.)

The application site is located within the City of North Miami franchised sanitary sewer service area, and is served by a private sanitary pump station (No. 99-00322). This station only serves the existing Westview Country Club (on Part 2 of the site) and is presently under Initial Moratorium (IM) status and no additional wastewater flows can be directed to the same. In addition, the total overall proposed wastewater demand for the application site (see Estimated Future Water/Sewer Flow for Proposed Development table above), exceeds the existing capacity of the aforementioned pump station. Although other downstream pump stations are currently working within the mandated criteria set forth in the First and Second Partial Consent Decree<sup>1</sup>, the total overall wastewater demand of the proposed development will exceed the available capacity of downstream pump station 06-LAKESHO. As a result, pump station improvements/upgrades will also be required for the proposed development if the wastewater flow is directed to those pump stations.

To connect with the regional sewer system, the site developer shall connect to an existing 20-inch sewer force main on NW 32<sup>nd</sup> Avenue and NW 119<sup>th</sup> Street. From that point, the developer shall extend a new eight (8)-inch sewer force main into the site.

### **Solid Waste**

The application site is located inside the Miami-Dade County Department of Public Works and Waste Management (PWWM) Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and nine municipalities.

### Level of Service Standard

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient solid waste disposal capacity to accommodate waste flows committed to the System through long-term interlocal contracts or agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2011/2012, the PWWM is in compliance with the adopted LOS standard.

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<sup>1</sup> The Miami-Dade Water and Sewer Department (MDWASD) regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are evaluated by PERA on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by PERA so as to be in compliance with the provisions and requirements of the settlement agreement between Miami-Dade County and the State of Florida Department of Environmental Protection (FDEP) and also with the provisions of the United States Environmental Protection Agency consent decree.

### Application Impacts

Application No. 1 is requesting 1) the re-designation on the Adopted 2015 and 2025 LUP map of approximately 196 gross acres from “Parks and Recreation and Low-Medium Density Residential” to “Industrial and Office” and “Business and Office”, and 2) the acceptance of a Declaration of Restrictions limiting development on the application site to 400,000 sq. ft. of commercial retail and 1,600,000 sq. of office, light industrial, warehouse and flex space uses. The PWWM does not compete for non-residential waste collection at this time, thus waste collection services for non-residential uses will most likely be provided by a private waste hauler. The PWWM determined that the requested amendment will have no impact or any associated costs to the County. The PWWM has no objections to the proposed amendment.

### **Parks**

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 1 (PBD-1), which encompasses the area of the County north of SW 8 Street and AIA/ MacArthur Causeway to the Miami-Dade/Broward County line.

### Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-1 has a surplus capacity of 407.2 acres of parkland, when measured by the County’s concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

**County Local Parks  
Within a 2-Mile Radius of Application Site**

Park Name	Acreage	Classification
West Little River Park	4.46	Neighborhood Park
Fernville Park	0.47	Mini-Park
Jeb Estates Park	1.61	Mini-Park
Amelia Earhart Park	530.22	District Park
Little River Park	10.28	Community Park
Gratigny Plateau Park	0.97	Mini-Park
Miami Shores Optimist Club	10.11	Single Purpose Park
Oak Park	0.29	Mini-Park
Broadmoor Park	1.78	Neighborhood Park
Arcola Park	4.09	Community Park
Arcola Lakes Park	18.24	Community Park

Source: Miami Dade Parks and Recreation Department, January 2012.

The “County Local Parks” table above lists all the parks within a 2-mile radius of the application site; four of these parks (Amelia Earhart Park, Little River Park, Miami Shores Optimist Club and Arcola Lakes Park) are larger than the required five acres (or larger) park. The nearest local park to the application site is West Little River Park, which is located approximately 0.1 miles from the application site.

#### Application Impacts

The potential development of the site under the existing CDMP land use designation has a potential population of 4,826, resulting in an impact of 13.27 acres based on the minimum LOS standard for local recreational open space. The proposed change, without a proffered covenant, would result in a potential population of 6,609, or an increase of 1,783 persons, resulting in an impact of an additional 4.9 acres of local parkland. This would lower the concurrency LOS from 3.86 acres to 3.78 acres per 1,000 residents, but still would remain well above the adopted minimum LOS standard of 2.75 acres of open space per 1,000 residents. However, if a declaration of restrictions prohibiting residential use is proffered and accepted as a condition for approval, then the application would not generate any residential population and have no impact on parkland.

#### **Fire and Rescue Service**

The application site is currently served by Miami-Dade County Fire Rescue Station No. 26 (Opa-Locke), located at 3190 NW 119 Street. This station is equipped with an Advanced Life Support (ALS) Aerial and Rescue unit, and is staffed with seven (7) firefighter/paramedics 24 hours a day, seven days a week.

The Miami-Dade County Fire Rescue Department (MDFR) has indicated that the average travel time to incidents in the vicinity of the application site is approximately 4 minutes and 12 seconds. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to incidents in the vicinity of the application site complies with the performance objective of national industry standards.

#### Level of Service Standard

CDMP Policy WS-2A establishes the County’s minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. A minimum fire flow of 3,000 gallons per minute (gpm) is required for business and industrial uses.

#### Application Impacts

The current CDMP land use designation of “Parks and Recreation” and “Low-Medium Density Residential” will allow a potential development on the application site that is anticipated to generate approximately 487 annual alarms. The proposed CDMP land use designation of “Business and Office” and “Industrial and Office” will allow a potential development that is anticipated to generate 65 annual alarms on Parcel 1, 396 annual alarms on Parcel 2, 414 annual alarms on Parcel 3, and 68 annual alarms on Parcel 4. Total build-out of the four parcels is estimated to generate approximately 943 annual alarms, which will result in a severe impact to existing fire rescue services. Presently, fire and rescue service in the vicinity of the application site is adequate. However, the MDFR has no plans for new fire rescue stations in the vicinity of the application site.

The required fire flow for the proposed CDMP land use designation of “Industrial and Office” and “Business and Office” shall be 3,000 gallons per minute (GPM). Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 1,000 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application site.

## Aviation

Miami-Dade County Aviation Department (MDAD) reviewed the proposed CDMP amendment application and determined that the proposal is compatible with airport operations.

## Public Schools

### Level of Service Standard

The adopted Level of Service (LOS) standard for all public schools in Miami-Dade County is 100% utilization of Florida of Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This LOS standard, except for magnet schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by Miami-Dade County Public Schools.

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries.

Section 7.5 of the ILA provides for “Public Schools Planning Level Review” (Schools Planning Level Review), of CDMP amendments containing residential units. This type of review does not constitute a public school concurrency review and, therefore, no concurrency reservation is required. Section 7.5 further states that “...this section shall not be construed to obligate the County to deny or approve (or to preclude the County from approving or denying) an application.”

### Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 1,047 students – this number reflects an impact reduction of 17.64% for charter and magnet schools (schools of choice). Of the 1,047 students, 492 will attend elementary schools, 241 will attend middle schools students and 314 will attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” and “Adjacent Concurrency Service Area Schools” in the table below. At this time, only the middle and senior high schools have sufficient capacity available to serve the application; at the elementary school level, the review reflects a shortfall of 17 seats.

### **Concurrency Service Area (CSA) Schools**

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Carrie P Meek/Westview K-8 Center	59	492	59	No	Current CSA
Carrie P Meek/Westview K-8 Center	0	433	0	No	Current CSA
North Dade Middle	154	241	154	No	Current CSA



Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
North Dade Middle	0	87		No	Current CSA
Miami Central Senior	971	314	314	Yes	Current CSA

Source: Miami-Dade County Public Schools, January 2011.

Miami-Dade County Department of Sustainability, Planning and Economic Enhancement, 2011.

#### Adjacent Concurrency Service Area Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Dr. Robert B Ingram Elementary	198	433	198	No	Adjacent CSA
Nathan B Young Elementary	149	235	149	No	Adjacent CSA
Lakeview Elementary	43	86	43	No	Adjacent CSA
Amelia Earhart Elem.	26	43	26	No	Adjacent CSA
Henry ES Reeves Elem.	-16	17	0	No	Adjacent CSA
Madison Middle	234	87	87	Yes	Current CSA

Source: Miami-Dade County Public Schools, January 2011

Miami-Dade County Department of Sustainability, Planning and Economic Enhancement, 2011

Section 9 of the ILA discusses implementation of school concurrency, indicating the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

## Roadways

Application No. 1 is located between NW 27 and NW 22 Avenues and between NW 132 and NW 107 Streets in unincorporated Miami-Dade County, inside the County's Urban Infill Area (UIA)<sup>2</sup>, the designated Transportation Concurrency Exception Area (TCEA). Proposed development located within the UIA will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan and it meets other criteria pursuant to Section 163.3180, Florida Statutes.

East-west arterials and expressways within the study area include: NW 199 Street, SR 860/NW 183 Street, SR 826/Palmetto Expressway and NE 167 Street, NW 151 Street, SR 916/NW 138/135 Street, SR 924/NW 119 Street, SR 932/NW 103 Street, NW 81 Street, SR 934/NW 79 and NW 74 Streets, NW 62 Street, and NW 54 Street. North-south arterials and expressways include: NW 67 Avenue, SR 823/NW 57 Avenue, SR 953/NW 42 Avenue, SR 9/NW 27 Avenue,

<sup>2</sup> UIA is defined as that part of Miami-Dade County located east of, and including SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia (Comprehensive Development Master Plan, pages II-8 and IX-17).

NW 22 Avenue, NW 17 Avenue, SR 7/NW 7 Avenue, I-95, NW 2 Avenue, North Miami Avenue, and SR 915/NE 6 Avenue.

The application site is located north and south of NW 119 Street/Gratigny Parkway, a major four- and six-lane east-west arterial, which provides access to other regional corridors such as SR 826/Palmetto Expressway to the west and I-95 to the east. Main access points to the application site will be on NW 119 Street and NW 22 Avenue.

The Sustainability, Planning, and Economic Enhancement Department (SPEED) in cooperation with the Department of Public Works and Waste Management (PWWM) and the Metropolitan Planning Organization (MPO) performed a short-term (Concurrency) and a long-term (Year 2035) traffic impact analyses to assess the impact that the application would have on the adjacent roadways and the surrounding roadway network.

A study area (area of influence) was selected to determine the Application's traffic impact on the roadway network within the study area, which is bound on the north by SR 860/NW 183 Street (Miami Gardens Drive), on the east by SR 915/NE 6 Avenue, on the south by SR 944/NW 54 Street, and on the west by SR 823/NW 57 Avenue.

Traffic conditions are evaluated by the level of service (LOS), which is represented by one of the letters "A" through "F", with A generally representing the most favorable driving conditions and F representing the least favorable.

#### Existing Conditions

Existing traffic conditions on major roadways adjacent to the application site and within the study area, which are currently monitored by the County and the State, are acceptable. The "Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)" Table below shows that the current operating condition of the roadways within the study area currently monitored. Two roadways, NW/NE 135 Street between NW 2 Avenue and NE 6 Avenue and NW 57 Avenue from NW 138 Street to NW 122 Street, are operating at LOS F, exceeding their adopted LOS E standard; five roadway segments along NW 199 Street, SR 826/Palmetto Expressway and NW 67 Avenue are operating at their adopted LOS D standard; the rest of the roadways analyzed are operating at acceptable levels of service.

**Existing Traffic Conditions  
Roadway Lanes and Peak Period Level of Service (LOS)**

Roadway	Location/Link	Lanes	LOS Std.	LOS
SR 860/NW 186/183 Street	NW 57 Avenue to NW 37 Avenue	6 DV	E+20%	B (2010)
	NW 37 Avenue to NW 27 Avenue	6 DV	E+20%	B (2010)
	NW 27 Avenue to NW 12 Avenue	6 DV	E+20%	C (2010)
	NW 12 Avenue to NW 2 Avenue	6 DV	E+20%	C (2010)
	NE 2 Avenue to NE 6 Avenue	4 DV	E+20%	C (2010)
SR 826/Palmetto Expressway	NW 57 Avenue to NW 47 Avenue	6 LA	D	D (2010)
	NW 47 Avenue to NW 37 Avenue	6 LA	D	D (2010)
	NW 37 Avenue to NW 27 Avenue	6 LA	D	D (2010)
	NW 27 Avenue to NW 17 Avenue	8 LA	D	C (2010)
	NW 17 Ave. to US 441/NW 2 Ave.	8 LA	E+20%	D (2010)
SR 836/NE/NW 167 Street	NW 2 Avenue to NE 6 Avenue	6 DV	E+50%	D (2010)
NW 151 Street	NW 37 Avenue to NW 27 Avenue	4 DV	E	D (2010)

**Existing Traffic Conditions**  
**Roadway Lanes and Peak Period Level of Service (LOS)**

Roadway	Location/Link	Lanes	LOS Std.	LOS
SR 916/NW 135 Street	NW 57 Avenue to NW 42 Avenue	4 DV	E	C (2010)
	NW 42 Avenue to NW 27 Avenue	4 DV	E	C (2010)
	NW 27 Avenue to NW 17 Avenue	3 OW	E	A (2010)
SR 916/NW 135 Street (EB)	NW 17 Avenue to I-95	3 OW	E	C (2010)
	NW 17 Avenue to NW 2 Avenue	3 OW	E	A (2010)
	NW 2 Avenue to NE 6 Avenue	4 DV	E	F (2010)
SR 916/Opa-Locka Blvd.(WB)	NW 27 Avenue to NW 17 Avenue	3 OW	E	A (2010)
	NW 17 Avenue to I-95	3 OW	E	C (2010)
SR 924/NW 119 Street/ Gratigny Pkwy.	NW 37 Avenue to NW 27 Avenue	8 DV	E	C (2010)
	NW 27 Avenue to NW 17 Avenue	6 DV	E	B (2010)
	NW 17 Avenue to NW 7 Avenue	6 DV	E	C (2010)
	I-95 to West Dixie Highway	4 DV	E	C (2010)
SR 932/NW 103 Street	NW 57 Avenue to NW 42 Avenue	6 DV	E	D (2010)
	NW 42 Avenue to NW 27 Avenue	6 DV	E	B (2010)
	NW 27 Avenue to NW 17 Avenue	6 DV	E	C (2010)
	NW 17 Avenue to NW 7 Avenue	4 DV	E	C (2010)
	I-95 to NE 6 Avenue	4 DV	E	C (2010)
NW 95 Street	NW 36 Avenue to NW 27 Avenue	2 UD	E	D (2010)
SR 934/NW 81 Street (EB) SR 934/NW 79 Street	NW 13 Court to NW 7 Avenue	2 OW	E+20%	C (2010)
	NW 47 Avenue to NW 37 Avenue	4 DV	E+50%	C (2010)
	NW 37 Avenue to NW 27 Avenue	4 DV	E+50%	D (2010)
	NW 13 Court to NW 7 Avenue	4 UD	E+20%	E (2010)
	NW 7 Avenue to Biscayne Boulevard	4 UD	E+20%	E (2010)
SR 934/NW 74 Street	Okeechobee Road to NW 47 Ave.	4 DV	E+50%	E (2010)
NW 62 Street	NW 37 Avenue to NW 27 Avenue	4 UD	E+20%	C (2010)
	NW 27 Avenue to NW 17 Avenue	4 DV	E+20%	C (2010)
	NW 17 Avenue to NW 7 Avenue	4 DV	E+20%	C (2010)
	NW 7 Avenue to NW 2 Avenue	4 DV	E+20%	E (2010)
SR 944/NW 54 Street	Okeechobee Road to NW 42 Ave.	4 UD	E	D (2010)
	NW 42 Avenue to NW 27 Avenue	4 UD	E+20%	C (2010)
	NW 27 Avenue to NW 7 Avenue	4 UD	E+20%	C (2010)
NW 67 Avenue	NW 202 Street to NW 186 Street	6 DV	D	D (2010)
	NW 170 Street to NW 167 Street	8 DV	E+20%	E (2010)
	SR 826 to NW 138 Street	4 DV	E+50%	E (2010)
	NW 138 Street to NW 122 Street	4 DV	E+50%	E (2010)
	NW 122 Street to NW 103 Street	4 UD	E+50%	D (2010)
	NW 103 St. to Okeechobee Road	4 UD	E+50%	D (2010)
SR 823/NW 57 Avenue	NW 183 Street to SR 826	6 DV	E+20%	D (2010)
	SR 826 to NW 138 Street	6 DV	E	D (2010)
	NW 138 Street to NW 122 Street	4 UD	E	F (2010)
	NW 122 Street to NW 103 Street	4 UD	E	C (2010)

**Existing Traffic Conditions**  
**Roadway Lanes and Peak Period Level of Service (LOS)**

Roadway	Location/Link	Lanes	LOS Std.	LOS
	NW 103 Street to NW 79 Street	4 UD	E+20%	D (2010)
	NW 79 Street to Okeechobee	4 UD	E	C (2010)
SR 953/NW 42 Ave./LeJeune Rd.	NW 135 Street to NW 119 Street	6 DV	E+50%	C (2010)
	NW 119 Street to NW 103 Street	6 DV	E+50%	C (2010)
	NW 103 Street to NW 79 Street	6 DV	E	D (2010)
	NW 79 Street to NW 54 Street	6 DV	E+50%	D (2010)
SR 9/NW 27 Avenue	NW 183 Street to SR 826	6 DV	E+20%	C (2010)
	SR 826 to Ali Baba Avenue	6 DV	E+50%	C (2010)
	NW 135 Street to NW 103 Street	6 DV	E+50%	C (2010)
	NW 103 Street to NW 79 Street	4 DV	E+50%	D (2010)
	NW 79 Street to NW 54 Street	4 DV	E+50%	D (2010)
NW 22 Avenue	SR 826 to NW 143 Street	4 DV	E+50%	E (2010)
	NW 143 Street to NW 103 Street	4 DV	E+50%	D (2010)
NW 17 Avenue	NW 135 Street to NW 119 Street	4 DV	E+20%	C (2010)
	NW 119 Street to NW 103 Street	4 DV	E+20%	D (2010)
	NW 103 Street to NW 95 Street	4 DV	E+20%	B (2010)
	NW 79 Street to NW 54 Street	4 DV	E+20%	C (2010)
SR 7/NW 7 Avenue	NW 135 Street to NW 119 Street	6 DV	E	C (2010)
	NW 119 Street to NW 103 Street	6 UD	E+50%	C (2010)
	NW 103 Street to NW 79 Street	6 UD	E+50%	C (2010)
	NW 79 Street to NW 62 Street	4 UD	E+50%	D (2010)
	NW 79 Street to NW 54 Street	4 UD	E+50%	D (2010)
I-95	NW 183 Street to SR 826	8 LA	E+20%	C (2010)
	SR 826 to NW 135 Street	8 LA	E+50%	E+10% (2010)
	NW 135 Street to NW 119 Street	10 LA	E+50%	D (2010)
	NW 119 Street to NW 103 Street	10 LA	E+50%	E (2010)
	NW 103 Street to NW 79 Street	10 LA	E+50%	E (2010)
	NW 79 Street to SR 112	10 LA	E+50%	D (2010)
SR 7/NW 2 Avenue	NW 199 Street to NW 183 Street	6 DV	E+20%	D (2010)
	NW 183 Street to NW 174 Street	6 DV	E+20%	C (2010)
	NW 167 Street to North Miami Avenue	4 UD	E+50%	D (2010)
	NW 135 Street to NW 87 Avenue	2 UD	E+50%	D (2010)
	NW 79 Street to NW 36 Street	2 UD	E+50%	E (2010)
SR 915/NE 6 Avenue	NE 181 Street to NE 167 Street	4 UD	E+20%	C (2010)
	NE 167 Street to NE 135 Street	4 UD	E+20%	C (2010)
	NE 135 Street to NE 103 Street	4 DV	E+20%	C (2010)
	NW 103 Street to US 1	4 UD	E+20%	C (2010)

Source: Department of Sustainability, Planning and Economic Enhancement; Miami-Dade Public Works Department; and Florida Department of Transportation, February 2012.

Notes: () identifies the year traffic count was taken or the LOS traffic analysis revised.  
 DV= Divided Roadway; UD= Undivided Roadway; LA= Limited Access; OW=one way; WB=westbound; EB=eastbound; LOS Std. = the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

### Trip Generation

Three potential development scenarios were analyzed for traffic impacts under the requested CDMP land use designations of “Business and Office” (Parcels 2 and 3) and “Industrial and Office” (Parcels 1 and 4). Scenario 1 assumes Parcels 2 and 3 developed with 733,550 sq. ft. of retail space and Parcels 1 and 4 developed with 3,012,174 sq. ft. of warehouse space. Scenario 2 assumes Parcels 2 and 3 developed with 2,886 multifamily residential dwelling units (apartments) and Parcels 1 and 4 developed with 3,012,174 sq. ft. of warehouse space. And Scenario 3 assumes the application site developed according to the Declaration of Restrictions proffered by the applicant, which limits the development of Parcels 2 and 3 to 400,000 sq. ft. of retail space and Parcels 1 and 4 to 1,600,000 sq. ft. of Business Park. Scenario 1 shows that if the application site were developed with retail commercial and warehouses it would generate approximately 1,980 more PM peak hour vehicles trips than the potential development that may occur under the current CDMP land use designations of “Park and Recreation” and “Low Medium Density” Residential. Scenario 2 shows that if the application site were developed with residential and warehouse uses it would generate approximately 1,377 more PM peak hour vehicle trips than the potential development that may occur under the current CDMP land use designations. And Scenario 3 shows that if the application site were developed with the 400,000 sq. ft. of retail space and 1,600,000 sq. ft. of light industrial, warehouse and flex space proposed by the applicant, it would generate approximately 2,088 more PM peak hour vehicle trips than the potential development that may occur under the current CDMP land use designations. See “Estimated Peak Hour Trip Generation” table below.

**Estimated Peak Hour Trip Generation  
By Current and Requested CDMP Land Use Designations**

Application Number	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1 Scenario 1	“Parks and Recreation” and “Low-Medium Density Residential Communities (6-13 DU/gross acre)” 502 SF detached 634 SF attached 600 MF /  1,209	“Business and Office” and “Industrial and Office”/  3,012,174 sq. ft. industrial 733,550 sq. ft. retail /  3,189	         + 1,980
Scenario 2	“Parks and Recreation” and “Low-Medium Density Resid. (6-13 DU/gross acre)” 502 SF detached 634 SF attached 600 MF /  1,209	“Business and Office” And “Industrial and Office”  3,012,174 sq. ft. industrial 2,886 MF /  2,586	         + 1,377
Scenario 3	“Parks and Recreation” and “Low-Medium Density Resid. (6-13 DU/gross acre)” 502 SF detached 634 SF attached 600 MF /  1,209	“Business and Office” And “Industrial and Office”  400,000 sq. ft. retail and 1,600,000 sq. ft. (light industrial, warehouse, flex space) /  3,297	         + 2,088

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department, February 2012.

Notes: Scenario 1 assumes the application site developed with maximum potential development that may be allowed under the requested CDMP land use designations.  
Scenario 2 assumes the application site developed with maximum potential development that may be allowed under the requested “Industrial and Office” land use designation and maximum potential residential development that may be permitted under the requested “Business and Office” land use designation.  
Scenario 3 assumes the application site developed with 400,000 sq. ft. as limited by the declaration of restrictions proffered by the applicant.

**Traffic Concurrency Evaluation**

An evaluation of peak-period traffic concurrency conditions as of September 14, 2011, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County’s adopted 2012 Transportation Improvement Program (TIP), and the application’s traffic impacts, does not project any substantial changes in the concurrency LOS of the roadways analyzed. All roadways adjacent to and in the vicinity of the application site analyzed are projected to continue to operate at or below their adopted LOS standards. See “Traffic Impact Analysis” table below.

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

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
<b>Scenario 1 "Business and Office" and "Industrial and Office" (3,012,174 sq. ft. industrial, 733,550 sq. ft. retail)</b>												
F-1223	SR 916/NW 135 St.	NW 42 Ave. to NW 27 Ave.	4 DV	E	3400	1947	C (2010)	10	C	128	2085	C
F-22	SR 9/NW 27 Ave.	NW 138 Street to SR 9	6 DV	E+50%	7725	4204	D (2010)	7	D	129	4340	D
F-1220	NW 119 St./ Gratigny Rd.	NW 27 Ave. to NW 17 Ave.	6 DV	E	5360	3382	B (2010)	24	B	698	4104	B
9394	NW 22 Avenue	NW 103 St. to NW 143 St.	4 DV	E+50%	3690	1893	D (2010)	13	D	196	2102	E
F-121	NW 103 Street	NW 17 Ave. to NW 7 Ave.	6 DV	E	5150	2186	C (2010)	24	C	209	2419	C
372	NW 17 Avenue	NW 95 St. to NW 103 St.	4 DV	E+20%	3204	1325	B (2010)	12	B	606	1943	C
F-1214	NW 103 Street	NW 27 Ave. to NW 17 Ave.	6 DV	E	5150	2094	C (2010)	4	C	501	2599	C
F-23	NW 27 Avenue	NW 103 St. to NW 135 St.	6 DV	E+50%	7725	3358	C (2010)	47	C	379	3784	C
9517	NW 119 St./ Gratigny Rd.	NW 37 Ave. to NW 27 Ave.	8 DV	E	7120	3121	C (2010)	4	C	343	3468	C
<b>Scenario 2: "Business and Office" and "Industrial and Office" (3,012,174 sq. ft. industrial, 2,886 MF)</b>												
F-1223	SR 916/NW 135 St.	NW 42 Ave. to NW 27 Ave.	4 DV	E	3400	1947	C (2010)	10	C	104	2061	C
F-22	SR 9/NW 27 Ave	NW 138 St. to SR 9	6 DV	E+50%	7725	4204	D (2010)	7	D	104	4315	D
F-1220	NW 119 St./ Gratigny Rd.	NW 27 Ave. to NW 17 Ave.	6 DV	E	5360	3382	B (2010)	24	B	566	3972	B
9394	NW 22 Avenue	NW 103 St. to NW 143 St.	4 DV	E+50%	3690	1893	D (2010)	13	D	158	2064	E
F-121	NW 103 Street	NW 17 Ave. to NW 7 Ave.	6 DV	E	5150	2186	C (2010)	24	C	170	2380	C
9372	NW 17 Avenue	NW 95 St. to NW 103 St.	4 DV	E+20%	3204	1325	B (2010)	12	B	491	1828	C
F-1214	NW 103 Street	NW 27 Ave. to NW 17 Ave.	6 DV	E	5150	2094	C (2010)	4	C	407	2505	C
F-23	NW 27 Avenue	NW 103 St. to NW 135 St.	6 DV	E+50%	7725	3358	C (2010)	47	C	308	3713	C
9517	NW 119 St./ Gratigny Rd.	NW 37 Ave. to NW 27 Ave.	8 DV	E	7120	3121	C (2010)	4	C	278	3403	C
<b>Scenario 3: "Business and Office" and "Industrial and Office" (400,000 sq. ft. retail [service use], 1,600,000 sq. ft. office [light industrial, warehouse, flex space])</b>												
F-1223	SR 916/NW 135 St.	NW 42 Ave. to NW 27 Ave.	4 DV	E	3400	1947	C (2010)	10	C	211	2168	C
F-22	SR 9/NW 27 Ave.	NW 138 St. to SR 9	6 DV	E+50%	7725	4204	D (2010)	7	D	211	4422	D
F-1220	NW 119 St./ Gratigny Rd.	NW 27 Ave. to NW 17 Ave.	6 DV	E	5360	3382	B (2010)	24	B	979	4385	C
9394	NW 22 Avenue	NW 103 St. to NW 143 St.	4 DV	E+50%	3690	1893	D (2010)	13	D	120	2026	E
F-121	NW 103 Street	NW 17 Ave. to NW 7 Ave.	6 DV	E	5150	2186	C (2010)	24	C	262	2472	C
9372	NW 17 Avenue	NW 95 St. to NW 103 St.	4 DV	E+20%	3204	1325	B (2010)	12	B	120	1457	C
F-1214	NW 103 Street	NW 27 Ave. to NW 17 Ave.	6 DV	E	5150	2094	C (2010)	4	C	262	2360	D
F-23	NW 27 Avenue	NW 103 St. to NW 135 St.	6 DV	E+50%	7725	3358	C (2010)	47	C	457	3862	D
9517	NW 119 St./ Gratigny Rd.	NW 37 Ave. to NW 27 Ave.	8 DV	E	7120	3121	C (2010)	4	C	795	3920	C

Source: Compiled by the Department of Sustainability, Planning, and Economic Enhancement; Miami-Dade Public Works and Waste Management Department and Florida Department of Transportation, February 2012.

Notes: DV= Divided Roadway;

\* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways between the Urban Development Boundary (UDB) and the Urban Infill Area (UIA); E+50% (150% capacity) for roadways serviced with extraordinary mass transit inside the UIA. () Indicates the year traffic count was taken and/or Level of Service updated.

Scenario 1 assumes the Application site developed with 733,550 sq. ft. retail (Parcels 2 and 3) and 3,012,174 sq. ft. warehousing (Parcels 1 and 4);

Scenario 2 assumes the Application site developed with 2,886 residential dwelling units (Parcels 2 and 3) and 3,012,174 sq. ft. of warehouse space (Parcels 1 and 4); and

Scenario 3 assumes the Application site developed with 400,000 sq. ft. retail space (Parcels 1 and 3) and 1,600,000 sq. ft. of business park (Parcels 1 and 4).

### Future Conditions

The MPO's adopted 2012 Transportation Improvement Program lists the following roadway capacity improvement projects for construction in fiscal years 2012-2016 in the vicinity of the application site (see table below).

#### **Programmed Road Capacity Improvements Fiscal Years 2011/2012 – 2015/2016**

Roadway	From	To	Type of Improvement	Fiscal Year
NW 57 Ave./Red Rd.	W. 23 Street	W. 46 Street	Add lanes and reconstruct	2014/2015
NW 57 Ave./Red Rd.	W. 46 Street	W. 53 Street	Add lanes and reconstruct	2011/12 – 2012/13
NW 57 Ave./Red Rd.	W. 53 Street	W. 65 Street	Add lanes and reconstruct	2015/2016
NW 7 Avenue	NW 183 Street	NW 199 St.	Widening	2011/12 – 2015/16
NW 37 Avenue	North River Dr.	NW 79 St.	Widen 2 to 5 lanes	2011/12 – 2014/15

Source: 2012 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, June 23, 2011.

The MPO's adopted 2035 Miami-Dade Long Range Transportation Plan (LRTP), Cost Feasible Plan, lists the following roadway capacity improvement projects for construction in the next 23 years (see table below).

#### **Planned Roadway Capacity Improvements Fiscal Years 2011/2012 through 2034/2035**

Roadway	From	To	Type of Improvement	Priority
NW 138 Street	NW 57 Ave.	NW 67 Ave.	Widen 3 to 5 lanes	I
NW 37 Ave	North River Drive	NW 79 Street	Widen 2 to 3 lanes	I
NW 47 Ave.	NW 183 St.	NW 215 St.	Widen 2 to 4 lanes	I
NW 57 Ave./Red Rd.	Okeechobee Road	West 19 Street	Widen 4 to 5 lanes	II
NW 57 Ave./Red Rd	West 19 Street	West 23 Street	Widen 4 to 6 lanes	II
NW 57 Ave./Red Rd	West 46 Street	West 53 Street	Widen 4 to 6 lanes	I
NW 57 Ave./Red Rd	West 23 Street	West 46 Street	Widen 4 to 6 lanes	II
NW 57 Ave./Red Rd	West 53 Street	West 65 Street	Widen 4 to 6 lanes	II
NW 57 Ave./Red Rd	West 65 Street	West 84 Street	Widen 4 to 6 lanes	IV
SR 924/Gratigny Pkwy.	NW 32 Ave.	I-95	Limited access facility	III, IV

Source: Miami-Dade 2035 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements planned to be funded between 2015 and 2020; Priority III – Project improvements planned to be funded between 2021 and 2025; and Priority IV – Projects planned to be funded between 2026 and 2035.

A future (2035) traffic analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the roadway network to handle the application's traffic demand and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.



The same development scenarios analyzed in the traffic concurrency analysis were also analyzed in the future (2035) traffic condition analysis. Scenario 1 assumes the application site developed with 733,550 sq. ft. of retail space and 3,012,174 sq. ft. of warehouses. Scenario 2 assumes the applications site developed with 2,886 residential dwelling units and 3,012,174 sq. ft. of warehouses. And Scenario 3 assumes the application site developed according to the Declaration of Restrictions proffered by the applicant, which limits the development to 400,000 sq. ft. of retail space and 1,600,000 sq. ft. of Business Park.

The future traffic conditions analysis indicate that most of the roadways adjacent to and in the vicinity of the application site are projected to operate at acceptable levels of service, with or without the application's traffic impact. However, some roadway segments are projected to exceed their adopted LOS standards by 2035 (NW 151 Street, NW 138 Street, NW 119 Street, NW 54 Street, NW 57 Avenue, NW 2 Avenue, and NE 6 Avenue). However, it should be pointed out that the proposed CDMP amendment application would not significantly impact those roadway segments projected to operate above their adopted LOS standards because the application's traffic impact is less than 5% of the adopted maximum service volumes. See the "2035 Volume to Capacity (V/C) Ratios" table below.

### 2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std <sup>1</sup>	No. of Lanes	Base Scenario Without Application		Scenario 1 Retail (733,550 sq. ft) and Warehouse (3,012,174 sq. ft.)		Scenario 2 Residential (2,886 MF) and Warehouse (3,012,174 sq. ft.)		Scenario 3 Retail (400,000 sq. ft.) and Business Park (1,600,000 sq. ft.)	
			V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS
<b>NW 186/183 Street/SR 860</b>										
NW 57 Ave. to NW 37 Ave.	E+20%	6	0.33-0.49	B	0.33-0.49	B	0.33-0.49	B	0.37-0.49	B
NW 37 Ave. to NW 27 Ave.	E+20%	6	0.42-0.47	B	0.42-0.47	B	0.42-0.47	B	0.42-0.47	B
NW 27 Ave. to NW 12 Ave.	E+20%	6	0.44-0.95	B/E	0.45-0.96	B/E	0.44-0.96	B/E	0.44-0.96	B/E
NW 12 Ave. to NW 2 Ave.	E+20%	6	0.72-0.82	C/D	0.73-0.83	C/D	0.73-0.83	C/D	0.72-0.83	C/D
NE 2 Ave. to NE 6 Ave.	E+20%	4	1.08	E+8%	1.08	E+8%	1.08	E+8%	1.08	E+8%
<b>SR 826/Palmetto Expy.</b>										
NW 57 Ave. to NW 47 Ave.	D	6	0.45-1.03	B/F	0.45-1.03	B/F	0.45-1.03	B/F	0.44-1.05	B/F
NW 47 Ave. to NW 37 Ave.	D	6	0.64-1.30	B/F	0.81-1.29	D/F	0.64-1.31	B/F	0.65-1.31	B/F
NW 37 Ave. to NW 27 Ave.	D	6	0.21-1.12	B/F	0.83-1.12	D/F	0.86-1.14	D/F	0.87-1.13	D/F
NW 27 Ave. to NW 17 Ave.	D	8	0.46-0.66	B	0.46-0.65	B	0.46-0.64	B	0.46-0.64	B
NW 17 Ave. to US 441	E+20%	8	0.19-0.73	B/C	0.48-0.73	B/C	0.47-0.73	B/C	0.49-0.72	B/C
<b>NE/NW 167 Street</b>										
NE 2 Ave. to NW 6 Ave.	E+50%	6	1.33-1.41	E+33%/E+41%	1.33-1.41	E+33%/E+41%	1.33-1.41	E+33%/E+41%	1.33-1.41	E+33%-E+41%
<b>NW 151 Street</b>										
NW 37 Ave. to NW 27 Ave.	E	4	0.36-1.01	B/F	0.37-1.03	B/F	0.48-1.02	B/F	0.37-1.03	B/F
<b>SR 916/NW 138 St./ NW 135 St.</b>										
NW 57 Ave. to NW 42 Ave.	E	4 DV	0.70-0.99	C/E	0.73-0.99	C/E	0.71-0.99	C/E	0.71-0.99	C/E
NW 42 Ave. to NW 27 Ave.	E	4 DV	0.83-1.06	D/F	0.84-1.06	D/F	0.85-1.06	D/F	0.84-1.06	D/F
NW 27 Ave. to NW 17 Ave. (WB)	E	3 OW	0.73-0.79	C	0.66-0.81	B/D	0.69-0.81	B/D	0.69-0.80	B/C
NW 17 Ave. to I-95 (westbound)	E	3 OW	0.51-0.57	B	0.52-0.57	B	0.52-0.57	D	0.52-0.57	D
NW 27 Ave. to NW 17 Ave. (EB)	E	3 OW	0.73-0.79	C	0.71-0.81	C/D	0.71-0.81	C/D	0.71-0.81	C/D
NW 17 Ave. to I-95 (EB)	E	3 OW	0.51-0.57	B	0.52-0.57	B	0.52-0.57	B	0.52-0.57	B
NW 17 Ave. to NW 2 Ave. (EB)	E	3 OW	0.51-0.78	B/C	0.52-0.78	B/C	0.56-0.78	B/C	0.56-0.77	B/C
NW 2 Ave. to NE 6 Avenue	E	4 DV	1.17-1.35	F	1.18-1.36	F	1.18-1.36	F	1.17-1.36	F
<b>NW 119 St./Gratigny Rd.</b>										
NW 37 Ave. to NW 27 Ave.	E	6	0.26-0.84	B/D	0.25-0.88	B/D	0.26-0.88	B/D	0.25-0.87	B/D
NW 27 Ave. to NW 17 Ave.	E	6	0.40-0.71	B/C	0.51-0.65	B	0.56-0.64	B/C	0.49-0.66	B
NW 17 Ave. to NW 7 Ave.	E	6	0.26-0.77	B/C	0.28-0.77	B/C	0.28-0.77	B/C	0.28-0.77	B/C
I-95 to W. Dixie Highway	E	4	0.76-1.02	C/F	0.77-1.03	C/F	0.77-1.05	C/F	0.77-1.02	C/F
<b>SR 932/NW 103 Street</b>										
NW 57 Ave. to NW 42 Ave.	E	6	1.03-1.07	F	1.04-1.08	F	1.05-1.07	F	1.04-1.07	F
NW 42 Ave. to NW 27 Ave.	E	6	0.74-1.05	C/F	0.75-1.11	C/F	0.75-1.11	C/F	0.74-1.11	C/F
NW 27 Ave. to NW 17 Ave.	E	6	0.72-0.81	C/D	0.74-0.82	C/D	0.75-0.82	C/D	0.73-0.84	C/D
NW 17 Ave. to NW 7 Ave.	E	4	0.60-0.66	B	0.62-0.68	B	0.62-0.67	B	0.61-0.67	B
I-95 to NE 9 Ave.	E	4	0.82-1.26	D/F	0.84-1.26	D/F	0.85-1.26	D/F	0.90-1.25	D/F
<b>NW 95 Street</b>										
NW 36 Ave. to NW 27 Ave.	E	2	1.11-1.13	F	1.11-1.22	F	1.12-1.23	F	1.11-1.24	F
<b>SR 934/NW 79 Street</b>										

### 2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std <sup>1</sup>	No. of Lanes	Base Scenario Without Application		Scenario 1 Retail (733,550 sq. ft) and Warehouse (3,012,174 sq. ft.)		Scenario 2 Residential (2,886 MF) and Warehouse (3,012,174 sq. ft.)		Scenario 3 Retail (400,000 sq. ft.) and Business Park (1,600,000 sq. ft.)	
			V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS
NW 47 Ave. to NW 37 Ave.	E+50%	4	0.72-1.01	C/E+1%	0.73-1.01	C/E+1%	0.72-1.01	C/E+1%	0.72-1.01	C/E+1%
NW 37 Ave. to NW 27 Ave.	E+50%	4	0.87-0.99	D/E	0.87-0.99	D/E	0.87-0.98	D/E	0.86-0.98	D/E
NW 13 Ct. to NW 7 Ave.	E+20%	4	0.34-0.41	B	0.34-0.41	B	0.36-0.42	B	0.35-0.41	B
NW 7 Ave. to Biscayne Blvd.	E+20%	4	0.59-0.84	B/D	0.59-0.84	B/D	0.65-0.85	B/D	0.59-0.84	B/D
<b>SR 934/NW 74 Street</b>										
Okeechobee Rd. to NW 47 Ave.	E+50%	4	0.66-1.22	B/E+22%	0.67-1.23	B/E+23%	0.67-1.24	B/E+24%	0.67-1.23	B/E+23%
<b>SR 934/NW 81 Street</b>										
NW 13 Ct. to NW 7 Ave.	E+20%	2	0.71-0.90	C/D	0.69-0.88	B/D	0.71-0.89	C/D	0.71-0.90	C/D
<b>NW 62 Street</b>										
NW 37 Ave. to NW 27 Ave.	E+20%	4	0.99-1.14	E/E+14%	0.99-1.14	D/E+14%	1.01-1.14	E+1%/E+14%	0.99-1.14	E/E+14%
NW 27 Ave. to NW 17 Ave.	E+20%	4	0.91-1.09	E/E+9%	0.91-1.08	E/E+8%	0.91-1.09	E/E+9%	0.91-1.08	E/E+8%
NW 17 Ave. to NW 7 Ave.	E+20%	4	0.72-0.96	C/E	0.73-0.96	C/E	0.72-0.97	C/E	0.72-0.96	C/E
NW 7 Ave. to NW 2 Ave.	E+20%	4	0.67-0.71	B/C	0.66-0.71	B/C	0.66-0.71	B/C	0.65-0.71	B/C
<b>SR 944/NW 54 Street</b>										
Okeechobee Rd. to NW 42 Ave.	E	4 UD	1.02-1.51	F	1.01-1.48	F	0.99-1.49	E/F	0.99-1.47	E/F
NW 42 Ave. to NW 27 Ave.	E+20%	4 UD	0.76-1.06	C/E+6%	0.76-1.06	C/E+6%	0.76-1.07	C/E+7%	0.76-1.05	C/E+5%
NW 27 Ave. to NW 7 Ave.	E+20%	4 UD	0.71-1.10	C/E+10%	0.71-1.10	C/E+10%	0.71-1.10	C/E+10%	0.72-1.10	C/E+10%
<b>NW 57 Avenue</b>										
NW 183 St. to SR 826	E+20%	6	0.93-1.03	E/E+3%	0.93-1.04	E/E+4%	0.93-1.03	E/E+3%	0.93-1.03	E/E+3%
SR 826 to NW 138 St.	E	6	1.02-1.16	F	1.03-1.15	F	1.02-1.15	F	1.02-1.15	F
NW 138 St. to NW 122 St.	E	4	0.92-1.03	E/F	0.93-1.04	E/F	0.93-1.04	E/F	0.93-1.03	E/F
NW 122 St. to NW 103 St.	E	4	0.59-0.87	B/D	0.59-0.87	B/D	0.59-0.87	B/D	0.59-0.87	B/D
NW 103 St. to NW 79 St.	E+20%	4	0.92-0.99	E	0.92-0.99	E	0.91-0.99	E	0.90-0.98	D/E
Okeechobee Rd. to NW 79 St.	E	4	0.52-0.95	B/E	0.52-0.95	B/E	0.52-0.95	B/E	0.51-0.95	B/E
<b>SR 953/NW 42 Ave./LeJeune Rd.</b>										
NW 135 St. to NW 119 St.	E+50%	6	0.57-0.62	B	0.57-0.62	B	0.57-0.62	B	0.57-0.62	B
NW 119 St. to NW 103 St.	E+50%	6	0.81-0.88	D	0.82-0.89	D	0.81-0.88	D	0.81-0.88	D
NW 103 St. to NW 79 St.	E	6	0.88-1.05	D/F	0.88-1.06	D/F	0.88-1.06	D/F	0.87-1.06	D/F
NW 79 St. to NW 54 St.	E+50%	6	0.92-1.12	E/E+12%	0.92-1.12	E/E+12%	0.94-1.12	E/E+12%	0.93-1.12	E/E+12%
<b>SR 9/NW 27 Avenue</b>										
Dade/Broward Line - NW 183 St.	E+20%	6	1.02-1.03	E+2%/E+3%	1.01-1.05	E+1%/E+5%	1.02-1.05	E+2%/E+5%	1.02-1.05	E+2%/E+5%
NW 183 St. to SR 826	E+20%	6	0.94-1.02	E/E+2%	0.94-1.02	E/E+2%	0.95-1.03	E/E+3%	0.94-1.02	E/E+2%
SR 826 to Ali Baba Ave.	E+50%	6	0.86-0.96	D/E	0.86-0.98	D/E	0.87-0.99	D/E	0.86-0.98	D/E
NW 135 St. to NW 103 St.	E+50%	6	0.82-1.0	D/E	0.83-1.01	D/E+1%	0.84-1.03	D/E+3%	0.83-1.02	D/E+2%
NW 103 St. to NW 79 St.	E+50%	4	0.98-1.06	E/E+6%	0.95-1.05	E/E+5%	0.97-1.07	E/E+7%	0.96-1.06	E/E+6%
NW 79 St. to NW 54 St.	E+50%	4	0.99-1.11	E/E+11%	0.98-1.10	E/E+10%	1.03-1.05	E+3%/E+5%	0.99-1.11	E/E+11%
<b>NW 22 Avenue</b>										
NW 183 St. to SR 826	E+50%	4	0.51-0.71	B/C	0.51-0.75	B/C	0.50-0.74	B/C	0.51-0.74	B/C
SR 826 to SR 9	E+50%	4	0.86-1.19	D/E+19%	0.87-1.20	D/E+20%	0.85-1.18	D/E+18%	0.85-1.18	D/E+18%
SR 9 to NW 135 St.	E+50%	4	0.93-1.01	E/E+1%	0.95-1.02	E/E+2%	0.95-1.02	D/E+2%	0.92-0.98	E

### 2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std <sup>1</sup>	No. of Lanes	Base Scenario Without Application		Scenario 1 Retail (733,550 sq. ft) and Warehouse (3,012,174 sq. ft.)		Scenario 2 Residential (2,886 MF) and Warehouse (3,012,174 sq. ft.)		Scenario 3 Retail (400,000 sq. ft.) and Business Park (1,600,000 sq. ft.)	
			V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS	V/C Ratios <sup>2</sup>	Projected LOS
NW 135 St. to NW 119 St.	E+50%	4	0.59-0.64	B	0.66-0.79	B/C	0.66-0.79	B/C	0.69-0.76	B/C
NW 119 St. to NW 103 St.	E+50%	4	0.79-0.83	C/D	0.86-0.89	D	0.85-0.88	D	0.84-0.85	D
NW 103 St. to NW 79 St.	E+50%	6	0.61-0.81	B/D	0.67-0.83	B/D	0.66-0.82	B/D	0.62-0.81	B/D
NW 79 St. to NW 62 St.	E+50%	6	0.86-0.91	D/E	0.87-0.93	D/E	0.87-0.92	D/E	0.85-0.91	D/E
NW 62 St. to NW 54 St.	E+50%	6	0.81-0.96	D/E	0.83-0.99	D/E	0.82-0.99	D/E	0.82-0.98	D/E
<b>SR 7/NW 7 Avenue</b>										
NW 135 St. to NW 119 St.	E	6	0.58-0.68	B	0.57-0.68	B	0.57-0.68	B	0.56-0.67	B
NW 119 St. to NW 103 St.	E+50%	6	0.60-0.64	B	0.61-0.66	B	0.61-0.66	B	0.61-0.67	B
NW 103 St. to NW 79 St.	E+50%	6	0.68-0.82	B/D	0.68-0.82	B/D	0.68-0.82	B/D	0.67-0.81	B/D
NW 79 St. to NW 62 St.	E+50%	4	0.75-0.83	C/D	0.76-0.83	C/D	0.75-0.84	C/D	0.75-0.83	C/D
NW 79 St. to NW 54 St.	E+50%	4	0.75-0.83	C/D	0.76-0.84	C/D	0.76-0.84	C/D	0.75-0.85	C/D
<b>I-95</b>										
NW 183 St. to SR 826	E+20%	8	1.02-1.07	E+2%/E+7%	1.02-1.07	E+2%/E+7%	1.02-1.07	E+2%/E+7%	1.01-1.08	E+1%/E+8%
SR 826 to NW 135 St.	E+50%	8	0.74-1.06	B/E+6%	0.70-1.05	B/E+5%	0.75-1.07	B/E+7%	0.70-1.04	B/E+4%
NW 135 St. to NW 119 St.	E+50%	10	0.62-0.86	B/D	0.68-0.91	B/E	0.68-0.90	B/D	0.67-0.91	B/E
NW 119 St. to NW 103 St.	E+50%	10	0.60-1.01	B/E+1%	0.62-1.02	B/E+2%	0.62-1.02	B/E+2%	0.62-1.01	B/E+1%
NW 103 St. to NW 79 St.	E+50%	10	0.92-1.03	E/E+3%	0.92-1.03	E/E+3%	0.92-1.03	E/E+3%	0.92-1.03	E/E+3%
NW 79 St. to SR 112	E+50%	10	0.81-1.09	D/E+9%	0.89-1.11	D/E+11%	0.89-1.17	D/E+17%	0.89-1.18	D/E+18%
<b>SR 7/NW 2 Avenue</b>										
NW 199 St. to NW 183 St.	E+20%	6	1.13-1.19	E+13%/E+19%	1.13-1.18	E+13%/E+18%	1.13-1.19	E+13%/E+19%	1.13-1.18	E+13%/E+18%
NW 183 St. to NW 174 St.	E+20%	6	1.26-1.35	E+26%/E+35%	1.26-1.35	E+26%/E+35%	1.26-1.35	E+26%/E+35%	1.26-1.35	E+26%/E+35%
NW 167 St. to N. Miami Ave.	E+50%	4	1.25-1.37	E+25%/E+37%	1.26-1.38	E+26%/E+37%	1.25-1.39	E+25%/E+39%	1.25-1.37	E+25%/E+37%
NW 135 St. to NW 87 Ave.	E+50%	2	1.17-1.33	E+17%/E+33%	1.18-1.32	E+18%/E+32%	1.20-1.34	E+20%/E+34%	1.18-1.28	E+18%/E+28%
NW 79 Str. to NW 36 St.	E+50%	2	0.82-1.01	D/E+1%	0.89-1.01	D/E+1%	0.79-1.01	C/E+1%	0.89-0.98	D/E
<b>SR 915/NE 6 Avenue</b>										
NE 181 St. to NE 167 St.	E+20%	4	1.18-1.25	E+18%/E+25%	1.18-1.25	E+18%/E+25%	1.18-1.25	E+18%/E+25%	1.18-1.25	E+18%/E+25%
NE 167 St. to NE 135 St.	E+20%	4	0.75-0.99	C/E	0.76-0.98	C/E	0.76-0.99	C/E	0.75-0.99	C/E
NE 135 St. to NE 103 St.	E+20%	4	0.80-1.07	C/E+7%	0.80-1.07	C/E+7%	0.80-1.07	C/E+7%	0.80-1.07	C/E+7%
NW 103 St. to US 1	E+20%	4	0.66-0.97	B/E	0.66-0.98	B/E	0.66-0.97	B/E	0.67-0.97	B/E

Source: Compiled by the Sustainability, Planning, and Economic Enhancement Department; Metropolitan Planning Organization, February 2012.

Notes: <sup>1</sup> Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

<sup>2</sup> Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is expressed using daily volumes.

### Application Impact

The “Estimated Peak Hour Trip Generation” Table above identifies the estimated number of PM peak hour vehicle trips to be generated by the three development scenarios analyzed, including the 400,000 sq. ft. shopping center and the 1,600,000 sq. ft. business park as limited by the proffered Declaration of Restrictions submitted by the applicant. The applicant’s proposed development would generate approximately 2,088 more PM peak hour vehicle trips than the 1,736 residential units that may developed under the current CDMP land use designations. See “Estimated Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations” Table above.

### Applicant’s Transportation Analysis

The applicant submitted the “*Westview Business Park and Shopping Center Transportation Analysis*” report, dated January 2012, in support of the application. The report, which was prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning, evaluated the impacts resulting from the requested CDMP Land Use Plan map changes based on a proffered declaration of restrictions limiting development on the application site to 400,000 sq. ft. of retail space on the requested “Business and Office” land use designation on Parcels 2 and 3 and up to 1,600,000 sq. ft. of business park on the requested “Industrial and Office” land use designation on the Parcels 1 and 4.

The transportation analysis report evaluated the transportation impacts for two planning horizons, a short-term (Year 2016) and a long-term (Year 2025) planning horizons. The study area (area of influence) is bound on the north by SR 826/Palmetto Expressway, on the east by I-95, on the south by NW 79 Street, and on the west by NW 57 Avenue. The resulting trip generation calculation revealed that the shopping center and the Business Park combined would generate approximately 3,297 net external PM peak hour vehicle trips. The study evaluated the traffic impacts to the adjacent roadways and intersections. The arterial LOS analyses were performed for concurrency condition (Year 2016) as well as future condition (Year 2025). The Concurrency analysis, which accounts for existing traffic, previously approved committed development traffic, plus traffic from the application site, indicates that the roadways adjacent to the applications site have available capacity to handle the additional traffic that would be generated by the application, and the roadways will continue to operate at acceptable levels of service. The long-term traffic analysis determined the adequacy of the roadway network to meet the adopted LOS standards through the year 2025. Year 2025 transportation analysis considered the programmed transportation infrastructure funded in the 2012 TIP and the planned transportation projects funded and listed in the Priorities I, II and III of the 2035 LRTP. In addition, the 2035 analysis included the future background conditions reflecting growth, traffic from approved development not yet built, the application’s traffic impact, and the improvements proposed by the application to enhance the roadway network in the vicinity of the application site to offset transportation impacts. The transportation consultant performed a significance determination analysis to ensure that those roadways projected to operate in violation of their adopted LOS standards are not significantly impacted by the application traffic. The significant impact analysis found that amendment trips found to exceed 5% of the adopted maximum service volume for NW 119 Street from NW 32 Avenue to NW 27 Avenue. Adopted LOS standards were shown to be met on NW 119 Street after a proposed extension of the fourth westbound travel lane from the East Golf Drive to the West Golf Drive for a distance of approximately 775 feet. An Executive Summary of the Applicant’s transportation analysis is provided in Appendix D of this report.

Miami-Dade County Public Works and Waste Management Department (PWWM) and the Sustainability, Planning and Economic Enhancement Department (SPEED) staff reviewed the

January 2012 Transportation Analysis and had some issues regarding the concurrency data, the proposed access points, the need for a fourth eastbound travel lane in order to handle the reversible traffic during different times of the day, the growth factor used in the future analyses, and the request that additional roadways be included in the future condition analysis. It should be pointed out that notwithstanding any outstanding concerns that PWWM and SPEED staff may have regarding the transportation analysis report, the application site is inside the County's adopted Urban Infill Area (UIA), the designated Transportation Concurrency Exception Area (TCEA). However, the transportation consultant should address the PWWM and SPEED concerns prior to final approval of the subject application. County staff will continue to work with the applicant and the transportation consultant in order to address the outstanding issues.

## Transit

### Existing Service

The application site and surrounding areas are currently served by Metrobus Routes 19, 22, 27 and 97/27<sup>th</sup> Avenue MAX, and 246/Night Owl. The service frequencies of these routes are shown in the "Metrobus Route Service Summary" Table below.

**Metrobus Route Service Summary**

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8pm)	Overnight	Saturday	Sunday		
19	24	24	40	N/A	N/A	N/A	0	L
22	15/30	30/60	50	50	30/60	30/60	0.1	L/F
27	15/30	15/30	30/60	30/60	20/40	30/60	0.2	F
97 (27 <sup>th</sup> Ave MAX)	20	45	N/A	N/A	N/A	N/A	0.2	F/E
246 (Night Owl)	N/A	N/A	N/A	60	60	60	0.1	L

Source: 2011 Transit Development Plan, Miami-Dade Transit (November 2011 Line Up).

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

### Future Conditions

Transit improvements to the existing Metrobus service, such as the replacement of an existing route with a new enhanced route and route alignment extensions/expansions are being planned for the next ten years as noted in the 2021 Recommended Service Plan within the Adopted 2011 Transit Development Plan (TDP). The "Metrobus Recommended Service Improvements" Table below shows the Metrobus service improvements programmed for the existing routes serving the application site.

### **Metrobus Recommended Service Improvements**

Route(s)	Improvement Description
19	No planned improvements.
22	No planned improvements.
27	No planned improvements.
97/27 <sup>th</sup> Avenue MAX	Route to be transformed to NW 27 Avenue Enhanced Bus connecting to MIC.
246/Night Owl	No planned improvements.

Source: 2011 Transit Development Plan, Miami-Dade Transit.

#### **Major Transit Projects**

Regarding future transit projects in the vicinity of the application site, Miami-Dade Transit (MDT) is developing premium transit services in the corridors approved by the People's Transportation Plan (PTP). These services—enhanced bus corridors and express bus services—will incrementally build local ridership first to justify major improvements later. Enhanced bus services include modern, high-tech buses with more direct routes, and operating more frequently with fewer stops. They will appear on various corridors including NW 27 Avenue in the proximity of the application site.

Miami-Dade Transit is pursuing incremental improvements along the North Corridor (Orange Line Phase 2) by implementing enhanced bus service along NW 27 Avenue. The 27 Avenue Enhanced Bus is a limited –stop bus service that extends from NW 215 Street to the Miami Intermodal Center (MIC) near the Miami International Airport. This enhanced bus service will feature articulated stylized diesel/electric hybrid busses, WiFi, Real-Time “Where is the Bus” information, Transit Signal Priority (TSP), and an end of the line park-and-ride/bus terminal station.

Implementation of Phase 1 is currently scheduled for FY 2012 with a 12-minute peak headway and Phase 2 for FY 2016 with a 10-minute peak headway. Phase 2 of this project has a capital cost of approximately \$25.6 million. Phase 2 is fully funded.

#### **Application Impacts**

A preliminary analysis was performed in Traffic Analysis Zones (TAZ) 258 and 261 where the application site is located. If the proposed amendment is approved, the expected transit impact produced by the proposed development can be absorbed by the planned improvements to the existing transit service in the area.

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

The following CDMP goals, objectives, policies, concepts, and guidelines would be furthered if the proposed CDMP land use amendment is approved.

- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- 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).
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-4D. Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.
- LU-8B. Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.
- LU-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
  - ii) Enhance or impede provision of services at or above adopted LOS Standards;
  - iv) Enhance or degrade environmental or historical resources, features or systems of County significance.
- LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
- LU-12. Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area as defined in Policy TC-1B or in a built-up area with urban services that is situated in a Community Development Block Grant-eligible area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprises Zone established pursuant to state law or in the designated Empowerment Zone established pursuant to federal law.



Guidelines for Urban Form No. 11: Allocate suitable and sufficient sites for industrial and business districts to accommodate future employment needs.

- TC-1D. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standards contained in Policy TC-1B, except as otherwise provided in the "Concurrency Management Program" section of the Capital Improvements Element.
- WS-4C. Within the Urban Development Boundary, Miami-Dade County shall strongly discourage the use of septic tanks. Throughout the County, additional septic tanks should not be permitted for the disposal or discharge of industrial or other non-domestic waste nor should they be permitted where seasonally high water table will impair proper functioning. Septic tanks should be avoided in wellfield protection areas or where private wells are in use. Under the regulations and procedures established by the Board of County Commissioners, septic tanks may be permitted outside of the Urban Development Boundary and where connection to a public sewer is not feasible.
- 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

The following CDMP goals, objectives, policies, concepts, and guidelines could be impeded if the proposed CDMP land use amendment is approved.

- LU-1G. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots.
- LU-4C. Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.
- LU-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County; and
  - (iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods.

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# **APPENDICES**

Appendix A: Map Series

Appendix B: Amendment Application

Appendix C: Miami-Dade County Public Schools Analysis

Appendix D: Applicant's Traffic Study Executive Summary

Appendix E: Applicant's Economic Analysis Report

Appendix F: Fiscal Impact Analysis

Appendix G: Proffered Declaration of Restrictions

Appendix H: Photos of Site and Surroundings

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# **APPENDIX A**

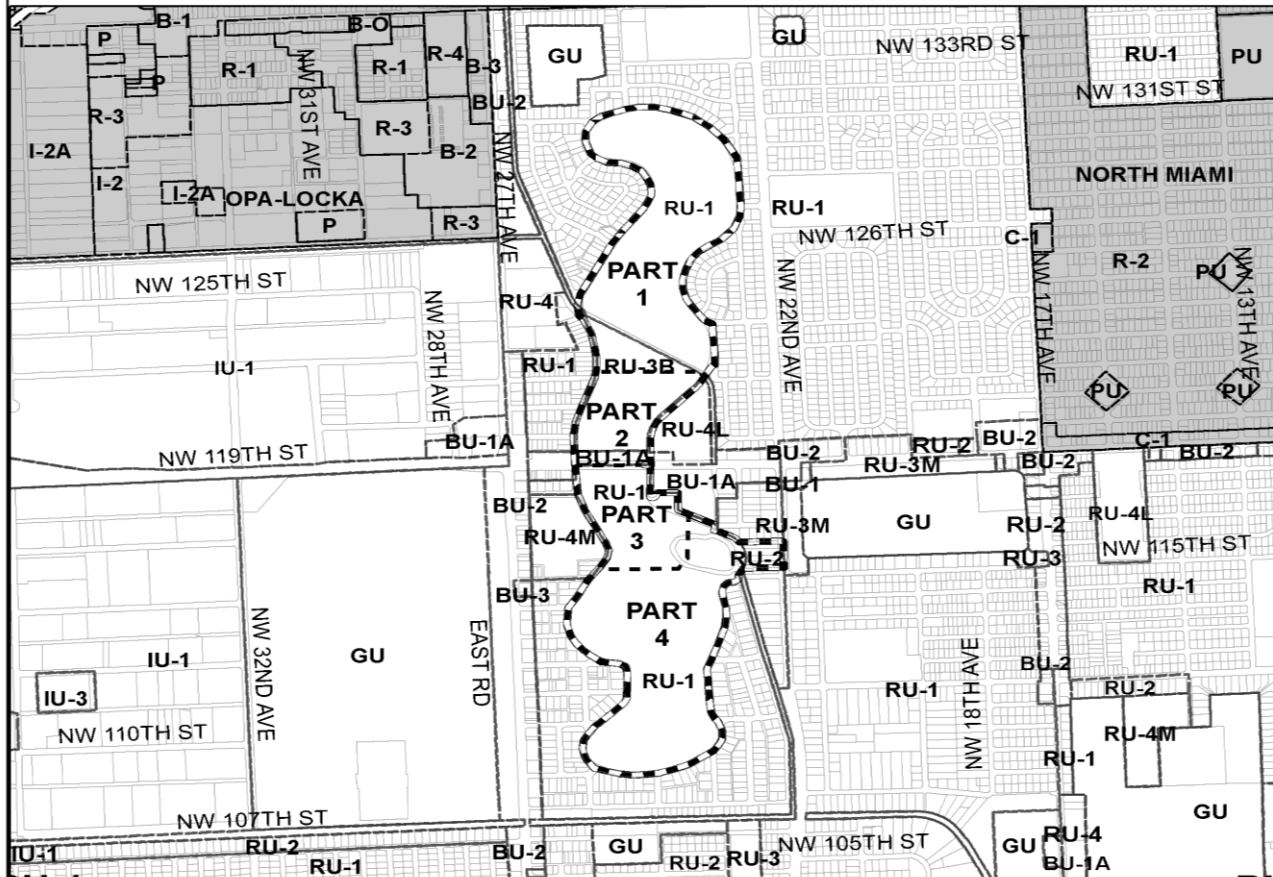
## **Map Series**

- Aerial Photo
- Current Zoning Map
- Existing Land Use Map
- CDMP Land Use Map
- Density Plan from North Central Urban Area District Report
- Trade Area Map

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# APPLICATION NO. 1 ZONING MAP



APPLICATION AREA

MUNICIPAL BOUNDARY

## MIAMI-DADE COUNTY ZONING DISTRICTS

GU	INTERIM DISTRICT
RU-1	SINGLE FAMILY RESIDENTIAL (7,500 sq. ft. net)
RU-3	FOUR UNIT APARTMENT HOUSE (7,500 sq. ft. net)
RU-3M	MINIMUM APARTMENT HOUSE (12.9 units/net acre)
RU-4L	LIMITED APARTMENT HOUSE (23 units/net acre)
RU-4M	MODIFIED APARTMENT HOUSE (35.9 units/net acre)
RU-4	HIGH DENSITY APARTMENT HOUSE (50 units/net acre)
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	LIBERAL BUSINESS
IU-1	LIGHT INDUSTRIAL MANUFACTURING
IU-3	UNLIMITED INDUSTRIAL MANUFACTURING

## OPA-LOCKA ZONING DISTRICTS

B-1	COMMERCIAL NEIGHBORHOOD
B-2	COMMERCIAL LIBERAL
B-3	COMMERCIAL INTENSIVE
B-O	BUSINESS OFFICE DISTRICT
I-2	LIBERAL INDUSTRIAL
I-3	INDUSTRIAL PLANNED DEVELOPMENT
P	PUBLIC
R-1	SINGLE FAMILY RESIDENTIAL
R-2	TWO FAMILY (DUPLEX)
R-3	MULTIPLE FAMILY RESIDENTIAL
R-4	MEDIUM DENSITY MULTI FAMILY

## NORTH MIAMI ZONING DISTRICTS

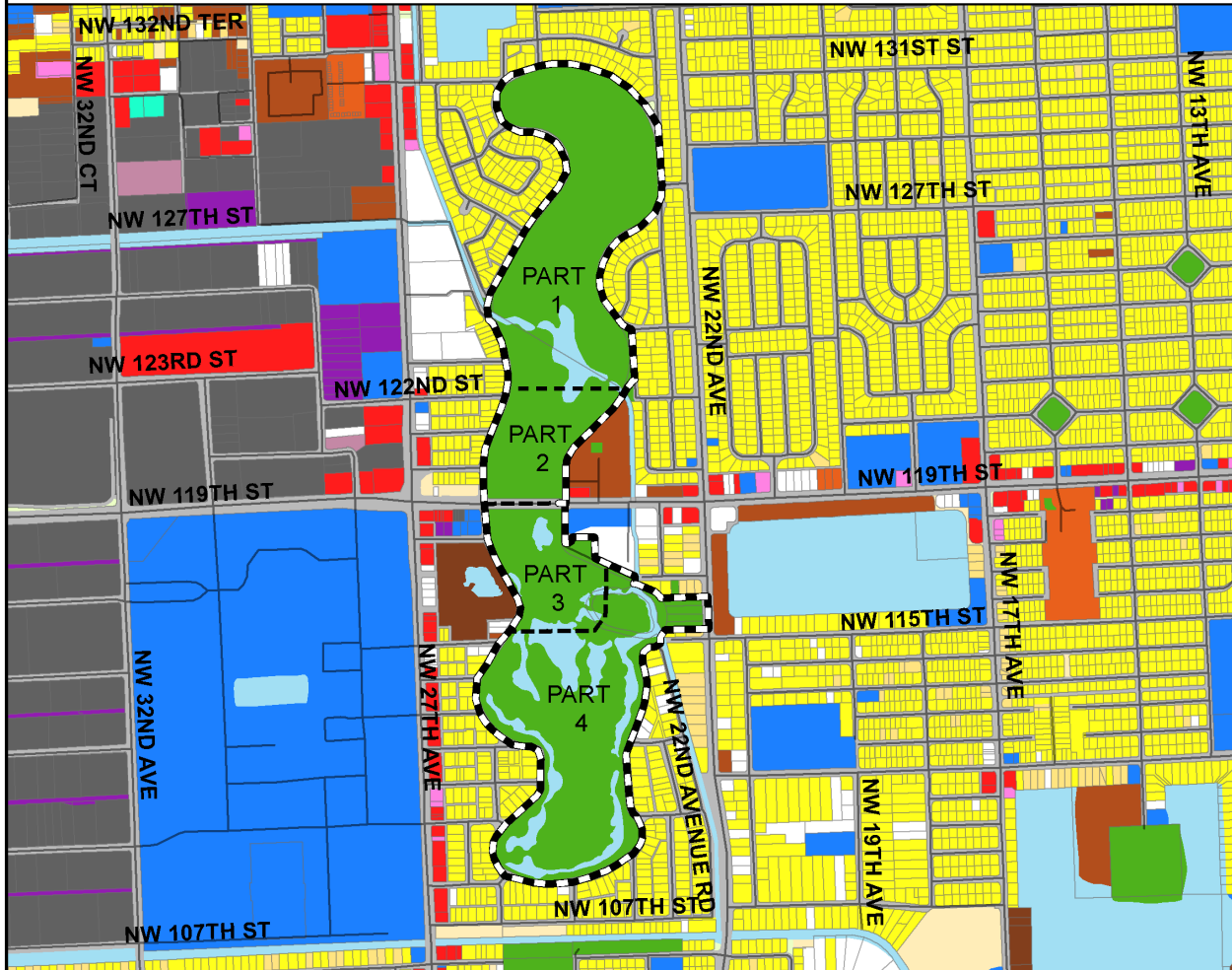
R-2	SINGLE FAMILY
C-1	COMMERCIAL
PU	PUBLIC USE

Source: Miami-Dade County  
Sustainability, Planning and Economic Enhancement Department  
January 2012





# APPLICATION NO. 1 EXISTING LAND USE



APPLICATION AREA

## EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- RESIDENTIAL-GOVERNMENT OWNED HOUSING
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL INTENSIVE
- COMMUNICATIONS, UTILITIES, TERMINALS

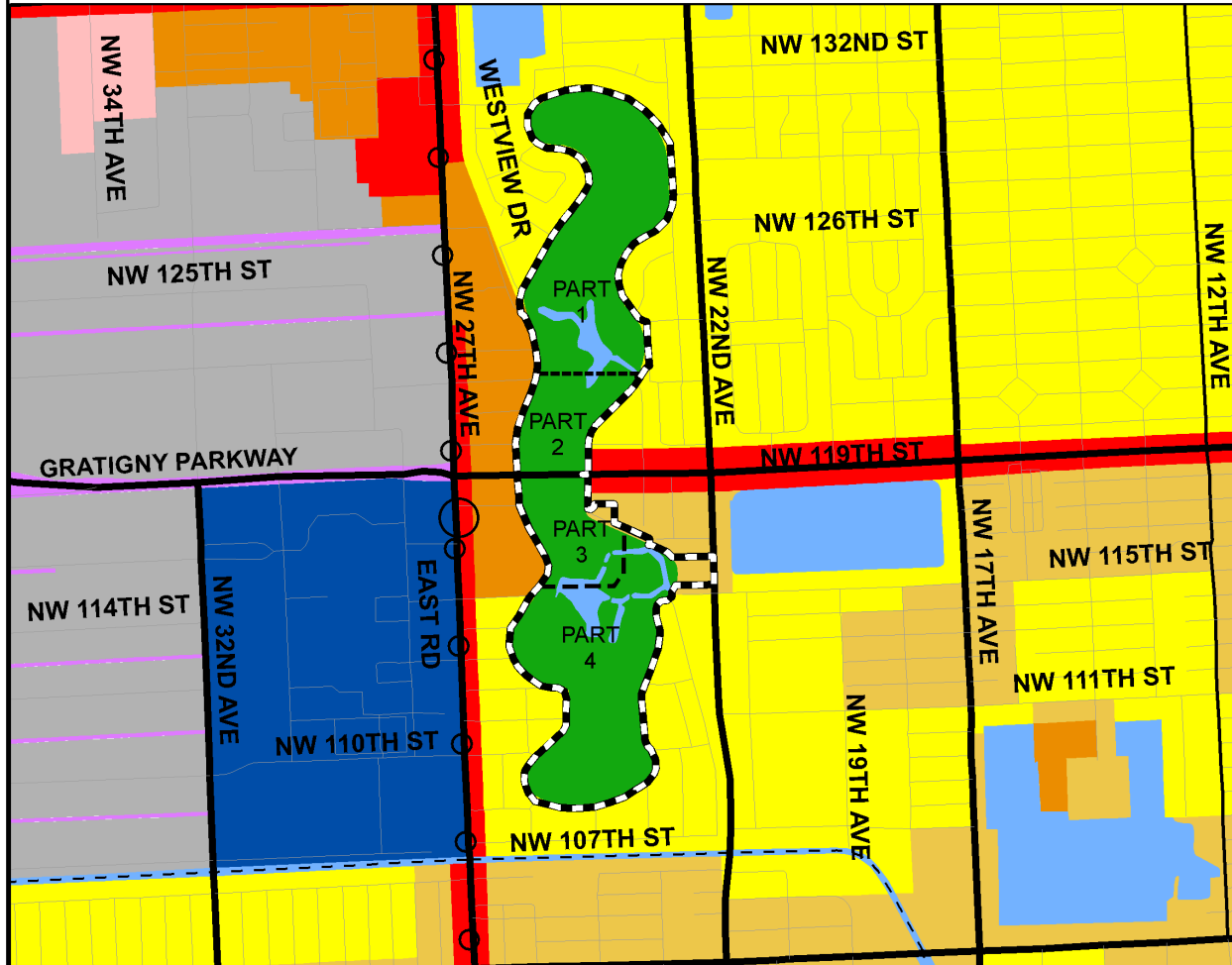
Source: Miami-Dade County  
Sustainability, Planning, & Economic Enhancement Department  
January 2012

- INDUSTRIAL
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT GOVERNMENT OWNED, UNPROTECTED
- INLAND WATERS

0 0.5  
Miles



# APPLICATION NO. 1 CDMP LAND USE



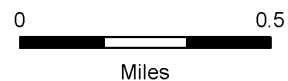
APPLICATION AREA

## CDMP LAND USE

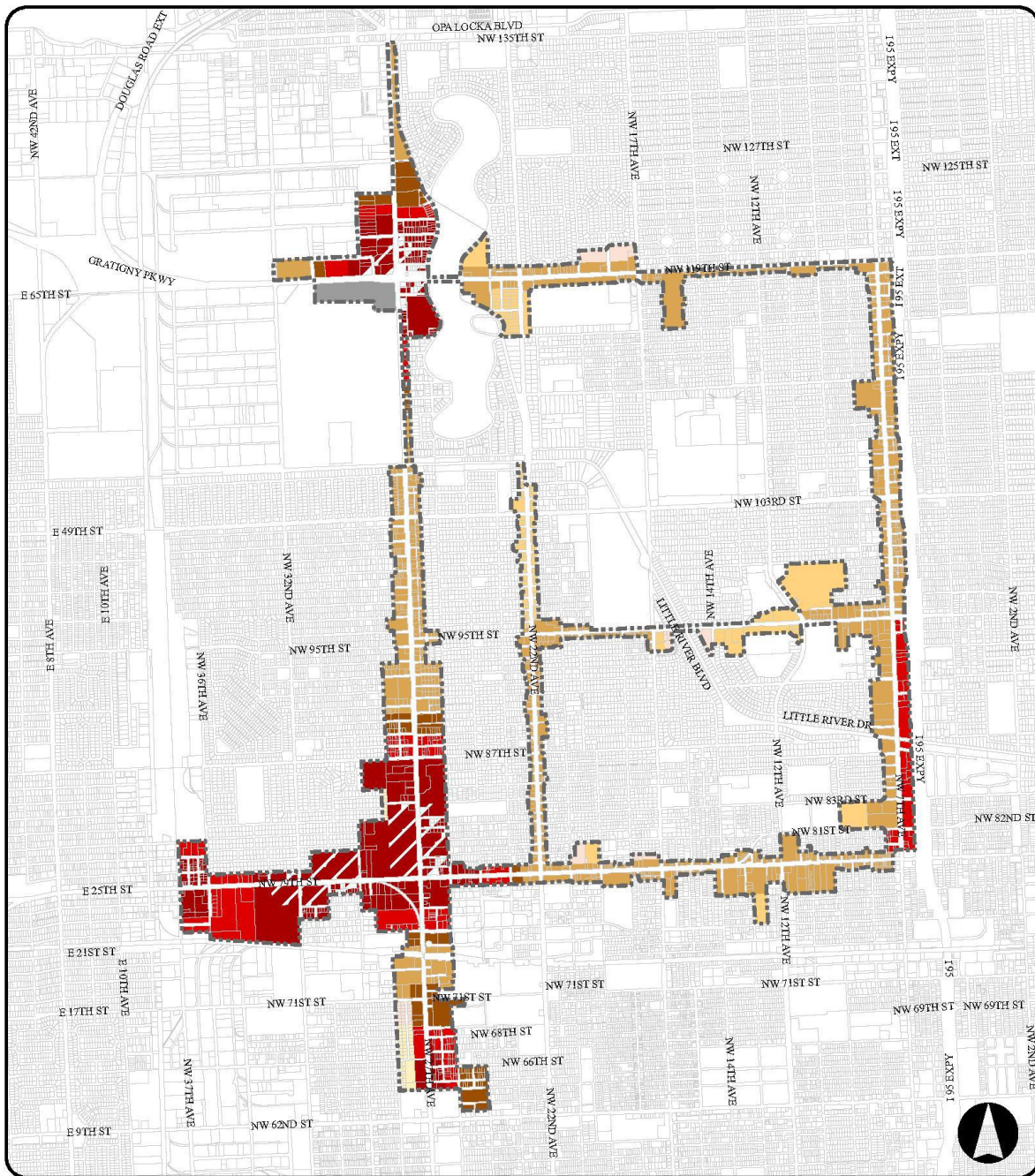
- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- PARKS AND RECREATION
- WATER
- TRANSPORTATION

Source: Miami-Dade County  
Sustainability, Planning and Economic Enhancement Department  
January 2012

- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)
- CANALS
- COMMUNITY URBAN CENTER
- FUTURE RAPID TRANSIT



## Density Plan from North Central Urban Area District Report



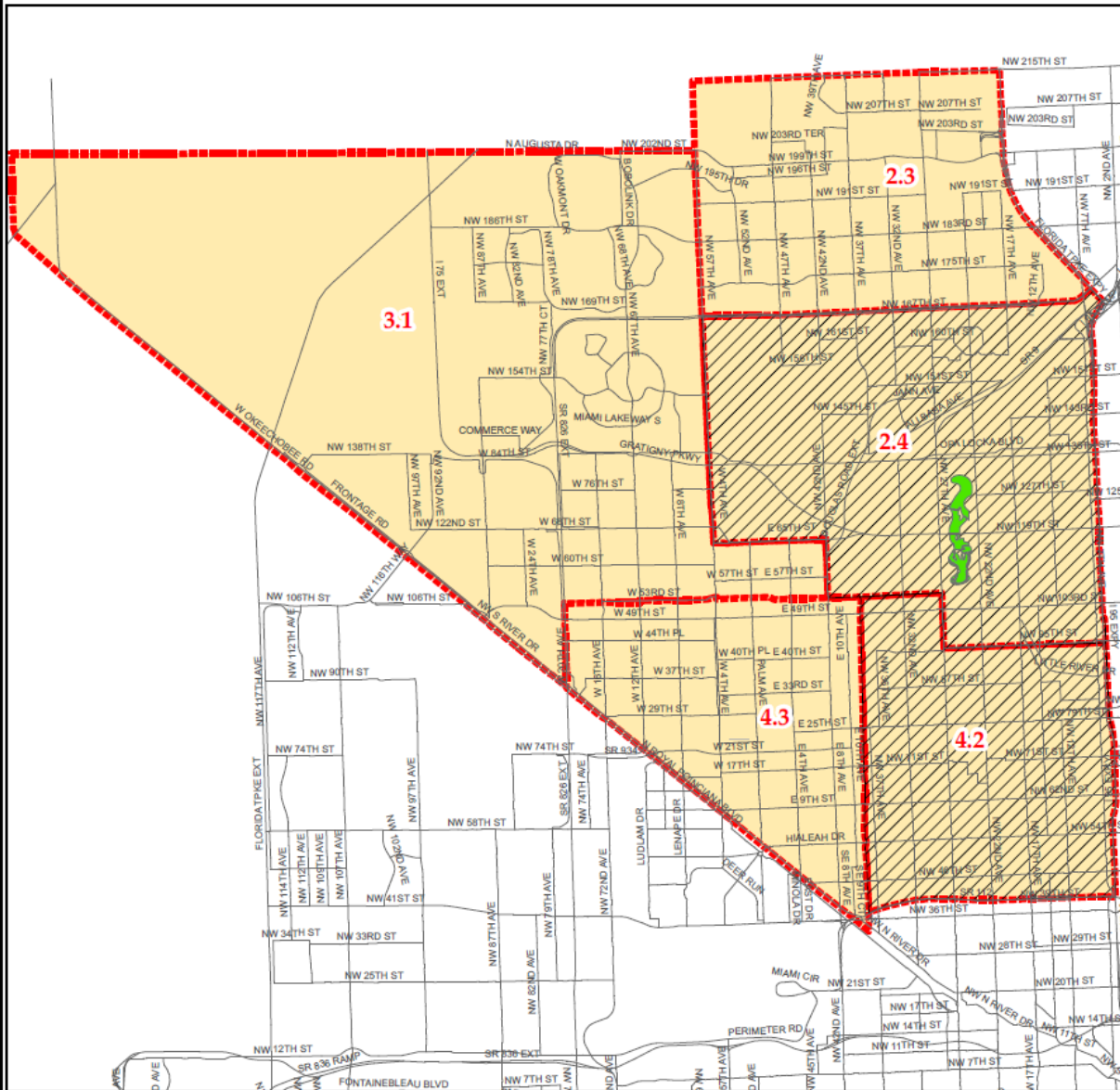
### Residential Density



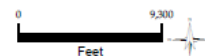


# Trade Area Map

## Application No.1 October 2011 Cycle



- Application Site
- Residential/Commercial Trade Areas: ( MSAs 2.4 & 4.2)
- Industrial Trade Areas (MSAs: 2.3, 2.4, 3.1, 4.2 & 4.3)



Sustainability, Planning and Economic Enhancement Department  
Planning Research Section, February 2012

# **APPENDIX B**

## **Amendment Application**

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**APPLICATION TO AMEND THE MIAMI-DADE COUNTY  
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

**1. APPLICANTS**

Rosal Westview, LLC  
1666 Kennedy Causeway  
Suite 505  
North Bay Village, Florida 33141

**2. APPLICANTS' REPRESENTATIVES**

Jeffrey Bercow, Esq.  
Melissa Tapanes Llahues, Esq.  
Bercow Radell & Fernandez, P.A.  
Attorneys for Rosal Westview, LLC  
200 South Biscayne Boulevard  
Suite 850  
Miami, Florida 33131  
(305) 374-5300

By:   
Jeffrey Bercow, Esq.

Date: October 31, 2011

By:   
Melissa Tapanes Llahues, Esq.

Date: October 31, 2011

**3. DESCRIPTION OF REQUESTED CHANGES**

An amendment to the Comprehensive Development Master Plan ("CDMP") Land Use Plan Map is requested.

A. Changes to the Land Use Element, Land Use Plan Map (Item A. 1 in the fee schedule) are requested.

B. Description of Application Area

The application area ("Application Area") consists of approximately 194 acres located in Sections 27 and 34, Township 52 South, Range 41 East. See Exhibit A ("CDMP Legal and Sketch").

PLANNING & ZONING  
METRO-CLIMATE PLANNING SECT  
2011 OCT 31 P 3:44

**BERCOW RADELL & FERNANDEZ**  
ZONING, LAND USE AND ENVIRONMENTAL LAW

The Application Area is designated for Park and Recreation use on the CDMP Land Use Plan Map, and is zoned "Single-Family Residential District" (RU-1), "Two-Family Residential District" (RU-2), "Bungalow Court District" (RU-3B), and "Limited Business District" (BU-1A).

The Application Area is proposed to accommodate approximately 400,000 square feet of retail and service uses and a business park with approximately 1,600,000 square feet of office, light industrial, warehouse and flex space.

E. Acreage

Application Area: approximately 193.8 gross acres (approximately 180.4 net acres)

Acreage owned by Applicant: 0 acres

Acreage under contract by Applicant: approximately 193.8 gross acres (approximately 180.4 net acres)

F. Requested Changes

- 1) It is requested that the Application Area (approximately 194 acres) be redesignated on the Land Use Plan Map from "Park and Recreation" and "Low-Medium Density Residential" to "Business and Office" and "Industrial and Office" as follows:

Industrial and Office North ("I/O-N")

67.8 net acres

73.2 gross acres

Business and Office North ("B/O-N")

20.6 net acres

22.3 gross acres

Industrial and Office South ("I/O-S")

70.5 net acres

74.9 gross acres

Business and Office South ("B/O-S")

21.5 net acres

23.4 gross acres

See Exhibit B ("CDMP Aerial Exhibit").

- 2) If the CDMP amendment application is adopted by the Board of County Commissioners and a proffered covenant restricting the use of the Application Area is accepted as a condition of such approval, then the Applicant requests that the covenant be added to the text of the CDMP Land Use Element,



specifically to the table contained therein entitled "Restrictions accepted by the Board of County Commissioners in association with Land Use Plan Amendments." The covenant will be submitted to Miami-Dade County in accordance with the timelines adopted by the Department of Sustainability, Planning and Economic Enhancement.

#### **4. REASONS FOR AMENDMENTS**

The Application Area is located on either side of State Road 924 (Gratigny Road), a major east-west artery in northern Miami-Dade County that connects Interstate 75 and State Road 826 (Palmetto Expressway) to the west with State Road 7 (US 441) and Interstate 95 to the east. The Application Area is known as the former Westview Country Club, and is surrounded by single-family, multi-family, institutional, and commercial uses. It is also part of a much larger area that has received a brownfields designation. Major industrial and institutional uses are located just west of the Application Area, across N.W. 27 Avenue, in an area known as the "N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor". Miami-Dade College's 245-acre North Campus is located to the southwest of the Application Area and enrolls over 41,000 students.

The Application Area is located within the North Planning Analysis Tier in Minor Statistical Area 2.4. See Planning Analysis Tiers and Minor Statistical Areas, 2010, Draft 2010 Evaluation and Appraisal Report (July 28, 2010). The current supply of vacant industrial land in Minor Statistical Areas 2.4 and 4.2 totals less than 80 acres. The entire supply of industrial land within the market area will be entirely depleted in 2018. Within the current supply of vacant industrial land, there is one parcel of approximately 20 acres under single ownership; of the remaining 57 acres of vacant industrial land, only eight parcels are more than two acres in size and only four sites are larger than five acres in size. Clearly, more industrial land is needed to satisfy the CDMP Land Use Element Policy LU-8F.

The "N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor Industrial Land Use Analysis" prepared in February 2011 by the Miami-Dade Department of Planning and Zoning illustrates the prominence and potential of this underserved area in Miami-Dade County. When compared to the West Airport and Hialeah industrial areas, the N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor – located approximately one-quarter of a mile from the Application Area – boasts the highest occupancy rate (93% compared to 92% and 88%, respectively) and the lowest vacancy rate (7% compared to 8% and 12%, respectively). See Table 1, N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor Industrial Land Use Analysis (February 2011). Also, in comparison to West Airport and Hialeah industrial areas, the average age of buildings is the oldest and the average lease rate is the lowest. See Table 1, N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor Industrial Land Use Analysis (February 2011). In Subarea 1 of this corridor, which the Application Area abuts, the vacancy rate is only 6%. See Table 2, N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor Industrial Land Use Analysis (February 2011). Less than 3% of all identified businesses in the corridor are considered "big business" and only three businesses list themselves

as a headquarter location. This data supports the strong demand and high potential for a high-quality, institutional grade industrial commerce center in this area.

The market area for the proposed commercial uses is comprised of the area bounded by Interstate 95, State Road 826 (Palmetto Expressway), Le Jeune Road and State Road 112, which includes portions of Minor Statistical Areas 2.4 and 4.2. This market area has a population of nearly 170,000 people. On an overall basis, there are 1,089 acres of commercial land in the area (both vacant and developed). Historically, this market area has been underserved in terms of access to national and value-oriented retailing.

This market area has a total of 164.3 vacant acres of land designated for commercial uses. See Table 1.1-10, Draft 2010 Evaluation and Appraisal Report (July 28, 2010). However, of the hundreds of vacant parcels in the area, fewer than 25 parcels are over one acre in size and only one is over three acres in size. Accordingly, the low absorption rate reflects the poor economic climate of the past few years as well as the low potential for development of the existing vacant parcels to address the current demand for national and value-oriented retailing due to their negligible size. Notably, there is no supply of unused, significantly-sized industrial sites to convert into retail.

A substantial portion of the market area is within an Enterprise Zone and/or an Empowerment Zone, which means that it is characterized by lower than average incomes and higher than averages rates of unemployment and under-employment. Development of a new major employment center in this underserved area of Miami-Dade County would be beneficial to create jobs and provide services for local residents. In addition, the location of the Application Area in close proximity to the N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor will provide opportunity for existing businesses to expand and new businesses to locate within a desirable and established industrial area.

The North Central Charrette Area Plan Report echoes the community's desire to promote economic growth and infill development in a manner that achieves the following objectives:

- To provide necessary services in order to integrate Miami-Dade College, its activities and students, into the community.
- To attract businesses, both retail and office uses, that will provide a wide range of jobs easily accessible to residents.
- To encourage local ownership of properties, businesses and development.
- To improve the community's appearance.
- To implement a plan that promotes growth and infill development and preserves the community's heritage in a form that is compact, diverse and walkable.

Approval of the instant application will provide necessary retail and services to integrate Miami-Dade College students, faculty and employees into the community. On a permanent basis, this project would generate at least 3,600 to 4,500 new permanent

jobs. During the construction phase, the project will generate over 870 temporary construction jobs. The opportunity to encourage local ownership of businesses will be increased with the development of this proposed business park located on a major east-west artery and abutting the established N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor. The proposed business park will improve the community's appearance by developing on vacant land with a brownfield designation in compliance with today's stringent land development regulations. Approval of the instant application will serve to implement the North Central Charrette Area Plan Report in an effort to promote growth and infill development that is compact and diverse.

Approval of this application is also consistent with the following Goals, Objectives and Policies of the CDMP:

- **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.**

Objective LU-1 requires emphasis on the concentration and intensification of development around centers of activity, renewal of blighted areas, and contiguous urban expansion. Approval of the instant application will serve to intensify development around two major centers of activity, the N.W. 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor and Miami-Dade College, as well as rehabilitate a vacant and unused brownfield of a significant size in the midst of an urbanized community.

- **LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.**

CDMP Land Use Element Policy LU-1C requires the County to give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. The proposed development is both infill development on a vacant brownfield and redevelopment of an underdeveloped environmentally suitable urban area contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. The proffered covenant will ensure that the proposed

development will satisfy all level of service requirements for public infrastructure.

- **LU-8F. The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total of 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy LU-7F. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.**

CDMP Land Use Element Policy LU-8F provides that the adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The unusually high percentage of small vacant parcels in this market area creates a disincentive towards development of in-demand national and value-oriented retailing and significant business parks that generate jobs, provide services and preserve property values and the ad valorem tax base through economic cycles. The absence of large parcels “appropriate to the type of use” is clear and warrants approval of this application.

- **LU-1G. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.**

CDMP Land Use Element Policy LU-1G encourages business developments to be placed in clusters or nodes at the intersections of major roadways. The Application Area is located on the Gratigny Road, a major east-west arterial

road, and within the vicinity of two major arterial roadway intersections, N.W. 27 Avenue and N.W. 22 Avenue. The CDMP's Guidelines for Urban Form provide an exception to the Generalized Neighborhood Development Pattern where a project must conform to the density, intensity, use, building, envelope, traffic generation and demand on services and infrastructure which exists in an established neighborhood. Although the Application Area is not located at the intersection of N.W. 27 Avenue and the Gratigny Road, these corners have already been developed with one large institutional user, Miami-Dade College, and small parcels with residential, commercial and industrial users. Approval of the instant application is necessary to satisfy a demand for services and conform to the limitations of the established neighborhood.

- **LU-1O. Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agriculture Areas, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.**

CDMP Land Use Element Policy LU-1O requires the County to "prevent discontinuous, scattered development at the urban fringe." The Application Area is urban infill development of a vacant brownfield and not discontinuous, scattered development at the urban fringe or located within the agricultural areas.

- **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 Services (LOS) standards specified in the Capital Improvements Element (CIE).**

The proffered covenant will ensure the provision of services at or above the level of service standards specified in the Capital Improvements Element.

- **LU-2B. Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the areas within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) Map. Second priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agricultural and Open Land areas shall be avoided, except for those improvements necessary to protect the public health and safety and which service the localized needs of non-urban areas.**

CDMP Land Use Element Policy LU-2B requires the County to give priority to serve the areas within the Urban Development Boundary of the Land Use Plan Map. The Application Area is located within the Urban Development

Boundary and therefore must be given priority in the provision of services and facility and the allocation of financial resources for services and facilities.

- **LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resources degradation; maintenance of quality of life and creation of amenities[.] Density patterns should reflect the Guidelines for Urban Form contained in this Element.**

CDMP Land Use Element Policy LU-8A requires the County to strive to accommodate proximity and accessibility to employment, commercial and cultural centers, as well as create amenities. Approval of the instant application will give the surrounding residential communities access to employment opportunities and to a commercial center that will create amenities for residents and workers within the urbanized area.

- **LU-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:**
  - (i) **Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;**
  - (ii) **Enhance or impede provision of services at or above adopted LOS Standards;**
  - (iii) **Be compatible with abutting and nearby land use and protect the character of established neighborhoods; and**
  - (iv) **Enhance or degrade environmental or historical resources, features or systems of County significance; and**
  - (v) **If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes would be use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.**

CDMP Land Use Element Policy LU-8E provides evaluation criteria for applications seeking amendments to the CDMP Land Use Plan map. Approval of the instant application and acceptance of the proffered covenant will accommodate additional economic growth in the County by providing needed industrial and business designated land, will not impede the provision

of services at or above adopted LOS standards, will protect the existing character of the area, and will not degrade environmental or historical resources.

- **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.**

Policy 7A of the CDMP's Economic Element encourages an emphasis on expanding existing industries and promoting the creation of small and medium-sized labor intensive enterprises geared to the socio-economic needs and opportunities of specific neighborhoods meant to serve a diversity of markets. Development of a business park within this underserved neighborhood in close proximity to an Enterprise Zone and/or Empowerment Zone will implement Policy 7A by promoting the generation of labor intensive enterprises geared to the opportunities available through close proximity to large institutional uses, like Miami-Dade College, and the well-established N.W 27<sup>th</sup> – 37<sup>th</sup> Avenue Industrial Corridor.

## **5. ADDITIONAL MATERIAL SUBMITTED**

- 1) Surveys (Overall and Parcels Subject to LUP Map changes)
- 2) 8 1/2 X 11 sheet showing Application Area Location
- 3) Aerial Photograph

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

## **6. COMPLETE DISCLOSURE FORMS: See attached.**

## DISCLOSURE OF INTEREST

This form or a facsimile must be filed by all applicants having an ownership interest in any real property covered by an application to amend the Land Use Plan map. Submit this form with your application. Attach additional sheets where necessary.

### APPLICANT (S) NAME AND ADDRESS:

APPLICANT: Rosal Westview, LLC  
1666 Kennedy Causeway  
Suite 505  
North Bay Village, Florida 33141

Use the above alphabetical designation for applicants in completing Sections 2 and 3, below.

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.

<u>APPLICANT</u>	<u>OWNER OF RECORD</u>	<u>FOLIO NUMBER</u>	<u>ACRES (net)</u>
Rosal Westview, LLC	Miami National Golf Club, LLC	30-2134-001-0621	
		30-2134-001-0620	
		30-2134-003-0290	
		30-2134-003-0270	
		30-2127-010-1110	
		30-2127-032-0020	
		30-2134-003-0260	
		30-2134-021-0020	
		30-2134-003-0280	
		Total:	180.4 net 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.

<u>APPLICANT</u>	<u>OWNER</u>	<u>LESSEE</u>	<u>CONTRACTOR FOR PURCHASE</u>	<u>OTHER (Attach Explanation )</u>
X			X	

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	

- 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:** Rosal Westview, LLC, a Florida limited liability company

NAME, ADDRESS, AND OFFICE (if applicable)	PERCENTAGE OF STOCK
Francisco Rojo, 1666 Kennedy Causeway, Suite 505, NBV, FL 33141	50%
Robert Saland, 1666 Kennedy Causeway, Suite 505, NBV, FL 33141	50%

- c. If the applicant is a TRUSTEE, list the trustee's name, the name 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
N/A	

- 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 (5) trust (5) 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

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF INTEREST</u>
N/A	

- 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].

<u>NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
See Applicant and Owner Information	

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

N/A
-----

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.

<u>INDIVIDUAL'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
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:** Miami National Golf Club, LLC, a Florida limited liability company

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF STOCK</u>
<u>Armando Cignarale, 909 Ridgebrook Road, Suite 220, Sparks, Maryland 21152</u>	
<u>Daniel Hirschfeld, 909 Ridgebrook Road, Suite 220, Sparks, Maryland 21152</u>	
<u>Marc Kovens, 909 Ridgebrook Road, Suite 220, Sparks, Maryland 21152</u>	

- 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

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	

- 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

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF OWNERSHIP</u>
N/A	

- 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].

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF INTEREST</u>
N/A	

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 contract 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

Rosal Westview, LLC  
Francisco Rojo

Sworn to and subscribed before me  
this 28 day of OCTOBER, 2011.

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

  
NOTARY PUBLIC-STATE OF FLORIDA  
Alejandro J. Barroso  
Commission # DD912574  
Expires: SEP. 19, 2013  
BONDED THRU ATLANTIC BONDING CO., INC.

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 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.

## ROSAL WESTVIEW, LLC

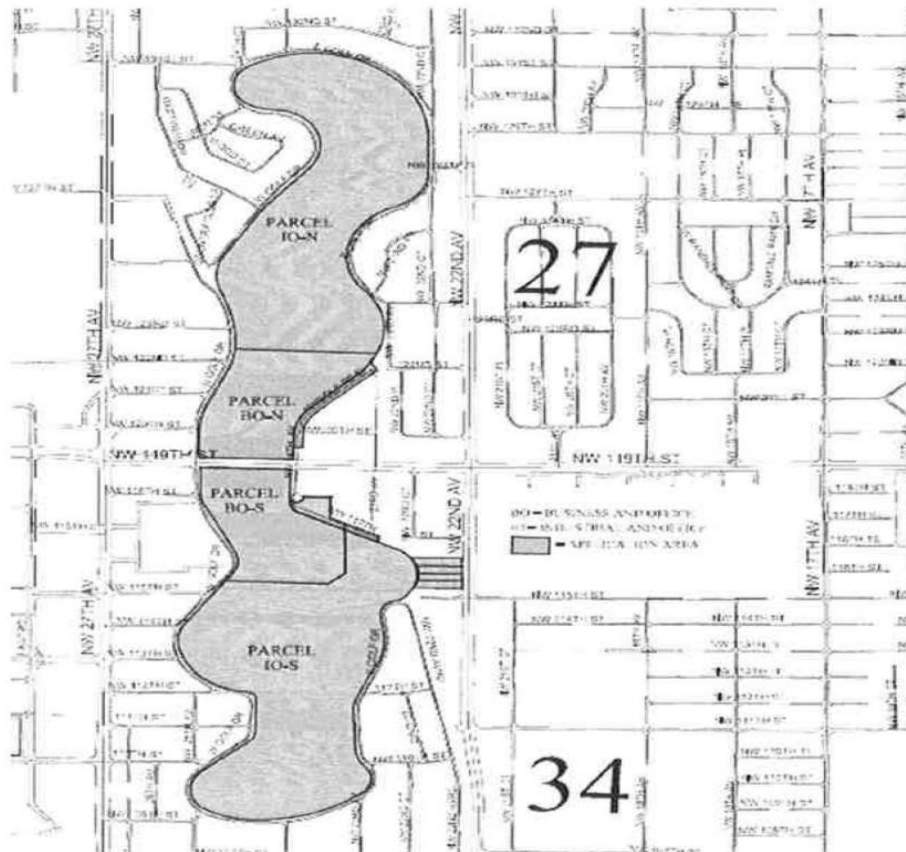
### LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

#### APPLICANT/REPRESENTATIVE

Rosal Westview, LLC/  
Jeffrey Bercow, Esq. and Melissa Tapanes Llahues, Esq.

#### DESCRIPTION OF SUBJECT AREA

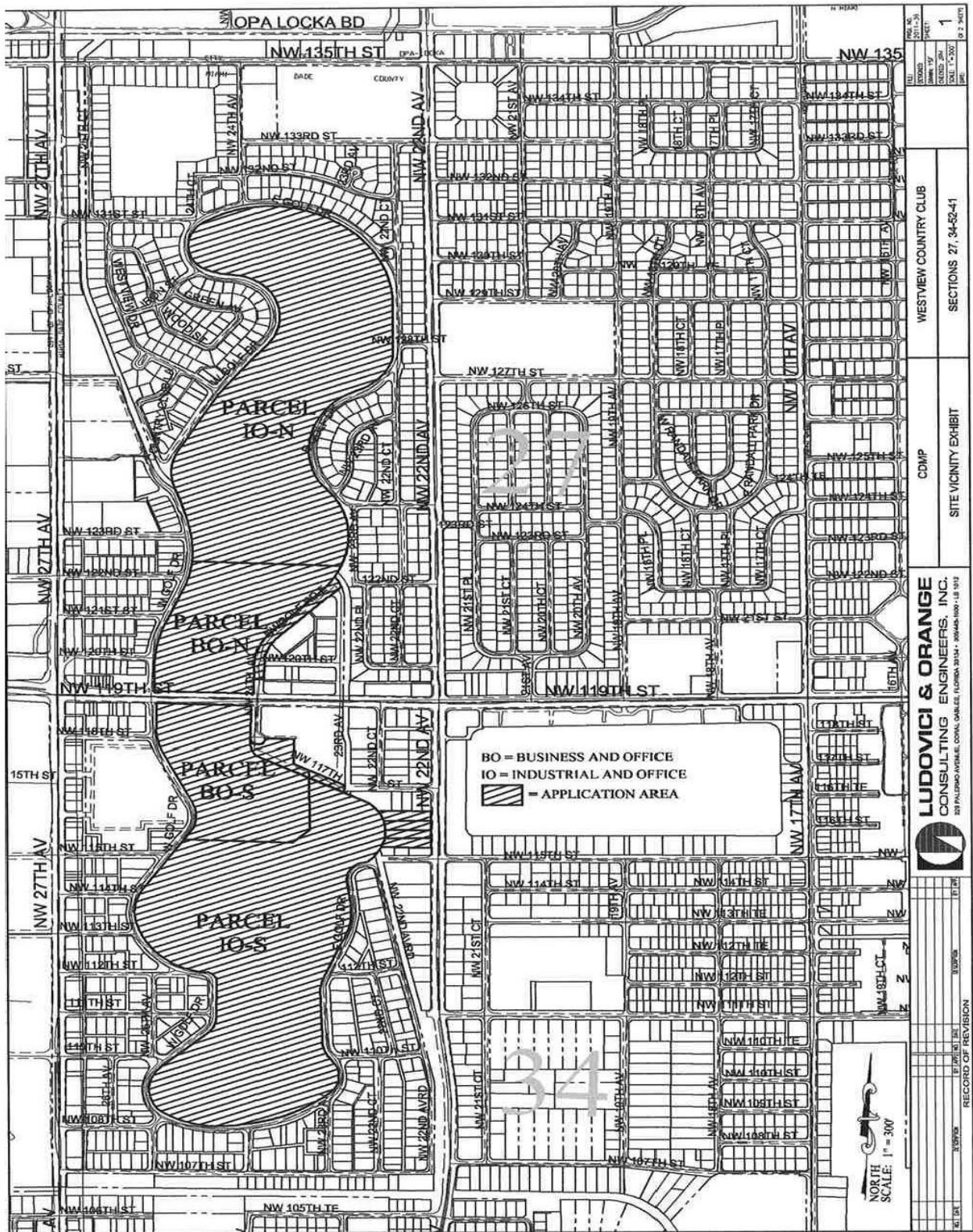
The Application Area consists of approximately 194 acres located in Section 27 and 34, Township 52 South, Range 41 East.



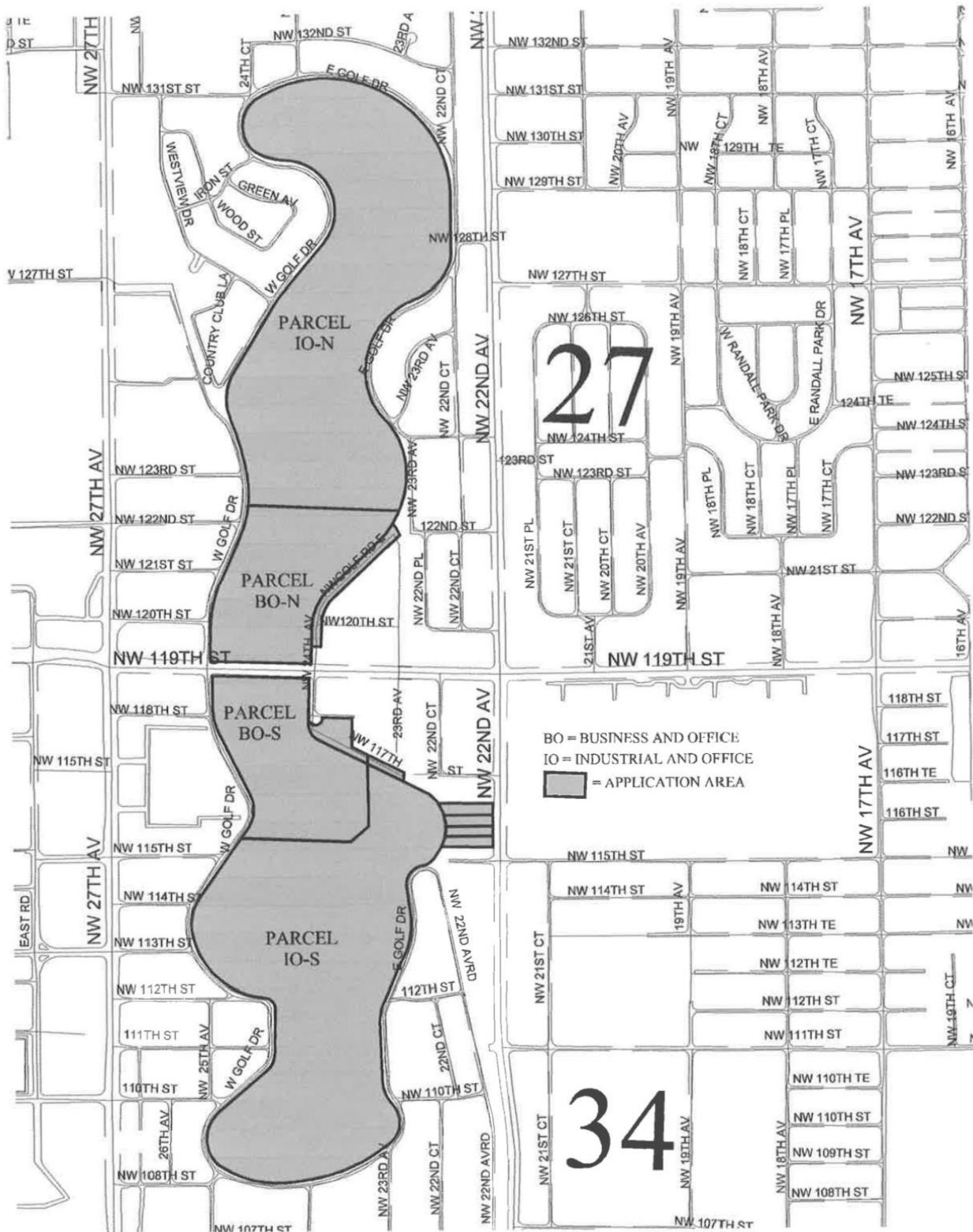
**BERCOW RADELL & FERNANDEZ**  
ZONING, LAND USE AND ENVIRONMENTAL LAW











## CDMP LEGAL AND SKETCH

### SURVEYOR'S NOTES:

1. Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
2. This sketch does not represent a land survey.
3. Based on Boundary Survey of Westview Country Club Golf Course by Robayna & Associates dated 4/28/11.
4. Not valid without accompanying sketch.
5. All angles are turned from the backsight.
6. Gross acres are to the centerline of abutting rights-of-way.

### LEGEND:

POC	Point of Commencement	R	Radius	SEC.	Section
POB	Point of Beginning	D	Central Angle Of Curve	SF	Square Feet
		L	Length		

### SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY: that the LEGAL AND SKETCH of the property described hereon was made under my supervision and that the LEGAL AND SKETCH meets the Minimum Technical Standards set forth by the Florida Board of Professional Land Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code pursuant to Section 472.027, Florida Statutes. And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon. This sketch does not represent a land survey.

Ludovici and Orange Consulting Engineers Inc. L.B. #1012

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

Arturo A. Sosa  
Surveyor and Mapper 2629  
State of Florida

PROJ. NO: 2011 39

DATE: 10-26-11

DRAWN: BBL

CHECKED: AS

SCALE: AS NOTED



**LUDOVICI & ORANGE**  
CONSULTING ENGINEERS, INC.

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**PARCEL**  
**BO-S**

SHEET 1 OF 3 SHEETS

\\Server\Bata\SURVEY\Projects\2011\2011 39 WESTVIEW.dwg 10/26/2011 10:42:00 AM EDT

## CDMP LEGAL AND SKETCH

### LEGAL DESCRIPTION:

A PORTION OF SECTION 34, TOWNSHIP 52 SOUTH, RANGE 41 EAST IN MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 34; THENCE EASTERLY ALONG THE NORTH LINE OF SAID SECTION 34 FOR A DISTANCE OF 699.10 FEET; THENCE SOUTHERLY ON AN ANGLE OF 91°42' TO THE LEFT FOR A DISTANCE OF 50.02 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND; THENCE EASTERLY ON AN ANGLE OF 91°42' TO THE RIGHT ALONG A LINE 50.00 FEET SOUTH AND PARALLEL TO THE NORTH LINE OF SAID SECTION 34 FOR A DISTANCE OF 683.82 FEET; THENCE SOUTHERLY ON AN ANGLE OF 91°42' TO THE LEFT FOR A DISTANCE OF 299.83 FEET TO A POINT OF CURVATURE; THENCE 165.81 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 150.00 FEET AND A CENTRAL ANGLE OF 63°20' TO A POINT OF TANGENCY; THENCE 358.15 FEET ALONG SAID TANGENT; THENCE SOUTHERLY ON AN ANGLE OF 117°30' TO THE LEFT FOR A DISTANCE OF 435.87 FEET; THENCE SOUTHWESTERLY ON AN ANGLE OF 129°38' TO THE LEFT FOR A DISTANCE OF 166.80 FEET; THENCE WESTERLY ON AN ANGLE OF 137°16' TO THE LEFT FOR A DISTANCE OF 762.58 FEET; THENCE NORTHEASTERLY ON AN ANGLE OF 56°06' TO THE LEFT FOR A DISTANCE OF 86.26 FEET TO A POINT OF CURVATURE; THENCE 223.98 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 200.00 FEET AND A CENTRAL ANGLE OF 64°10' TO A POINT OF TANGENCY; THENCE 362.69 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 415.39 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 850.00 FEET AND A CENTRAL ANGLE OF 28°00' TO A POINT OF TANGENCY; THENCE 128.05 FEET ALONG SAID TANGENT TO THE POINT OF BEGINNING.

AND

A PORTION OF TRACT B (TRACT B WEST) OF REDI DATA SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 127 AT PAGE 84 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

SAID TRACT B LESS THE FOLLOWING DESCRIBED PARCEL:

BEGIN AT THE SOUTHEAST CORNER OF SAID TRACT B; THENCE N64°01'16"W ALONG THE SOUTH LINE OF SAID TRACT B FOR A DISTANCE OF 302.41 FEET; THENCE N01°32'09"W FOR A DISTANCE OF 67.66 FEET; THENCE S64°01'16"E ALONG THE NORTH LINE OF SAID TRACT B FOR A DISTANCE OF 304.06 FEET TO A POINT ON THE EAST LINE OF SAID TRACT B; THENCE S00°17'07"E FOR A DISTANCE OF 66.91 FEET TO THE POINT OF BEGINNING.

AND

ALL ABUTTING ROAD AND CANAL RIGHTS-OF-WAY TO THE CENTERLINE.

PROJ. NO: 2011 39

DATE: 10-26-11

DRAWN: BBL

CHECKED: AS

SCALE: AS NOTED



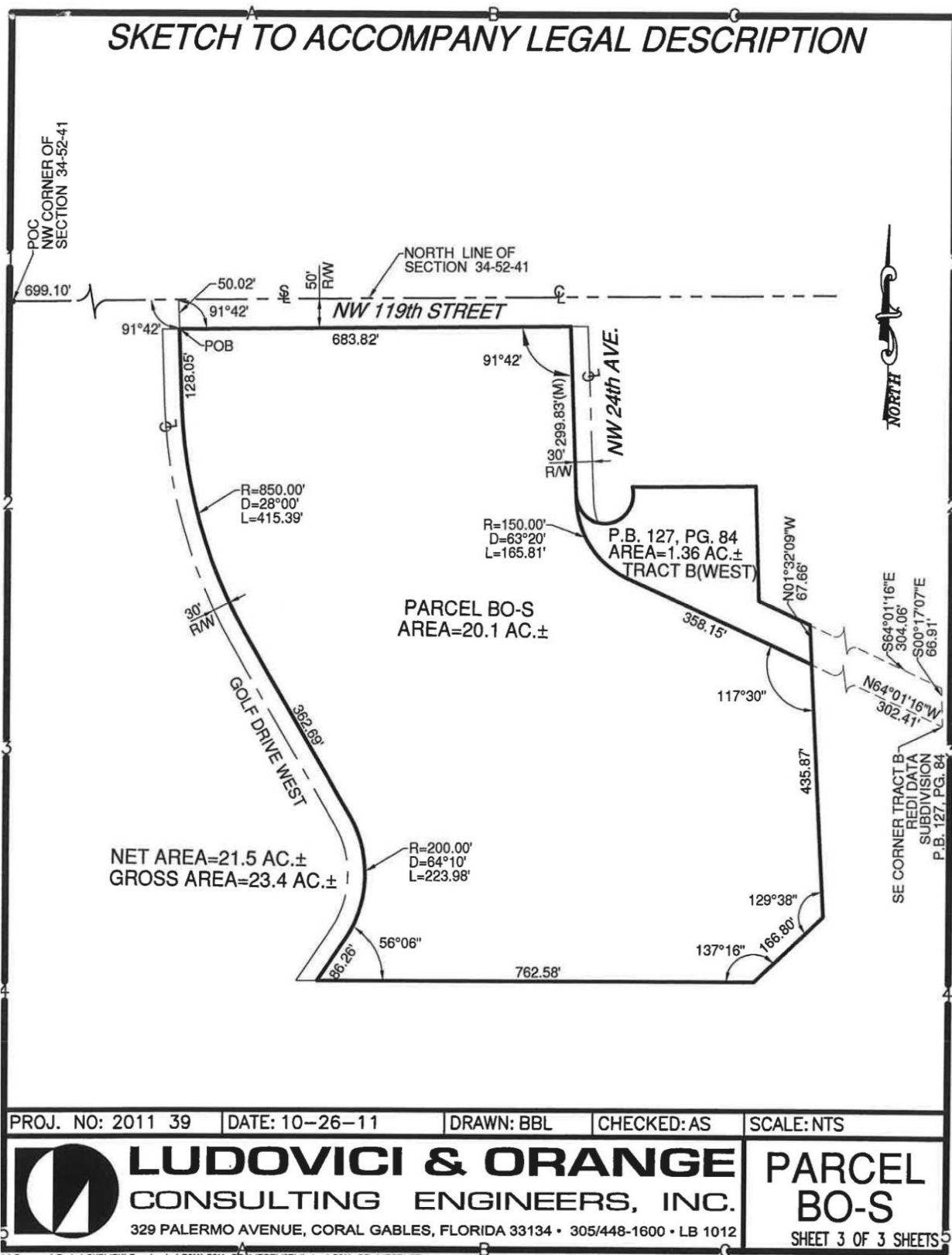
**LUDOVICI & ORANGE**  
CONSULTING ENGINEERS, INC.

329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012

**PARCEL**  
**BO-S**

SHEET 2 OF 3 SHEETS

\\Server\\Data\\SURVEY\\Projects\\2011\\2011 39 WESTVIEW\\dwg\\2011 39 WESTVIEW.dwg 10/26/2011 10:42:00 AM EDT



## CDMP LEGAL AND SKETCH

### SURVEYOR'S NOTES:

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2. This sketch does not represent a land survey.
3. Based on Boundary Survey of Westview Country Club Golf Course by Robayna & Associates dated 4/28/11.
4. Not valid without accompanying sketch.
5. All angles are turned from the backsight.
6. Gross acres are to the centerline of abutting rights-of-way.

### LEGEND:

POC	Point of Commencement	R	Radius	SEC.	Section
POB	Point of Beginning	D	Central Angle Of Curve	SF	Square Feet
		L	Length		

### SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY: that the LEGAL AND SKETCH of the property described hereon was made under my supervision and that the LEGAL AND SKETCH meets the Minimum Technical Standards set forth by the Florida Board of Professional Land Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code pursuant to Section 472.027, Florida Statutes. And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon. This sketch does not represent a land survey. Ludovici and Orange Consulting Engineers Inc. L.B. #1012

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

Arturo A. Sosa  
Surveyor and Mapper 2629  
State of Florida

PROJ. NO: 2011 39    DATE: 10-20-11    DRAWN: BBL    CHECKED: AS    SCALE: AS NOTED



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**PARCEL**  
**10-S**

SHEET 1 OF 4 SHEETS

\\Server\\Data\\SURVEY\\Projects\\2011\\2011 39 WESTVIEW\\DWG\\2011 39 WESTVIEW.dwg 10/25/2011 11:27:47 AM EDT


## CDMP LEGAL AND SKETCH

### LEGAL DESCRIPTION:

A PORTION OF SECTION 34, TOWNSHIP 52 SOUTH, RANGE 41 EAST IN MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

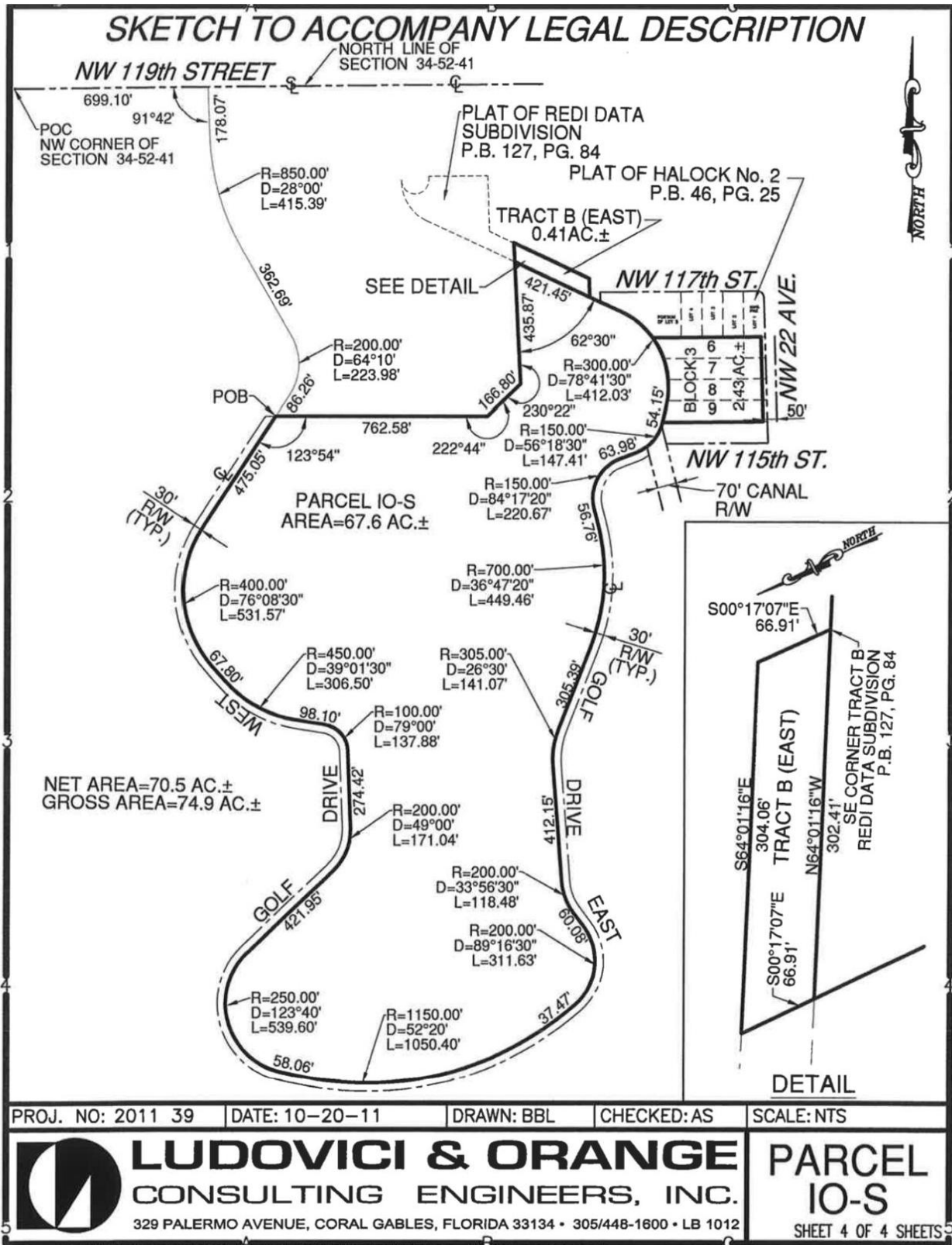
COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 34; THENCE EASTERLY ALONG THE NORTH LINE OF SAID SECTION 34 FOR A DISTANCE OF 699.10 FEET; THENCE SOUTHERLY ON AN ANGLE OF  $91^{\circ}42'$  TO THE LEFT FOR A DISTANCE OF 178.07 FEET TO A POINT OF CURVATURE; THENCE 415.39 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 850.00 FEET AND A CENTRAL ANGLE OF  $28^{\circ}00'$  TO A POINT OF TANGENCY; THENCE 362.69 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 223.98 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 200.00 FEET AND A CENTRAL ANGLE OF  $64^{\circ}10'$  TO A POINT OF TANGENCY; THENCE 86.26 FEET ALONG SAID TANGENT TO THE POINT OF BEGINNING; THENCE EASTERLY ON AN ANGLE OF  $56^{\circ}06'$  TO THE RIGHT FOR A DISTANCE OF 762.58 FEET; THENCE NORTHEASTERLY ON AN ANGLE OF  $222^{\circ}44'$  TO THE LEFT FOR A DISTANCE OF 166.80 FEET; THENCE NORTHERLY ON AN ANGLE OF  $230^{\circ}22'$  TO THE LEFT FOR A DISTANCE OF 435.87 FEET; THENCE SOUTHEASTERLY ON AN ANGLE OF  $62^{\circ}30'$  TO THE LEFT FOR A DISTANCE OF 421.45 FEET TO A POINT OF CURVATURE; THENCE 412.03 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF  $78^{\circ}41'30''$  TO A POINT OF TANGENCY; THENCE 54.15 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 147.41 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 150.00 FEET AND A CENTRAL ANGLE OF  $56^{\circ}18'30''$  TO A POINT OF TANGENCY; THENCE 63.98 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 220.67 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 150.00 FEET AND A CENTRAL ANGLE OF  $84^{\circ}17'20''$  TO A POINT OF TANGENCY; THENCE 56.76 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 449.46 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 700.00 FEET AND A CENTRAL ANGLE OF  $36^{\circ}47'20''$  TO A POINT OF TANGENCY; THENCE 305.39 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 141.07 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 305.00 FEET AND A CENTRAL ANGLE OF  $26^{\circ}30'$  TO A POINT OF TANGENCY; THENCE 412.15 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 118.48 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 200.00 FEET AND A CENTRAL ANGLE OF  $33^{\circ}56'30''$  TO A POINT OF TANGENCY; THENCE 60.08 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 311.63 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 200.00 FEET AND A CENTRAL ANGLE OF  $89^{\circ}16'30''$  TO A POINT OF TANGENCY; THENCE 37.47 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 1050.40 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 1150.00 FEET AND A CENTRAL ANGLE OF  $52^{\circ}20'$  TO A POINT OF TANGENCY; THENCE 58.06 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 539.60 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 250.00 FEET AND A CENTRAL ANGLE OF  $123^{\circ}40'$  TO A POINT OF TANGENCY; THENCE 421.95 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 171.04 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 200.00 FEET AND A CENTRAL ANGLE OF  $49^{\circ}00'$  TO A POINT OF TANGENCY; THENCE 274.42 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 137.88 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 100.00 FEET AND A CENTRAL ANGLE OF  $79^{\circ}00'$  TO A POINT OF TANGENCY; THENCE 98.10 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 306.50 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 450.00 FEET AND A CENTRAL ANGLE OF  $39^{\circ}01'30''$  TO A POINT OF TANGENCY; THENCE 67.80 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 531.57 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 400.00 FEET AND A CENTRAL ANGLE OF  $76^{\circ}08'30''$  TO A POINT OF TANGENCY; THENCE 475.05 FEET ALONG SAID TANGENT TO THE POINT OF BEGINNING.

AND

PROJ. NO: 2011 39	DATE: 10-20-11	DRAWN: BBL	CHECKED: AS	SCALE: AS NOTED
 <b>LUDOVICI &amp; ORANGE</b> CONSULTING ENGINEERS, INC. 329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012				<b>PARCEL</b> <b>10-S</b> SHEET 2 OF 4 SHEETS

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## CDMP LEGAL AND SKETCH

### SURVEYOR'S NOTES:

1. Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
2. This sketch does not represent a land survey.
3. Based on Boundary Survey of Westview Country Club Golf Course by Robayna & Associates dated 4/28/11.
4. Not valid without accompanying sketch.
5. All angles are turned from the backsight.
6. Gross acres are to the centerline of abutting rights-of-way.

### LEGEND:

POC	Point of Commencement	R	Radius	SEC.	Section
POB	Point of Beginning	D	Central Angle Of Curve	SF	Square Feet
		L	Length		

### SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY: that the LEGAL AND SKETCH of the property described hereon was made under my supervision and that the LEGAL AND SKETCH meets the Minimum Technical Standards set forth by the Florida Board of Professional Land Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code pursuant to Section 472.027, Florida Statutes. And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon. This sketch does not represent a land survey.

Ludovici and Orange Consulting Engineers Inc. L.B. #1012

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

Arturo A. Sosa  
Surveyor and Mapper 2629  
State of Florida

PROJ. NO: 2011 39    DATE: 10-20-11    DRAWN: BBL    CHECKED: AS    SCALE: AS NOTED



**LUDOVICI & ORANGE**  
CONSULTING ENGINEERS, INC.

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**PARCEL**  
**10-N**

SHEET 1 OF 3 SHEETS

\\Server\\Data\\SURVEY\\Projects\\2011\\2011 39 WESTVIEW\\DWG\\2011 39 WESTVIEW.dwg 10/25/2011 11:10:37 AM EDT



## CDMP LEGAL AND SKETCH

### LEGAL DESCRIPTION:

A PORTION OF SECTION 27, TOWNSHIP 52 SOUTH, RANGE 41 EAST IN MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 FOR A DISTANCE OF 699.10 FEET; THENCE NORTHERLY ON AN ANGLE OF 88°18' TO THE RIGHT FOR A DISTANCE OF 282.10 FEET TO A POINT OF CURVATURE; THENCE 349.06 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 800.00 FEET AND A CENTRAL ANGLE OF 25°00' TO A POINT OF TANGENCY; THENCE 259.02 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 289.93 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 900 FEET AND A CENTRAL ANGLE OF 18°27'27" TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND; THENCE CONTINUE 401.22 FEET ALONG SAID CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 900.00 FEET AND A CENTRAL ANGLE OF 25°32'33" TO A POINT OF TANGENCY; THENCE 212.53 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 344.12 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 395.00 FEET AND A CENTRAL ANGLE OF 49°55' TO A POINT OF TANGENCY; THENCE 506.18 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 59.17 FEET (RECORDED, 59.92 FEET CALCULATED) ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 400.00 FEET AND A CENTRAL ANGLE OF 8°35' TO A POINT OF TANGENCY; THENCE 523.01 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 803.29 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 350.00 FEET AND A CENTRAL ANGLE OF 131°30' TO A POINT OF TANGENCY; THENCE 11.60 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 678.55 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 250.00 FEET AND A CENTRAL ANGLE OF 155°30' TO A POINT OF TANGENCY; THENCE 3.06 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 589.05 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 900.00 FEET, AND A CENTRAL ANGLE OF 37°30' TO A POINT OF TANGENCY; THENCE 52.28 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 1162.10 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 850.00 FEET AND A CENTRAL ANGLE OF 78°19' TO A POINT OF TANGENCY; THENCE 276.44 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 547.54 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 460.00 FEET AND A CENTRAL ANGLE OF 68°11'; THENCE 25.68 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 995.97 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 505.00 FEET AND A CENTRAL ANGLE OF 113°00' TO A POINT OF TANGENCY; THENCE 10.2 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 313.007 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 400.00 FEET AND A CENTRAL ANGLE OF 44°49' TO A POINT OF TANGENCY; THENCE 39.01 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 286.95 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 595.00 FEET AND A CENTRAL ANGLE OF 27°37'56" TO A POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE WESTERLY ON AN ANGLE OF 100°52' TO THE LEFT FROM THE CHORD OF SAID CURVE FOR A DISTANCE OF 1049.00 FEET TO THE POINT OF BEGINNING.

AND

ALL ABUTTING ROAD AND CANAL RIGHTS-OF-WAY TO THE CENTERLINE.

PROJ. NO: 2011 39	DATE: 10-20-11	DRAWN: BBL	CHECKED: AS	SCALE: AS NOTED
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**LUDOVICI & ORANGE**  
CONSULTING ENGINEERS, INC.

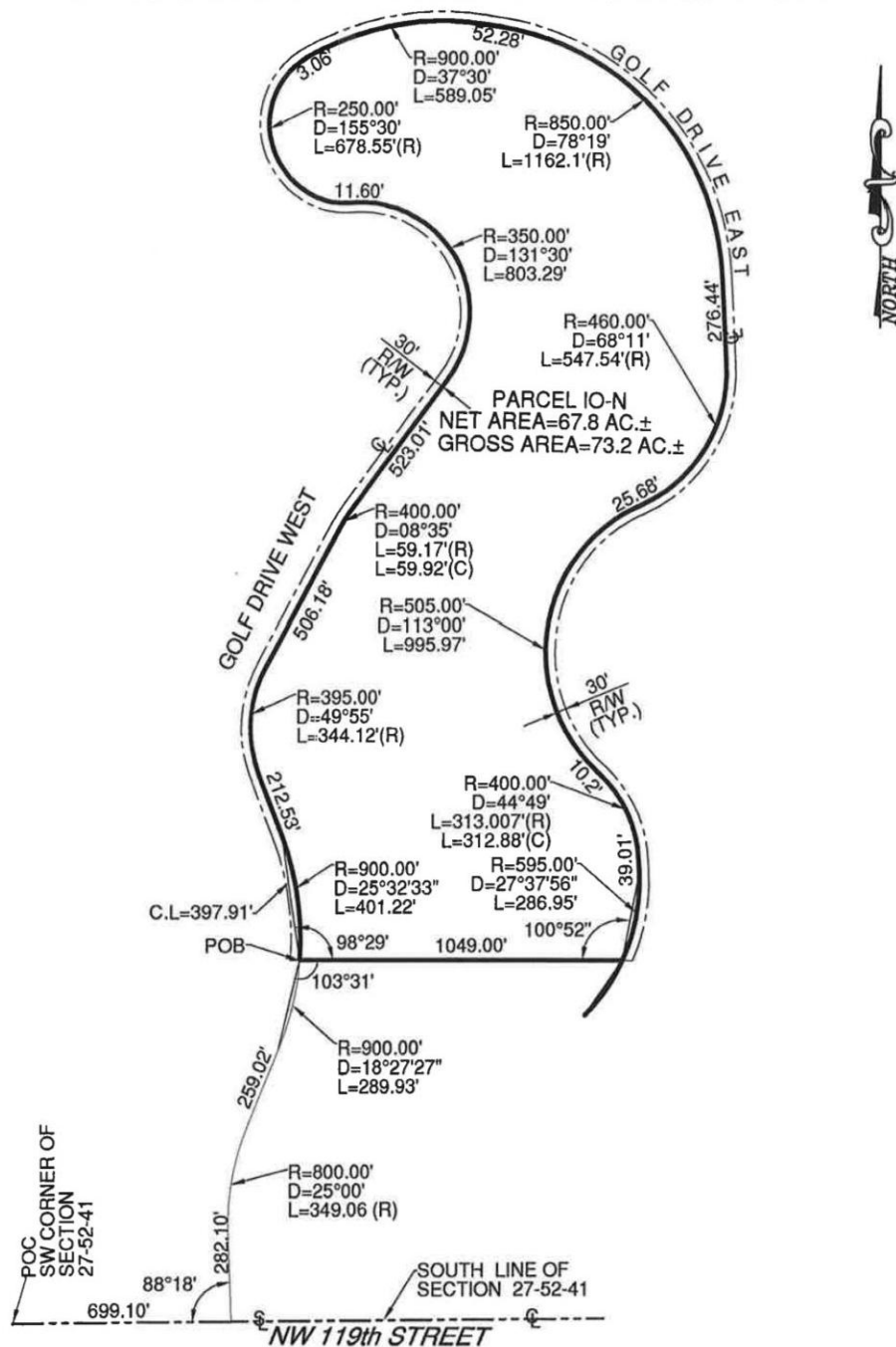
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**PARCEL**  
**10-N**

SHEET 2 OF 3 SHEETS

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# SKETCH TO ACCOMPANY LEGAL DESCRIPTION



PROJ. NO: 2011 39	DATE: 10-20-11	DRAWN: BBL	CHECKED: AS	SCALE: NTS
<b>LUDOVICI &amp; ORANGE</b> CONSULTING ENGINEERS, INC. 329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012				<b>PARCEL 10-N</b> SHEET 3 OF 3 SHEETS

## CDMP LEGAL AND SKETCH

### SURVEYOR'S NOTES:

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### LEGEND:

POC	Point of Commencement	R	Radius	SEC.	Section
POB	Point of Beginning	D	Central Angle Of Curve	SF	Square Feet
		L	Length		

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I HEREBY CERTIFY: that the LEGAL AND SKETCH of the property described hereon was made under my supervision and that the LEGAL AND SKETCH meets the Minimum Technical Standards set forth by the Florida Board of Professional Land Surveyors and Mappers in Chapter 5J-17.051, Florida Administrative Code pursuant to Section 472.027, Florida Statutes. And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon. This sketch does not represent a land survey.

Ludovici and Orange Consulting Engineers Inc. L.B. #1012

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

Arturo A. Sosa  
Surveyor and Mapper 2629  
State of Florida

PROJ. NO: 2011 39    DATE: 10-20-11    DRAWN: BBL    CHECKED: AS    SCALE: AS NOTED



**LUDOVICI & ORANGE**  
CONSULTING ENGINEERS, INC.

329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012

**PARCEL**  
**BO-N**

SHEET 1 OF 3 SHEETS

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## CDMP LEGAL AND SKETCH

### LEGAL DESCRIPTION:

A PORTION OF SECTION 27, TOWNSHIP 52 SOUTH, RANGE 41 EAST IN MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 27; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID SECTION 27 FOR A DISTANCE OF 699.10 FEET; THENCE NORTHERLY ON AN ANGLE OF 88°18' TO THE RIGHT FOR A DISTANCE OF 74.29 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND; THENCE CONTINUE ALONG SAID LINE FOR A DISTANCE OF 207.81 FEET TO A POINT OF CURVATURE; THENCE 349.06 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 800.00 FEET AND A CENTRAL ANGLE OF 25°00' TO A POINT OF TANGENCY; THENCE 259.02 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 289.93 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 900 FEET, A CENTRAL ANGLE OF 18°27'27" AND A CHORD LENGTH OF 288.68' TO A POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE EASTERLY ON AN ANGLE OF 103°31' TO THE LEFT FROM THE CHORD OF SAID CURVE FOR A DISTANCE OF 1049.00 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE; THENCE SOUTHWESTERLY ON AN ANGLE OF 55°02' TO THE LEFT TO THE CHORD OF SAID CURVE; THENCE 213.42 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 595.00 FEET, A CENTRAL ANGLE OF 20°33'04" AND A CHORD LENGTH OF 212.27 FEET TO A POINT OF TANGENCY; THENCE 522.94 FEET ALONG SAID TANGENT TO A POINT OF CURVATURE; THENCE 290.16 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 350.00 FEET AND A CENTRAL ANGLE OF 47°30' TO A POINT OF TANGENCY; THENCE 281.35 FEET ALONG SAID TANGENT; THENCE WESTERLY ON AN ANGLE OF 88°18' TO THE LEFT FOR A DISTANCE OF 659.59 FEET TO A POINT OF CURVATURE; THENCE 38.53 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 88°18' TO THE POINT OF BEGINNING.

AND

TRACT B OF WESTVIEW GARDENS APARTMENTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 155 AT PAGE 84 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

AND

ALL ABUTTING ROAD AND CANAL RIGHTS-OF-WAY TO THE CENTERLINE.

PROJ. NO: 2011 39

DATE: 10-20-11

DRAWN: BBL

CHECKED: AS

SCALE: AS NOTED



**LUDOVICI & ORANGE**  
CONSULTING ENGINEERS, INC.

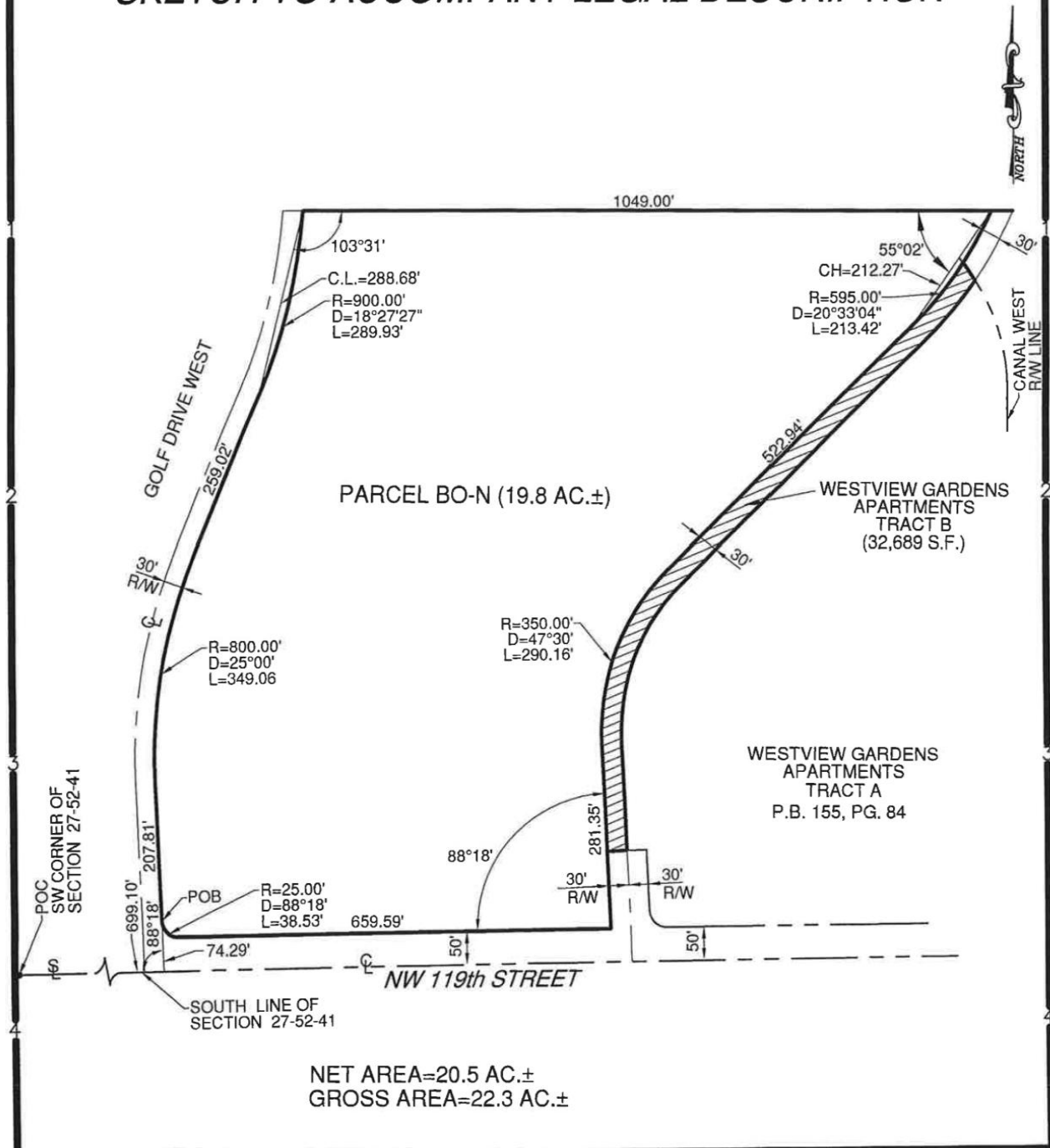
329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012

**PARCEL**  
**BO-N**

SHEET 2 OF 3 SHEETS

\\Server\\Data\\SURVEY\\Projects\\2011\\2011 39 WESTVIEW\\DWG\\2011 39 WESTVIEW.dwg 10/25/2011 11:03:37 AM EDT

# SKETCH TO ACCOMPANY LEGAL DESCRIPTION



PROJ. NO: 2011 39 | DATE: 10-20-11 | DRAWN: BBL | CHECKED: AS | SCALE: NTS

	<b>LUDOVICI &amp; ORANGE</b> CONSULTING ENGINEERS, INC.		<b>PARCEL BO-N</b> SHEET 3 OF 3 SHEETS
	329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012		

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# **APPENDIX C**

## **Miami-Dade County Public Schools Analysis**

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# Miami-Dade County Public Schools

*giving our students the world*

Superintendent of Schools  
Alberto M. Carvalho

Miami-Dade County School Board  
Perla Tabares Hantman, Chair  
Dr. Lawrence S. Feldman, Vice Chair  
Dr. Dorothy Bendross-Mindingall  
Carlos L. Curbelo  
Renier Diaz de la Portilla  
Dr. Wilbert "Tee" Holloway  
Dr. Martin Karp  
Dr. Marta Pérez  
Raquel A. Regalado

January 12, 2012

**VIA ELECTRONIC MAIL**

Melissa Tapanes, Esquire  
Bercow, Radell & Fernandez, P.A.  
200 S. Biscayne Blvd., Suite 850  
Miami, FL 33131

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS  
ROSAL WESTVIEW (LAND USE OCTOBER 2011 CYCLE - APPLICATION No. 1)  
LOCATED AT 2601 NW 119 STREET  
PH3012010500004 – Folio No. 3021340010621**

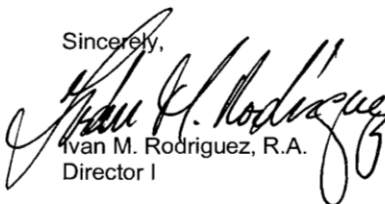
Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreements for Public School Facility Planning in Miami-Dade County, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, enclosed please find the School District's Preliminary Concurrency Analysis (Schools Planning Level Review).

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed project would yield a maximum residential density of 2,886 multifamily units, which generates 1,047 students; 492 elementary, 241 middle and 314 senior high students. **At this time, only the middle and senior high schools have sufficient capacity available to serve the application; while at the elementary school level, the review reflects a shortfall of 17 seats.** However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. **As such, this analysis does not constitute a Public School Concurrency approval.**

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,



Ivan M. Rodriguez, R.A.  
Director I

IMR:mo  
L324

Enclosure

cc: Ms. Ana Rijo-Conde, AICP  
Ms. Vivian G. Villaamil  
Miami-Dade County  
School Concurrency Master File

*Facilities Planning, Design and Sustainability*

Ana Rijo-Conde, AICP, Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132  
305-995-7285 • 305-995-4760 (FAX) • [arijo@dadeschools.net](mailto:arijo@dadeschools.net)

# Application Details



## Concurrency Management System (CMS)

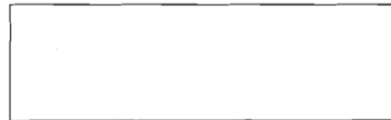
Miami Dade County Public Schools

### Miami-Dade County Public Schools

#### Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3012010500004 Local Government (LG): Miami-Dade  
Date Application Received: 1/5/2012 12:42:51 PM LG Application Number: October 2010 - Application #1  
Type of Application: Public Hearing Sub Type: Land Use  
Applicant's Name: Rosal Westview, LLC  
Address/Location: 200 S. Biscayne Blvd., Suite 850, Miami FL 33131  
Master Folio Number: 3021340010621  
Additional Folio Number(s): 3021340010620, 3021340030290, 3021340030270, 3021270101110, 3021270320020, 3021340030260, 3021340210020, 3021340030280,

PROPOSED # OF UNITS 2886  
SINGLE-FAMILY DETACHED UNITS: 0  
SINGLE-FAMILY ATTACHED UNITS: 0  
MULTIFAMILY UNITS: 2886



#### CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5901	CARRIE P MEEK/WESTVIEW K-8 CENTER	59	492	59	NO	Current CSA
5901	CARRIE P MEEK/WESTVIEW K-8 CENTER	0	433	0	NO	Current CSA Five Year Plan
6591	NORTH DADE MIDDLE	154	241	154	NO	Current CSA
6591	NORTH DADE MIDDLE	0	87	0	NO	Current CSA Five Year Plan
7251	MIAMI CENTRAL SENIOR HIGH	971	314	314	YES	Current CSA

#### ADJACENT SERVICE AREA SCHOOLS

4121	DR. ROBERT B. INGRAM ELEMENTARY	198	433	198	NO	Adjacent CSA
5971	NATHAN B YOUNG ELEMENTARY	149	235	149	NO	Adjacent CSA
2821	LAKEVIEW ELEMENTARY	43	86	43	NO	Adjacent CSA
1521	AMELIA EARHART ELEMENTARY	26	43	26	NO	Adjacent CSA
4491	HENRY E S REEVES ELEMENTARY	-16	17	0	NO	Adjacent CSA
4121	DR. ROBERT B. INGRAM ELEMENTARY	0	17	0	NO	Adjacent CSA Five Year Plan
5971	NATHAN B YOUNG ELEMENTARY	0	17	0	NO	Adjacent CSA Five Year Plan
2821	LAKEVIEW ELEMENTARY	0	17	0	NO	Adjacent CSA Five Year Plan
1521	AMELIA EARHART ELEMENTARY	0	17	0	NO	Adjacent CSA Five Year Plan
4491	HENRY E S REEVES ELEMENTARY	0	17	0	NO	Adjacent CSA Five Year Plan
6391	MADISON MIDDLE	234	87	87	YES	Adjacent CSA

\*An Impact reduction of 17.64% included for charter and magnet schools (Schools of Choice).

MDCPS has conducted a preliminary public school concurrency review of this application; please see results above. A final determination of public school concurrency and capacity reservation will be made at the time of approval of plat, site plan or functional equivalent. **THIS ANALYSIS DOES NOT CONSTITUTE PUBLIC SCHOOL CONCURRENCY APPROVAL.**

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax / concurrency@dadeschools.net

1/11/2012

# **APPENDIX D**

## **Applicant's Traffic Study Executive Summary**

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**Rosal Westview, LLC**  
**CDMP Amendment Transportation Analysis**

**Executive Summary**

**Overview of the Proposed Land Use Change**

This proposed change to the Miami-Dade County CDMP has been submitted by Rosal Westview, LLC for 196.2 gross acres of land (180.4 net acres) for the property currently known as the Westview Country Club located in Sections 27 and 34, Township 52 South, Range 41 east, in unincorporated Miami-Dade County. The Westview Country Club is located on both the north and south sides of NW 119 Street and reflects an irregularly shaped property bordered by West Golf Drive and East Golf Drive which is situated to the east of NW 27 Avenue and to the west of NW 22 Avenue. The proposed change to the CDMP seeks to redesignate the subject property into four parcels as outlined in **Table A** below.

Table A – Existing and Proposed Land Use Designations for the Subject Property				
Gross Acres	Net Acres	Current Land Use Designation	Proposed Land Use Designation	Proposed Land Uses
73.2	67.8	Parks and Recreation	1- Industrial and Office – North Parcel	Business Park – 800,000 SF
23.5	20.6	Parks and Recreation	2 - Business and Office – North Parcel	Retail Shopping Center – 200,000 SF
24.6	21.5	Parks and Recreation	3 - Business and Office – South Parcel	Retail Shopping Center – 200,000 SF
74.9	70.5	Parks and Recreation & Low Medium Density Residential	4- Industrial and Office – South Parcel	Business Park – 800,000 SF
196.2	180.4	Total for Subject Property	Industrial and Office – 148.1 gross acres Business and Office – 48.1 gross acres	Business Park – 1,600,000 SF Retail Shopping Center – 400,000 SF

**Currently Permitted and Proposed Development**

As part of the CDMP Amendment process, the Applicant intends to proffer a Declaration of Restrictions to accompany this Amendment to limit the development program to no more than 1,600,000 square feet of Business Park and 400,000 square feet of Retail and Business use. The 1,600,000 square feet of Business Park will be shared between the Industrial and Office North and South Parcels. The 400,000 square feet of retail and business use will be shared between the Business and Office North and South Parcels.

**Transportation Analysis**

The transportation analysis evaluates the impacts resulting from the proposed change in land use based upon a limited development program permitting up to 1,600,000 square feet of Business Park and 400,000 square feet of retail and business use, and evaluates the transportation impacts for the short term and long term planning horizons. **Table B** has been provided (see below) to summarize the net external AM and PM peak hour trips generated by the existing (underlying) land use, the net external AM and PM peak hour trips generated by the development program proposed by this Amendment and the net change in AM and PM peak hour trips.

Table B – Permitted and Proposed Development for the Amendment Site		
Development Program Permitted by the Existing Land Use [1]	Development Program Proposed by the CDMP Amendment [2]	Net New Trip Impacts Resulting from the Proposed Change
634 SF attached residential units 502 SF detached residential units 600 MF residential units 1736 Total Residential Units	Business Park – 1,600,000 SF Retail Shopping Center – 400,000 SF	
Net External AM Trips = 961	Net External AM Trips = 2,555	Net New External Trips = 1,594
Net External PM Trips = 1,209	Net External PM Trips = 3,297	Net New External Trips = 2,088
Note [1]: Permitted development program obtained from Miami-Dade County. See Table 2B for the Trip Generation calculations.	Note [2]: See Table 2A for the trip generation for the uses proposed by this CDMP Amendment.	

### **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 2016) and long term (Year 2025) planning horizons. The transportation analysis includes an expanded traffic concurrency analysis for an evaluation of short term traffic conditions and an extensive roadway network analysis for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network extending to SR 826 and NW 186 Street on the north, I-95 and North Miami Avenue on the east, NW 79 Street and NW 62 Street on the south and NW 57 Avenue on the west. The transportation analysis evaluates the adequacy of existing, committed and planned public facilities to support the infrastructure demand for the Amendment Site.

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

To offset the transportation impacts to the Long Term Planning Horizon resulting from the Net New Amendment Trips, the Applicant has proposed to improve the capacity of NW 119 Street by extending the fourth westbound travel lane on NW 119 Street from East Golf Drive to West Golf Drive for distance of approximately 775 feet, along with improved site access at directional median openings and a proposed signal for the intersection of NW 119 Street and East Golf Drive. The Applicant will also provide one or more eastbound right turn lanes to serve site access off of NW 119 Street as permitted by reviewing agencies. Each of these proposed improvements enhance both capacity and mobility for the NW 119 Street corridor. The proposed roadway and intersection improvements ensure that the regionally significant roadways serving the Amendment site will operate within the adopted level of service standards as defined by the CDMP.

### **Access to Transit**

The Amendment Site is located adjacent to MDT Bus Route 19 which provides transit service along NW 119 Street at 24 minute headways during the AM and PM peak hours, and MDT Bus Route 22 which provides transit service along NW 22 Avenue at 15/30 minute headways during the AM and PM peak hours.

### **Traffic Concurrency Standards – 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 2016 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the entire 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 – 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 funded transportation improvements from TIP 2012, 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 enhance the network and offset transportation impacts. A significance determination analysis has been provided to ensure that those roadways carrying significant Amendment traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2025 without providing mitigation to offset such impacts.

### **Significant Impact and Roadway Improvements**

The Amendment trips were found to exceed 5.0% of the adopted maximum service volume for NW 119 Street from NW 32 Avenue to NW 17 Avenue, and for NW 22 Avenue from NW 135 Street to NW 103 Street. Adopted levels of service were shown to be met on NW 22 Avenue through the year 2025 without the need for additional roadway improvements. Adopted levels of service were shown to be met on NW 119 Street through the year 2025 after the extension of the fourth westbound travel lane from East Golf Drive to West Golf Drive for a distance of approximately 775 feet.

# **APPENDIX E**

## **Applicant's Economic Analysis Report**

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# Miami Economic Associates, Inc.

November 14, 2011

Mr. Jack Osterholt  
Interim Director  
Department of Sustainability, Planning and  
Economic Enhancement  
Miami-Dade County  
Miami, FL

**Re: Rosal Westview, LLC CDMP Amendment Application  
October 2011 CDMP Cycle**

Dear Mr. Osterholt:

Miami Economic Associates, Inc. (MEAI) has reviewed and analyzed the application to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP) that was filed on behalf of Rosal Westview, LLC in the October 2011 Cycle with respect to 193.8 gross acres of property that straddle N.W. 119th Street, also known as the State Road 924 (Gratigny Road), at approximately N.W. 124th Avenue. The subject property was until relatively recently the site of the former Westview Country Club, which was unable to maintain a membership base sufficient to financially support its operations. At

The proposed amendment seeks to re-designate approximately 45.7 gross acres of the total property, inclusive of parcels on both the north and south sides of the N.W. 119th Street from Parks and Recreation to Business and Office. It further seeks to re-designate the remainder of the property, 148.1 acres, from Parks and Recreation to Industrial and Office. Preliminary site plans for the property indicate that the site, if re-designated in the manner indicated, could accommodate approximately 400,000 square feet of retail space, and 1.6 million square feet of industrial, warehouse, flex and/or office space.

Based on the analysis MEAI performed, we believe that adoption of the proposed amendment is justified by a need for both more commercial as well as industrial land in the area of the County in which the subject property is located. We further believe that re-designation of the subject property in the manner proposed would be both economically and fiscally beneficial to the County. As such, it is consistent with the desires of the surrounding community as expressed in the North Central Charrette Plan.

This report, which is organized in the manner shown below, summarizes the results of our analysis.

**6861 S.W. 89th Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (866) 496-6107 Email: meaink@bellsouth.net**

Mr. Jack Osterholt  
Interim Director, Sustainability, Planning and  
Economic Enhancement  
Miami-Dade County  
November 14, 2011  
Page 2

Section	Page
Needs Analysis	2
Commercial Land	2
Industrial Land	5
Other Considerations	6
Economic Benefits	6
Fiscal Benefits	6
Closing	7

### **Needs Analysis**

The materials that follow provide the bases for the conclusion stated above that a need exists for more land to be designated for both commercial and industrial uses in the area in which the subject property is located.

#### Commercial Land

- The subject property is located in the portion of the Miami-Dade County designated Minor Statistical Area (MSA) 2.4. However, MEAI believes that the primary market area for the commercial uses being proposed on the subject property would be comprised of the portion of Miami-Dade County that is bounded by SR 826 on the north, Interstate 95 on the east, SR 112 on south and Douglas Road on the west. The defined area conforms generally with the combined areas contained in MSA's 2.4 and 4.2. The defined area is comprised of nearly 25 square miles and according to data provided by Table 1.1-3 in the 2010 Evaluation and Appraisal Report (EAR), had an estimated population approximating 168,000 people in 2010. The referenced table further projects that the defined market area will have approximately 179,000 residents by 2025, increasing to 183,000 by 2035.

Several factors contributed to MEAI's decision to define the study area in the manner indicated above, which are as follows:

- Limited access highways, which interrupt the County's basic grid system of roadways, form its north, east and south boundaries while a corridor of industrial and railway uses exists on its west side. Accordingly, the defined area is physically and psychologically separated from the residential neighborhoods that surround it.
- While the area contains portions of 4 municipalities as well as Unincorporated Miami-Dade County, its residents tend to identify to a greater degree with the overall area's historic position as the center of the County's African-American community rather than with the specific political jurisdictions within which they reside or MSA designations.

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**

Mr. Jack Osterholt  
Interim Director, Sustainability, Planning and  
Economic Enhancement  
Miami-Dade County  
November 14, 2011  
Page 3

- The area's socio-economic profile is relatively homogenous throughout while varying significantly from those of some of the communities that surround it.
- According to data provided by Table 1.1-12 of the 2010 EAR, MSA's 2.4 and 4.2 together have a total of 1,089.3 commercially-designated acres, including 164.3 vacant acres. The table further estimates that the vacant acreage is not expected, based on the historic pace at which commercial land has been absorbed, to be depleted until after 2030. Finally, it indicates that the area will have a higher ratio of commercial acreage per 1,000 projected residents in both 2025 and 2035, 6.1 acres and 5.9 acres, respectively, than will exist countywide in those timeframes. Accordingly, both statistical measures that the County's planners typically use to assess the adequacy of commercial land supply in an area appear to suggest the market area is adequately served. However, MEAI believes that these statistical measures seriously misrepresent the actual situation that exists within the defined market regarding existing and potential commercial uses for the reasons indicated below:
  - Through an exhaustive review of the County's current and future land use maps as well as the records of the County's Property Appraiser, we have determined that the 164.3 vacant commercial acres within the market area are, in fact, comprised of literally hundreds of parcels or combinations of parcels under common ownership, the overwhelming preponderance of which are less than 1 acre in size. Development on parcels of less than 1 acre is generally limited to such uses as gas stations, minimarts and other automotive related activities, fast food restaurants and branch banks. There are less than 25 vacant parcels or combinations of parcels under common ownership over 1 acre in size, with only 6 greater than 2 acres in size and 1 greater than 10 acres in size. Given the distribution of vacant parcels in terms of size, it is not surprising that the estimated depletion period is protracted. Indeed, full depletion of the current supply might never occur; however, that does not mean the area's residents should not have access to better retailing opportunities than currently exist.
  - In this regard, it should be noted, notwithstanding the fact that the market area is expected to have a higher ratio of commercial land to 1,000 projected population in 2025 and 2035 than the County as whole, that a survey of the market area revealed that its residents are currently poorly served in terms of the retail opportunities available to them, basically being required to rely on either "mom and pop" establishments within their area or to travel outside it to shop. Particularly noticeable in this regard is the paucity of national and regional retailers that offer the kind of value-oriented shopping that would appeal to, and that is, in fact, needed by the households of very low and low income who predominate among the area's residents.

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**

Mr. Jack Osterholt  
 Interim Director, Sustainability, Planning and  
 Economic Enhancement  
 Miami-Dade County  
 November 14, 2011  
 Page 4

- The table below provides the results of MEAI's survey of national and regional retailers active within the market area. As evidenced, only 2 of the 26 chains tracked maintain operations. MEAI could not as part of its analysis identify any other area in Miami-Dade County regardless of the size of its population in which the retailers enumerated below are so limited in their representation. We can, in fact, point to numerous instances where some of these entities maintain several outlets within a few miles of each other.

Publix	0	Wal-mart	0
Winn Dixie	3	Target	0
Sedanos	0	Kohl's	0
Costco	0	Marshalls	0
Sam's Club	0	Kmart	0
CVS	0	JC Penney's	0
Walgreens	5	Sears	0
Home Depot	0	Office Depot	0
Lowe's	0	Office Max	0
BrandsMart	0	Staples	0
Best Buy	0	Sports Authority	0
Circuit City	0	Bed Bath & Beyond	0
Barnes & Noble	0	PetSmart	0

Source: Miami Economic Associates, Inc.

- MEAI believes that the limited presence of national and regional retailers within the market area has, at least in part, been caused the small number of sites that have been available to accommodate them.<sup>1</sup> In this regard, our review of the County's current and future land use maps and the records of the County Property Appraiser show that there are only 3 commercial sites with the market area, all of which are in the vicinity of N.W. 79th Street and N.W. 27th to 32nd Avenue, that are greater than 10 acres in size. Two of these have already been developed. Review of referenced maps furthers show that the remainder of the commercial acreage within the area is stripped along several section line roads as well as N.W. 15th and 18th Avenues north of N.W. 62nd Street. It is comprised of tracts that do not generally have either the size and/or dimensions to accommodate the national and regional retailers identified in the table above.
- The large vacant site that remains, which is comprised of approximately 39 acres, was designated for industrial use until 2006. Thereafter through October 2010, its

<sup>1</sup> Typically retail uses with surface parking can be developed at an intensity of 10,000 square feet per acre. Accordingly, pharmacies of the type developed by CVS and Walgreen's need sites of 2.5 to 3 acres in size while supermarkets developed on a freestanding basis need sites 4 or 5 acres in size. Some of the other retailers shown in the table above need site ranging in size from 7 to in excess of 20 acres when developed on a freestanding basis. When several retailers shown above are sited together with in-line shops and possibly fast food restaurants and/or banks on outparcels, a site in the range of 25 to 40 acres is likely to be required.

**Miami Economic Associates, Inc. 6861 S.W. 89th Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**

Mr. Jack Osterholt  
Interim Director, Sustainability, Planning and  
Economic Enhancement  
Miami-Dade County  
November 14, 2011  
Page 5

development was controlled by the terms of a restrictive covenant that essentially limited its usability to a specific retailer who in 2006 was proposing to develop it but cancelled those plans after the economy weakened in 2007. MEAI understands that now that the economic environment is showing hesitant signs of improvement, interest in the property is being expressed by several retailers. However, its development will represent only a small improvement in an otherwise very poorly-served market area.<sup>2</sup>

- Based on the preceding information, MEAI believes that the need for more commercial acreage within the market area that could accommodate value-oriented national and region chain stores is clearly manifest.

#### Industrial Land

- Substantial portions of the market area defined above in the discussion of the need for commercial land have been parts of a State-designated Enterprise Zone and/or the Miami-Dade County's federally-designated Empowerment Zone. Their inclusion in these zones typically reflects that their median income of their residents is below that of the County as a whole and/or that their residents exhibit a higher level of unemployment --- and under employment --- than exists in the County as a whole. The goal of the zones is to encourage the creation of job opportunities in these areas. Job creation within the community is also a major goal set forth in the North Central Charrette Area Plan.
- MEAI believes that the subject property is an excellent location for the development of a new employment center comprised of industrial, warehouse, flex and/or office space that could provide job opportunities for residents of the market area. We base this belief on several factors, which include the following:
  - By virtue of its location on SR 924/Gratigny Road, which connects to the Palmetto Expressway (SR 826) and Interstate 75 to the west and State Road 7 (US 441) and Interstate 95 to the east, the subject site provide excellent access to the regional road network.
  - The subject site is located just a short distance to the east of the N.W. 27th - 37th Avenue Industrial Corridor, which extends from the Miami River north to N.W. 135th Street. According data provided by Table 1 in a report issued by the Miami-Dade County Department of Planning and Zoning in February, 2011 with respect to the corridor, only about 6 percent of the industrial space in the northern portion, which extends from N.W.107th Street to N.W. 135th Street, is vacant. That is a lower rate of vacancy than existed in either the West Airport Area or Hialeah at that point of the time. The referenced study

---

The retailer who had planned to develop the property in 2006 is now engaged in negotiations to purchase substantial portion of it. If, in fact, this transaction is consummated, construction should commence within year and most of the property will no longer be vacant.

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**



Mr. Jack Osterholt  
Interim Director, Sustainability, Planning and  
Economic Enhancement  
Miami-Dade County  
November 14, 2011  
Page 6

further found that the corridor had only a small amount of vacant land available.

- According to data provided by Table 1.1-13 in 2010 EAR, the two MSA's, 2.4 and 4.2, that comprise the market area for the subject property have a total of 2,256.2 acres of industrial land. Of this amount, only 78.3 acres, contained in 73 individual parcels, are vacant. The table projects that the vacant acreage will be fully depleted by 2018, or within the current 10-year planning horizon.
- Included within the vacant acreage is 1 parcel of 19.1 acres that is comprised of the undeveloped portion of a tract owned and occupied by UPS. There is no evidence that this land is available for any user other than UPS. With respect to the remaining 73 vacant parcels, only 6 are greater than 2 acres in size, with only 3 being greater than 5 acres in size.
- Based on the preceding, MEAI believes that there is a clear need for more industrial land in the market area.

#### **Other Considerations**

The materials that follow provide the basis for the conclusion stated above that re-designation of the subject property for commercial and industrial uses in the manner requested by the proposed CDMP amendment to allow for the development of 400,000 square feet of retail space and 1.6 million square feet of industrial, warehouse, flex and/or office space will be economically and fiscally beneficial.

#### **Economic Benefits**

- MEAI estimates that approximately \$54.0 million of the \$120.0 million that will be expended to construct the proposed uses described above would be spent on construction labor wages and salaries. Based on data compiled by the Florida Agency for Workforce Innovation, that amount would be sufficient to pay approximately 870 construction employees the average amount earned by a Miami-Dade County construction worker annually, which approximates \$62,000 in 2011 Dollars.
- Based on conventional ratios of workers per 1,000 square feet of space for retail and warehouse space, MEAI estimates that the project will when fully developed will be occupied by a workforce comprised of at least 3,600 workers. Based on data compiled by the Florida Agency for Workforce Innovation, it is estimated that this workforce would earn \$183.6 million annually in 2011 Dollars. The number of workers and their aggregate earnings would be higher if a portion of the industrial land is developed with flex and/or office uses rather than warehouses. Econometric models show that for each direct job of the types that will be housed on the subject property at least 0.75 indirect and induced jobs is created off-site in

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November 14, 2011  
Page 7

Miami-Dade County by what is conventionally known as the "multiplier effect". Accordingly, if the on-site workforce is comprised of 3,600 workers, a total of at 6,300 will be created within the County inclusive of all direct, indirect and induced jobs. The number of indirect and induced jobs created will increase if the number of direct jobs on-site is greater due to the development of flex and/or office space on a portion of the land designated for industrial use.

#### Fiscal Benefits

- Based on a review of the taxable values of comparable projects, MEAI estimates that 400,000 square feet of retail space and 1.6 million square feet of office space would have a total taxable value when fully developed of \$240.0 million in 2011 Dollars. Assuming the current millage rates are still in effect, ad valorem revenues in the following amounts would be generated by the project:

<b>Jurisdiction</b>	<b>Millage Rate/\$1,000 Taxable Value</b>	<b>Amount</b>
Miami-Dade County		
General Fund	4.8050	\$ 1,153,200
Debt Service Fund	0.2850	\$ 68,400
Fire Fund	2.4496	\$ 587,904
Fire Debt Service	0.0131	\$ 3,144
Library	0.1795	\$ 43,080
UMSA	2.0083	\$ 481,992
Total	9.7405	\$ 2,337,720
Miami-Dade Schools	8.0050	\$ 1,921,200
Children's Trust	0.5000	\$ 120,000

Source: Miami-Dade County Property Appraiser; Miami Economic Associates, Inc.

#### **Closing**

Based on the information and analysis presented above, MEAI believes that proposed CDMP amendment filed on behalf of Rosal Westview, LLC during the October 2011 Cycle should be approved. Re-designation of the site of former Westview County Club property for commercial and industrial uses is justified by need and would be economically and fiscally beneficial to Miami-Dade County.

Sincerely,  
Miami Economic Associates, Inc.

  
Andrew Dolkart  
President

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**

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# **APPENDIX F**

## **Fiscal Impact Analysis**

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## **Fiscal Impacts On Infrastructure and Services**

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of the October 2011 Cycle Application No. 1 to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

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

### **Solid Waste Services**

#### Concurrency

Since the Public Works and Waste Management Department (PWWM) assesses solid waste disposal 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 PWWM 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 this standard as of FY 2011-2012.

#### Residential Collection and Disposal Service

Currently, the household waste collection fee is \$439 per residential unit, which also covers costs for waste disposal, bulky waste pick up, illegal dumping clean-up, trash and recycling center operations, curbside recycling, home chemical collection centers, and code enforcement. As of September 30, 2011, the average residential unit generated 2.27 tons of waste, which includes garbage, trash and recycled waste. This value is consistent with the average 2.28 tons reported annually for the October 2011 Cycle CDMP amendment applications. As reported to the State of Florida, Department of Environmental Protection, for FY 2010-11, the full cost per residential unit of providing waste collection service was \$429.

#### Waste Disposal Capacity and Service

The cost of providing disposal capacity for Waste Collection Service Area (WCSA) customers, municipalities and private haulers is paid for by system users. For FY 2011-2012, the PWWM charges at a contract disposal rate of \$62.59 per ton to PWWM Collections and to those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$82.52 per ton in FY 2011-2012. These rates adjust annually with the Consumer Price Index, South Region. In addition, the PWWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is used to ensure availability of disposal capacity

in the system. 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.

### **Water and Sewer**

The Miami-Dade County Water and Sewer Department (WASD) 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 the actual labor and materials 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 a special water connection charge rate of \$0.61 per gallon applies for parcels of land within the City of North Miami's water service area. The sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.4381 per 1,000 gallons for water and \$1.7252 per 1,000 gallons for sewer.

Application 1 is requesting changes to the CDMP Land Use Plan map to re-designate the Application site from "Parks and Recreation" and "Low-Medium Density Residential", to:

- Parcel 1: "Industrial and Office" (73.2 gross acres)
- Parcel 2: "Business and Office" (23.5 gross acres)
- Parcel 3: "Business and Office" (24.6 gross acres)
- Parcel 4: "Industrial and Office" (74.9 gross acres)

All parcels included in the application site are within the City of North Miami's service area for water. Rates for connection to water for the application site parcels are shown below:

- Parcel 1: 1,476,684 sq. ft. (Industrial use) = \$22,519
- Parcel 2: 358,934 sq. ft. (Retail) = \$21,895  
(OR)  
Parcel 2: 1,410 Multi Family (apartments) = \$129,015
- Parcel 3: 374,616 sq. ft. (Retail) = \$22,852  
(OR)  
Parcel 3: 1,476 Multi Family (apartments) = \$135,054
- Parcel 4: 1,535,490 sq. ft. (Industrial use) = \$23,416

For Parcel 1, fees payable by the developer would include \$206,736 for sewer connection/impacts fees and annual operating and maintenance (O&M) costs for water and sewer would be \$42,625.

For Parcel 2, if developed with retail uses, sewer connection/impact fees would be \$201,003, and O&M costs would be \$41,443. If developed with multi-family uses, sewer connection fees would be \$1,184,400, and O&M costs would be \$244,199.

For Parcel 3, if developed with retail uses, sewer connection/impact fees would be \$209,785, and O&M costs would be \$43,253. If developed with multi-family uses, the sewer connection fees would be \$1,239,840, and O&M costs would be \$255,629.

For Parcel 4, sewer connection/impact fees would be \$214,969, and O&M costs would be \$44,322.

Additionally, for Parcels 3 and 4, the estimated cost of constructing the needed 8-inch sewer force main is \$542,500. A new private pump station would cost \$250,000. The total potential

cost for connecting to the regional sewer system would be \$1,002,513 (with all engineering fees and contingency fees included.)

### **Flood Protection**

The Miami-Dade County Permitting, Environment and Regulatory Affairs Department (PERA) is responsible for 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, PERA 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 PERA that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

### **Public Schools**

The proposed amendment could generate 1047 additional students, if approved and Parts 2 and 3 – the Business and Office North and The Business and Office South portions of the application site are developed with residences. The average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in the affected portions of the application site, if approved, would total approximately \$6,856,803. At this time, there is sufficient concurrency capacity to accommodate the additional students only in the middle and senior high schools, and shortfall of 17 seats in the elementary school. Therefore, the capital costs would be based on 17 additional students. However, a final determination of Public School Concurrency and capacity reservation will be made at the time of approval of final plat, site plan or functional equivalent. If at that time there is not sufficient capacity, the capital costs will be addressed pursuant to the school concurrency system.

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# **APPENDIX G**

## **Applicant's Proffered Declaration of Restrictions**

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# This instrument was prepared by:

Name: Melissa Tapanes Llahues, Esq.  
Address: Bercow Radell & Fernandez, PA  
200 South Biscayne Boulevard, Suite 850  
Miami, Florida 33131

(Space reserved for Clerk)

## **DECLARATION OF RESTRICTIONS**

**WHEREAS**, the undersigned Owner holds the fee simple title to the land in Miami-Dade County, Florida, described in Exhibit "A," attached hereto, and hereinafter called the "Property," which is supported by the attorney's opinion, and

**WHEREAS**, approximately 95.5 gross acres of the Property is located to the north of State Road 924, also known as NW 119 Street or Gratigny Drive, and approximately 98.3 gross acres are located to the south of State Road 924;

**WHEREAS**, the Property is the subject of Comprehensive Development Master Plan ("CDMP") Amendment Application No. 1 of the October 2011-2012 CDMP Cycle ("CDMP Amendment Application");

**WHEREAS**, the CDMP Amendment Application seeks to change the Property's land use designation from "Park and Recreation" use to "Business and Office" and "Industrial and Office" use;

**IN ORDER TO ASSURE** the **County** that the representations made by the owner during consideration of the Application will be abided by the Owner freely, voluntarily and without duress makes the following Declaration of Restrictions covering and running with the Property:

**1. Property.** The Property shall consist of the following four land use designations: (1) approximately 73.2 gross acres hereinafter called 'Industrial and Office North', described in Exhibit "B", attached hereto; (2) approximately 23.5 gross acres hereinafter called "Business and Office North", described in Exhibit "C", attached hereto; (3) approximately 74.9 gross acres hereinafter called "Industrial and Office South", described as Exhibit "D", attached hereto; and (4) approximately 24.6 gross acres hereinafter called "Business and Office South", described as Exhibit "E", attached hereto.

**2. Permitted Uses.** (a) The Business and Office North and Business and Office South parcels shall not exceed a total of 400,000 square feet of retail and service uses. The Industrial and Office North and Industrial and Office South parcels shall not exceed a total of 1,600,000 square feet of office, light industrial, warehouse and flex space uses. Residential uses on the Property shall be permitted on the Business and Office North and Business and Office South parcels subject to the limitations set forth in subparagraph 2 (b) below.

(b) Notwithstanding the foregoing limitations, the Owner may simultaneously increase and decrease the intensity of uses of the aforementioned parcels provided that the total vehicle trip generation of the Property shall not exceed a total of 3,297 net external PM peak hour trips. If the Owner submits a development order application that would exceed or modify the intensity limitations set forth in subparagraph 2(a), then Owner shall provide a trip generation analysis with such application demonstrating that approval of the application will not result in a trip generation for the Property that exceeds 3,297 net external PM peak hour trips, subject to the approval of the reviewing agency.

**3. Drainage/Stormwater.** Prior to the issuance of a building permit for vertical construction on the Property, or any portion thereof, the Owner shall obtain (a) conceptual surface water management permit(s) (Environmental Resource Permit/ "ERP") from Permitting, Environment and Regulatory Affairs (PERA) or its successor agency for construction and operation of a required surface water management system, and (b) approval of a master paving and drainage plan(s).

**4. NW 119 Street Roadway Improvement(s).** (a) The Owner shall work with Miami-Dade County, the Miami-Dade Expressway Authority and the Florida Department of Transportation to incorporate eastbound right turn lane(s) into the site plan for the portion of the property located south of N.W. 119 Street between West Golf Drive and East Golf Drive.

(b) Prior to issuance of the first Certificate of Occupancy, the Owner shall construct or cause to be constructed the eastbound right turn lane(s) described in Paragraph 4(a), along with an extension to the existing fourth westbound travel lane on NW 119 Street extending from East Golf Drive to West Golf Drive for a distance of approximately 775 feet. This fourth westbound travel lane shall connect to the fourth westbound travel lane which currently exists on NW 119 Street from West Golf Drive to NW 27 Avenue.

(c) Should any of the improvements described in Paragraph 4(b) not be approved or permitted by Miami-Dade County, Miami-Dade Expressway Authority or the Florida Department of Transportation, the Owner's obligation under this paragraph shall terminate.

**5. TDM Strategy.** The Owner shall promote a reduction in peak hour traffic and a reduction in the single occupant vehicle by advocating and implementing Transportation Demand Management (TDM) strategies which increase auto occupancy, transit ridership and pedestrian access and mobility through the implementation of one or more of the following measures:

- Employer based parking management and ridesharing programs to promote carpooling, vanpooling, car sharing and the use of hybrid vehicles;
- The installation of electric vehicle charging stations into project parking facilities;
- Employer sponsored programs such as transit discounts, fare subsidies and transit fare tax incentives;
- Employer sponsored programs such as staggered work schedules, flexible work hours, compressed work weeks and telecommuting programs;

In addition, the Owner shall implement the following two measures:

- Incorporate pedestrian access and connectivity into the design of Business and Office North and Business and Office South to provide pedestrian access to neighboring properties, pedestrian access to adjacent transit stops, the construction of transit shelters, transit drop-off locations or pull-out bays and the construction of on-site bicycle storage facilities. The design shall also include pedestrian access (such as pedestrian crosswalks or pedestrian signal phases) across NW 119 Street between the Business and Office parcels; and
- Construct bus pull-out bays and/or bus shelters on both the westbound (Business and Office North) and eastbound (Business and Office South) of NW 119<sup>th</sup> Street, if approved as appropriate by Miami-Dade County, Florida Department of Transportation and Miami-Dade Expressway Authority.

**6. Compatibility with Adjacent Uses.** (a) The Owner shall provide and maintain an adequate perimeter buffer (the "Landscape Buffer") along the Property boundary, and within the Industrial and Office North and Industrial and Office South parcels. At a minimum, the Landscape Buffer shall be at least 20 feet in width and shall include a decorative masonry wall or opaque fence at least five (5) feet in height, as well as landscaping to include a row of trees, of such species as may be approved by County staff, which shall be planted at a minimum height of twelve (12) to fourteen (14) feet, and not farther than twenty-five (25) feet on center. The Landscaped Buffer may include pedestrian walkways.

(b) A landscape plan, accompanied by a line of sight exhibit, depicting the exact height, size and type of landscaping materials within the Landscape Buffer shall be approved at the time of rezoning the Industrial and Office North and Industrial and Office South parcels. The wall or fence, and the required landscaping, within the respective parcel's Landscape Buffer shall be installed prior to the issuance of a certificate of occupancy for any building within such parcel.

(c) No building over two (2) stories in height constructed in the Industrial and Office North and Industrial and Office South parcels may be located any closer than fifty feet (50') from the Property's boundary line.

(d) All lighting shall be directed away from the adjacent single family residences. Sound deadeners shall be used for any metal work and/or welding-related uses. All air compressors shall be of radial (silenced) design. All outdoor or speaker systems shall be prohibited.

**7. Prohibited Uses.** (a) Neither the Industrial and Office North parcel nor the Industrial and Office South parcel shall be rezoned to the IU-3 zoning district, nor shall the Industrial and Office North and Industrial and Office South parcels be used for any of the specified, listed uses in Section 33-264 (3) of the Miami-Dade County Code, as amended, listing permitted uses in the IU-3 district.

(b) In addition, neither the Industrial and Office North nor the Industrial and Office South parcel shall be used for any of the following uses listed in Section 33-262 of the Miami-Dade County Code, as amended, listing permitted uses in the IU-2 district:

(2) Asphalt drum mixing plants which produce less than one hundred fifty (150) tons per hour in self-contained drum mixers.

(3) Rock and sand yards.

\* \* \* \* \*

(5) Soap manufacturing, vegetable byproducts, only.

(6) Railroad shops.

(7) Sawmills.

(8) Petroleum products storage tank not exceeding 30,000-gallon capacity or a group of such tanks with an aggregate capacity not in excess of thirty thousand (30,000) gallons.

(9) Petroleum products storage tank with a capacity of over thirty thousand (30,000) gallons or a group of such tanks with an aggregate capacity in excess of thirty thousand (30,000) gallons if approved after public hearing or if placed below the surface of the ground or in a rockpit.

(10) Dynamite storage.

(11) Construction debris materials recovery transfer facility, provided such use shall be conducted entirely within an enclosed building consisting of a minimum of 15,000 square feet. Counted toward this minimum floor area shall be areas set aside for office shop space and equipment storage associated with the construction debris materials recovery transfer facility.

**County Inspection.** As further part of this Declaration, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

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

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

**Modification, Amendment, Release.** This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of all of the property, provided that the same is also

approved by the Board of County Commissioners. Any such modification, amendment or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation which may, from time to time, govern amendments to comprehensive plans (hereinafter "Chapter 163"). Such modification, amendment or release shall also be subject to the provisions governing amendments to comprehensive plans as set forth in Section 2-116.1 of the Code of Miami Dade County, or successor regulation governing amendments to the Miami Dade comprehensive plan. Notwithstanding anything in this paragraph, in the event that the Property is incorporated within a new municipality which amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Code of Miami-Dade County, then modifications, amendments or releases of this Declaration shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes.

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

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

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

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

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

**Recording.** This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owners following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration shall be null and void and of no further effect.

Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Planning and Zoning Department or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

**Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners and/or any appropriate Community Zoning Appeals Board retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

**Owner.** The term Owner shall include the Owner, and its heirs, successors and assigns.

[Execution Pages Follow]

[Execution Pages Follow]

# **APPENDIX H**

## **Photos of Site and Surroundings**

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Entrance gate to the northern portion of the application site with a view of remnant debris from the demolished club house.



Single family residential homes west of the northern portion of the application site (Parts 1 and 2) fronting the periphery West Golf Drive roadway west of the site.





Residential apartment complex east of the northern portion (Part 2) of the application site with existing vegetative buffer on site.



Picnic shelter in the southern portions (Parts 3 and 4) of the application site.