

Application No. 2
Commission District 6 Community Council 10

APPLICATION SUMMARY

Applicant/Representative:	Pan American Coral Terrace, LTD./Juan J. Mayol, Jr., Esq.
Location:	South side of SW 24 Street, and between SW 69 Court and SW 71 Avenue.
Total Acreage:	±20 Gross Acres; ±18.13 Net Acres
Current Land Use Plan Map Designation:	Business and Office (±2.4 gross acres) and Industrial and Office (±17.6 gross acres)
Requested Land Use Plan Map Designation:	Business and Office
Amendment Type:	Standard
Existing Zoning/Site Condition:	BU-2 (Special Business District) and IU-3 (Unlimited Industrial Manufacturing District); Vacant and unmaintained.

RECOMMENDATIONS

Staff:	TRANSMIT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS AND ADOPT (August 25, 2012)
Westchester Community Council (10):	TO BE DETERMINED (September 26, 2012)
Planning Advisory Board (PAB) acting as the Local Planning Agency (LPA):	TO BE DETERMINED (October 9, 2012)
Board of County Commissioners:	TO BE DETERMINED (November 7, 2012)
Final Action of PAB acting as the Local Planning Agency:	TO BE DETERMINED (February 2013)
Final Action of Board of County Commissioners:	TO BE DETERMINED (March 2013)

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 ±20-gross acre application site on the Adopted 2015-2025 Land Use Plan (LUP) map from “Business and Office” and “Industrial and Office” to “Business and Office”, based on staff analysis summarized in the “Principal Reasons for Recommendation” below.

Principal Reasons for Recommendation:

1. The ±20-acre application site is located in the County’s Urban Infill Area (UIA), has been vacant for over 13 years and presents an opportunity for infill development. The requested land use designation of “Business and Office” would be generally consistent with the surrounding area which are designated “Business and Office” to north, and “Industrial and Office” to the east, south and west; and is generally consistent with CDMP Land Use Element Policies LU-1C and LU-10A and Objective LU-12. These policies and objective require the County to facilitate and give priority to infill development on vacant sites in currently urbanized areas and promote infill development in the Urban Infill Area. Moreover, the application site is served with public facilities and services with enough capacity to serve the development that could occur on the application site.

The Applicant has proffered a Declaration of Restrictions (covenant) that, if accepted with approval of the application, would reduce the intensity of development on the site. The proffered covenant prohibits residential development on the application site and limits the site to a maximum 200,000 square feet of development, where a maximum of 315,897 square feet would be allowed without the covenant.

2. CDMP Land Use Element Policy LU-8E requires LUP map amendment applications 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, and (v) 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:* Approval of the application would allow commercial development on the property, which could facilitate economic growth and generate employment in the area. The subject property is located in Minor Statistical Area (MSA) 5.3 which contains 17.7 acres of vacant industrially designated or zoned land. The average annual absorption rate of industrial land, based on the County’s land supply and demand analysis, indicates no demand for industrial land in MSA 5.3 through to year 2030. Furthermore, the countywide supply of industrial land is projected to be depleted beyond the year 2030. Therefore, approval of this application would not significantly impact the supply of industrial land in the MSA and countywide. On the other hand, MSA 5.3 contains 27.3 acres of vacant commercially designated or zoned land, has an average annual absorption rate of 1.29 acres per year, and is projected to be depleted beyond year 2030. While there is not a deficiency in the LUP map for commercial land, approval of the application would facilitate development of the ±20-acre property suitably sized for a community serving shopping center.

- ii *Public Facilities and Services:* With the exception of impacts to roadways, the impacts that would be generated by the application if approved, would not cause public facilities and services to operate in violation of their adopted level of service (LOS) standards.

The short term roadway analysis indicates that the adjacent roadways would operate, with the application impacts, within the adopted level of service standards. However, Miami Dade County Public Works and Waste Management Department has concerns with the long term analysis regarding project trip generation, trip distribution and the trip growth methodology for background traffic. Staff will continue to work with the Applicant to appropriately address these concerns.

- iii *Compatibility:* The requested re-designation of the application site to “Business and Office” would be compatible with the “Business and Office” land use designation on the lands north of the application site and along SW 24 Street and with the “Industrial and Office” land use designation on the lands to the east, south and west of the application site. Additionally, the allowable uses under the “Business and Office” designation would be generally compatible with the existing uses on the properties adjacent to the site. Existing uses along SW 24 Street, north of the site, comprise primarily commercial and retail development; and existing uses abutting the east, south and west of the site include a multifamily residential development, light industrial (including warehousing and auto repairs) and some commercial uses.

- iv *Environmental and Historical Resources:* There are no archaeological or historical resources on the application site, but, the site has records of soil contamination. The subject property had records of soil contamination in 2009, as a result of wood treating operations that previously occurred on the site, and has remained a contaminated site up to date. The site is, however, required to undergo contamination remediation under the jurisdiction of both the Environmental Resources Management Division of the County’s Department of Regulatory and Economic Resources and the Florida Department of Environmental Protection. Given its location within the Urban Infill Area and the priority given to infill development, approval of the application could facilitate contamination remediation on the site through the range of commercial development that would be allowable on the property. Additionally, the application site may contain specimen-sized trees (trunk diameter of 18 inches or greater) that are to be preserved pursuant to Section 24.9.2(II) of the Code of Miami-Dade County.

- v *Transit Ridership and Pedestrianism:* The application site is served by Metrobus Route 24 along SW 24 Street with morning and evening peak period headways of 20 minutes, and off-peak headways of 30 minutes on weekdays and on weekends. This level of transit service is adequate to absorb the additional transit ridership that would be generated by the potential development of the site.

STAFF ANALYSIS

Background

A ±17.6 gross-acre portion of the application site (the southern parcel) was the subject of Application No. 3 of the October 1999 Cycle of amendments to the Comprehensive Development Master Plan (CDMP) that sought to be redesignate the ±17.6 acres from “Industrial and Office” to “Business and Office”. At that time, an environmental review conducted for the ±17.6 acres identified soil contamination resulting from wood treating operations that previously occurred on the site and the site remains contaminated as discussed in the Environmental Conditions section of this report, on page 2-6. Staff recommended adoption, but the application was withdrawn by the applicant prior to the first public hearing of the Board of County Commissioners October 1999 Cycle CDMP amendment applications.

Application Site

The application site is a ±20 gross-acre property located on the south side of SW 24 Street (Coral Way) between SW 69 Court and SW 71 Avenue. The site is comprised of two parcels, a ±2.4-acre parcel fronting on SW 24 Street and the ±17.6-acre parcel (discussed above) abutting the southern boundary of the ±2.4-acre parcel. The subject property is located within the County’s Urban Infill Area (UIA), an area generally east and south of SR 826/Palmetto Expressway where infill development is encouraged and given priority pursuant to CDMP Land Use Element Policies LU-1C and LU-10A and Objective LU-12. These policies and objective require the County to facilitate and give priority to infill development on vacant sites in currently urbanized areas and promote infill development in the Urban Infill Area.

Existing Land Use

The entire application site is vacant and has remained vacant for over 13 years. (See Appendix A: Map Series and Appendix G: Photos of Application Site and Surroundings).

Existing Zoning

The ±2.4-acre parcel abutting SW 24 Street is zoned BU-2 (Special Business District) while the ±17.6-acre parcel zoned IU-3 (Unlimited Industrial Manufacturing District). (See “Zoning Map” in Appendix A: Map Series).

Land Use Plan Map Designation

The CDMP Adopted 2015 and 2025 Land Use Plan (LUP) map designates a strip of land between SR 826 (Palmetto Expressway) and SW 67 Avenue at a depth of approximately 240 feet on the south side of SW 24 Street as “Business and Office”, including the northern approximate two-thirds of the ±2.4-acre parcel within the application site. The remaining third of the ±2.4-acre parcel and the ±17.6-acre parcel are designated “Industrial and Office” (See “CDMP Land Use” map in Appendix A: Map Series).

Proffered Declaration of Restrictions

The applicant proffered a Declaration of Restrictions (covenant) on July 24, 2012 in support the application. The covenant prohibits residential development on the property and limits non-residential development allowable under the requested “Business and Office” designation to a maximum of 200,000 square feet. Without the proffered covenant, the property could be developed with a maximum of 315,897 square feet of retail or 260 single-family attached units (townhouses) under the requested “Business and Office” designation.

Zoning History

The County's earliest zoning map records indicate that the northern 200 feet of the application site fronting SW 24 Street was zoned BU-2A (Special Business-masonry) and the remainder of the site was zoned IU-3 (Unlimited Industrial Manufacturing District). In the 1950's, the Miami-Dade County Zoning Code was amended changing the BU-2A zoning district to BU-2; this changed the zoning on the northern 200-foot portion of the site to BU-2.

In July 1983, the Board adopted Resolution No. Z-141-83 rezoning the entire ±2.4-acre parcel of the application site from BU-2 and IU-3 to BU-2 in order to permit an amusement park. In July 2001, the Miami-Dade County Community Zoning Appeals Board 10 adopted Resolution No. CZAB10-70-01 approving special exceptions to permit a new car and truck sales and auto repairs on the property, but the facility was not built on the site.

Adjacent Land Use and Zoning

Existing Land Uses

North of the application site across SW 24 Street is a five-storey Merchantville Commercial bank, a vacant lot, a grocery store and a multi-family residential apartments. West of the application between SW 71 and SW 72 Avenues is a lumber and building materials supply company (FPG Company). The CSX railway is within the SW 72 Avenue right-of-way and further west is a County-owned neighborhood baseball park, Miami-Dade Transit facility, City of Coral Gables' vehicle maintenance facility, and the County's solid waste disposal facility (West Transfer station). South of the application site across SW 29 Road is a vacant property and light industrial uses including an old GEE Paint facility. East of the site across SW 69 Court is primarily of light industrial uses including auto paint shops, shipping and auto body repair shops, towing company and photography company, and adjacent to the northeastern portion of the application site across SW 70 Court are the Futura Gables Apartments (a 5-story multi-family development) and the Braman Honda auto dealership. Further east is the Florida East Coast (F.E.C.) right-of-way.

Land Use Plan Map Designations

The CDMP LUP map designates properties north of the Application site beyond SW 24 Street are designated Business and Office". As mentioned above, the LUP map designates a 240-foot strip along the south side of SW 24 Street as "Business and Office", and thereby, properties adjacent to the west, south and east of the application site are designated "Industrial and Office" except those properties (or portions thereof) within the ±240-foot strip that are designated "Business and Office". The properties along SW 24 Street (within the ±240-foot strip) such as the Braman Honda auto dealership east of the site and the FPG Lumber Company west of the site have dual LUP map designations. The SW 72 Avenue right-of-way (including the CSX railway) west of the application site and the FEC right-of-way to the east are designated "Transportation". (See the CDMP Land Use map in Appendix A: Map Series).

Zoning

The properties north of the application site beyond SW 24 Street are zoned BU-1A (Limited Business District), BU-2 and RU-4 (Apartments 50 units per net acre). The properties west of the site are generally zoned IU-3, and for those properties fronting on SW 24 Street, the northern ±100 feet are zone BU-2. The properties to the south and east of the site are zoned IU-3, except the Futura Gables Apartment which is zoned RU-4M (Modified Apartment House District) and the Braman Honda auto dealership zoned BU-1A (Limited Business District). (See "Zoning Map" in Appendix A: Map Series).

Economic Analysis

The Miami Economic Associates, Inc. (MEAI) submitted a letter dated August 20, 2012 providing a socio-economic analysis in support of the application that the MEAI believes provides justification for approval of the application (see Appendix E: Applicant's Economic Analysis). The MEAI analysis concludes that the absence of industrial demand for the subject property, that most of the available vacant commercial land is comprised of small dispersed parcels, and the proposed development would generate significant fiscal and economic benefits for Miami-Dade County and its residents justifies approval of the application.

Staff reviewed the MEAI analysis and generally agrees with the conclusions made, but identifies the following points that need to be clarified:

- The study area is Minor Statistical Area (MSA) 5.3, not MSA's 5.3 and 5.4.
- The absorption rates reported are not only the result of historical trends. Historical trends are one of the conditions considered.
- Staff concurs that the proposed development would increase jobs and generate beneficial fiscal impacts, but there might be a difference in the magnitude of those impacts.

Supply and Demand Analysis

Supply and Demand for Commercial Land

The subject property is located in Minor Statistical Area (MSA) 5.3 which contains 582.20 acres of in-use commercial land in 2012 and an additional 27.3 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2012-2030 period is 1.29 acres per year. At the projected rate of absorption, reflecting the past absorption rates of commercial uses, the study area will deplete its supply of commercially zoned land beyond the year 2030 (see table below).

**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 2030+	Total Commercial Acres per Thousand Persons	
					2020	2030
MSA 5.3	27.3	582.20	1.29	2030+	4.6	4.4

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, July 2012.

Supply and Demand for Industrial Land

MSA 5.3 contains 62.5 acres of in-use industrial land in 2012 and an additional 17.7 acres of vacant industrially designated or zoned land. Current development trends and growth projections indicate no demand for industrial land in MSA 5.3 through to year 2030. Additionally, the countywide supply of industrial land is projected to be depleted beyond the year 2030.

Environmental Conditions

Flood Protection

County Flood Criteria National Geodetic Vertical Datum (NGVD)	+7.0 Feet
Drainage Basin	C-3
Federal Flood Zone	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	NO
Contaminated Site	YES
Archaeological/Historical Resources	NO

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 proposed use will require a Surface Water Management General Permit (SWMGP) from the Water Control Section of Environmental Resources Management (ERM) for the construction and operation of the required surface water management system. A Class VI Permit may be required for any proposed drainage in the portion of the site within the landfill and in a contaminated area prior to any construction. These permits must be obtained prior to development of the site, final plat, and/or prior to obtaining a building permit approval. 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.

The existing roads do not have the adequate crown of road elevation for the flooding level of services, thus the new development should incorporate the required road improvements. If this application is approved, the proposed project could change the total impervious area of the 20.0 gross acres site from 0.00% to 75.5%. The subject application site is currently vacant. With the development of the site the runoff volume and peak flow will increase. The additional runoff should remain within the proposed development by providing an adequate drainage system in parking lots and spaces with similar use.

The site shall be filled to the County's minimum elevation of 7.0 feet NGVD. For construction of habitable structures, the lowest floor elevation requirement shall be the 7.00 feet plus 8 inches for residential or plus 4 inches for commercial.

Tree Preservation

Section 24-49 of the Miami-Dade County Code provides for the preservation and protection of tree resources. The applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any identified specimen-sized trees. On June 21, 2007, an after-the-fact Tree Removal Permit (2007-TREE-PER-00234) was issued for this property; the permit expired on June 21, 2008. A final inspection should be requested to avoid violation of permit conditions.

On-site Contamination

The application site has records of environmental contamination resulting from wood treating operations that previously occurred on the site and the site remains contaminated, to date. The site is required to undergo contamination remediation prior to the development and said remediation is under the jurisdiction of the Miami-Dade County Department of Regulatory and Economic Resources (administered by the Environmental Resources Management Division) and the Florida Department of Environmental Protection. The Applicant has entered into a Consent Agreement with the County Department and has executed a Cleanup Agreement Document with the Florida Department of Environmental Protection that establish environmental requirements and/or contamination remediation procedures for the development of the site.

Water and Sewer

Water Supply

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

Effective January 11, 2011, WASD implemented a Water Supply Certification Program to assure water supply is available to all users as required by CDMP Policies CIE-5D and WS-2C, and in accordance with the permitted withdrawal capacity in the WASD 20-year Water Use Permit (WUP). All new construction, addition, renovation or changes in use resulting in an increase in water consumption will require a Water Certification Letter. This certification letter is issued at the time an Agreement, Verification Form or Ordinance Letter is offered; or during the Plat process prior to the final development order. At that time, the project will be evaluated for water supply availability and a water supply reservation will be made.

Water Treatment Plant Capacity

The County's adopted level of service (LOS) standard for water treatment is based on the regional treatment system. The LOS requires that the regional treatment system operate with a rated maximum daily capacity of no less than two (2) percent above the maximum daily flow for the preceding year, and an average daily capacity of two (2) percent above the average daily system demand for the preceding 5 years (CDMP Policy WS-2A(1)). Based on the 12-month average (period ending November 30, 2011), the regional treatment system has a rated treatment capacity of 439.74 million gallons per day (mgd) and a maximum plant production of 345.84 mgd. As a result, the regional system has approximately 116.13 mgd or 26.40% of treatment plant capacity remaining.

The application site would be served by the Alexander Orr Water Treatment Plant which provides water that meets federal, state, and county drinking water standards and has capacity to provide current water demand. As noted above, a Water Supply Certification will be required for this project at the time of development to determine water supply availability.

Estimated Future Water/Sewer Flow for Proposed Development

Requested Land Use Designation	Use Type	Quantity Units or Sq. Ft. (Maximum Allowed)	Water Demand Multiplier (Sec. 24-43.1 Miami-Dade Code)	Projected Water/Wastewater Demand (gpd)
Business & Office	Retail	315,897 sq. ft.	10 gpd/100 sq. ft.	31,589
	OR			
Business & Office	Residential	260 Single Family Attached	180 gpd	46,800
Business & Office	Retail	200,000 sq. ft.	10 gpd/100 sq. ft.	20,000

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

** Note: This information is used to assess the highest potential water demands that may result from approval of this CDMP amendment.

The requested amendment would allow retail or attached residential uses. As noted in the “Estimated Future Water/Sewer Flow for Proposed Development” table above, if the application site were developed with maximum potential retail uses under the requested CDMP land use designation, the estimated water and sewer demand would total 31,589 gpd. If the application site were developed with residential use (260 single-family attached units), the estimated water and sewer demand would total 46,800 gpd. However, the applicant submitted a declaration of restrictions limiting the development of the property to 200,000 sq. ft. of business (retail/commercial) use and no residential development. Under this development scenario the estimated water and sewer demand would be 20,000 gpd.

Water System Connectivity

A previous hydraulic analysis, and adopted Water and Sewer Department rules and regulations require water and sewer connections on at least two sides of developed properties. Any development on the application site should connect to an existing 12-inch water main abutting the property along SW 70 Court from where the applicant may connect and extend a new 12-inch water main to the property. The developer should be aware that a 12-inch water main extension along SW 71 Street may be required. Any public water main extension within the property shall be 12-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two points of connection. A Water Supply Certification Letter would be required prior to connection for this project. Connectivity would be based upon water supply availability, and a pressure analysis at the time of development will determine the final water main size required for the project.

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 Plant 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 Central 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 property is located within the WASAD franchised sanitary sewer service area; the closest sanitary sewer is an abutting 8-inch gravity sewer pipeline located at SW 71 Avenue and 360 feet south of SW 24th Street. The applicant would be required to connect to the existing 8-inch gravity main, which directs the wastewater flow to pump stations 30-0548 and 30-0001 then to the Central District Wastewater Treatment Plant. Any proposed sewer extensions must be a minimum of 8-inches. At the time of development, a capacity modeling evaluation will be required. MDWASD's Central District Wastewater Treatment Plant is currently working within the mandated criteria set forth in the First and Second Partial Consent Decree¹. A previous hydraulic analysis and adopted Water and Sewer Department rules and regulations require water and sewer connections on at least two sides of developed properties.

Solid Waste

The Miami-Dade County Public Works and Waste Management Department (PWWM) Solid Waste Division oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements, and regulations. In addition, the Department directs the countywide effort to comply with State regulations concerning recycling, household chemical waste management and the closure and maintenance of solid waste sites no longer in use.

The application site is located inside the PWWM Waste Collection Service Area, which consists of all residents of the Unincorporated Municipal Service Area 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

¹ 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 the County's Environmental Resources Management (ERM) Division on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by ERM 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.

anticipated uncommitted waste flows for a period of five years. The PWWMD 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 PWWMD is in compliance with the adopted LOS standard.

Application Impacts

Application No. 2 is requesting the re-designation of approximately 20.0 gross acres (18.13 Net Acres) from “Business and Office” and “Industrial and Office” to “Business and Office” on the Adopted 2015 and 2025 LUP map. The designation to Business and Office will likely be considered a commercial development. The PWWMD does not actively compete for commercial waste collection at this time, waste collection services for multifamily and commercial developments may be provided by a private waste hauler. The PWWMD determined that the requested amendment will have no impact or any associated costs to the County; therefore, the PWWMD 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 2 (PBD-2), which encompasses the area of the County south of SW 8 Street and AIA/MacArthur Causeway and north of SW 184 Street.

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-2 has a surplus capacity of 494.95 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.

The “County Local Parks” table below lists all the parks within a 3-mile radius of the application site; six parks (A.D. Barnes, Tropical, Coral Estates, Brothers to the Rescue Memorial, Rockway and Blue Lakes), are larger than the required five acres (or larger) park. The nearest local park to the application site is Brothers to the Rescue Memorial Park, which is located approximately 0.34 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 74, resulting in an impact of 0.20 acres based on the adopted minimum LOS standard for local recreational open space. The proposed land use change, without the proffered covenant, restriction of no residential units, would result in a potential population of 663, or an increase of 589 persons, resulting in an impact of an additional 1.62 acres of local parkland. The potential impact would be mitigated against the 494.95 acres of surplus parkland capacity in PBD-2.

**County Local Parks
Within a 3-Mile Radius of Application Site**

Park Name	Acreage	Classification
A.D. Barnes Park	60.93	Community Park
Francisco Human Rights park	2.88	Mini-Park
Tropical Park	283.2	District Park
Coral Estates Park	5.26	Community Park
Sunset Heights Park	0.37	Mini-Park
Schenley Park	1.68	Neighborhood Park
Humble Mini Park	0.48	Mini-Park
Brothers to the Rescue Memorial Park	6.75	Single Purpose Park
Banyan Park	3.09	Neighborhood Park
Rockway Park	5.01	Community Park
Miller Drive Park	3.93	Community Park
Blue Lakes Park	6.4	Neighborhood Park
Sudlow Park	0.94	Mini-Park
Sunkist Park	0.57	Neighborhood Park
San Jacinto Park	0.9	Mini-Park
Coral Villas Park	0.36	Mini-Park

Source: Miami Dade Parks, Recreation and Open Space Department, July 2012.

Fire and Rescue Service

The application site is currently served by Miami-Dade County Fire Rescue Station No. 3 (Tropical Park), located at 3911 SW 82 Avenue. This station is equipped with an Engine and a 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 6 minutes and 22 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 for Minimum Fire Flow and Application Impacts

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.

The current CDMP land use designation of "Business and Office" and "Industrial and Office" will allow a potential development on the application site that is anticipated to generate approximately 25 annual alarms. The proposed CDMP land use designation of "Business and Office" will allow a potential development that is anticipated to generate 93 annual alarms which will result in a moderate impact to existing fire rescue services. Presently, fire and rescue service in the vicinity of the application site is adequate. 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 “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 and determined that the proposal is compatible with airport operations provided that the development complies with MDAD’s Airport zoning, Chapter 33 of the Code of Miami-Dade County.

Public Schools

The applicant has proffered a covenant that would prohibit residential development on the application site should the application be approved with acceptance of the covenant. Therefore, Miami-Dade County Public Schools would not be impacted by the application as proposed.

Roadways

Application No. 2 is a ±20-gross acre (±18.13-net acre) site located on the south side of SW 24 Street between SW 69/70 Court and SW 71 Avenue in unincorporated Miami-Dade County. The subject site is located inside the Urban Infill Area (UIA)², the County’s designated Transportation Concurrency Exception Area (TCEA). The Concurrency Management Program in the Capital Improvement Element (CIE) states that “...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 meets some criteria pursuant Sec. 163.3180, Florida Statutes” (CIE p. IX-17).

Access to the application site will be mainly by SW 24 Street/Coral Way, a four-lane divided major roadway (three or more lanes); and by SW 69/70 Court and SW 71 Avenue, both two-lane undivided roadways. Major east-west arterials and expressways within the vicinity of the application site include: SR 836/Dolphin Expressway, SR 968/Flagler Street, SR 90/SW 8 Street/Tamiami Trail, SW 24 Street/Coral Way, SR 976/SW 40 Street/Bird Road. Major north-south arterials and expressways include: SR 973/SW 87 Avenue/Galloway Road, SR 826/Palmetto Expressway, SW 72 Avenue, SW 67 Avenue, and SR 959/SW 57 Avenue/Red Road.

The Miami-Dade County Department of Regulatory and Economic Resources 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, which is bound by SR 836/Dolphin Expressway on the north, SR 953/SW 42

² 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, page II-8).

Avenue/LeJeune Road on the east, SR 986/SW 72 Avenue/Sunset Drive on the south, and SW 102 Avenue on the west.

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 the current operating conditions of the roadways currently monitored within the study area. One roadway segment, SW 40 Street/Bird Road between SW 87 Avenue and SR 826, is operating at LOS F, in excess of its adopted LOS E standard. Some segments along SR 836/Dolphin Expressway, SW 56 Street/Miller Drive, SW 72 Avenue/Sunset Drive, SW 97 Avenue, SW 87 Avenue/Galloway Road, SR 826/Palmetto Expressway, SW 57 Avenue/Red Road and SR 874/Don Shula are operating at their existing LOS standard. The rest of the roadways analyzed are operating at acceptable levels of service. See Existing Traffic Conditions table below.

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

Roadway	Location/Link	Lanes	LOS Std.	LOS
SR 836/Dolphin Expy.	NW 107 Avenue to NW 87 Avenue	6 LA	D	C (2011)
	NW 87 Avenue to SR 826	6 LA	D	C (2011)
	SR 826 to NW 72 Avenue	8 LA	D	D (2011)
	NW 72 Avenue to NW 57 Avenue	8 LA	D	C (2011)
	NW 57 Avenue to NW 42 Avenue	8 LA	D	C (2011)
NW 7 Street	NW 67 Avenue to NW 57 Avenue	4 DV	E+50%	C (2011)
SR 968/Flagler Street	NW 107 Avenue to NW/SW 97 Avenue	6 DV	E+20%	D (2011)
	NW/SW 97 Avenue to NW/SW 87 Avenue	6 DV	E+20%	D (2011)
	NW/SW 87 Ave. to SR 826	6 DV	E+20%	D (2011)
	Palmetto Expy. to NW/SW 72 Avenue	6 DV	E+50%	D (2011)
	NW/SW 72 Avenue to NW 57 Avenue	4 DV	E+50%	D (2011)
SW 57 Avenue to SW 42 Avenue	4 DV	E+50%	C (2011)	
SR 90/SW 8 St./Tamiami Trail	SW 107 Avenue to SW 87 Avenue	8 DV	E+20%	B (2011)
	SW 87 Avenue to SR 826	6 DV	E+20%	B (2011)
	SR 826 to SW 72 Avenue	4 DV	E+50%	C (2011)
	SW 72 Avenue to SW 57 Avenue	4 DV	E+50%	D (2011)
	SW 57 Avenue to SW 42 Avenue	4 DV	E+50%	C (2011)
SW 24 Street/Coral Way	SW 107 Avenue to SW 97 Avenue	4 DV	E+20%	B (2011)
	SW 97 Avenue to SW 87 Avenue	4 DV	E+20%	D (2011)
	SW 87 Avenue to SR 826	6 DV	E+20%	E+5% (2011)
	SR 826 to SW 57 Avenue	4 DV	E+50%	C (2012)
SR 976/SW 40 St./Bird Rd.	SW 107 Avenue to SW 97 Avenue	6 DV	E	C (2011)
	SW 97 Avenue to SW 87 Avenue	6 DV	E	D (2011)
	SW 87 Ave. to SR 826	6 DV	E	F (2011)
	SR 826 to SW 67 Avenue	6 DV	E+20%	D (2011)
	SW 67 Avenue to SW 57 Avenue	6 DV	E+20%	B (2011)
	SW 57 Avenue to Ponce de Leon Blvd.	4 DV	E+20%	D (2011)

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

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 56 Street/Miller Drive	SW 107 Avenue to SW 97 Avenue	4 DV	D	C (2011)
	SW 97 Avenue to SW 87 Avenue	4 DV	D	C (2011)
	SW 87 Avenue to SR 826	4 DV	D	D (2011)
	SR 826 to SW 67 Avenue	4 DV	E	D (2011)
	SW 67 Avenue to SW 57 Avenue	2 UD	E	B (2011)
SR 986/SW 72 Street.	SW 107 Avenue to SW 87 Avenue	4 DV	E+20%	D (2011)
	SW 97 Avenue to SW 87 Avenue	4 DV	E+20%	D (2011)
	SW 87 Avenue to SR 826	4 DV	D	B (2011)
	SR 826 to SW 67 Avenue	4 DV	E	E (2011)
	SW 67 Avenue to US 1	4 DV	E	D (2011)
SW 97 Avenue	SW 8 Street to SW 24 Street	2 DV	D	D (2011)
	SW 24 Street to SW 40 Street	2 DV	D	D (2011)
	SW 40 Street to SW 56 Street	2 DV	D	C (2011)
	SW 56 Street to SW 72 Street	2 DV	D	C (2011)
SR 973/SW 87 Avenue	SR 836 to Flagler Street	6 DV	E	E (2011)
	Flagler Street to SW 8 Street	4 DV	E	C (2011)
	SW 8 Street to SW 24 Street	4 DV	E	D (2011)
	SW 24 Street to SW 40 Street	4 DV	E	C (2011)
	SW 40 Street to SW 56 Street	4 DV	E	B (2011)
	SW 56 Street to SW 72 Street	4 DV	E	C (2011)
SR 826/Palmetto Expressway	SR 836 to Flagler Street	8 LA	D	D (2011)
	Flagler Street to SW 8 Street	8 LA	D	D (2011)
	SW 8 Street to SW 24 Street	8 LA	D	D (2011)
	SW 24 Street to SW 40 Street	8 LA	D	D (2011)
	SR 874 to SW 56 Street	4 LA	E+20%	E (2011)
	SW 56 Street to SW 72 Street	4 LA	E+20%	D (2011)
SW 72 Avenue	SW 40 Street to SW 56 Street	4 DV	E+50%	D (2011)
	SW 56 Street to SW 72 Street	2 UD	E+50%	C (2011)
SW 67 Avenue	Flagler Street to SW 8 Street	4 DV	E	D (2011)
	SW 24 Street to SW 40 Street	4 DV	E	D (2012)
	SW 40 Street to SW 56 Street	2 UD	E	C (2011)
	SW 56 Street to US-1	2 UD	E	D (2011)
SW 57 Avenue/Red Road	Flagler Street to SW 8 Street	4 DV	E	C (2011)
	SW 8 Street to SW 24 Street	2 DV	E	C (2011)
	SW 24 Street to SW 42 Street	2 UD	E	D (2011)
	SW 42 Street to US 1	2 UD	E	E (2011)
	US 1 to SW 72 Street	4 DV	E+50%	E (2011)
SW 42 Avenue/LeJeune Road	Airport Entrance to Flagler Street	6 DV	E+20%	B (2011)
	SW 8 Street to SW 22 Street	4 DV	E+20%	D (2011)
	SW 22 Street to SW 40 Street	4 DV	E+20%	D (2011)
	SW 40 Street to US 1	4 DV	E+20%	D (2011)
SR 874/Don Shula Expressway	SR 826 to SR 878	4 LA	D	D (2011)
US 1/Dixie Highway	SW 42 Avenue to SW 67 Avenue	6 DV	E+50%	E (2011)

Source: Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade County Public Works and Waste Management Department, and Florida Department of Transportation, July 2012.

Notes: () identifies the year traffic count was taken or the LOS traffic analysis revised.

DV= Divided Roadway; UD= Undivided Roadway; LA= Limited Access;

LOS Std. = the adopted minimum acceptable peak period Level of Service standard for all State and County roadways, E+20% means 120% of roadway capacity (LOS E), E+50% means 150% of roadway capacity.

Trip Generation

Three development scenarios were analyzed for traffic impacts under the requested CDMP land use designation of “Business and Office.” Scenario 1 assumes the application site developed with 315,897 square feet of retail space—the maximum potential commercial development under the requested CDMP land use designation. Scenario 2 assumes the application site developed with 260 single-family attached dwelling units—the maximum potential residential development under the requested land use designation. Scenario 3 assumes the application site developed with 200,000 square feet of commercial (retail) space with no residential development as limited by the Declaration of Restrictions proffered by the applicant. Scenario 1 is estimated to generate 714 more PM peak hour trips than the potential development that could occur under the current CDMP land use designations; Scenario 2 is estimated to generate approximately 23 less PM peak trips than any industrial and residential development that can occur under the current CDMP land use designations; and Scenario 3 is estimated to generate approximately 413 more PM peak trips than the potential industrial/retail development that can occur under the current CDMP land use designations. See “Estimated Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations” 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	“Industrial and Office” and “Business and Office” 352,618 sq ft industrial and 33,802 sq ft retail ¹ / 276	“Business and Office” 315,897 sq ft retail ³ / 990	+ 714
Scenario 2	“Industrial and Office” and “Business and Office” 352,618 sq ft industrial and 29 dwelling units (townhouses) ² / 155	“Business and Office” 260 dwelling units (single-family attached) ⁴ / 132	- 23
Scenario 3	“Industrial and Office” and “Business and Office” 352,618 sq ft industrial and 33,802 sq. ft. of retail ¹ / 276	“Business and Office” 200,000 sq ft commercial (retail) ⁵ / 689	+ 413

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Department of Regulatory and Economic Resources and Public Works and Waste Management Department, July 2012.

Notes ¹ Application site assumed to be developed with 352,618 square feet of industrial use (warehouses) and 33,802 square feet of retail space under the existing CDMP land use designation.

² Application site assumed to be developed with 352,618 square feet of industrial use (warehouses) and 29 single-family attached dwelling units (townhouses) under the existing CDMP land use designation.

³ Scenario 1 assumes the application site developed with 315,897 square feet of retail space under the requested CDMP land use designation.

⁴ Scenario 2 assumes the application site developed with 260 single-family attached dwelling units under the requested CDMP land use designation.

⁵ Scenario 3 assumes the application site developed with 200,000 square feet of commercial (retail) space with no residential development under the requested CDMP land use designation as limited by the proposed Declaration of Restrictions proffered by the applicant.

**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.
Scenario 1 "Business and Office" (315,897 sq. ft. retail)												
F-567	SR 826	SW 8 Street to SW 24 Street	8 LA	D	13,480	11,952	D	0	D	169	12,121	D
9236	SW 67 Avenue	Flagler Street to SW 8 Street	4 DV	E	3260	960	D	62	D	132	1154	D
F-527	SW 8 Street	SR 826 to SW 57 Avenue	4 DV	E+50%	5100	2984	D	10	D	20	3014	D
9120	SW 24 Street	SR 826 to SW 57 Avenue	4 DV	E+50%	5100	2397	C	15	C	147	2559	D
9240	SW 67 Avenue	SW 24 Street to SW 40 Street	4 DV	E	2370	1552	D	17	E	128	1697	D
F-566	SR 826	SW 24 Street to SW 40 Street	8 LA	D	13,480	11,803	D	14	D	166	11,983	D
9122	SW 24 Street	SW 87 Avenue to SR 826	6 DV	E+20%	8484	7415	E+5%	12	E+5%	228	7655	E+8%

Scenario 2: "Business and Office" (260 dwelling units (single-family attached))

F-567	SR 826	SW 8 Street to SW 24 Street	8 LA	D	13,480	11,952	D	0	D	23	11,975	D
9236	SW 67 Avenue	Flagler Street to SW 8 Street	4 DV	E	3260	960	D	62	D	15	1037	D
F-527	SW 8 Street	SR 826 to SW 57 Avenue	4 DV	E+50%	5100	2984	D	10	D	5	2999	D
9120	SW 24 Street	SR 826 to SW 57 Avenue	4 DV	E+50%	5100	2397	C	15	C	20	2432	D
9240	SW 67 Avenue	SW 24 Street to SW 40 Street	4 DV	E	2370	1552	D	17	D	17	1586	D
F-566	SR 826	SW 24 Street to SW 40 Street	8 LA	D	13,480	11,803	D	14	D	22	11,839	D
9122	SW 24 Street	SW 87 Avenue to SR 826	6 DV	E+20%	8484	7415	E+5%	12	E+5%	30	7457	E+6%

Scenario 3: "Business and Office" (200,000 sq ft retail)

F-567	SR 826	SW 8 Street to SW 24 Street	8 LA	D	13,480	11,952	D	0	D	118	12,070	D
9236	SW 67 Avenue	Flagler Street to SW 8 Street	4 DV	E	3260	960	D	62	D	95	1117	D
F-527	SW 8 Street	SR 826 to SW 57 Avenue	4 DV	E+50%	5100	2984	D	10	D	10	3004	D
9120	SW 24 Street	SR 826 to SW 57 Avenue	4 DV	E+50%	5100	2397	C	15	C	102	2514	D
9240	SW 67 Avenue	SW 24 Street to SW 40 Street	4 DV	E	2370	1552	D	17	D	89	1658	D
F-566	SR 826	SW 24 Street to SW 40 Street	8 LA	D	13,480	11,803	D	14	D	116	11,933	D
9122	SW 24 Street	SW 87 Avenue to SR 826	6 DV	E+20%	8484	7415	E+5%	12	E+5%	159	7586	E+7%

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation, July 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.

Scenario 1 assumes the application site developed with 315,897 square feet of retail space under the requested CDMP land use designation.

Scenario 2 assumes the application site developed with 260 single-family attached and multifamily dwelling units under the requested CDMP land use designation.

Scenario 3 assumes the application site developed with 200,000 square feet of commercial (retail) space with no residential development under the requested CDMP land use designation and proposed Declaration of Restrictions proffered by the applicant.

Short Term (Concurrency) Traffic Evaluation

An evaluation of peak-period traffic short term (concurrency) conditions as of July 2012 (utilizing 2011 and 2012 traffic counts), 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 *2013 Transportation Improvement Program (TIP)*, and the application's traffic impacts generated by the three development scenarios analyzed, does not project any of the roadways analyzed to violate their adopted LOS standards. See the "Traffic Impact Analysis on Roadways Serving the Amendment Site" table above.

Future Conditions

The MPO's adopted *2013 Transportation Improvement Program* lists the following roadways, located within the study area, for capacity improvements in fiscal years 2013-2017 within the study area (see table below).

Programmed Road Capacity Improvements Fiscal Years 2012/2013 – 2016/2017

Roadway	From	To	Type of Improvement	Fiscal Year
SR 826/SR 836	NW 82 Avenue	SR 826/SR 836 Interchange	Interchange Improvement	2012/2013 2013/2014 2015/2016 2016/2017
SR 826/SR 836	SW 8 Street NW 87 Avenue	NW 25 Street NW 57 Avenue	Interchange improvement and add lanes	2012/2013

Source: *2013 Transportation Improvement Program*, Miami-Dade County Metropolitan Planning Organization, May 17, 2012.

Planned Roadway Capacity Improvements Fiscal Years 2012/2013 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
SR 826/Palmetto Expressway	SW 72 Street/Sunset Drive	SW 32 Street	Interchange modification	I
SR 836/Dolphin Expressway	NW 137 Avenue	I-95	Toll system conversion to open road tolling	I
SR 874/SR 826 Interchange	North of SR 874/SR 826 Interchange	S/O SR 874/SR 826 Interchange	Interchange improvements	I
SR 874/Don Shula Expressway	SW 88 Street/Kendall Drive	SR 826	Modification of SR 874 mainline roadway	I
SR 826/SR 836 Interchange	NW 87 Avenue	NW 57 Avenue	Interchange modification	I
SR 836/Dolphin Expressway		NW 87 Avenue	Interchange improvement	IV

Source: *Miami-Dade County 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 improvements planned to be funded between 2026 and 2035.

The MPO's adopted *2035 Miami-Dade Long Range Transportation Plan (LRTP)*, Cost Feasible Plan, lists a number of additional roadway capacity projects planned for construction within the study area. The "Planned Roadway Capacity Improvements" table above lists these planned Priority I and Priority IV improvement projects; construction of these projects are planned to be funded between 2012 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.

Two of the three development scenarios analyzed in the traffic concurrency analysis were also analyzed for future (2035) traffic conditions: Scenario 1, which assumes the application site developed with 315,897 square feet of retail space—the maximum potential commercial development—under the requested CDMP land use designation; and Scenario 2, which assumes the application site developed with 260 single-family attached and multifamily dwelling—the maximum potential residential development—under the requested CDMP land use designation. Scenario 3, which is based on the proffered declaration of restrictions, was not considered because the covenant was not submitted on time for this evaluation.

The future traffic conditions (year 2035) analysis indicates that some roadway segments adjacent to the application site and within the study area (impact area) are projected to operate at levels of service in excess of their adopted LOS standards, without the application's traffic impacts. The same roadway segments will be further impacted by either development scenario (Scenario 1 or Scenario 2), or both development scenarios. However, it should be pointed out that the potential impacts of the two development scenarios on the failing roadway segments are not significant because the trips impacting these roadways represent five (5) percent or less of the roadways' 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 ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Retail (315,897 sq. ft.)		Scenario 2 Residential (260 dwelling units)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SR 836/Dolphin Expy.								
NW 107 Ave. to NW 87 Ave.	D	6	0.76	C	0.76	C	0.76	C
NW 87 Ave. to SR 826	D	6	0.88	D	0.87	D	0.88	D
SR 826 to NW 72 Ave.	D	8	0.92	E	0.90	D	0.91	E
NW 72 Ave. to NW 57 Ave.	D	6	1.12	F	1.12	F	1.12	F
NW 57 Ave. to NW 42 Ave.	D	6	1.06	F	1.10	F	1.07	F
NW 7 Street								
NW 67 Ave. to NW 57 Ave.	E+50%	4	1.00-1.44	E/E+44%	1.0-1.44	E/E+44%	1.02-1.45	E+2%/E+45%
Flagler Street								
W 107 Ave. to W 97 Ave.	E+20%	6	0.54-0.92	B/E	0.55-0.92	B/E	0.85-0.93	D/E
W 97 Ave. to W 87 Ave.	E+20%	6	0.89-1.10	D/E+10%	0.89-1.10	D/E+10%	0.89-1.10	D/E+10%
W 87 Ave. to SR 826.	E+20%	6	0.77-1.43	C/E+43%	0.77-1.41	C/E+41%	0.78-1.44	C/E+44%
SR 826 to W 72 Ave.	E+50%	6	0.90-1.34	D/E+34%	0.91-1.34	E/E+34%	0.92-1.34	E/E+34%
W 72 Ave. to W 57 Ave.	E+50%	4	0.90-1.34	D/E+34%	0.91-1.34	E/E+34%	0.92-1.34	E/E+34%
SW 57 Ave. to SW 42 Ave.	E+50%	4	1.09-1.28	E+9%/E+28%	1.09-1.22	E+9%/E+22%	1.09-1.27	E+9%/E+27%
SW 8 Street/Tamiami Trail								
SW 107 Ave. to SW 87 Ave.	E+20%	8	0.65-0.85	B/D	0.65-0.86	B/D	0.82-0.86	D/D
SW 87 Ave. to SR 826	E+20%	6	0.75-1.07	C/E+7%	0.75-1.06	C/E+6%	0.75-1.07	C/E+7%
SR 826 to SW 74 Ave.	E+50%	4	1.12	E+12%	1.10	E+10%	1.11	E+11%
SR 826 to SW 57 Ave.	E+50%	4	0.99-1.12	E/E+12%	0.98-1.10	E/E+10%	0.99-1.12	E/E+12%
SW 57 Ave. to SW 42 Ave.	E+50%	4	0.98-1.15	E/E+15%	0.99-1.16	E/E+16%	0.99-1.17	E/E+17%
SW 24 Street/Coral Way								
SW 107 Ave. to SW 97 Ave.	E+20%	4	0.71-0.79	C	0.71-0.78	C	0.71-0.78	C
SW 97 Ave. to SW 87 Ave.	E+20%	4	0.89-0.97	D/E	0.88-0.96	D/E	0.89-0.97	D/E
SW 87 Ave. to SR 826	E+20%	6	0.87-1.08	D/E+8%	0.85-1.07	D/E+7%	0.87-1.07	D/E+7%
SR 826 to SW 57 Ave.	E+50%	4	1.03-1.54	E+3%/E+54%	1.04-1.58	E+4%/E+58%	1.05-1.52	E+5%/E+52%
SW 40 Street/Bird Road								
SW 107 Ave. to SW 97 Ave.	E	6	0.79-0.83	C/D	0.81-0.84	D/D	0.79-0.83	C/D
SW 97 Ave. to SW 87 Ave.	E	6	0.84-0.89	D	0.84-0.88	D	0.84-0.89	D
SW 87 Ave. to SR 826	E	6	0.94	E	0.94	E	0.95	E
SR 826 to SW 67 Ave.	E+20%	6	1.02-1.61	E+2%/E+61%	1.03-1.63	E+3%/E+63%	1.01-1.61	E+1%/E+61%
SW 67 Ave. to SW 57 Ave.	E+20%	6	0.96-1.03	E/E+3%	0.95-1.02	E/E+2%	0.96-1.02	E/E+2%
SW 57 Ave. to Ponce de Leon Blvd.	E+20%	4	0.91-1.40	E/E+40%	0.92-1.40	E/E+40%	0.91-1.40	E/E+40%
SW 56 Street/Miller Drive								
SW 107 Ave. to SW 97 Ave.	D	4	0.83-0.96	D/E	0.82-0.94	D/E	0.82-0.84	D
SW 97 Ave. to SW 87 Ave.	D	4	0.83-0.93	D/E	0.82-0.92	D/E	0.83-0.93	D/E
SR 826 to SW 69 Ave.	E	4	0.89-1.20	D/F	0.89-1.19	D/F	0.89-1.19	D/F
SW 67 Ave. to SW 57 Ave.	E	2	1.09-1.16	F	1.07-1.13	F	1.09-1.14	F

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Retail (315,897 sq. ft.)		Scenario 2 Residential (260 dwelling units)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 72 Street/Sunset Drive								
SW 107 Ave. to SW 87 Ave.	E+20%	4	0.79-1.08	C/E+8%	0.77-1.08	C/E+8%	0.81-1.06	D/E+6%
SW 97 Ave. to SW 87 Ave.	E+20%	4	0.79-1.03	C/F	0.77-1.03	C/F	0.81-1.06	D/F
SW 87 Ave. to SR 826	E	4	0.82-0.87	D	0.82-0.87	D	0.84-0.89	D
SR 826 to SW 67 Ave.	E	4	0.99-1.03	E/F	1.00-1.04	E/F	1.02-1.05	F
SW 67 Ave. to US-1	E	4	0.91-1.01	E/F	0.91-1.03	E/F	0.92-1.05	E/F
SW 57 Ave. to Cartagena Circle	E	2	0.84-1.01	D/F	0.84-1.02	D/F	0.83-1.00	D/E
SW 97 Avenue								
SW 8 St. to SW 24 St.	D	2	0.98-1.05	E/F	0.99-1.08	E/F	0.99-1.06	E/F
SW 24 St. to SW 40 St.	D	2	0.91-0.94	E	0.92-1.02	E/F	0.92-1.02	E/F
SW 40 St. to SW 56 St.	D	2	0.60-0.77	B/C	0.59-0.85	B/D	0.60-0.85	B/D
SW 56 St. to SW 72 St.	D	2	0.68-0.81	B/D	0.67-0.80	B/C	0.67-0.81	B/D
SW 87 Avenue/Galloway Road								
SR 836 to Flagler Street	E	6	0.63-1.20	B/F	0.63-1.19	B/F	0.63-1.19	B/F
Flagler St. to SW 8 Street	E	4	1.14-1.28	F	1.15-1.30	F	1.15-1.30	F/F
SW 8 St. to SW 24 Street	E	4	0.93-1.02	E/F	0.92-1.01	E/F	0.93-1.01	E/F
SW 24 St. to SW 40 Street	E	4	0.91-1.09	E/F	0.91-1.08	E/F	0.91-1.08	E/F
SW 40 Street to SW 56 Street	E	4	0.65-0.87	B/D	0.63-0.85	B/D	0.64-0.86	B/D
SW 56 St. to SW 72 Street	E	4	0.71-0.84	C/D	0.69-0.82	B/D	0.71-0.84	C/D
SW 82 Avenue								
SW 8 St. to SW 24 Street	D	2	0.68-0.97	B/E	0.67-0.97	B/E	0.68-0.99	B/E
SR 826/Palmetto Expy.								
SR 836 to Flagler Street	D	8	0.74	C	0.74	C	0.74	C
Flagler St. to SW 8 Street	D	8	0.87	D	0.87	D	0.86	D
SW 8 St. to SW 24 Street	D	8	0.97	E	0.95	E	0.96	E
SW 24 St. to SW 40 Street	D	8	0.84	D	0.85	D	0.84	D
SR 874 to SW 56 Street	E+20%	4	0.70	B	0.70	B	0.70	B
SW 56 St. to SW 72 Street	E+20%	4	0.63	B	0.64	B	0.63	B
SW 72 Avenue								
SW 40 St. to SW 56 Street	E+50%	4	0.81-1.34	D/E+34%	0.80-1.32	C/E+32%	0.79-1.31	C/E+31%
SW 56 St. to SW 72 Street	E+50%	2	0.99-1.02	E/E+2%	0.98-1.05	E/E+5%	1.0-1.03	E/E+3%
SW 67 Avenue								
Flagler St. to SW 8 Street	E	4	0.96	E	0.94	E	0.94	E
SW 24 St. to SW 40 Street	E	4	0.86-0.89	D	0.87-0.91	D/E	0.86-0.89	D
SW 40 St. to SW 56 Street	E	2	0.94-1.21	E/F	0.94-1.23	E/F	0.96-1.21	E/F
SW 56 St. to US-1	E	2	0.76-0.90	C/D	0.73-0.87	C/D	0.75-0.85	C/D

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Retail (315,897 sq. ft.)		Scenario 2 Residential (260 dwelling units)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 57 Avenue/Red Road								
Flagler St. to SW 8 Street	E	4	0.91-0.95	E	0.91-0.94	E	0.92-0.96	E
SW 8 St. to SW 24 Street	E	2	0.98-1.33	E/F	0.99-1.33	E/F	0.97-1.31	E/F
SW 24 St. to SW 42 Street	E	2	1.06-1.16	F	1.07-1.15	F	1.07-1.15	F
SW 42 St. to Brescia Ave.	E	2	0.88-1.01	D/F	0.89-1.01	D/F	0.91-1.01	E/F
US 1 to SW 72 Street	E+50%	4	0.97	E	0.98	E	0.97	E
SW 42 Avenue/LeJeune Rd								
Airport Entrance to Flagler Street	E+20%	6	1.18-1.51	E+18%/E+51%	1.17-1.50	E+17%/E+50%	1.17-1.51	E+17%/E+51%
SW 8 St. to SW 22 Street	E+20%	4	1.07-1.10	E+7%/E+10%	1.07-1.10	E+7%/E+10%	1.06-1.10	E+6%/E+10%
SW 22 St. to SW 40 Street	E+20%	4	0.81-1.09	D/E+9%	0.81-1.08	D/E+8%	0.81-1.09	D/E+9%
SW 40 St. to US 1	E+20%	4	0.81-0.99	D/E	0.81-0.98	D/E	0.81-0.98	D/E
SR 874/Don Shula Expy.								
SR 826 to SR 878	D	4	0.69	B	0.69	B	0.68	B
US 1/South Dixie Highway								
SW 42 Ave. to SW 67 Avenue	E+50%	6	1.22-1.33	E+22%/E+33%	1.21-1.36	E+21%/E+36%	1.22-1.31	E+22%/E+31%

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and the Metropolitan Planning Organization, July 2012.

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

² 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 Impacts

The “Estimated Peak Hour Trip Generation” table identifies the estimated number of PM peak hour vehicle trips to be generated by the three development scenarios analyzed, including the 315,987 square feet of retail use, the 260 residential dwelling units, and the 200,000 square feet of commercial (retail) space with no residential development as proposed in the Declaration of Restrictions proffered by the applicant. Development Scenario 1 is estimated to generate 714 more PM peak hour trips than the potential development that can occur under the current CDMP land use designations. Development Scenario 2 is estimated to generate approximately 23 less PM peak trips than the potential development that can occur under the current CDMP land use designations. And Development Scenario 3 is estimated to generate approximately 413 more PM peak trips than the potential development that can occur under the current CDMP land use designation.

The Traffic Concurrency Evaluation indicates that the roadways analyzed are not projected to violate their adopted LOS standards with the traffic impacts of the potential development scenarios under the requested land use designation. See the “Traffic Impact Analysis on Roadways Serving the Amendment Site” table.

The future traffic conditions (year 2035) analysis indicates that SW 24 Street between SR 826 and SW 57 Avenue, SW 40 Street between SR 826 and SW 67 Avenue and SW 67 Avenue between SW 40 Street and SW 56 Street in the vicinity of the application site, are projected to operate at levels of service in excess of their adopted LOS standards, without the application’s impacts. The operating conditions of these roadways are projected to further deteriorate with the application’s impacts. However, the application’s impact is not significant because trips impacting these roadways represent less than 5 percent of the roadways’ maximum service volumes. See the “2035 Volume to Capacity (V/C) Ratios” table above.

Applicant’s Transportation Analysis

The applicant submitted the *Pan American Coral Terrace, LTD Transportation Analysis* report, dated July 2012, in support of the application. The report, prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning, evaluated the impacts resulting from the requested CDMP Land Use Plan map changes based on the applicant’s proffered Declaration of Restrictions limiting development to 200,000 square feet of commercial (retail) space on the application site under the requested “Business and Office” land use designation.

The transportation analysis report evaluated the transportation impacts for two planning horizons, a short-term (Year 2017) and a long-term (Year 2025) planning horizons. The report’s study area (area of influence) is on the north by NW 25 Street, on the east by SW 42 Avenue, on the south by SW 72 Street, and on the west by SW 107 Avenue. The resulting trip generation calculation revealed that 200,000 square feet of commercial (retail) space would generate approximately 759 net external PM peak hour vehicle trips. The report evaluated the traffic impacts to the adjacent roadways and intersections. The report’s 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 application site have available capacity to handle the additional traffic demand that would be generated by the application, and determined that the subject 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. The report’s Year 2025 transportation analysis considered the programmed transportation infrastructure funded in the *2013 TIP* and the planned transportation projects funded and listed in the Priorities II and IV of the *2035 LRTP*. In addition, the 2025 analysis included the future background conditions reflecting growth, traffic

from approved development not yet built and the application's traffic impact. 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 the roadway segments of SW 24 Street between SR 826 and SW 74 Avenue and between SW 74 Avenue and SW 67 Avenue. The report concludes that the Year 2025 roadway network has adequate capacity to meet the projected traffic demand, including the application's impact, and that such roadways would operate at or below their adopted level of service standard pursuant to the CDMP Policy TC-1B. An Executive Summary of the transportation report is provided in Appendix D of this report.

Miami-Dade County Department of Regulatory and Economic Resources and the Miami-Dade County Public Works and Waste Management Department staff reviewed the July 2012 transportation report and have concerns with the long-term analysis, specifically with the trip generation, trip distribution and the trip growth methodology for background traffic. Notwithstanding any concerns that County staff may have regarding the transportation report, the transportation consultant should address the County staff concerns prior to final approval of the subject application. County staff will continue to work with the Applicant and with the transportation consultant to appropriately address the outstanding issues.

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Route 24. The service frequencies of this route 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		
24	20	20	30	n/a	30	30	0.00	L

Source: 2012 Transit Development Plan, Miami-Dade Transit (July 2012 Line Up).

Notes: 'L' means Metrobus local route 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 2022 Recommended Service Plan within the draft 2012 Transit Development Plan.

Major Transit Projects.

MDT is developing premium transit services in the corridors approved by the People's Transportation Plan and other major corridors. 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-looking, high-tech buses running in straighter, more direct routes, and running more frequently with fewer stops. The enhanced bus services will be provided on various corridors including SW 24th Street (Coral Way).

MDT plans to provide incremental improvements along SW 24th Street (Coral Way). The Coral Way Limited would provide premium limited-stop transit service along Coral Way between Downtown Miami and SW 147th Avenue. Service headways will be 30 minutes during the AM/PM peak-hour, 30 minutes during the mid-day and 40 minutes on weekends. This route would be the main trunk line on Coral Way as part of a restructuring of service by MDT due to the introduction of the new City of Miami Trolley route. The City's new route is planned to operate on Coral Way between the Brickell Avenue and Ponce de Leon Boulevard. MDT would restructure its Coral Way service taking into consideration the new City Trolley resulting in a more efficient and faster service while minimizing service duplication. Revenue service is anticipated to begin in 2013 using six new standard 40-foot buses.

Application Impacts

A preliminary analysis was performed in Traffic Analysis Zones (TAZ) 1017 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 scheduled improvements to transit 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-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.
- 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-3A. Development orders in Miami-Dade County shall be consistent with the goals, objectives and policies contained in the Conservation, Aquifer Recharge and Drainage and Coastal Management Elements of this Plan, and with all applicable environmental regulations, as well as all other elements of the CDMP.
- LU-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-4B. Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.
- 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.
- 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.
- 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, 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.
- LU-5C. All planning activities pertaining to development and redevelopment and the provision of public services and facilities in Miami-Dade County shall be consistent with the "Population Estimates and Projections" contained in this Element, and with the

locations and extent of future land uses as identified by the LUP map and its interpretive text. Plans for providing public facilities and services in Miami-Dade County shall be updated by the responsible service providers as soon as possible after the filing of applications to amend the CDMP population projections, and the corresponding elements of the CDMP shall be updated in association with the updating of the facility/service plans.

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