

Application No. 1

Commission District 2 Community Council 8

APPLICATION SUMMARY

Applicant/Representative:	3000 NW 62 Street, Inc.; and Dinah Investments, Corp./Felix M. Lasarte, Esq.
Location:	Southwest corner of the intersection of NW 29 Avenue and NW 62 Street (Martin Luther King Boulevard)
Total Acreage:	±3.75 Gross Acres (±2.16 Net Acres)
Current Land Use Plan Map Designations:	Low-Medium Density Residential (6 to 13 DU/gross acre)
Requested Land Use Plan Map Designation and Other Changes:	Business and Office
Amendment Type:	Small-scale
Existing Zoning/Site Condition:	RU-2 and BU-3 / Partially developed with churches.

RECOMMENDATIONS

Staff:	ADOPT (AS A SMALL-SCALE AMENDMENT) WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS (February 25, 2013)
North Central Community Council (8):	ADOPT (AS A SMALL-SCALE AMENDMENT) WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS and with the recommendation that adequate parking is provided to accommodate employees, equipment and visitors to ensure that there is no parking on the street. (March 20, 2013)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	ADOPT (AS A SMALL-SCALE AMENDMENT) WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS (April 15, 2013)
Board of County Commissioners:	To be Determined (May 22, 2013)

Staff recommends to **ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS** the proposed small-scale amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map to redesignate the ±3.75 gross acre property from “Low-Medium Density Residential” (6 to 13 dwelling units per acre) to “Business and Office” for the following reasons:

Principal Reasons for Recommendation

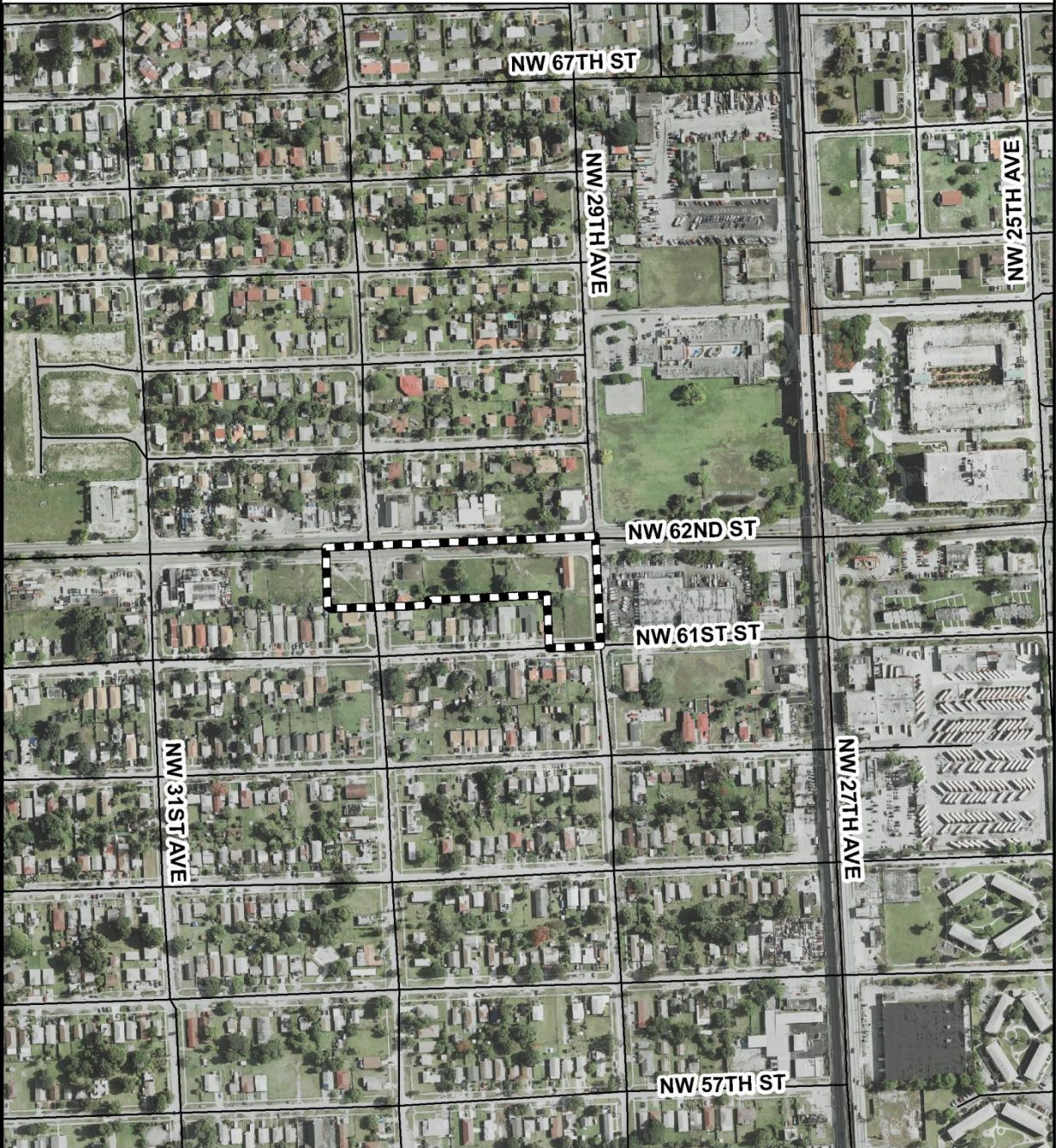
1. The application site is currently zoned BU-3 (Liberal Business) on the lots fronting NW 62 Street; and is zoned RU-2 on the remainder of the site (see “Zoning Map” below). The BU-3 Zoning District permits large-scale commercial activities, thus, approval of the application to “Business and Office” would change the land use designation on the application site to a CDMP land use that is more consistent with the uses permitted in the BU-3 Zoning District.
2. Approval of the application would promote infill development on the application site, which is located within the County’s Urban Infill Area (UIA). The UIA is 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. The CDMP Objective and Policies require Miami-Dade County to facilitate and give priority to infill development on vacant sites in currently urbanized areas. The application site is comprised of 15 lots of which 13 are vacant.
3. CDMP Land Use Element Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed 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) 4.2, which contains 387.70 acres of in-use commercial uses in 2013 and an additional 81.4 acres of vacant land zoned or designated for commercial uses. The annual average absorption rate for the 2013-2030 period is 1.17 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. While there is not a deficiency in the LUP map for commercial land, approval of the application would allow commercial and business development on the subject property, which could facilitate economic growth and generate employment in the area.

In 2012, vacant land designated for single- and multi-family residential development in MSA 4.2 was estimated to have capacity for about 11,015 dwelling units. The residential land supply for both single- and multi-family type units is projected to be depleted beyond 2030. If the application is approved, and the site developed with commercial/business uses, the single-family residential land supply would be reduced by approximately 48 single-family units or 3 ½ months worth of supply, and would not have a significant impact on the overall residential land supply within the subject MSA.

- ii. *Public Facilities and Services:* The impacts that would be generated from maximum development allowed on the application site, if the subject application were approved, would not cause a violation in the level of service standards for public services and facilities.
- iii. *Compatibility:* The requested “Business and Office” land use designation would be generally compatible with the “Low-Medium Density Residential” designation of properties to the east, west and south, and would be compatible with the “Business and Office” designation of properties to the north, across NW 62 Street (see “CDMP Land Use Map” below). Additionally, the business/commercial uses that could be developed on the application site would be compatible with the existing small business and retail operations located immediately north, east and the religious facilities to the west of the application site, along NW 62 Street. Furthermore, most of the application site is currently zoned BU-3, which permits large-scale commercial activities. The applicant proposes to restrict the remaining portion of the site (zoned RU-2) to parking only, through the proffered Declaration of Restrictions.
- iv. *Environmental and Historic Resources:* The subject CDMP application, if approved, would not impact any historic or archaeological resources, but could impact environmental resources. 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:* Policy LU-8E(v) states “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 a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.”

The proposed use could promote transit ridership and pedestrianism. The application site is approximately 0.20 miles from the Martin Luther King Metrorail Station. The site is currently served by Metrobus Routes 27, 62 and 297 (Orange Max). Metrobus Route 27 provides public transportation service at 15 minutes AM/PM peak period headways along NW 27 Avenue; the nearest bus stop for this route is located approximately 0.15 miles from the application site. Metrobus Route 62 provides public transportation service at 12 minutes AM/PM peak period headways along NW 62 Street; a bus stop for this route is located adjacent to the application site. Metrobus Route 297 provides express or limited stop service at 15 minute AM/PM peak period headways along NW 27 Avenue; the nearest bus stop for this route is approximately 0.25 miles from the application site.

APPLICATION NO. 1 AERIAL PHOTO



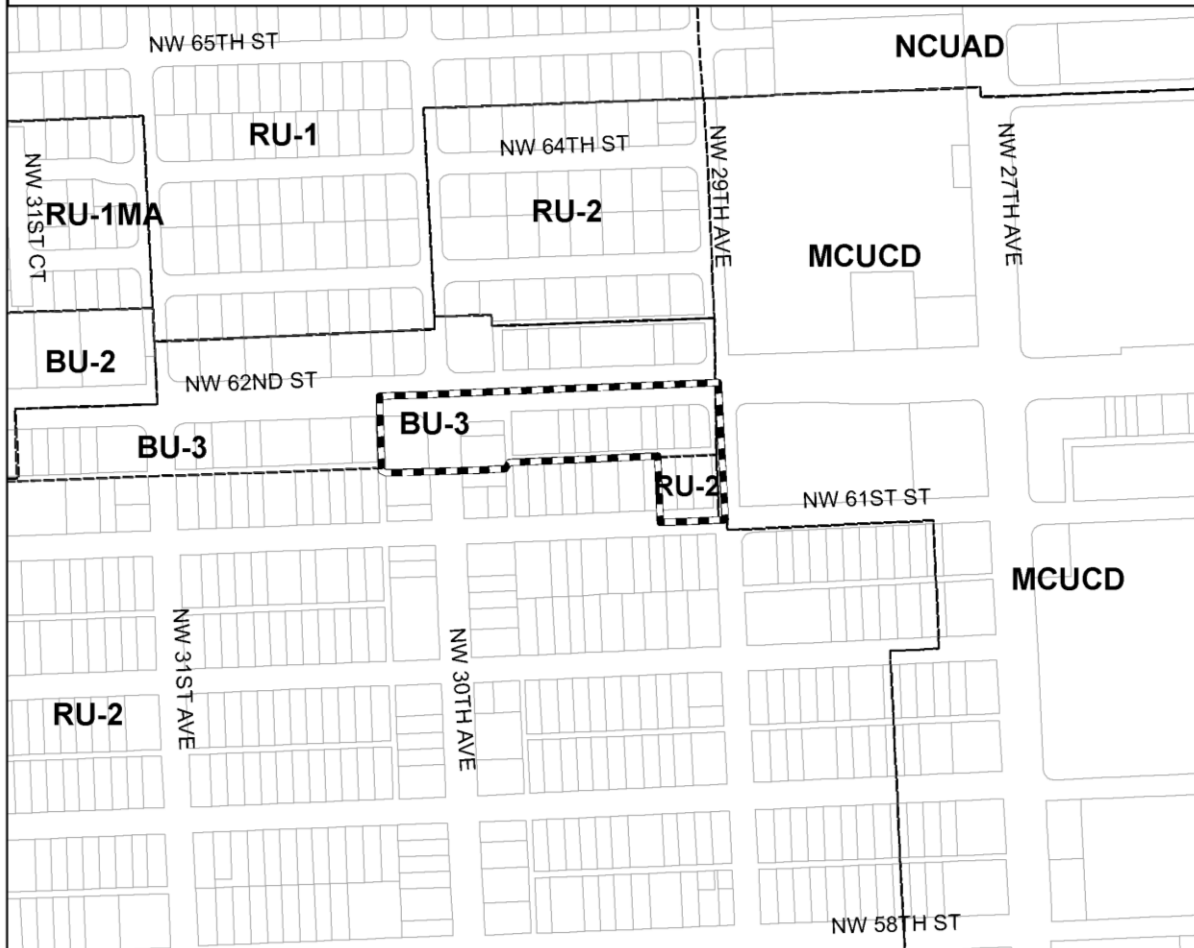
APPLICATION AREA

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2013

0 0.1 Miles



APPLICATION NO. 1 ZONING MAP

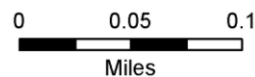


APPLICATION AREA

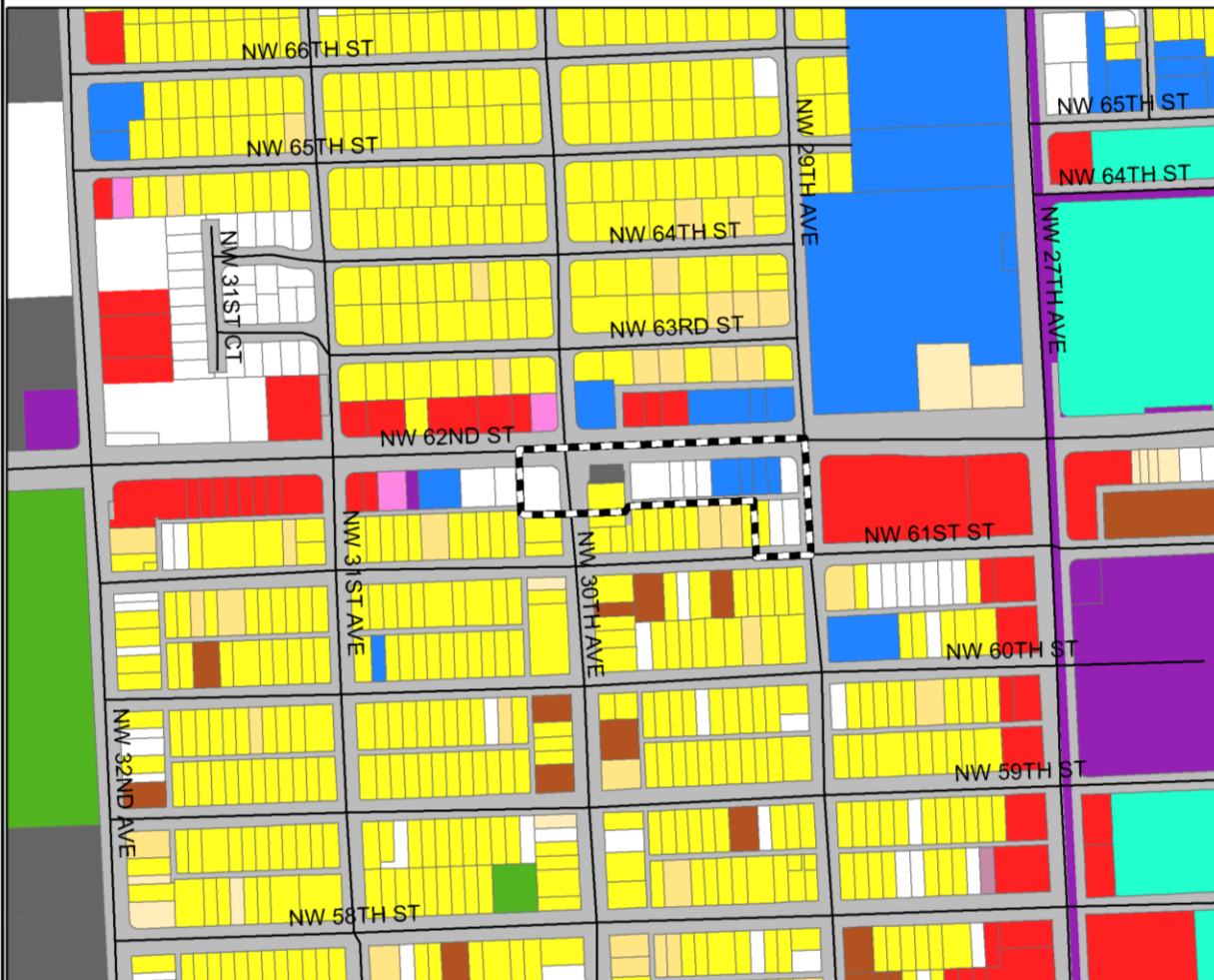
Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2013

ZONING DISTRICTS

BU-3	BUSINESS LIBERAL (WHOLESALE)
MCUCD	MODEL CITY URBAN CENTER DISTRICT
NCUAD	NORTH CENTRAL URBAN AREA DISTRICT
RU-1	SINGLE-FAMILY RESIDENTIAL
RU-1(M)(A)	MODIFIED SINGLE-FAMILY RESIDENTIAL
RU-2	TWO-FAMILY RESIDENTIAL



APPLICATION NO. 1 EXISTING LAND USE



APPLICATION AREA

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2013

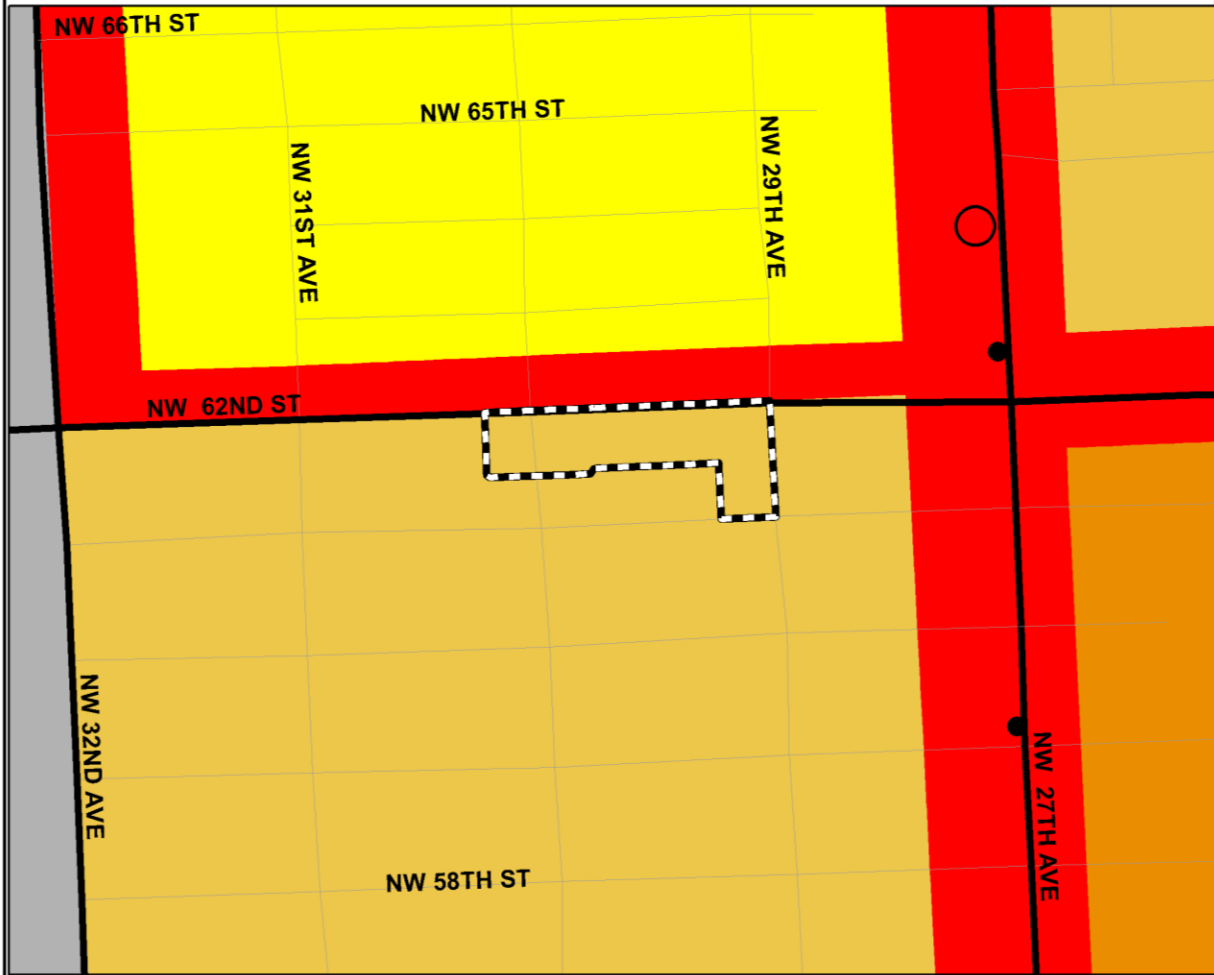
EXISTING LAND USE

	SINGLE-FAMILY		PARKS, PRESERVES, CONSERVATION AREAS
	TWO-FAMILY DUPLEXES		VACANT GOVERNMENT OWNED, UNPROTECTED
	LOW-DENSITY MULTI-FAMILY		VACANT PRIVATELY OWNED, UNPROTECTED
	RESIDENTIAL-GOVERNMENT OWNED HOUSING		
	COMMERCIAL, SHOPPING CENTERS, STADIA		
	OFFICE		
	INSTITUTIONAL		
	INDUSTRIAL		
	COMMUNICATIONS, UTILITIES, TERMINALS		
	STREETS, ROADS, EXPRESSWAYS, RAMPS		

0 0.05 0.1
Miles











APPLICATION NO. 1 CDMP LAND USE



 APPLICATION AREA

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2013

CDMP LAND USE

-  LOW DENSITY (LDR) 2.5-6 DU/AC
-  LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
-  MEDIUM DENSITY (MDR) 13-25 DU/AC
-  INDUSTRIAL AND OFFICE
-  BUSINESS AND OFFICE
-  COMMUNITY URBAN CENTER
-  MAJOR ROADWAYS (3 OR MORE LANES)
-  EXISTING RAPID TRANSIT

0 0.1 0.2
Miles



STAFF ANALYSIS

Background

The subject application requests a land use change on the Miami-Dade County Comprehensive Development Master Plan (CDMP) Adopted 2015 and 2025 Land Use Plan (LUP) map, for a ± 3.75 gross-acre site (± 2.16 net acres), from “Low-Medium Density Residential (6 to 13 dwelling units per gross acre)” to “Business and Office”. The “Business and Office” CDMP land use designation allows the 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.

Application Site

Location

The application area is located at the southwest corner of the intersection of NW 29 Avenue and NW 62 Street (see “Aerial Photo” on page I-4 above). The application site is situated inside the Urban Infill Area; 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 CDMP policies promote infill development in the Urban Infill Area and require Miami-Dade County to facilitate and give priority to infill development on vacant sites in currently urbanized areas.

Existing Land Uses

The application area is comprised of 15 lots, two of which are developed with religious facilities, (the Church of God Tabernacle and the Freewill Baptist Church). The remainder of the lots is vacant, some of which being used as a parking lot by the adjacent Miami-Dade Ambulance Service (see Appendix F: Photos of Site and Surroundings).

Land Use Plan Map Designation

The application area is designated “Low-Medium Density Residential” on the CDMP Adopted 2015 and 2025 LUP map. The housing types typically developed on land designated “Low-Medium Density Residential” include single family homes, townhouses and low-rise apartments (see “CDMP Land Use Map” on page 1-7 above).

Zoning

The application site is currently zoned BU-3 (Liberal Business) on the lots fronting NW 62 Street and RU-2 on the remainder of the site. The BU-3 Zoning District permits large-scale commercial activities. The RU-2 Zoning District permits two-family residential units (duplexes) in 7,500 square feet net lots (see “Zoning Map” on page 1-5 above).

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. Earliest zoning records indicate that in 1947 a portion of the application area was zoned BU-2A. On March 18, 1947, the BCC adopted Resolution No. 2459 approving a zoning district boundary change, on a portion of the application area, from BU-2A to BU-1 (Neighborhood Business District). On March 6, 1958, the BCC adopted Resolution No. 1105 approving a zoning district boundary change, on a portion of the application area, from BU-1A (Limited Business District) to BU-3. On March 27, 1986, the BCC adopted Resolution No. Z-78-86 approving a zoning district

boundary change, affecting a portion of the application area, from RU-3B (Bungalow Court District) to RU-2. The application area remained zoned RU-2 and BU-3 to the present day.

Declaration of Restrictions

On February 4, 2013, the applicant proffered a Declaration of Restrictions (covenant) restricting the use of three lots (Block 17; Lot Nos. 16, 17 and 18) in the application area to a parking lot to serve the proposed commercial uses. The covenant also provides for a chain link fence with visual screening and landscaping around the perimeter of the application area to separate the subject property from abutting residential uses.

Adjacent Land Use and Zoning

Existing Land Uses

The area north of the application site is characterized by places of worship and small business operations along NW 62 Street and single family residences that are in good condition further north. Existing business operations and places of worship include the Dayspring Missionary Baptist Church; the A-Betta Cleaners; the A-Betta Bail Bonds; the PG Tire World; the Salem Baptist Church of Greater Miami; and the New Union Grove Missionary Baptist Church. The area immediately east of the application site is characterized by light industrial and small business operations. Existing business and industrial operations in this area include the Miami-Dade Ambulance Service; Medical Care Transportation; Super Nice Cab and Limousine Service; Spray Masters Auto Body Paint and Repair; and an Exxon Gas Station.

The area immediately west of the application site is also characterized by small business operations, places of worship and vacant lots. Existing business operations and places of worship include the J&R Repair Service and the Faith Temple True Holiness Church. There are also vacant lots in this area. The area adjacent to the south of the application site is characterized by single- and two-family (duplexes) homes (see Appendix F: Photos of Site and Surroundings).

Land Use Plan Map Designations

Properties adjacent to the east, west and south of the application site are designated “Low-Medium Density Residential” on the CDMP Adopted 2015 and 2025 LUP map. Properties immediately to the north of the application site, across NW 62 Street, are designated “Business and Office” and “Low Density Residential” (see “CDMP Land Use Map” on page 1-7 above).

Zoning

Properties adjacent to the north and west of the application area are zoned BU-3. Properties adjacent to the south of the application area are zoned RU-2. Immediately east of the application area is the Model City Community Urban Center (MCUCD), which was adopted by the Board of County Commissioners on February 2, 2010, through Ordinance No. 10-13 (see “Zoning Map” on page 1-5 above).

Supply and Demand Analysis

Residential Land

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 4.2) in 2012 was estimated to have a capacity for about 11,015 dwelling units, with about 87 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 43 units per year in the 2015-2020 period to 226 units in the 2025-2030 period. An analysis of the residential

capacity, by type of dwelling units, shows that residential land supply for single-family and multi-family type units would deplete beyond 2030 (see “Residential Land Supply/Demand Analysis” table below).

**Residential Land Supply/Demand Analysis
2012 to 2030: MSA 4.2**

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2012	1,453	9,562	11,015
DEMAND 2012-2015	0	0	0
CAPACITY IN 2015	1,453	9,562	11,015
DEMAND 2015-2020	31	12	43
CAPACITY IN 2020	1,298	9,502	10,000
DEMAND 2020-2025	139	54	193
CAPACITY IN 2025	603	9,232	9,835
DEMAND 2025-2030	163	63	226
CAPACITY IN 2030	0	8,917	6,705
DEPLETION YEAR	2029	2030+	2030+

Residential capacity is expressed in terms of housing units.

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

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Research Section, August 2012.

The table above addresses the residential land supply and demand in the Analysis Area without the effect of the projected CDMP amendment. The subject application is a small-scale amendment requesting a change on the LUP map, on the subject property, from “Low-Medium Density Residential” to “Business and Office.” If the Application is approved, and the site developed with commercial/business uses, the single family residential land supply would be reduced by approximately 48 single-family units or 3 ½ months worth of supply and would not have a significant impact on the overall residential land supply within the subject MSA.

The Analysis Area contained 387.70 acres of in-use commercial uses in 2013 and an additional 81.4 acres of vacant land zoned or designated for business uses. The annual average absorption rate of land for commercial uses for the 2013-2030- period is 1.17 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 “Projected Absorption of Land for Commercial Uses” table below).

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

Analysis Area	Vacant Commercial Land 2013 (Acres)	Commercial Acres in Use 2013	Annual Absorption Rate 2013-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
MSA 4.2	81.4	387.70	1.17	2030+	5.5	4.2

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, March 2013.

Environmental Conditions

Flood Protection

County Flood Criteria, National	+ 7.0 Feet
Geodetic Vertical Datum (NGVD)	
Stormwater Management	Surface Water Management General Permit
Federal Flood Zone	AH-9 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
Archaeological/Historical Resources	NO
Hazardous Waste	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. 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 of "Business and Office" 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, if the impervious area is greater than 2.0 acres. This permit 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 the 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.

Specimen Trees

The subject properties may contain specimen-sized trees (trunk diameter 18 inches or greater). Section 24-49.2 of the Miami-Dade County Code provides for the preservation and protection of tree resources; therefore, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any identified specimen-sized trees. The subject properties are not designated Natural Forest Communities (NFC) by Miami-Dade County and there are no designated NFCs nearby.

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 pollutants.

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 ERM for further information as to the County's required asbestos review process and associated federal and state regulatory criteria.

Water and Sewer

Water Supply

The application site is located within the Miami-Dade Water and Sewer Department (WASD) franchised water and sewer service area. The Hialeah-Preston Water Treatment Plant is the water supply source for this area. At the present time, there is adequate treatment and water supply capacity for this application; however, a Water Supply Certification will be required for this project at the time of development to determine water supply availability. At the time of development, the project will be evaluated for water supply availability and a water supply reservation will be made.

Potable Water

There is an existing 12-inch water main along NW 62 Street, west of NW 32 Avenue, from which the applicant may connect and extend a new 12-inch water main easterly to NW 29 Avenue, and connect to an existing 8-inch water main along NW 29 Avenue. If fire hydrants are required along NW 29 and NW 30 Avenues, a 12-inch water main extension will 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, the water system shall be looped with two points of connection. At this time, there are no planned projects in close proximity to the application site.

Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario

Development Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami- Dade Code)	Projected Water Demand (gpd)
<u>Current CDMP Potential</u>				
Low-Medium Density Residential	Residential	48 single-family attached dwelling units	180 gpd	8,640
<u>Requested CDMP Designation</u>				
A Business and Office	Business	37,635 sq. ft. retail	10 gpd/100 sq. ft.	3,764
B Business and Office	Residential	93 multi-family dwelling units	150 gpd	13,950

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; February 2013

Based on the above table, the maximum water demand under the current CDMP designation of “Low-Medium Density Residential” is estimated at 8,640 gallons per day (GPD). Under the requested CDMP designation of “Business and Office,” the maximum water demand under Scenario A is estimated at 3,764 GPD and under Scenario B is estimated at 13,950 GPD. Under Scenario A, this represents a decrease of approximately 4,876 GPD; under Scenario B, this represents an increase of approximately 5,310 GPD more than the current designation. A Water Supply Certification Letter will be required at the time of development, of which the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

Water Conservation

All future developments 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 the Code of Miami-Dade County. In addition, future developments will be required to comply with the landscape standards in Sections 18-A and 18-B of the Code.

Wastewater Facilities

The wastewater flows from the application site will be transmitted to the Central District Wastewater Treatment Plant (CDWWTP) for treatment and disposal. There is an existing 8-inch sanitary gravity sewer line located along NW 62 Street from which the applicant shall install and connect a new 8-inch gravity sewer line to a point as required to provide service to the applicant's property. There are no planned projects in close proximity to this application site. The CDWWTP has average wastewater treatment capacity for this application consistent with CDMP Policy WS-2A(2). A capacity modeling evaluation will be required at the time of development.

Solid Waste

The Miami-Dade County Public Works and Waste Management Department (PWWM) Solid Waste Functions oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements and regulations. In addition, PWWM 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 (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and eight 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 waste disposal capacity to accommodate waste flows committed to the system through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make a determination concerning the adequacy of solid waste disposal capacity relative to an individual application. As of FY 2012-2013, the PWWM is in compliance with the adopted LOS standard.

Application Impacts

The applicant requests the re-designation of approximately 3.75 gross acres (2.16 Net Acres) from “Low-Medium Density Residential” to “Business and Office” on the CDMP Adopted 2015-2025 LUP map. The designation to “Business and Office” will likely result in the development of a commercial establishment per Chapter 15 of the County Code. As the PWWM does not actively compete for commercial waste collection service at this time, waste collection services may be provided by a private waste hauler. The PWWM has determined that the requested amendment will have no impact or any associated costs to the County; therefore, the PWWM has no objections to the proposed amendment.

Parks

The Miami-Dade County Department of Parks, Recreation and Open Space has three Park Benefit Districts (PBD). The 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.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum level of service standard for the provision of recreation open space in 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, and a County-provided or an annexed or incorporated local recreation open space of five acres or larger within a three-mile distance from a residential development. The acreage/population measure of the level of service standard is calculated for each PBD. A Park Benefit District is considered below level of service standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-1 has a surplus capacity of 310.91 acres of parkland, when measured by the County's concurrency level of service 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; five parks (Little River, Olinda, Gwen Cherry, Arcola Lakes and Martin Luther King, Jr.) are larger than the required five acres (or larger) park. The nearest local parks to the application site are Martin Luther King, Jr. Memorial Park and Gladeview Park, which are located approximately 0.4 miles from the application site.

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

Park Name	Acreage	Classification
Little River Park	10.28	Community Park
Jefferson Reaves, Sr. Park	1.71	Community Park
Olinda Park	6.14	Community Park
Marva Y. Bannerman Park & Pool	4.00	Community Park
Gwen Cherry Park	38.55	Community Park
Arcola Park	4.09	Community Park
Arcola Lakes Park	18.24	Community Park
Martin Luther King, Jr. Park	9.73	Community Park
Fernville Park	0.47	Mini-Park
Rocky Creek Park	0.26	Mini-Park
Area 222	0.58	Mini-Park
Alonzo Kelly Park	0.29	Mini-Park
Area 226	0.24	Mini-Park

Park Name	Acreage	Classification
Area 227	0.11	Mini-Park
Claire Rosichan Park	0.40	Mini-Park
Northwest Highlands Park	0.73	Mini-Park
Broadway Park	0.16	Mini-Park
Area 225	0.38	Mini-Park
Gladeview Park	0.91	Mini-Park
Glenwood Park	0.57	Mini-Park
West Little River Park	4.46	Neighborhood Park
Melrose Park	3.39	Neighborhood Park
Larchmont Park	4.62	Neighborhood Park
Broadmoor Park	1.78	Neighborhood Park
Drew Park	4.90	Neighborhood Park
Partners Park	5.00	Neighborhood Park
27 th Avenue Teen Center (Boxing)	1.39	Single Purpose Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, January 2013.

Application Impacts

The potential development of the application site under the existing CDMP land use designation has a potential population of 148, resulting in an impact of 0.41 acres based on the adopted minimum level of service standard for local recreational open space. The proposed change would result in a potential population of 195, or an increase of 47 persons, resulting in an impact of an additional 0.13 acres of local parkland that would be accommodated by the 310.91-acre park surplus.

Fire and Rescue Service

The application site is currently served by Miami-Dade County Fire Rescue Station No. 2 (Model City), located at 6460 NW 27 Avenue. This station is equipped with an Engine, a Rescue unit, and a Battalion Chief, and is staffed with eight (8) 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 39 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, and 750 gpm for single family and duplexes.

The current CDMP land use designation of "Low-Medium Density Residential" will allow a potential development on the application site that is anticipated to generate approximately 13 annual alarms. The proposed CDMP land use designation of "Business and Office" will allow a potential development that is anticipated to generate 26 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. However, the MDR Department 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 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.

Public Schools

Level of Service Standard

The adopted level of service standard for all public schools in Miami-Dade County is 100% utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This level of service 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 level of service 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 33 students – this number reflects an impact reduction of 19.5% for charter and magnet schools (schools of choice). Of the 33 students, 17 will attend elementary schools, 8 will attend middle schools and 8 will attend senior high schools. Students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below. At this time, the schools identified in the table below have sufficient capacity available to serve the application.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Hialeah Elementary	220	17	17	Yes	Current CSA
Miami Springs Middle	74	8	8	Yes	Current CSA
Miami Springs Senior	112	8	8	Yes	Current CSA

Source: Miami-Dade County Public Schools, January 2013.

Miami-Dade County Department of Regulatory and Economic Resources, 2013.

Section 9 of the ILA discusses implementation of school concurrency, indicating that 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 provide a proportionate share mitigation process.

Aviation

Miami-Dade County Aviation Department (MDAD) does not object to the proposed CDMP amendment provided that the proposed development complies with all applicable local, state and federal aviation regulations including Airport Zoning, Chapter 33, of the Code of Miami-Dade County.

Roadways

The application site is a ± 3.75 gross acre (± 2.16 net acre) property located on the southwest corner of the intersection of NW 29 Avenue and NW 62 Ave/Martin Luther King Boulevard. The application site is located inside the County's Urban Infill Area (UIA)¹, the County's designated Transportation Concurrency Exception Area (TCEA). The Concurrency Management Program in the Capital Improvement Element (CIE) of the CDMP 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 (CIE page IX-17).

Access to the application site is from NW 62 Street on the north, NW 29 Avenue on the east, NW 61 Street on the south, and NW 30 Avenue on the west. NW 30 Avenue, NW 29 Avenue and NW 61 Street are two lane undivided roadways. NW 62 Street is a four-lane divided arterial with connections to NW 27 Avenue, NW 17 Avenue and I-95 to the east; and to NW 42 Avenue and Okeechobee Road/SR 27 to the west. All these major roadways provide connectivity to other areas of the County.

Roadway traffic conditions are evaluated by level of service, 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

Exiting traffic conditions on the roadways adjacent to or in the vicinity of the application site, which are currently monitored by the County or the Florida Department of Transportation (FDOT), are as follows: NW 79 Street between NW 37 Avenue and NW 27 Avenue, NW 54 Street between NW 42 Avenue and NW 27 Avenue, NW 32 Avenue between NW 62 Street and NW 36 Street, and NW 27 Avenue between NW 79 Street and NW 54 Street are all operating at LOS D; and NW 42 Avenue between NW 79 Street and NW 36 Street are operating at the acceptable LOS C. The adopted LOS standards for the subject roadway segments are as follows: LOS E+50% on NW 74 Street, NW 42 Avenue, NW 32 Avenue, and NW 27 Avenue; and LOS E+20% on NW 62 Street and NW 54 Street. All these roadways adjacent to or in the vicinity of the application site are currently operating at acceptable levels of service.

¹ 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.

Trip Generation

Two potential 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 commercial use of 37,635 sq. ft. of retail space, the maximum potential commercial development that may be allowed under the requested CDMP land use designation. The "Business and Office" land use designation also allows residential uses. Scenario 2 assumes the application site developed with 93 multi-family dwelling units. Scenario 1 shows that if the application site were developed with retail use it would generate approximately 159 PM peak hour vehicle trips, 126 more vehicle trips than the potential development (48 townhouses) that may occur under the current "Low-Medium Density Residential (6-13 DU/acre)" land use designation. Scenario 2 shows that if the application site were developed with multi-family dwelling units it would generate approximately 58 PM peak hour vehicle trips, 25 more vehicle trips than the potential development that may occur under the current CDMP land use designation. 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	Assumed Use for Current CDMP Designations/ Development Program ¹ / Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Development Program ² / Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1 (Scenario 1)	"Low-Medium Density Residential (6-13 DU/acre)" 48 townhouses 33	"Business and Office" 37,635 sq. ft. retail space 159	 +126
1 (Scenario 2)	"Low-Medium Density Residential (6-13 DU/acre)" 48 townhouses 33	"Business and Office" 93 multi-family units (townhouses) 58	 +25

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Department of Regulatory and Economic Resources and Miami-Dade County Public Works and Waste Management Department, February 2013.

Notes: ¹ Development Program assumes application site developed with 48 single-family attached units (townhouses) under the current "Low-Medium Density Residential (6-13 DU/ac)" land use designation. Application site comprises 15 lots, two of which are currently developed with churches, the Church of God Tabernacle and the Freewill Baptist Church, and 13 are vacant.

² Development Program assumes two development scenarios under the requested "Business and Office" land use designation. Scenario 1 assumes the application site developed with commercial use (37,635 sq. ft. of retail space) and Scenario 2 assumes the application site developed with residential use (93 townhouses).

Short Term Traffic Evaluation (Concurrency)

An evaluation of PM peak-period traffic concurrency conditions as of February 11, 2013, which considers reserved trips from approved developments not yet constructed, any roadway

capacity improvements programmed in the first three years of the 2013 *Transportation Improvement Program* (TIP), and the PM peak hour trips estimated to be generated by the application under the requested CDMP LUP map designation, does not project any of the roadways analyzed to violate their adopted level of service standards. All the roadways adjacent to and in the vicinity of the application site which are currently monitored and analyzed are projected to operate at acceptable levels of service. See “Traffic Impact Analysis on Roadway Serving the Amendment Site” Table below.

Traffic Impact Analysis on Roadways Serving the Application Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service

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.	Conc. LOS with Amend.
"Business and Office" – Scenario 1: 37,635 square feet retail space.												
F-538	NW 79 Street	NW 27 Ave. to NW 37 Ave.	4	E+50%	4650	2149	D	19	D	18	2186	D
F-20	NW 27 Ave.	NW 54 St. to NW 79 St.	4	E+50%	5100	2672	D	128	D	12	2812	D
F2543	NW 27 Ave.	NW 54 St. to NW 79 St.	4	E+50%	5100	2673	D	111	D	46	2830	D
9422	NW 32 Ave.	NW 36 St. to NW 62 St.	4	E+50%	4545	1311	C	22	C	21	1354	C
F-541	NW 54 St.	NW 27 Ave. to NW 42 Ave.	4	E+20%	4080	1618	C	7	C	19	1644	C
F-1180	NW 42 Ave.	NW 36 St. to NW 79 St.	6	E+50%	5100	2395	C	13	C	43	2451	C
9468	NW 62 St.	NW 27 Ave. to NW 37 Ave.	4DV	E+20%	4212	840	C	114	C	30	1012	C

"Business and Office" – Scenario 2: 93 multi-family dwelling units (Townhouses).

F-538	NW 79 Street	NW 27 Ave. to NW 37 Ave.	4	E+50%	4650	2149	D	19	D	7	2175	D
F-20	NW 27 Ave.	NW 54 St. to NW 79 St.	4	E+50%	5100	2672	D	128	D	4	2804	D
F-2543	NW 27 Ave.	NW 54 St. to NW 79 St.	4	E+50%	5100	2673	D	111	D	17	2801	D
9422	NW 32 Ave.	NW 36 St. to NW 62 St.	4	E+50%	4545	1311	C	22	C	8	1341	C
F-541	NW 54 St.	NW 27 Ave. to NW 42 Ave.	4	E+20%	4080	1618	C	7	C	7	1632	C
F-1180	NW 42 Ave.	NW 36 St. to NW 79 St.	6	E+50%	5100	2395	C	13	C	16	2424	C
9468	NW 62 St.	NW 27 Ave. to NW 37 Ave.	4DV	E+20%	4212	840	C	114	C	21	975	C

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources; Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation, February 2013.

Notes: DV= Divided Roadway; UD = Undivided roadway; LA = Limited access roadway.

*County adopted roadway level of service standard applicable to the roadway segment: E+20% (120% capacity) for roadways serviced with transit service having 20 minutes headways inside the Urban Infill Area (UIA); E+50% (150% capacity) for roadway serviced with extraordinary transit such as Metrorail and I-95 Express Bus Route.

Scenario 1 assumes application site developed with maximum potential commercial development allowed under the requested "Business and Office" land use designation.

Scenario 2 assumes application site developed with maximum potential residential use allowed the requested "Business and Office" land use designation

Application Impact

The “Estimated Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations” Table above identifies the estimated number of PM peak hour vehicle trips that would be generated by the two development scenarios analyzed, including the commercial and residential uses that are allowed under the requested “Business and Office” land use designation. If the application site were developed with 37,635 sq. ft. of retail space it would generate approximately 126 more PM peak hour vehicle trips than the 48 townhouses that could be developed under the current “Low-Medium Density Residential (6 to 13 dwelling units per acre)” land use designation. On the other hand, if the application site were developed with 93 apartments it would generate approximately 25 more PM peak hour vehicle trips than the 48 townhouses that could be developed under the current CDMP land use designation.

The Concurrency Analysis shows that the all the roadways adjacent to and in the vicinity of the application site which are currently monitored and were analyzed are projected to continue to operate at acceptable levels of service. See “Traffic Impact Analysis on Roadway Serving the Amendment Site” Table above. It should be pointed out that the application site is located in the Urban Infill Area, the County’s designated Transportation Concurrency Exception Area, and therefore, if the application is consistent with the adopted Comprehensive Development Master Plan, then the development will not be denied concurrency approval for transportation facilities.

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Routes 27, 62 and 297 (Orange Max). The service frequencies (headways) 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 Stop (miles)	Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8 pm)	Overnight	Saturday	Sunday			
27	15	15	30	60	20	30	0.15	0.13	L
62	12	20	30	n/a	20	30	0	0	L
297 (Orange Max)	15	30	n/a	n/a	n/a	n/a	0.25	0.13	F/E

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

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

The application site is located approximately 0.20 miles west of the Martin Luther King, Jr. Metrorail Station.

Future Conditions

The 2022 Recommended Service Plan within the 2012 Transit Development Plan identifies the following improvements to existing transit service within the next ten years:

Metrobus Recommended Service Improvements and Service Plan

Route	Improvement Description	Implementation Year
27	Extend route to new Park & Ride facility at NW 215 Street.	2016
62	No planned improvements.	n/a
297 (Orange MAX)	Route to be transformed to NW 27 Avenue Enhanced Bus Service (Phase I, July 2012).	2016
NW 27 Avenue Enhanced Bus	This route will provide premium limited-stop transit service along the NW 27 Avenue corridor from the Miami-Dade/Broward County Line (NW 215 Street and NW 27 Avenue) to the Miami Intermodal Center (Phase II).	2016

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

Major Transit Projects

Miami-Dade Transit (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 straighter, more direct routes, and more frequently with fewer stops. They will service various corridors including NW 27 Avenue.

MDT is pursuing incremental improvements along the NW 27 Avenue corridor by providing approximately 13 miles of enhanced limited stop arterial bus service from the Miami Intermodal Center (MIC) at Miami International Airport to NW 215 Street. This route would provide premium limited-stop transit service along the NW 27 Avenue corridor. A park-and-ride/bus terminal station is proposed at the northern terminus of the route at NW 215 Street. Upon implementation of Phase II, service headways will be 10 minutes during the AM/PM peak hour and 20 minutes during the mid-day. Revenue service (Phase II) is anticipated to begin in 2016 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed nitrogen gas (CNG), or other alternative fuel buses.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zone (TAZ) where the application site is located. The application site is located in TAZ 448 and, if granted, the expected transit impact will be handled by the scheduled improvements to transit in the area.

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

The proposed application will further the following goals, objectives, policies, concepts and guidelines of the CDMP:

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-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-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-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-8E(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 a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.
- LU-12. Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area (UIA) as defined in Policy TC-1B or in an built-up area with urban services that is situated in a Community Development Block Grant (CDBG)-eligible area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprise Zone established pursuant to state law or in the designated Empowerment Zone established pursuant to federal law.
- CON-8A. Specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time. The County's Natural Forest Inventory shall be revised periodically to reflect current Natural Forest Community conditions. A Natural Forest Community shall not be

removed from the inventory unless its quality and resource values have been degraded to the point where it cannot be restored.

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.

Concept No. 1: Control the extent and phasing of urban development in order to coordinate development with the programmed provision of public services.