

# Application No. 3

## Commission District 9    Community Council 14

### APPLICATION SUMMARY

Applicant/Representative:	Florida Atlantic Investments, Inc./Juan J. Mayol, Esq., and Tracy R. Slavens, Esq.
Location:	Southwest corner of the intersection of SW 137 Avenue and SW 168 Street
Total Acreage:	±7.14 Gross Acres (±6.54 Net Acres)
Current Land Use Plan Map Designations:	“Business and Office” (Parcel A, ± 6.14 gross acres); and “Industrial and Office” (Parcel B, ±1.0 gross acre)
Requested Land Use Plan Map Designation and Other Changes:	Medium Density Residential (13 to 25 dwelling units per gross acre)
Amendment Type:	Small-scale
Existing Zoning/Site Condition:	BU-2 (Special Business District)/Vacant

### RECOMMENDATIONS

Staff:	<b>ADOPT (AS A SMALL-SCALE AMENDMENT)</b> (February 25, 2013)
Redland Community Council (14):	<b>ADOPT (AS A SMALL-SCALE AMENDMENT)</b> (March 25, 2013)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	<b>ADOPT (AS A SMALL-SCALE AMENDMENT)</b> (April 15, 2013)
Board of County Commissioners:	<b>TO BE DETERMINED</b> (May 22, 2013)

Staff recommends to **Adopt** the proposed small-scale amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map to redesignate the ±7.14 gross-acre application site from “Business and Office” (6.14 acres) and “Industrial and Office” (±1.0 acre) to “Medium Density Residential” (13 to 25 dwelling units per gross acre) for the following reasons:

**Principal Reasons for Recommendation:**

1. The application proposes development consistent with the trend of development in the area. The application site is located within a ±105-acre area generally between SW 160 and SW 177 Streets and between SW 137 and SW 139 Avenues that were designated “Industrial and Office” in 1991 for future industrial development. The ±105 acres are bounded by SW 137 Avenue to east, the Black Creek Canal to the south and west, and the CSX railroad to the north. The ±105-acre area were designated for future industrial development primarily due to the fact that a 320-foot wide FPL power transmission line corridor runs through the western portion and along the northern boundary of the ±105 acres. The FPL corridor comprises a ±20-acre portion of the ±105 acres, and together with the Black Creek Canal and the CSX railroad right-of-way, provides a significant buffer to the adjacent residential areas.

Notwithstanding its designation for industrial type uses, development within the ±105 acres is primarily residential. To date, the northernmost ±7.5 acres are developed with warehouses and an office condominium complex while ±33 acres south of the application site are developed with residential uses and an additional ±13 acres north of the application site received zoning approval in November 2011 for residential development (Resolution No. CZAB14-7-11). The ±13 acres that received zoning approval in 2011 were re-designated to “Business and Office” (on ±4.5 in May 2005) and “Office/Residential” (on ±8.5 acres in May 2004). Additionally, Parcel A (±6.14 acres) of the application site and the parcel immediately to the north were re-designated in November 2000 to “Business and Office”. Therefore, while the ±105-acre area was previously designated for industrial uses, actual development in the area has trended toward residential and the requested “Medium Density Residential” is consistent with that development trend.

2. 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:* Approval of the application would add a net of 107 residential units or approximately 4 months of supply to the residential land capacity in Minor Statistical Area (MSA) 6.2, where the application site is located. The residential land capacity in MSA 6.2 is projected to be depleted by the year 2022 for both single family and multifamily units (see Supply and Demand Analysis on page 3-10). Therefore, any increase in the number of residential units, such as proposed in this application, would provide additional residential capacity in the subject MSA and be of benefit to the area.

Approval of the application would reduce the vacant land zoned or designated for business uses in the subject MSA by ±6.14 gross acres. With the average absorption rate of 13.39 acres per year, MSA 6.2 is projected to deplete its supply of commercially zoned or designated land beyond the year 2030.

- ii. *Public Facilities and Services:* The impacts that would be generated from the maximum residential development allowable on the application site, if the application were approved, would not cause a violation in the level of service standards for public services and facilities.
- iii. *Compatibility:* The proposed use of the site for residential development under the requested "Medium Density Residential" designation would be compatible with the land uses adjacent to the application site. Immediately north of the site is vacant land designated "Business and Office" and lands further north are also vacant and designated "Industrial and Office", Office/Residential, and "Business and Office". To the east beyond SW 137 Avenue are the Federal Corrections Institute (FCI Miami) and military reserve properties, the Larry and Penny Thompson Park and ZooMiami, all designated as "Institutions, Utilities and Communications". South of the site is "Industrial and Office" designated land developed with the Cazadores townhouse development, a health facility and a single family residential development. To the west are a Florida Power and Light Company transmission line corridor, designated "Industrial and Office", and the Black Creek Canal. Further west beyond the canal are single family residences designated "Low Density Residential".
- iv. *Environmental and Historic Resources:* The subject CDMP application, if approved, would not impact any environmental, historic or archaeological resources. However, 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 development of the application site, if the requested re-designation is approved, could promote pedestrianism and transit ridership. The site is currently served by Metrobus Routes 137 and 252. Route 137 provides local route services of a 30-minute AM/PM peak period headway on week days, 45-minute period headways Off-Peak weekdays, 60-minute period headways weekdays after 8 pm, and 40-minute period headways on weekends (Saturday and Sunday). Route 252 provides both Metrobus feeder service to Metrorail with 30-minute AM/PM peak period headways on weekdays and 20-minute AM/PM peak period Express Limited-Stop Metrobus on weekdays only. The two bus routes are one half of a mile away from the application site, and the closest bus stops to the site are 0.48 miles away on Route 137 and 0.5 miles on Route 252.

# APPLICATION NO. 3 AERIAL PHOTO



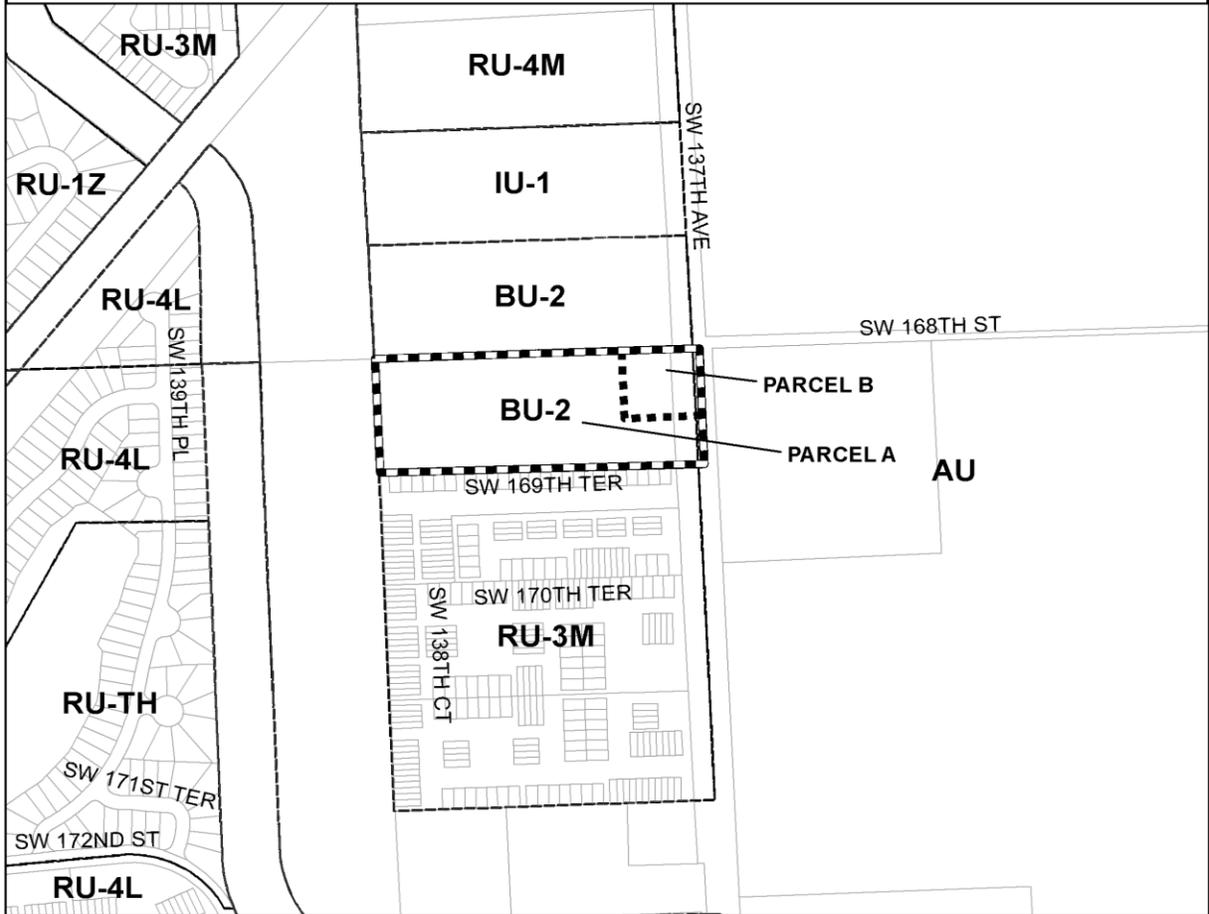
 APPLICATION AREA

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

 Miles  
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# APPLICATION NO. 3 ZONING MAP



APPLICATION AREA

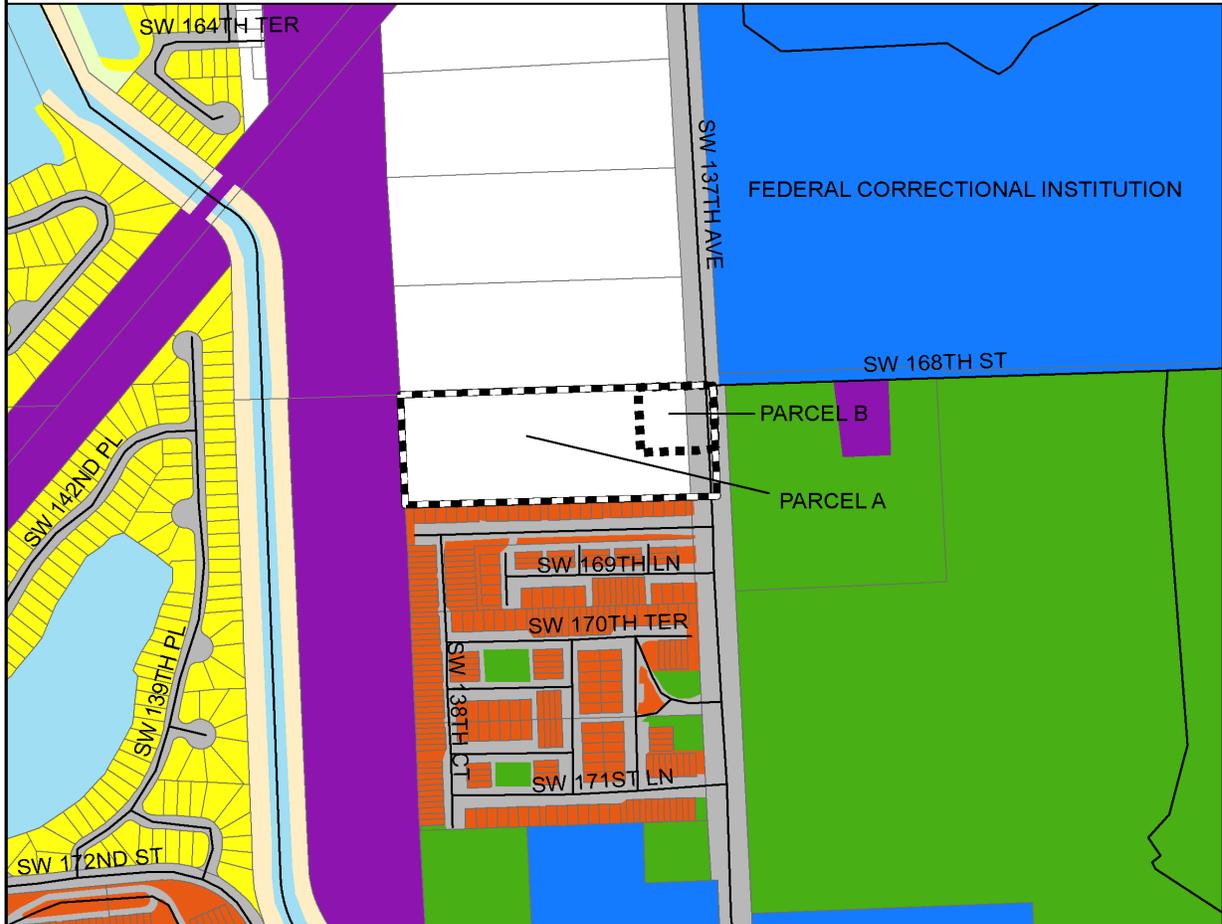
**ZONING DISTRICTS**

- AU AGRICULTURAL / RESIDENTIAL
- BU-2 BUSINESS, SPECIAL
- GU INTERIM
- IU-1 INDUSTRIAL LIGHT MANUFACTURING
- RU-1Z SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE
- RU-3M MINIMUM APARTMENT HOUSE
- RU-4L LIMITED APARTMENT HOUSE
- RU-4M MODIFIED APARTMENT HOUSE
- RU-TH TOWNHOUSE DISTRICT

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



# APPLICATION NO. 3 EXISTING LAND USE

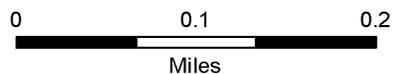


 APPLICATION AREA

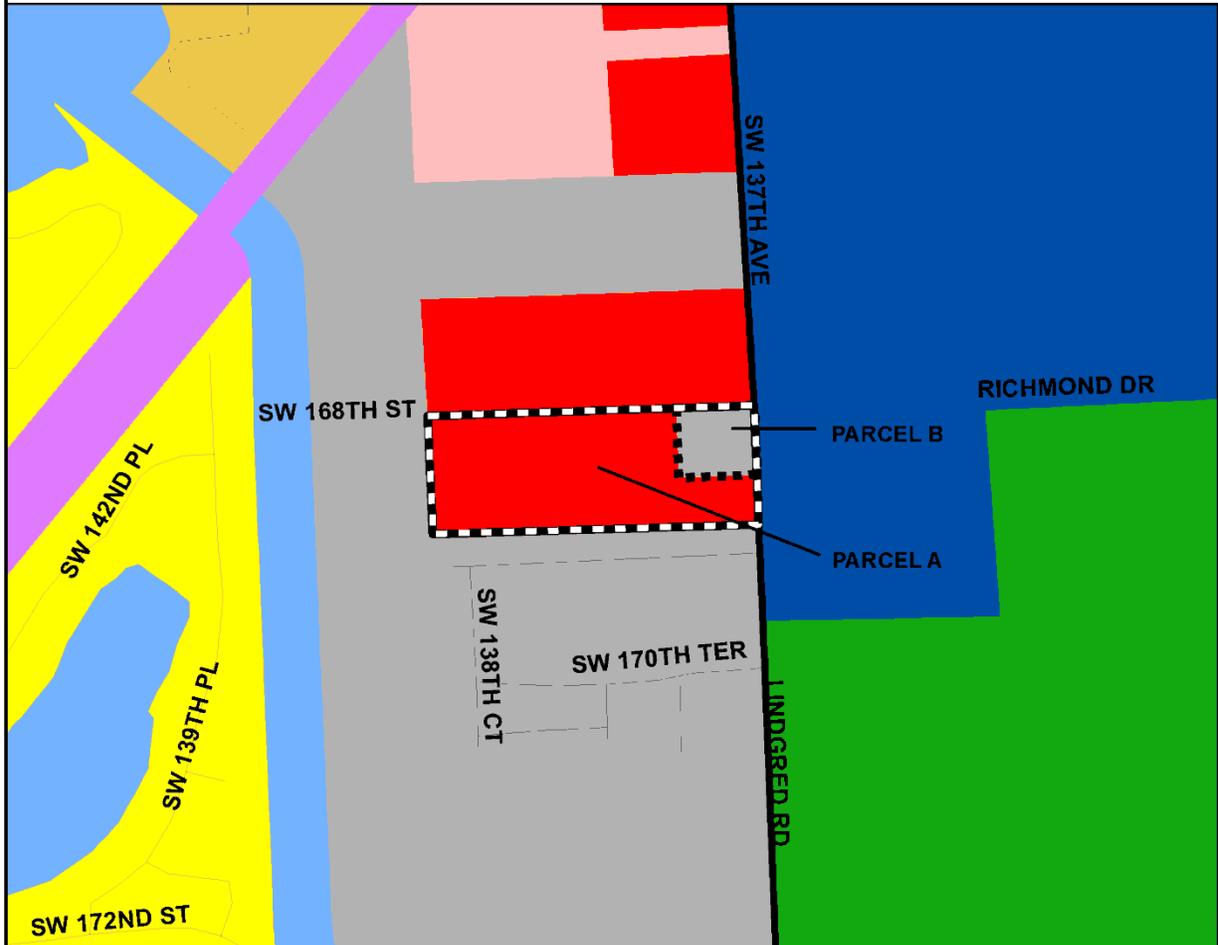
**EXISTING LAND USE**

-  SINGLE-FAMILY
-  TOWNHOUSES
-  INSTITUTIONAL
-  COMMUNICATIONS, UTILITIES, TERMINALS
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  PARKS, PRESERVES, CONSERVATION AREAS
-  VACANT PRIVATELY OWNED, UNPROTECTED
-  INLAND WATERS
-  CANAL RIGHT-OF-WAY

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



# APPLICATION NO. 3 CDMP LAND USE

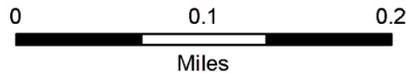


 APPLICATION AREA

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
  -  INDUSTRIAL AND OFFICE
  -  BUSINESS AND OFFICE
  -  OFFICE/RESIDENTIAL
  -  INSTITUTIONS, UTILITIES AND COMMUNICATION
  -  PARKS AND RECREATION
  -  WATER
  -  TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
-  MAJOR ROADWAYS (3 OR MORE LANES)



# STAFF ANALYSIS

## Background

Parcel A (±6.14 gross acres) of the application site, was a part of a ±9.41 gross-acre property that was the subject of Application No. 4 of the April 2000 cycle of amendments to the Miami-Dade County Comprehensive Development Master Plan (CDMP). The April 2000 cycle application was adopted on November 9, 2000 by Ordinance No. 00-138, redesignating the ±9.41-acre property (including Parcel A of the application site) from “Industrial and Office” to “Business and Office” on the Land Use Plan (LUP) map. The ±9.41-acre property was subsequently rezoned to BU-2 (Special Business District) and has remained vacant.

## Application Site

### Location

The ±7.14 gross-acre site is located at the southwest corner of the intersection of SW 168 Street and SW 137 Avenue in the southwest unincorporated area of the County.

### Existing Land Use

The application site is currently vacant and overgrown with tall plants and grasses. (See Existing Land use map on page 3-6, and Appendix E: Photos of Site and Surroundings.)

### Land Use Plan Map Designation

The application site is currently designated “Business and Office” on Parcel A (±6.14 gross acres) of the application site and “Industrial and Office” on Parcel B (±1.0 gross acre) of the site, (see CDMP Land Use Map on page 3-7). 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.

### Zoning

The entire application site is currently zoned BU-2 (Special Business District). This zoning district allows all uses in the BU-1 and BU-1A districts, automobile parking garages, hospitals, hotels and motels, liquor package stores, major department stores, marinas, night clubs, office parks, pubs and bars, and regional shopping centers. (See Zoning Map on page 3-5). The application site and the property north to the site, which is also zoned BU-2 are under the same ownership. Both properties are the subject of a pending zoning district boundary change application that was filed with the Zoning Division of the Department of Regulatory and Economic Resources by letter dated December 17, 2012. The applicant is requesting that the current BU-2 zoning district on both properties be changed to RU-4M (Modified Apartment House), which would allow residential development at maximum density of 35.9 dwelling units per net acre.

### Zoning History

The 1947 Zoning District map shows Parcel A of the application site as zoned AU (Agricultural) and Parcel B of the application site as BU-2 (Special Business). The AU allows agricultural activities and uses, and residential development at maximum one single family per five gross acres.

On February 5, 1987, the Board of County Commissioners adopted Resolution No. Z-34-87 approving a zoning district boundary change on the property (including Parcel A of the application site), from AU (Agricultural) to IU-1 (Light Industry) district. The IU-1 zoning district allows industrial activities or non-residential uses that are not heavy, unlimited or controlled, as in the other Industrial-zoned districts. Residential developments are not permitted in this district.

On October 4, 2006 the Miami-Dade County Zoning Appeal Board 14 (CZAB) adopted a Resolution No. CZAB 14-32-06 approving and consolidating a zoning district boundary change on the application site from IU-1 (Light Industrial; Parcel A) and BU-2 (Special Business; Parcel B) to a the site's current BU-2 zoning district.

## **Adjacent Land Use and Zoning**

### Existing Land Uses

To the east of the application site, across SW 137 Avenue is a portion of a military reserve center for institutional uses. North of this reserve area across SW 168 Street is the Federal Corrections Institute – FCI Miami of the U.S Department of Justice. South of the application site is the Cazadores single-family attached and townhouse units built at an average density of 12.1 dwelling units per net acre. West of the application site is FPL power transmission lines right-of-way; and further west is the Black Creek Canal, and single-family Weitzer Serena Lake West residential subdivision. The adjacent properties to the north of the application site are vacant. Further north are several retail shops (Kendall Commerce Center) and a warehouse facility (Armstrong Equipment and Storage facilities). (See Appendix E: Photos of Site and Surroundings.)

### Land Use Plan Map Designations

Properties located to the east of the application site, across SW 137 Avenue, are designated "Institutions, Utilities, and Communications" on the LUP map. Properties adjacent to the south and west of the application site are designated "Industrial and Office". Property located to the north is designated "Business and Office", and further north as "Industrial and Office". (See CDMP Land Use Map on page 3-7.)

### Zoning

Properties adjacent to the east of the application site are zoned AU (Agricultural), which allows agricultural activities and associated residential development at one dwelling unit per 5 gross acres. Properties adjacent to the south of the application site are zoned RU-3M (Minimum Apartment House District), which allows residential development at maximum density of 12.9 dwelling units per net acre. The FPL transmission lines right-of-way adjacent to the west of the application site is zoned AU. Further west beyond the unzoned Black Creek Canal are properties zoned RU-4L (Limited Apartment House), which allows residential development at maximum density of 23 dwelling units per net acre. Properties adjacent to the north of the application site up to the CSX rail right-of-way are zoned BU-2 (Special Business District), RU-4M (Modified Apartment House) at maximum density of 35.9 units per net acre, and IU-1 (Light Industrial), (see Zoning Map on page 3-5).

## **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 6.2) in 2012 was estimated to have a capacity for about 4,313 dwelling units, with about 59 percent of these units intended as single-family. The annual

average residential demand in this Analysis Area is projected to increase from 510 units per year in the 2012-2015 period to 535 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows depletion for both single-family and multi-family type units to occur by 2022 (see “Residential Land Supply/Demand Analysis” table below).

**Residential Land Supply/Demand Analysis  
2012 to 2030: MSA 6.2**

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	2,548	1,765	4,313
DEMAND 2012-2015	449	61	510
CAPACITY IN 2015	1,201	1,582	2,783
DEMAND 2015-2020	272	37	309
CAPACITY IN 2020	0	1,397	1,238
DEMAND 2020-2025	445	60	505
CAPACITY IN 2025	0	1,097	0
DEMAND 2025-2030	471	64	535
CAPACITY IN 2030	0	777	0
<b>DEPLETION YEAR</b>	<b>2019</b>	<b>2030+</b>	<b>2022</b>

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. Application 3 is a small-scale amendment requesting a change from “Industrial and Office” and “Business and Office” to “Medium Density Residential.” Given the existing capacity in the Analysis Area, this application, if approved, will extend the depletion of residential land to 2023.

Commercial Land

The Analysis Area contained 538.40 acres of in-use commercial uses in 2013 and an additional 241.2 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2013-2030 period is 13.39 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
<b>MSA 6.2</b>	<b>241.2</b>	<b>538.40</b>	<b>13.39</b>	<b>2030+</b>	<b>4.9</b>	<b>4.5</b>

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

## Environmental Conditions

### Flood Protection

County Flood Criteria, National Geodetic Vertical Datum (NGVD)	+ 7.0 Feet
Stormwater Management	Surface Water Management General Permit
Federal Flood Zone	X

### Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	YES
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 (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 RER Division of Environmental Resources Management (DERM) 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 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.

### Environmentally Endangered Lands Program

The subject parcels are located near existing Environmentally Endangered Lands (EEL) Preserves subject to the EEL Ordinance for preservation and management consistent with the purposes set forth in Section 24-50 of the Code. The County has a vested interest in maintaining EEL areas as natural preserves. Development on parcels near EEL Preserves should avoid adverse impacts to the natural areas associated with the placement of buildings, construction of infrastructure, storage of construction materials and equipment, final grade, drainage, erosion, alterations to hydrology and other such activities. Restrictions such as these

should be considered in the design, planning and permitting for development near existing Preserves.

The EEL Program maintains the habitats within the nearby EEL Preserves by the use of periodic ecological prescribed burning. This management technique reduces the wildfire threat and is beneficial to wildlife and the listed and rare plant species harbored by this plant community. Such burning is generally performed once every three years. Land included in these proposals is within the potential smoke dispersion corridor. The subject properties may be affected by the periodic smoke events from the prescribed burns or unexpected wildfires on land that is managed by the EEL Program.

#### Tree Preservation and Natural Forest Communities

The subject property contains tree resources. Section 24-49.2 of the Code provides for the preservation and protection of tree resources. A Miami-Dade County Tree Removal/Relocation Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code. Said permit shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code.

The subject property is not designated NFC by Miami-Dade County. However, the subject property is located near a county designated NFC. NFC's are upland natural areas (Pine Rockland and Hardwood Hammocks) that, meet one or more of the following criteria: the presence of endangered, threatened, rare or endemic species; low percentage of site covered by exotic plant species; high overall plant diversity; wildlife habitat values; and geological features. NFC's are maintained by the use of periodic ecological prescribed burning. Such burning is generally performed once every three years. The subject property lies within the potential smoke dispersion corridor and may be affected by the smoke from the prescribed burns or unexpected wildfires. According to the landscape code for Miami-Dade County, controlled species may not be planted within 500 feet of the native plant community. Please refer to the Landscape Manual for a list of these controlled landscaping plants.

#### 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 (MDWASD) franchised water service area. The Alexander Orr 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. A Water Supply Certification for the proposed development was issued on

January 14, 2013 with Agreement No. 21386. The agreement was requested for the proposed development in this application along with the proposed development for the adjacent parcel to the north with Folio No. 30-5934-001-0170.

Potable Water

There is an existing 12-inch water main inside the applicant's property along SW 137 Avenue. Any public water main extension within the property shall be a 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 Scenarios	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 Designation</u>					
1	Parcel A: Industrial & Office	Industrial	14,157 sq.ft. of industrial	20 gpd/100 sq.ft.	2,831
	and Parcel B: Business & Office	and Retail	and 102,627 sq.ft. of retail	and 10 gpd/100 sq.ft.	and 10,263
2	Parcel A: Industrial & Office	Industrial	14,157 sq.ft. of industrial	20 gpd/100 sq.ft.	2,831
	and Parcel B: Business & Office	and Residential	and 71 multi-family DU's	or 150 gpd	and 10,650
<u>Requested CDMP Designation</u>					
Medium Density Residential	Residential	178 Multi-family D.U.'s	150 gpd	26,700	

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

Based on the above table, the maximum water demand for the Current CDMP Designation under Scenario's 1 and 2 are estimated at 13,094 GPD and 13,481 GPD, respectively. Under the Requested CDMP Designation, the maximum water demand is estimated at 26,700 GPD. This represents an increase from 13,606 GPD (Scenario 1) to 13,219 GPD (Scenario 2) above 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.

Wastewater Facilities

The wastewater flows for this application will be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. The nearest point of connection to a sanitary sewer is an existing 8-inch sanitary gravity sewer line located at SW 137 Avenue abutting the property. The applicant shall connect and install a new 8-inch gravity sewer line to a point as required to provide service to the applicant's property provided there is sufficient depth and that there are no obstacles which would preclude construction of the sewer. Any proposed sanitary sewer extension shall be eight (8)-inch minimum. The SCDWWTP 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.

#### Water Conservation

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

#### **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, 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 (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 determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2012-2013, the PWWM is in compliance with the adopted LOS standard.

#### Application Impacts

Application No. 3 is requesting the re-designation of approximately 7.14 gross acres (6.54 Net Acres) from "Business and Office" and "Industrial and Office" to "Medium Density Residential" on the Adopted 2015 and 2025 LUP map. The designation to "Medium Density Residential" is estimated to allow 178 multi-family residences. As the PWWM does not actively compete for multi-family waste collection service at this time, other than townhomes and some low-rise condominium developments, 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 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 between SW 8 Street and 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; 11 of the 16 parks located within the 3-mile radius are larger than the required five acres (or larger) park. The nearest local park to the application site is Serena Lakes Park, which is located approximately 0.8 miles from the application site.

County Local Parks Within a 3-Mile Radius of Application Site		
Park Name	Acreage	Classification
Caribbean Park	5.17	Neighborhood Park
Charles Burr Park	3.80	Neighborhood Park
Chuck Pezoldt Park	39.88	Community Park
Colonial Drive Park	14.34	Community Park
Deerwood Bonita Lakes Park	11.03	Community Park
Eureka Park	4.42	Community Park
Eureka Villas Park	5.30	Neighborhood Park
Kings Grant Park	6.42	Neighborhood Park
Losner Park	0.55	Mini Park
MedSouth Park	4.48	Neighborhood Park
Oak Creek Park	5.03	Neighborhood Park
Quail Roost Park	2.47	Neighborhood Park
Serena Lakes Park	5.14	Neighborhood Park
Sgt. Joseph Delancy Park	10.46	Community Park
Southridge Park	20.88	District Park
Three Lakes Park	15.72	Single Purpose Park

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

#### Application Impacts

The parcel with the existing "Industrial and Office" land use designation does not permit residential development and therefore has no impact on the adopted minimum LOS standard for local recreational open space. The parcel with the existing "Business and Office" land use designation has a potential for residential development that would generate a population of 142, resulting in an impact of 0.39 acres of local recreational open space. The proposed change would result in a potential population of 356 persons, resulting in an impact of an additional 0.59 acres of local parkland that would be accommodated by the 494.95-acre park surplus.

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

The application site is currently served by Miami-Dade County Fire Rescue Station No. 43 (Richmond), located at 13390 SW 152 Street. This station is equipped with an Aerial 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 23 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 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 1,500 gallons per minute (gpm) is required for multi-family residential uses and 3,000 gpm for business and industrial uses.

The current CDMP land use designation of "Industrial and Office" and "Business and Office" will allow a potential development on the application site that is anticipated to generate approximately 31 annual alarms. The proposed CDMP land use designation of "Medium Density Residential" will allow a potential development that is anticipated to generate 50 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 MDFR 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 "Medium Density Residential" shall be 1,500 gpm. Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 500 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 (LOS) 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 LOS standard, except for magnet schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by Miami-Dade County Public Schools.

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

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

#### Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 40 students – this number reflects an impact reduction of 19.5%

for charter and magnet schools (schools of choice). Of the 40 students, 17 will attend elementary schools, 10 will attend middle schools students and 13 will attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” and “Adjacent Concurrency Service Area Schools” in the table below. At this time, the schools 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
Miami Heights Elementary	106	17	17	Yes	Current CSA
Jorge Mas Canosa Middle	-13	10	0	No	Current CSA
Jorge Mas Canosa Middle	0	10	0	No	Current CSA Five Year Plan
South Dade Senior	-64	13	0	No	Current CSA
South Dade Senior	0	13	0	No	Current CSA Five Year Plan

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

**Adjacent Concurrency Service Area Schools**

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Redland Middle	463	10	10	Yes	Adjacent CSA
Homestead Senior	543	13	13	Yes	Adjacent 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 the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

**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**

Application No. 3 is a ±7.14 gross acre (±6.54 net acre) site located on the southwest corner of the intersection of SW 137 Avenue and theoretical SW 168 Street in unincorporated Miami-Dade County. The application site is located inside the Urban Development Boundary, but outside the Urban Infill Area.

Access to the application site is from SW 137 Avenue, a six-lane divided arterial, which connects to the north to SW 152 Street, a six-lane divided arterial, that provides connectivity to the Homestead Extension of Florida's Turnpike (HEFT) and US 1 to east, and to the south to SW 184 Street, a four-lane arterial, which also provides connectivity the HEFT and US 1 to east and Krome Avenue to the west. All these major expressway and roadways provide connectivity and access to other areas of the County.

Roadway traffic conditions are evaluated by 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 the roadways adjacent to and in the vicinity of the application site, which are currently monitored by the County or the Florida Department of Transportation (FDOT), are as follows: SW 137 Avenue between SW 152 Street and SW 184 Street is operating at LOS C; SW 152 Street between SW 142 Avenue and SW 137 Avenue and from SW 137 Avenue to SW 127 Avenue are operating at LOS E and D, respectively; and the SW 184 Street between SW 147 Avenue and SW 137 Avenue and from SW 137 Avenue to SW 117 Avenue are operating at LOS C. The adopted LOS standards for the subject roadway segments are as follows: LOS D for SW 137 Avenue and SW 184 Street and LOS E+20% for SW 152 Street. All these roadway segments are currently operating at acceptable levels of service. See the "Traffic Impact Analysis on Roadways Serving the Application Site" table below.

#### Trip Generation

The applicant is requesting the re-designation of two parcels on the Adopted 2015 and 2025 Land Use Plan Map from "Industrial and Office" and "Business and Office" to "Medium Density Residential (13-25 DU/ac)." Under the current CDMP land use designations, two development scenarios were analyzed. Scenario 1 assumes the application site developed with industrial use (14,157 sq. ft. of warehouses) and commercial use (102,627 sq. ft. of retail space). Scenario 2 assumes the application site developed with industrial use (14,157 sq. ft. of warehouses) and residential use (71 townhouses). Under the requested "Medium Density Residential" land use designation, the maximum potential residential development that could occur on the subject site is a multi-family residential development (178 apartments). This development scenario is estimated to generate approximately 110 PM peak hour vehicle trips, or approximately 338 less PM peak hour vehicle trips than Scenario 1 and 49 more PM peak hour vehicle trips than Scenario 2 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	Assumed Use for Current CDMP Designations/ Development Program/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Development Program/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
3 (Scenario 1)	“Business and Office” and “Industrial and Office”  14,157 sq. ft. industrial and 102,627 sq. ft. retail <sup>1</sup>  498	“Medium Density Residential (13-25 DU/ac)”  178 multi-family dwelling units <sup>3</sup>  110	-388
(Scenario 2)	“Business and Office” and “Industrial and Office”  14,157 sq. ft. industrial and 71 multi-family dwelling units <sup>2</sup>  61	“Medium Density Residential (13-25 DU/ac)” 178 multi-family dwelling units  110	+49

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: <sup>1</sup> Scenario 1 under the current CDMP land use designations assumes the application site developed with 14,157 sq. ft. of warehouses and 102,627 sq. ft. of retail space.

<sup>2</sup> Scenario 2 under the current CDMP land use designations assumes the application site developed with 14,157 sq. ft. of warehouses and 71 townhouses.

<sup>3</sup> Under the requested CDMP land use designation, the application site is assumed to be developed with 178 apartments.

**Short Term Traffic Evaluation (Concurrency)**

An evaluation of peak-period short-term 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 roadway segments analyzed to violate their adopted LOS standards. 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 with the application’s traffic impacts. 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 PM 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.
<b>"Medium Density Residential (13-25 DU/ac)" - 178 multi-family residential dwelling units</b>												
9816	SW 137 Avenue	SW 136 St. to SW 152 St.	6 DV	E	5780	3618	C	413	C	36	4067	C
9818	SW 137 Avenue	SW 152 St. to SW 184 St.	6 DV	D	4650	2927	C	281	C	78	3286	C
9820	SW 137 Avenue	SW 184 St. to SW 200 St.	2 UD	D	1530	788	C	38	C	14	840	C
9854	SW 152 Street	SW 142 Ave. to SW 137 Ave.	4 DV	E+20%	3924	1815	D	242	E	4	2061	E
9852	SW 152 Street	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	6024	3619	D	72	D	38	3729	D
9878	SW 184 Street	SW 147 Ave. to SW 137 Ave.	4 DV	D	2150	1072	C	300	C	4	1376	C
9876	SW 184 Street	SW 137 Ave. to SW 117 Ave.	4 DV	D	3130	1214	C	41	C	14	1269	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 Express Bus Service; LOS D with no transit service or service with more 20 minutes headways.

### 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 to be generated by the two potential development scenarios that could occur under the current CDMP land use designations and the potential development scenario that could occur under the requested CDMP land use designation. Scenario 1 under the current “Business and Office” and “Industrial and Office” land use designations assumes the application site developed with 14,157 sq. ft. of warehouses and 102,627 sq. ft. retail space. This scenario is estimated to generate approximately 498 PM peak hour vehicles trips. Scenario 2 under the current CDMP land use designations assumes the application site developed with industrial use (14,157 sq. ft. of warehouses) and residential use (71 townhouses). This development scenario is estimated to generate approximately 61 PM peak hour vehicle trips. The development scenario under the requested “Medium Density Residential (13–25 DU/Acre)” assumes the application site developed with multi-family residential development (178 apartments). This scenario is estimated to generate approximately 110 PM peak hour vehicle trips, or 388 less PM peak hour vehicle trips than Scenario 1 and 49 more PM peak hour vehicle trips than Scenario 2 under the current CDMP land use designations.

County staff performed a concurrency analysis. This analysis shows that 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 Roadways Serving the Amendment Site” table above.

### Applicant’s Traffic Impact Analysis

The applicant submitted a Traffic Impact Analysis (TIA) Report dated December 2012 in support of Application No. 3. The report was prepared by Fandrei Consulting Inc. Traffic Engineering Services for Florida Atlantic Investments, Inc. The traffic impact analysis report evaluated the impacts resulting from the requested CDMP Land Use Plan map change based on the maximum potential development (178 apartments) that may be allowed under the requested “Medium Density Residential (13-25 DU/Acre)” land use designation. The report examines the trip generation and traffic concurrency impacts associated with the proposed land use change, provides a comparison between the trip generations of the current CDMP land use designations and the requested CDMP land use, and a two tier traffic concurrency analysis of the roadway segments adjacent to and in vicinity of the application site. The resulting trip generation calculation indicates that the 178 apartments would generate approximately 112 net external PM peak hour vehicle trips, while the potential development under the current CDMP land use designations would generate approximately 508 PM peak hour vehicle trips. The difference between the County and consultant’s trip generation is due the ITE Trip Generation versions used by County staff (ITE 7<sup>th</sup> edition) and the consultant (8<sup>th</sup> edition). The report concludes that the requested “Medium Density Residential” land use designation will generate less vehicle trips, approximately 22% of the traffic that would be generated by the current “Industrial and Office” and “Business and Office” land use designations. Additionally, the TIA report shows that the residential project will meet the County traffic concurrency requirements. A copy of the traffic impact report is provided in Appendix C of this report.

### **Transit**

#### Existing Service

The application site and surrounding areas are currently served by Metrobus Routes 137 and 252. The service frequencies of these routes are shown in the “Metrobus Route Service

Summary” Table below. The nearest Route 137 bus stop is 0.48 miles away from the site, and that of Route 252 is 0.5 miles away from the application site.

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		
137	30	45	60	n/a	40	45	0.5	L
252	20	60	30	n/a	60	60	0.5	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

### 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
137	No planned improvements	n/a
252	Operate later evening service into the MetroZoo Entertainment complex	2019
252	Route to be transformed to the Coral Reef Enhanced Bus.	2020
SW 137 Avenue Enhanced Bus	Premium limited stop transit service along SW 137 Avenue from MDT's proposed park-and-ride/bus terminal station at SW 8 Street and SW 137 Avenue to SW 304 Street and US 1.	2020
Coral Reef Enhanced Bus	Premium limited stop transit service along SW 152 Street and SW 137 Avenue between the intersection SW 162 Avenue and SW 136 Street, the Kendall-Tamiami Executive Airport, and the South Miami-Dade Busway SW 152 Street Station.	2020

Source: 2012 Transit Development Plan, Miami-Dade Transit

### 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 and express bus services—will incrementally build local ridership first to justify major improvements later. Enhanced bus services include modern-looking, high-tech, busses running in straighter, more direct routes, and running more frequently with fewer stops. They will service various corridors including NW 137 Avenue and SW 152 Street.

MDT plans to provide incremental improvements along SW 137 Avenue. The SW 137 Avenue Enhanced Bus Service will provide premium limited-stop transit service along SW 137 Avenue from the proposed park-and-ride/bus terminal station at SW 8 Street and SW 147 Avenue to SW 304 Street and U.S. 1. This enhanced bus service project will feature strategic park-and-ride facilities. In addition, this route provides a premium north-south transit connection for the West Kendall area connecting several residential areas with large shopping centers, which include Kendale Lakes Mall, Miller Square and London Square. Service headways will be 20 minutes during the AM/PM peak-hour and 40 minutes during the midday. Revenue service is anticipated to begin in 2020 using nine (9) new standard 40-foot busses.

In addition, MDT plans to provide incremental bus service improvements along SW 152 Street. The Coral Reef Enhanced Bus Service will provide premium limited-stop transit service along SW 152 Street and SW 137 Avenue between the intersection of SW 162 Avenue and SW 136 Street, the Kendall-Tamiami Executive Airport, and the South Miami-Dade Busway SW 152 Street Station. In 2008, Miami-Dade County designated 170 acres adjacent to Zoo Miami as an entertainment water park, hotels, or similar uses. This enhanced bus route would provide a premium transit connection between the Kendall-Tamiami Executive Airport, the future regional entertainment complex near Zoo Miami, and the South Miami-Dade Busway. Service headways will be 15 minutes during the AM/PM peak hour and 30 minutes during mid-day. Revenue service is anticipated to begin in 2020 using six (6) new standard 40-foot busses.

#### Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zones (TAZ) where the application was requested. The application site is located in TAZ 1281 and, if granted, the expected transit impact will be handled by the existing transit services in the area and programmed improvements.

#### **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-1E. In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the "Guidelines for Urban Form" contained in the "Interpretation of The Land Use Plan Map" text adopted as an extension of these policies.

- LU-2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- 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.
- 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.
- CHD-2B. Encourage well designed infill and redevelopment to reduce vehicle miles traveled and improve air quality.