Application No. 4
Commission District 6 Community Council 10

APPLICATION SUMMARY

Applicant/Representative(s):	OROT Flagler, LLC/Juan J. Mayol, Jr., Esq. and Hugo P. Arza, Esq.
Location:	Southeast corner of SW 92 Avenue and SW 4 Street
Total Acreage:	±10.14 Gross Acres (±9.58 Net Acres)
Current Land Use Plan Map Designations:	Low-Medium Density Residential (6 to 13 dwelling units per gross acre)
Requested Land Use Plan Map Designation and Other Changes:	Low-Medium Density Residential With One Density Increase (DI-1: 13 to 25 dwelling units per gross acre)
Amendment Type:	Standard
Existing Zoning District/Site Condition:	RU-TH/Vacant

RECOMMENDATIONS

Staff:	**TRANSMIT AND ADOPT WITH ACCEPTANCE OF THE PROFERRED DECLARATION OF RESTRICTIONS** (August 25, 2014)
Westchester Community Council (10):	**TO BE DETERMINED** (September 30, 2014)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	**TO BE DETERMINED** (October 20, 2014)
Board of County Commissioners:	**TO BE DETERMINED** (November 19, 2014)
Final Action of Board of County Commissioners:	**TO BE DETERMINED** (February/March 2015)

Staff recommends **Transmit and Adopt with Acceptance of the Proffered Declaration of Restrictions** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the ±10.14 gross-acre application site from "Low-Medium Density Residential" (6 to 13 dwelling units per acre) site to "Low-Medium Density Residential with One Density Increase (DI-1)", which would allow 13 to 25 dwelling units per acre with the implementation of sound urban design principles, for the following reasons:

Principal Reasons for Recommendation:

1. The application proposes to increase the maximum allowable residential density on the subject property through the implementation of a CDMP provision that would ensure a well-designed development that is compatibility with the existing adjacent developments. The subject property is currently designated "Low-Medium Density Residential", which allows residential development at densities ranging from 6 to 13 dwelling units per acre (6 to 13 DU/Ac). The application proposes to apply the "One Density Increase (DI-1)" CDMP land use overlay designation to the subject property, which would allow the property to be developed at a density ranging from 13 to 25 DU/Ac if the principles of sound urban design are incorporated into the design of the proposed development. The result of the DI-1 overlay designation is that if sound urban design principles are incorporated into the design of development on the subject property then the property would be allowed to develop at one density category higher than currently allowed.

   Currently, the application site can be developed with a maximum of 131 residential units. If the application is approved, the property would then be allowed to develop with a maximum of 253 residential units through the incorporation of sound urban design principles under the DI-1 land use overlay designation. Additionally, the applicant has proffered a Declaration of Restrictions (covenant) that commits to the incorporation of sound urban design principles into the development of the property in order to attain the increased density. These urban design principles would ensure compatibility with the existing neighborhood and the creation of a pedestrian friendly environment on the site and adjacent streets. (See Appendix D: Proffered Declaration of Restrictions on Appendices Page 25 and staff analysis of covenant on page 4-10)

2. The application proposes intensification of urban development on the subject property that is consistent with the provisions of the CDMP. Land Use Element Objective LU-1, Policy LU-1C and Policy LU-10A require the County to 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 urban services and facilities have the capacity to accommodate additional demand. The application site is vacant and as discussed in Principal Reason No. 3 below, existing public facilities have adequate capacity to accommodate the impacts that would be generated by the maximum development of the application site, if the requested "Low-Medium Density Residential with One Density Increase (DI-1)" designation is approved.

3. Approval of the application would be consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the 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. Each factor is discussed below.

i. *Need*: Approval of the application would not have a significant impact on the overall residential land supply within the analysis area (Minor Statistical Area 3.2) where the application site is located. If the application is approved, the capacity of residential land supply would be increased by approximately 122 residential units or approximately 1½ months of residential capacity. (See Supply and Demand Analysis on page 4-10.)

ii. *Public Facilities and Services*: The impacts that would be generated by the maximum potential development (253 multifamily units), if the application is approved, would not public services and facilities to operate in violation their adopted level of service standards.

iii. *Compatibility*: The requested "Low-Medium Density Residential with One Density Increase (DI-1)" designation would be compatible with the existing adjacent developments and planned land uses in the area. Properties to the east, south, and west of the site are designation "Low-Medium Density Residential" and properties to the north are designated "Office/Residential" and Medium Density Residential" (13 to 25 dwelling units per gross acre). The areas to the east and south of the site are developed with single family residences. The area to the west across SW 92 Avenue is developed with single family residences and the Big Five Club private recreational facility. The area to the north is developed with a parking lot and townhouses.

iv. *Environmental and Historic Resources:* The subject CDMP application, if approved, would not impact any historic or archaeological resources. No such resources exist on site. (See Environmental Conditions section on page 4-12.)

v. *Transit Ridership and pedestrianism*: The increased residential density proposed in the application would support transit ridership and pedestrianism, if approved. The application site is within 0.25 miles of a Planned Rapid Transit corridor along SW 8 Street/Tamiami Trail as designated on the CDMP Land Use Plan map. The site is also currently served by Metrobus Routes 8, 11 and 51. (See Transit analysis on page 4-26.)

APPLICATION NO. 4
AERIAL PHOTO

APPLICATION AREA

Source: Miami-Dade County
Department of Regulatory and Economic Resources
September 2014

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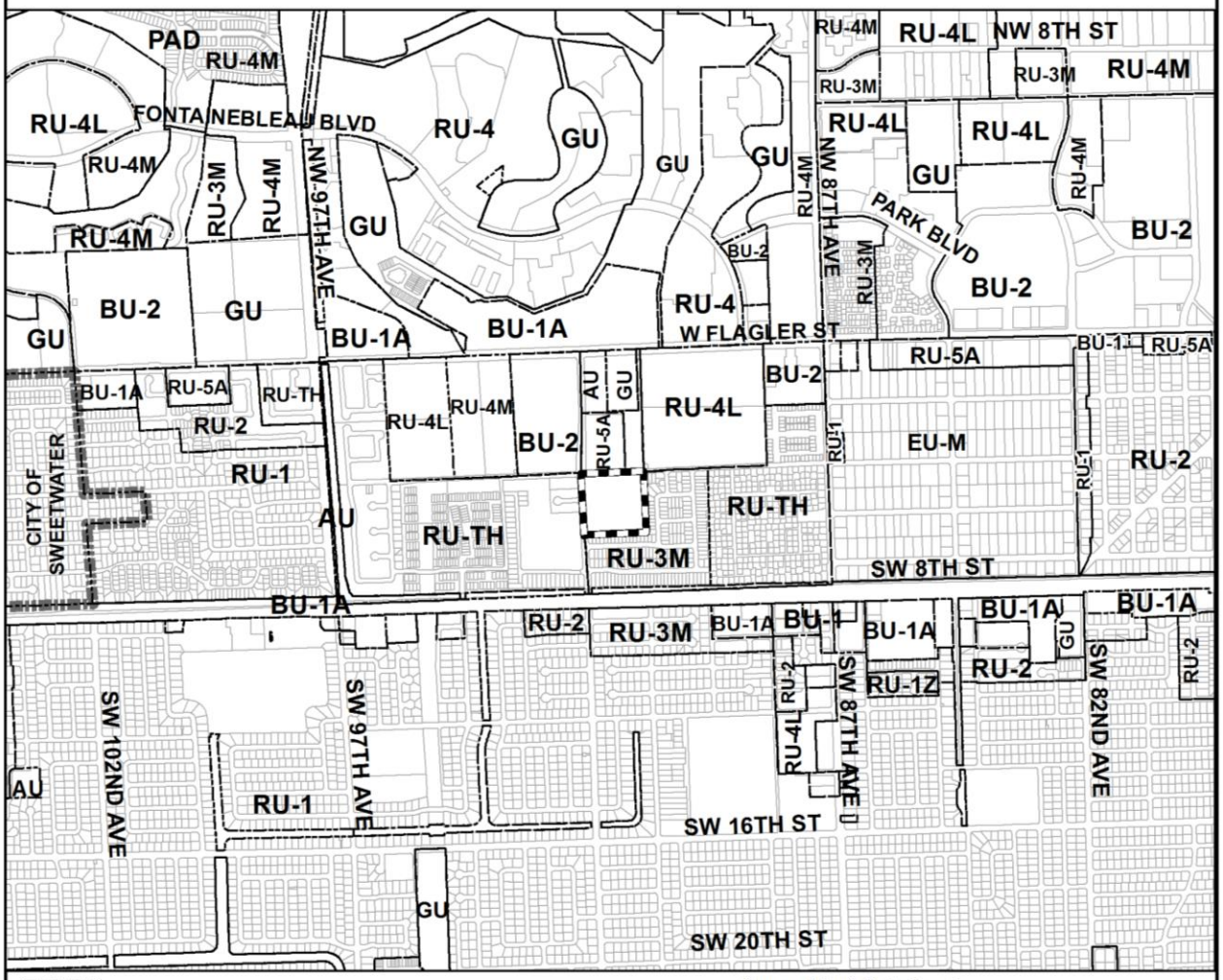
APPLICATION 4
ZONING MAP



APPLICATION AREA

MUNICIPAL BOUNDARY

Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014

ZONING DISTRICTS

AU	AGRICULTURAL / RESIDENTIAL	RU-4	HIGH DENSITY APARTMENT HOUSE
BU-1	BUSINESS DISTRICTS, NEIGHBORHOOD	RU-4L	LIMITED APARTMENT HOUSE DISTRICT
BU-1A	BUSINESS DISTRICTS, LIMITED	RU-4M	MODIFIED APARTMENT HOUSE
BU-2	BUSINESS DISTRICTS, SPECIAL	RU-5A	SEMI-PROFESSIONAL OFFICE
EU-M	ESTATES MODIFIED, SINGLE-FAMILY	RU-TH	TOWNHOUSE
GU	INTERIM DISTRICT		
PAD	PLANNED AREA DEVELOPMENT		
RU-1	SINGLE-FAMILY RESIDENTIAL		
RU-1Z	SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE		
RU-2	TWO-FAMILY RESIDENTIAL DISTRICT		
RU-3M	MINIMUM APARTMENT HOUSE		

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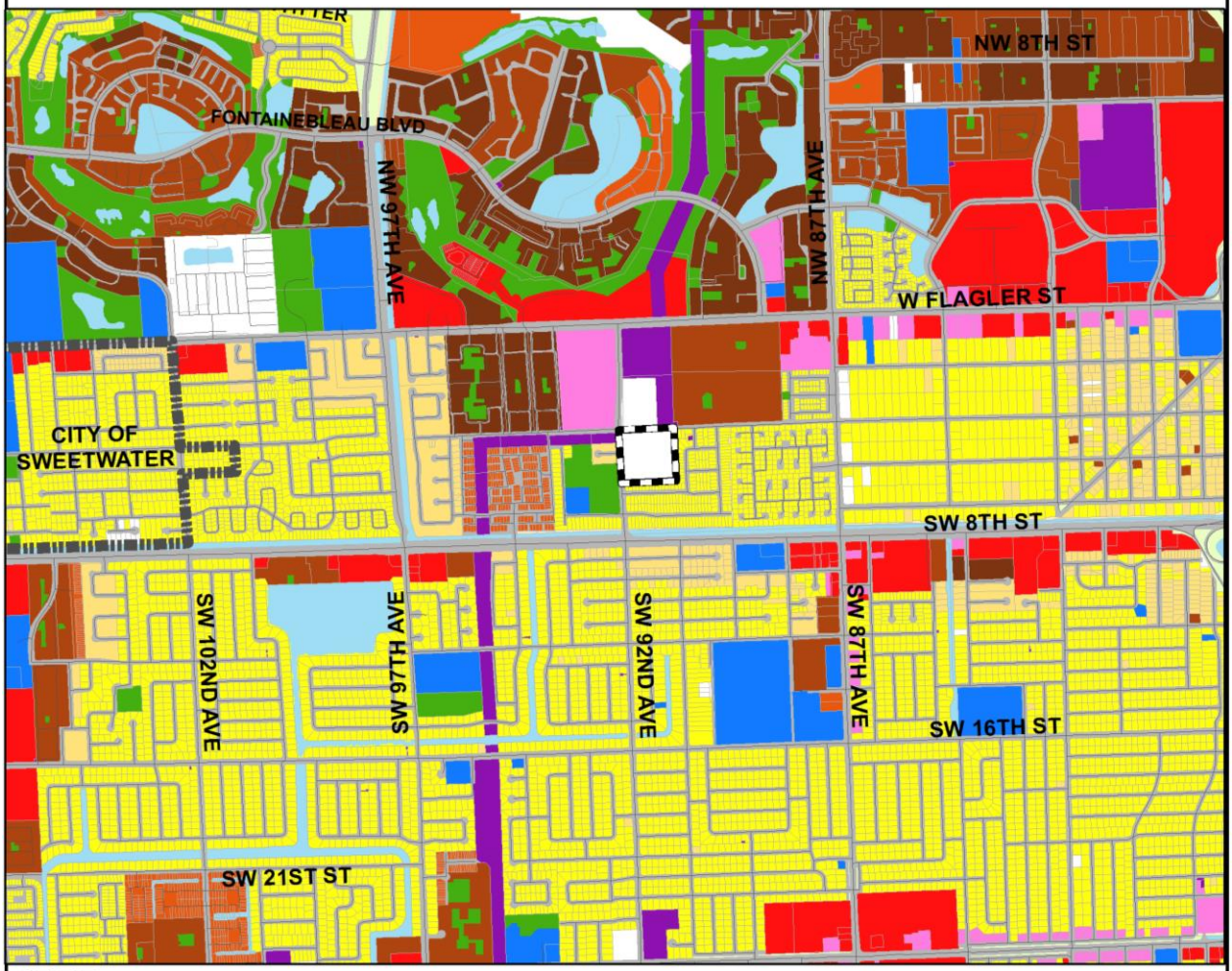
APPLICATION NO. 4
EXISTING LAND USE



APPLICATION AREA

MUNICIPAL AREA

Source: Miami-Dade County
Department of Regulatory and Economic Resources
July 2014

EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- COMMERCIAL, SHOPPING CENTERS
- OFFICE
- INSTITUTIONAL
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAY
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT PRIVATELY OWNED, UNPROTECTED
- INLAND WATERS

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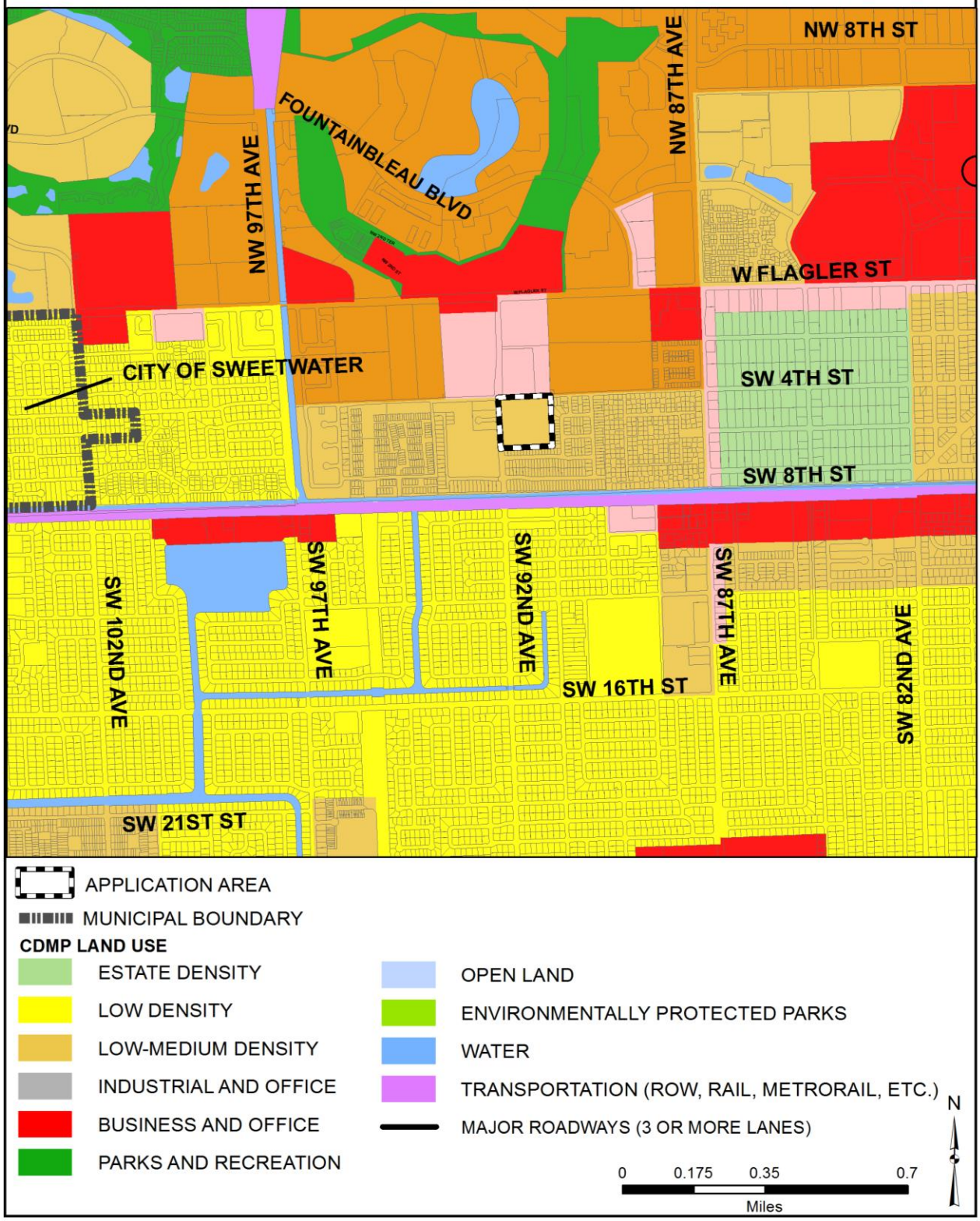
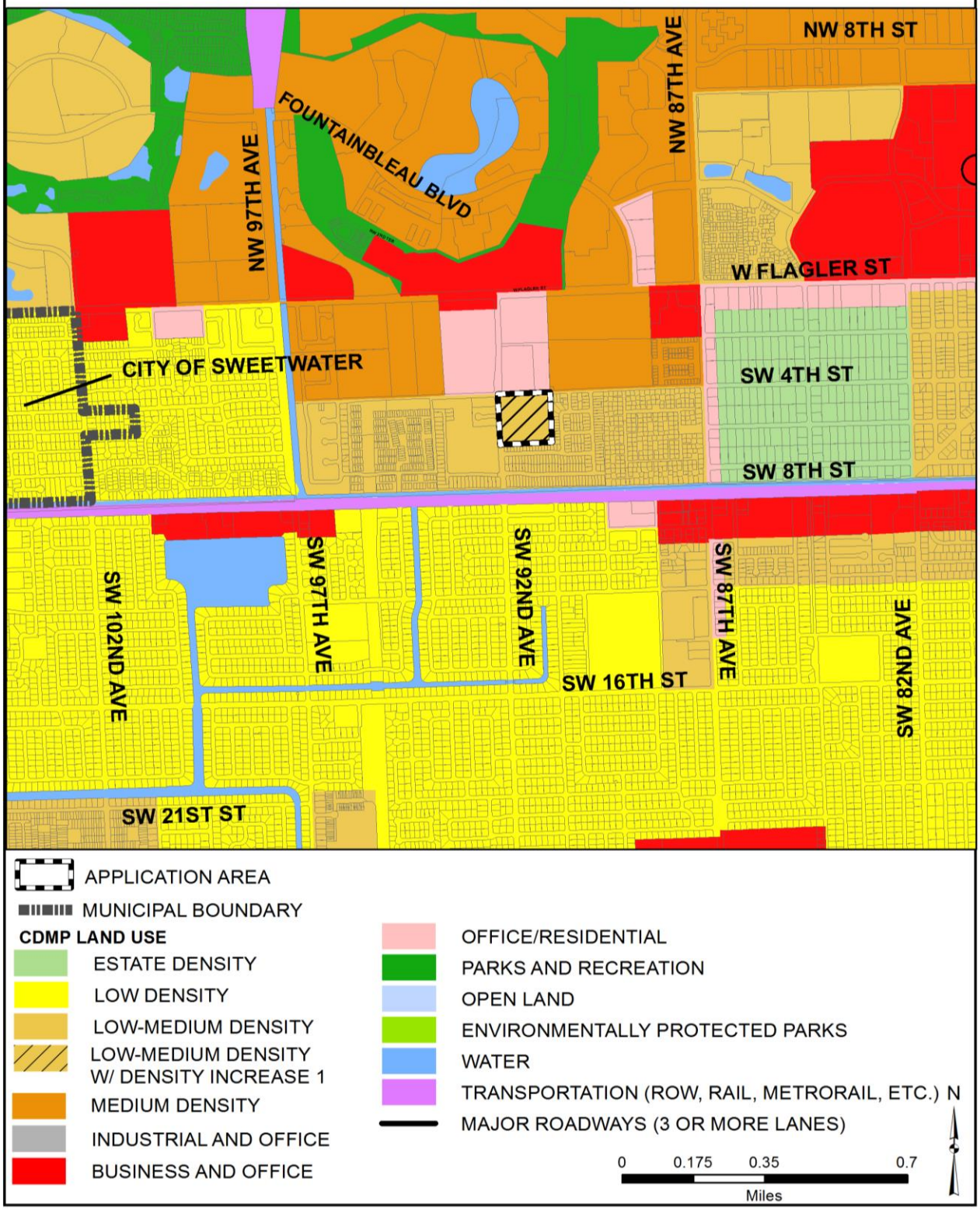
APPLICATION NO. 4
CDMP LAND USE



APPLICATION NO. 4
PROPOSED CDMP LAND USE



STAFF ANALYSIS

Application Site

Location
The ±10.14-acre application site is located at the southeast corner of the intersection of SW 92 Avenue and SW 4 Street, in unincorporated Miami-Dade County.

Existing Land Use
The subject property is currently vacant. (See Appendix F: Photos of Site and Surroundings.)

Land Use Plan Map Designation/Request
The application site is currently designated "Low-Medium Density Residential" on the CDMP Adopted 2020 and 2030 LUP map, which allows residential development at a density ranging from 6 to 13 dwelling units per gross acre (see CDMP Land Use map on page 4-7 above). The application seeks to redesignate the site to "Low-Medium Density Residential with One Density Increase" land use category (see Proposed CDMP Land Use map on page 4-8). The "One Density Increase (DI-1)" overlay designation would allow the subject property to be developed at one (1) density category higher than the underlying "Low-Medium Density Residential land use designation—at a density ranging from 13 to 25 dwelling units per gross acre.

The CDMP Land Use Element text "Density Increase with Urban Design" (CDMP page I-30) provides that property with the One Density Increase (DI-1) designation may be developed at one density category higher than the underlying land use designation only if the development on the designated property utilizes sound urban design principles. These principles are as adopted by County ordinance or incorporated in the Urban Design Manual endorsed by Resolution R-1360-98 as may be amended from time to time, or addresses the urban design concerns contained in another binding instrument approved by action of the Board of County Commissioners, such as a declaration of restrictions.

Under the current designation, the application site could be developed with up to 131 single–family attached residential units. Under the requested designation the application site could be developed with a maximum of 253 multi-family residential units if good urban design principles are incorporated into the design of the development.

Proffered CDMP Declaration of Restriction
The Applicant has proffered a Declaration of Restrictions (covenant) that commits to the incorporation of urban design principles into the design and development of the subject property if the application is approved. The urban design principles would create a pedestrian friendly environment on the site and adjacent streets and would ensure compatibility with surrounding development through landscaping, buffers, architectural styles that complement the surrounding development.

Zoning
The application site is zoned RU-TH (Townhouse District) that permits townhouse development at 8.5 units per net acre. (See Zoning Map on page 4-5).

Zoning History
Miami-Dade County zoning districts and zoning code regulations were first created in 1938, and the County's first zoning records indicate that that subject property was zoned AU (Agricultural

District), which could allow farm residences at 1 home per 5 gross acres Interim). On June 12, 1973, the Board of County Commissioners adopted Resolution No. Z-175-73 approving a zoning district boundary change on the property from its original Agricultural to its current RU-TH zoning district. No other rezoning has occurred to date.

Adjacent Land Use and Zoning

Existing Land Uses
North of the application site, across SW 4 Street, are a vacant property and a parking lot. Further north beyond the parking lot is an FPL electric transmission station. Northeast of the application site is well established Century Parc multi-family condominiums. Abutting the subject property to the east and south is the Bilbao Estates homes. To the west of the application site across SW 92 Avenue are single family homes and the Big Five Club, a private recreational facility.

Land Use Plan Map Designations
Properties north of the application site, across SW 4 Street, are designated "Office/Residential" and Medium Density Residential (13 to 25 dwelling units per gross acre) on the CDMP Adopted 2020 and 2030 LUP map. Properties abutting the application site to the east, south and west are designated "Low-Medium Density Residential (6 to 13 dwelling units per gross acre)." (See CDMP Land Use map on Page 4-7).

Zoning
Properties north of the application site, across SW 4 Street, are zoned BU-2 (Special Business District), RU-5A (Semi-Professional Offices: 10,000 net square feet), AU (Agricultural District), and RU-4L (Limited Apartment House – 23 units per net acre). East and south of the application site are properties zoned RU-3M (Minimum Apartment House - 12.9 units per net acre). Properties to the west beyond SW 92 Avenue of the subject property are zoned RU-TH. (See Zoning Map on Page 4-5).

Supply and Demand Analysis

The capacity of the LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. In the context of this small-scale Application No. 4, land capacity is analyzed at the localized geography level or Minor Statistical Area (MSA) level.

Residential Land
The application is located in MSA 3.2, which has a combined vacant land for single-family and multi-family residential development estimated in 2014 to have capacity for about 12,258 dwelling units, with about 64 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 613 units per year in the 2014-2015 period to 1,054 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2023 and for multi-family by the year 2030 (see table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2027. The proposed application, if approved is projected to increase the net supply of multi-family by 122 units. This will add approximately 1½ months, but will not alter the depletion year for both types.

Residential Land Supply/Demand Analysis
2014 to 2030: **(MSA 3.2)**

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 2014	4,446	7,812	12,258
DEMAND 2011-2010	314	299	613
CAPACITY IN 2015	3,818	7,214	11,032
DEMAND 2015-2020	443	422	865
CAPACITY IN 2020	1,603	5,104	6,707
DEMAND 2020-2025	488	465	953
CAPACITY IN 2025	0	2,779	1,942
DEMAND 2025-2030	540	514	1,054
CAPACITY IN 2030	0	209	0
DEPLETION YEAR	**2023**	**2030**	**2027**

Residential capacity is expressed in terms of housing units.
Housing demand is an annual average figure based on population projections.
Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Division, Planning Research Section, July 2014.

Environmental Conditions

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

Flood Protection

Federal Flood Zone	AH-8
Stormwater Management Permit	Surface Water Management General Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	7 feet

Biological Conditions

Wetlands Permit Required	No
Native Wetland Communities	No
Specimen Trees	Undetermined
Endangered Species Habitat	No
Natural Forest Community	No

Other Considerations

Within Wellfield Protection Area	No
Hazardous Waste	No
Contaminated Site	No

Drainage, Flood Protection and Stormwater Management

Any proposed development with more than 2.0 acres of impervious area within the subject property will require a DERM Surface Water Management General Permit for the construction and operation of the required surface water management system. The permit must be obtained prior to development of the site, Final Plat, and/or prior to obtaining Public Works Department approval of paving and drainage plans.

Application No. 4 is located within Zone AH-8 of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map. Any development will have to comply with the requirements of Chapter 11C of the Code for County flood protection.

The site shall be filled to a minimum elevation of 7.0 feet NGVD or County Flood Criteria. For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria 7.0 feet NGVD, plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- The Base Flood Elevation for this area is found to be 8.0 feet NGVD (taken from the Flood Insurance Rate Maps (FIRM) for Miami Dade County).
- The stage generated by retention on-site of the 100-year rainfall event according to stage- storage calculations must be equal or less than the Base Flood Elevation

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event. For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 100-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code and all State and Federal Criteria. The proposed development order, if approved, will not result in the reduction of the Level of Service standards for flood protection set forth in the CDMP.

The proposed CDMP amendment would result in additional impervious areas that could generate additional runoff to adjacent properties. A stormwater management system must be constructed on-site to prevent impacts to adjacent properties.

Water and Sewer

Water Supply

The property is located within the MDWASD franchised water service area. The water supply will be provided by the Alexander Orr Water Treatment Plant which is presently producing water that meets Federal, State, and County drinking water standards. At the present time, there is adequate treatment and water supply capacity for the net increase in capacity proposed in 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.

Water Treatment Plant Capacity

The County's adopted Level of Service (LOS) standard for water treatment is based on regional treatment system capacity. The regional water treatment system has a rated design capacity of 439.74 million gallons per day (MGD). Pursuant to CDMP Policy WS-2A, the regional water treatment system shall operate at a capacity that is no less than two percent, which is equivalent to 430.95 MGD. The total available water treatment plant capacity, 106.40 MGD, is calculated using the available plant capacity (430.95 MGD), subtracting the average of the

actual water treated (302.62 MGD) and subtracting the water that is reserved through development orders (21.93 MGD, water that will be needed in the future).

As noted in the "Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario" table below, the maximum water demand for Residential (Scenario 1) development under the current CDMP Land Use designations is estimated at 23,580 gallons per day (gpd). The maximum water demand for Residential (Scenario 1) under the requested CDMP Land Use designation is estimated at 37,950 gpd. This represents an increase of up to 14,370 gpd over the current demand. A Water Supply Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

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

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
1	Residential	131 TH	180 gpd	23,580
Requested CDMP Designation				
1	Residential	253 MF	150 gpd	37,950

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; July 2014

Water System Connectivity

There is an existing 12-inch water main abutting the property along SW 92 Avenue to which the developer may connect and extend a new 8-inch water main to serve the subject property. In addition, the developer will be required to extend an 8-inch water main along SW 4 Street from SW 92 Avenue to the northwest corner of the subject property, interconnecting with an existing 8-inch water main on SW 4 Street. Any public water main extension within the property shall be 8-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension, then the water system shall be looped with two (2) points of connection.

Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. The regional wastewater treatment system has a design capacity of 375.5 million gallons per day (MGD). The regional wastewater treatment system shall operate no less than two percent, which is equivalent to 368 MGD. The total available wastewater treatment plant capacity (13.51 MGD) is calculated subtracting the actual wastewater treated (322.17 MGD) and subtracting the wastewater that is reserved through development orders (32.32 MGD, wastewater that will need to be treated in the future). The sum of the 12-month average and all reserved flows (322.17 MGD) represents 85.80% of the regional system design capacity. Pursuant to the CDMP, the regional wastewater treatment system can treat an

additional 13.24 MGD of wastewater which is equivalent to 3.60% capacity remaining in the wastewater treatment plants.

Sewer System Connectivity

Application No. 4 is located within the MDWASD sewer service area. The wastewater flows for this application will be directed to sanitary sewer pump stations 30-0109, 30-0187 then to the Central District Wastewater Treatment Plant for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP. There is an existing 8-inch sanitary gravity sewer system at the intersection of SW 4 Terrace and SW 92 Avenue, to where the developer may connect and extend a new 8-inch sanitary sewer gravity line to the subject property, provided there is sufficient depth.

Sanitary sewer pump station 30-0109 is currently operating under Conditional Moratorium status pursuant to the new Consent Decree (case 1:12-cv-24400-FAM). Sanitary sewer pump station 30-0187 is under OK status. Be advised that DERM can issue conditional sewer capacity certification for final development orders subject to certification of completion of the pump stations. In accordance with the new Consent Decree (case 1:12-cv-24400-FAM), DERM cannot issue Certificates of Occupancy/Certificates of Completion for any associated building permits until pump station 30-0109 has been certified complete and operating in compliance. The remedial plan for pump station 30-0109 was submitted to the United States Environmental Protection Agency and the pump station upgrade is scheduled to be completed by 2017.

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. 2 is requesting a redesignation of the application site from "Low-Medium Density Residential" to "Low-Medium Density Residential with a One Density Increase" on the Adopted 2015 and 2025 LUP map. The "Low-Medium Density Residential with a One Density Increase" designation is estimated to create 253 multi-family residences. Per Chapter 15 of the County Code, the PWWM does not actively compete for non-residential waste collection such as multi-

family, commercial, business, office, and industrial services at this time; therefore 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 objection to the proposed amendment.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 1 (PBD-1), which generally encompasses the area of the County north of SW 8 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-1 has a surplus capacity of 156.45 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

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

Park Name	Acreage	Classification
Westbrook Park	2.45	Neighborhood Park
Coral Estates Park	5.15	Community Park
Sunset Heights Park	0.32	Mini Park
Humble Mini Park	0.50	Mini Park
Brothers To The Rescue Memorial Park	5.70	Single Purpose Park
Banyan Park	3.14	Neighborhood Park
Rockway Park	2.52	Community Park
Concord Park	10.00	Neighborhood Park
Tropical Estates Park	9.07	Community Park
Blue Lakes Park	6.00	Neighborhood Park
Tamiami Canal Park	1.80	Neighborhood Park
Ruben Dario Park	15.29	Community Park
Francisco Human Rights Park	3.78	Mini Park

Application Impacts

The potential development of the site under the existing CDMP land use designation has a potential population of 419, resulting in a demand for 1.15 acres of local parkland based on the adopted minimum LOS standard for local recreational open space. The potential for residential development under the proposed land use designation is estimated at 253 multi-family dwelling units with an estimated population of 657, or an increase of 238 persons, resulting in an impact of an additional 1.80 acres of local parkland. This would lower the concurrency LOS from 208.73 acres to 208.44 acres per 1,000 residents but still meet the adopted minimum LOS standard.

Fire and Rescue Service

The application site is currently served by Miami-Dade County Fire Rescue Station No. 29 (Sweetwater), located at 351 SW 107 Avenue. 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 36 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 1,500 gallons per minute (gpm) is required for single family and duplexes. Presently, there are no fire flow deficiencies in the vicinity of the application site and fire and rescue services are adequate to serve the application site and the adjacent communities.

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 37 annual alarms. The proposed CDMP land use designation of "Low-Medium Density Residential with One Density Increase" is anticipated to generate approximately 72 annual alarms, an increase of 35 annual alarms. The Fire Rescue Department indicates the 72 annual alarms is a severe impact to its fire and rescue service based on its numeric impact evaluation system, whereby 70 or more annual alarms are considered a severe impact regardless of the capacity of fire and rescue service to absorb the additional demand while continuing to maintain operations within the adopted level of service standard. The Fire Rescue Department does not object to the application.

The Fire Rescue Department indicates that although current fire and rescue service in the vicinity of the application site is adequate, it is exploring the possibility of reconstructing Station No. 29 in order to add an emergency unit capable of mitigating additional service alarms. Alternative to the reconstructing of Station No. 29, the Fire Rescue Department is seeking land for the construction of an additional fire station in the vicinity of SW 40 Street and SW 117 Avenue.

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 68 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 68 students, 31 will attend elementary schools, 17 will attend middle schools students and 20 will attend senior high schools. The students will be assigned to those schools identified in the "Concurrency Service Area (CSA) Schools" 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
E.W.F. Stirrup Elementary	20	31	20	No	Current CSA/5 Yea Plan
Ruben Dario Middle	0	17	0	No	Current CSA/5Year Plan
Miami Carol Park Senior	486	20	20	Yes	Current CSA
Adjacent Concurrency Service Area Schools					
John I Smith K-8 (Elementary Comp)	0	11	0	No	Adjacent CSA
Sweetwater Elementary	0	11	0	No	Adjacent CSA
Seminole Elementary	-8	11	0	No	Adjacent CSA
Charles R. Hadley Elementary	-47	11	0	No	Adjacent CSA
John I. Smith K-8 (Elementary Comp)	83	11	11	Yes	Adjacent CSA/5 Year Plan
Lawson Chiles Middle	542	17	17	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2014.
Miami-Dade County Department of Regulatory and Economic Resources, 2014.

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 all uses comply with federal, state and local aviation regulations, including the Code of Miami-Dade County, Chapter 33, as it pertains to airport zoning.

Roadways

The application site is a ±10.14 gross acre (9.58± net acre) property located on the southeast corner of the intersection of theoretical SW 4 Street and SW 92 Avenue, a four-lane divided roadway, in unincorporated Miami-Dade County. SW 4 Street is a two-lane undivided roadway between SW 96 Avenue and SW 92 Avenue and from SW 90 Court to SW 87 Avenue. The segment between SW 90 Ct. and SW 92 Avenue fronting on the subject application site is missing. The applicant or the developer of the application site would have to dedicate the right-of-way for the missing link and to improve it in order to complete the corridor from SW 87 Avenue to SW 92 Avenue.

SW 92 Avenue connects to the north to West Flagler Street, a six-lane divided corridor, which provides connections to SW 107 Avenue, SW 97 Avenue, SW 87 Avenue and SR 826/Palmetto Expressway. SW 92 Avenue also connects to the south with SW 8 Street/Tamiami Trail, a six- and eight-lane major east-west corridor, which provides connections to the Homestead Extension of Florida's Turnpike, SW 107 Avenue and SW 97 Avenue to the west; and to SW 87 Avenue and SR 826 to east. Both SW 8 Street/Tamiami Trail and West Flagler Street provide connectivity to the eastern area of the County and Downtown Miami.

The Department of Regulatory and Economic Resources (RER) performed a short-term (Concurrency) traffic impact analysis and, in cooperation with the Metropolitan Planning Organization (MPO), a long-term (Year 2035) traffic impact analysis to assess the impact that the application would have on the adjacent roadways and on a roadway network within one and a half-mile radius from the application site.

A study area (area of influence) was selected to determine the Application's traffic impact on the roadway network within the study area, which is bound on the north by NW 12 Street, on the east by SR 826/Palmetto Expressway, on the south by SW 24 Street/Coral Way, and on the west by SW 107 Avenue.

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

<u>Existing Conditions</u>
Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site, which are currently monitored by the State (Year 2013) and the County (Year 2013), are acceptable. The "Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)" table below shows the current operating conditions of the roadways currently monitored and analyzed within the study area. The roadway segment on SW 8 Street between SW 87 Avenue to SR 826/Palmetto Expressway is operating at E+13%, but within its adopted E+20% LOS standard. Two segments of SR 826/Palmetto Expressway, between SR 836 to Flagler Street and from SW 8 Street to SW 24 Street, are operating at their adopted LOS D standard.

The rest of the roadways analyzed are operating at acceptable levels of service. See "Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)" table below.

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

Roadway	Location/Link (Sta. No.)	Lanes	LOS Std.	LOS
NW 12 Street	NW 107 Ave. to NW 87 Ave. (9362)	4 DV	E	D (2013)
	NW 87 Ave. to NW 72 Ave. (9358)	4 DV	D	B (2013)
SR 836/Dolphin Expressway	NW 107 Ave. to NW 87 Ave. (2243)	6 LA	D	C (2013)
	NW 87 Ave. to SR 826 (2244)	6 LA	D	C (2013)
W. Flagler Street	NW/SW 107 Ave. to NW/SW 97 Ave. (9156)	6 DV	E+20%	C (2013)
	NW 97/SW Ave. to NW/SW 87 Ave. (9154)	6 DV	E+20%	D (2013)
	NW/SW 87 Ave. to NW/SW 72 Ave. (1141)	6 DV	E+20%	C (2013)
SW 8 Street	SW 107 Ave. to SW 87 Ave. (589)	8 DV	E+20%	C (2013)
	SW 87 Ave. to SR 826 (92)	6 DV	E+20%	E+13% (2013)
SW 24 St./Coral Way	SW 107 Ave. to SW 97 Ave. (9126)	4 DV	E+20%	D (2013)
	SW 97 Ave. to SW 87 Ave. (9124)	4 DV	E+20%	C (2013)
	SW 87 Ave. to SR 826 (9122)	6 DV	E+20%	C (2013)
NW/SW 107 Ave.	SR 836 to NW 7 St. (1218)	6 DV	E	C (2013)
	Flagler St. to SW 8 St. (2580)	4 DV	E	C (2013)
	SW 8 St. to SW 24 St. #1090	6 DV	E	C (2013)
NW/SW 97 Ave.	NW 25 St. to NW 12 St. (9494)	4 DV	A	D (2013)
	SW 8 St. to SW 24 St. (9698)	2 DV	D	B (2013)
NW/SW 87 Ave.	SR 836 to Flagler St. (1211)	6 DV	E	C (2013)
	Flagler St. to SW 8 St. (44)	4 DV	E	C (2013)
	SW 8 St. to Coral Way (1074)	4 DV	E	C (2013)
SW 82 Ave.	SW 8 St. to SW 24 St. (9694)	2 UD	D	B (2013)
SR 826/Palmetto Expressway	SR 836 to Flagler St. (569)	10 LA	D	D (2013)
	Flagler St. to SW 8 St. (568)	10 LA	D	C (2013)
	SW 8 St. to SW 24 St. (567)	10 LA	D	D (2013)

Source: Miami-Dade County Department of Regulatory and Economic Resources, July 2014; Public Works and Waste Management Department, and Florida Department of Transportation, 2013.
Notes: () identifies the year traffic count was taken or the LOS traffic analysis revised.
DV= Divided Roadway; UD= Undivided Roadway; LA= Limited Access.
LOS Std. = the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Trip Generation

The applicant is requesting the re-designation of approximately 10.14 gross acre on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map from "Low-Medium Density Residential (6-13 DU/Ac)" to "Low-Medium Density Residential with One Density Increase (13 to 25 DU/Ac)." One development scenario (Scenario 1) for each of the current and requested CDMP land use designation was analyzed for traffic impacts. Under the current CDMP land use designation, the application site is assumed to be developed with 131 single-family attached residences; and

under the requested CDMP land use designation, the application site is assumed to be developed with a maximum potential development of 253 multi-family dwelling units. The trip generation analysis indicates that if the application were approved and the application site developed with residential uses it would generate approximately 157 PM peak hour trips, or 55 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. See “Estimated Peak Hour Trip Generation” table below.

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

Application No. 4	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
4 Scenario 1	“Low-Medium Density Residential (6-13 DU/Ac)” 131 SF attached[1] /	“Low-Medium Density Residential with One Density Increase (13 to 25 DU/Ac)” 253 MF[2] /	
	102	157	+55

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, July 2014.

Notes: [1] Scenario 1 under the current CDMP land use designation assumes the application site developed with 131 single-family attached dwelling units (townhouses).

[2] Scenario 1 under the requested CDMP land use designation assumes the application site developed with 253 multi-family dwelling units (apartments).

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions as of July 2014, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County’s adopted 2015 Transportation Improvement Program (TIP), and the PM peak hour trips estimated to be generated by the application under the requested CDMP LUP map designation, determined that all roadways — adjacent to and in the vicinity of the application site— analyzed have enough capacity to handle the additional traffic impacts that would be generated by the application. These roadways are projected to operate at acceptable levels of service. See “Traffic Impact Analysis” table below.

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

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1 "Low-Medium Density Residential with One Density Increase (13 to 25 DU/Ac)" – 253 MF units													
9156	W. Flagler St.	NW/SW 107 Ave. to NW/SW 97 Ave.	6 DV	E+20%	5592	2880	C	243	3123	C	6	3129	C
9154	W. Flagler St.	NW/SW 97 Ave. to NW/SW 87 Ave.	6 DV	E+20%	5400	3329	D	327	3656	D	65	3721	D
589	SW 8 St.	SW 107 Ave. to SW 87 Ave.	8 DV	E+20%	8652	4566	C	2	4568	C	41	4609	C
1218	NW 107 Ave.	SR 836 to Flagler St.	6 DV	E	5390	3394	C	159	3553	C	5	3558	C
9494	NW 97 Ave.	NW 25 St. to NW 12 St.	4 DV	D	1510	660	A	119	779	A	6	785	A
9698	SW 97 Ave.	SW 8 St. to SW 24 St.	2 DV	D	1530	1132	B	111	1243	B	14	1257	B
1211	SW 87 Ave.	SR 836 to Flagler St.	6 DV	E	5390	3459	C	495	3954	C	20	3974	C

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation, July 2014.

Notes: DV= Divided Roadway; UD=Undivided Roadway.
* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways between the Urban Development Boundary (UDB) and the Urban Infill Area (UIA).
Scenario 1 under the requested CDMP land use designation assumes the application site developed with 253 multi-family dwelling units.

Future Conditions

The MPO's adopted 2015 Transportation Improvement Program lists the following roadway capacity improvement projects for construction in fiscal years 2014-2019 in the vicinity of the application site (see table below).

Programmed Road Capacity Improvements
Fiscal Years 2014/2015 – 2018/2019

Roadway	From	To	Type of Improvement	Fiscal Year
SW 107 Avenue	W. Flagler St.	SW 3 St.	Add lanes	2015/2016
SW 107 Avenue	SW 3 Street	SW 1100 Block	Add lanes	2015/2016
SR 826/SR 836 Interchange	NW 25 Street NW 87 Ave.	SW 8 Street NW 57 Ave.	Interchange improvement and add lanes	Under Const.
SR 836/Dolphin Expressway	NW 137 Ave.	NW 62 Ave.	Infrastructure modifications for open road tolling	2014/15-2015/16
SR 826/Palmetto Expressway	Flagler St. & I-75	NW 154 St. and 170. St.	Special use lanes	2014/15-2017/18

Source: 2015 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, June 19, 2014.

The MPO's adopted 2035 Miami-Dade Long Range Transportation Plan (LRTP), Cost Feasible Plan, lists the following roadway capacity improvement projects for construction in the next 21 years (see table below).

Planned Roadway Capacity Improvements
Fiscal Years 2014/2015 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
SW 107 Ave.	Flagler St.	SW 8 St.	Widen from 4 to 6 lanes	IV
SR 826/SR 836 Interchange	NW 87 Ave.	NW 57 Ave.	Interchange modification	I
SR 836/Dolphin Expressway	NW 137 Ave.	I-95	Toll system conversion to open road tolling	I
SR 826/Palmetto Expressway*	Flagler St.	NW 154 St.	Special use lanes	I

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

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

*This project was originally funded for construction as Priority II and III but the project limits were changed and advanced to Priority I by amendments to the LRTP – Resolution No. 20-11 approved by the MPO on October 20, 2013 and Resolution No. 44-12 approved by the MPO on December 13, 2012.

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

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

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;

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

The same development scenario assumed under the requested CDMP land use designation that was analyzed in the short-term (concurrency) traffic impact analysis was also analyzed in the future (2035) traffic condition analysis. The development scenario (Scenario 1) assumes the application site developed with 253 multi-family dwelling units under the requested CDMP land use designation.

The future traffic conditions analysis indicate that some roadway segments within the study area are projected to exceed their adopted levels of service standards by the Year 2035, with or without the application's traffic impact. These roadway segments are:

- NW 12 Street from NW 107 Avenue to NW 72 Avenue;
- SR 836/Dolphin Expressway from NW 87 Avenue to SR 826/Palmetto Expressway;
- West Flagler Street from W 87 Avenue to W 72 Avenue;
- NW/SW 107 Avenue from SR 836 to NW 7 Street and between SW 8 Street and SW 24 Street;
- SW 97 Avenue from SW 8 Street to SW 24 Street;
- NW/SW 87 Avenue from SR 836 to W Flagler Street and between W Flagler Street and SW 8 Street; and
- SR 826/Palmetto Expressway between W. Flagler Street and SW 8 Street.

The following roadway segments are projected to operate at their adopted LOS standards by the Year 2035, with or without the application impact: SW 107 Avenue from W Flagler Street to SW 8 Street (LOS E); SW 87 Avenue from SW 8 Street to SW 24 Street (LOS E); and SR 826/Palmetto Expressway from SR 836 to W Flagler Street and between SW 8 Street to SW 24 Street (LOS D). All other roadways are projected to operate at acceptable levels of service. However, it should be pointed out that the proposed CDMP amendment would not significantly impact these roadways because the traffic impact is less than 5% of the adopted maximum service volumes. See the "2035 Volume to Capacity (V/C) Ratios" table below. The rest of the roadway segments analyzed are not projected to exceed their adopted LOS standards.

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std[1]	No. of Lanes	Base Scenario Without Application		Scenario 1 253 multi-family residences	
			V/C Ratios[2]	Projected LOS	V/C Ratios[2]	Projected LOS
NW 12 Street						
NW 107 Ave. to NW 87 Ave.	E	4 DV	1.15-1.42	F	1.15-1.44	F
NW 87 Ave. to NW 72 Ave.	D	4 DV	1.10-1.41	F	1.10-1.40	F
SR 836/Dolphin Expy.						
NW 107 Ave. to NW 87 Ave.	D	6 LA	0.35-0.77	B/C	0.36-0.77	B/C
NW 87 Ave. to SR 826	D	6 LA	0.61-1.02	B/F	0.61-1.01	B/F
W. Flagler Street						
W 107 Ave. to NW/SW 97 Ave.	E+20%	6 DV	0.53-0.85	B/D	0.52-0.92	B/E
W 97 Ave. to NW/SW 87 Ave.	E+20%	6 DV	0.87-1.08	D/E+8%	0.87-1.07	D/E+7%
W 87 Ave. to NW/SW 72 Ave.	E+20%	6 DV	0.77-1.41	C/E+41%	0.77-1.41	C/E+41%
SW 8 Street						
SW 107 Ave. to SW 87 Ave.	E+20%	8 DV	0.65-0.85	B/D	0.65-0.85	B/D
SW 87 Ave. to SR 826	E+20%	6 DV	0.76-1.06	C/E+6%	0.75-1.04	C/E+4%
SW 24 St./Coral Way						
SW 107 Ave. to SW 97 Ave.	E+20%	4 DV	0.68-0.77	B/C	0.69-0.78	B/C
SW 97 Ave. to SW 87 Ave.	E+20%	4 DV	0.88-0.95	D/E	0.86-0.96	D/E
SW 87 Ave. to SR 826	E+20%	6 DV	0.85-1.08	D/E+8%	0.86-1.10	D/E+10%
NW/SW 107 Ave.						
SR 836 to NW 7 St.	E	6 DV	1.23-1.40	F	1.24-1.41	F
Flagler St. to SW 8 St.	E	4 DV	0.98-0.99	E	0.98-0.99	E
SW 8 St. to SW 24 St.	E	6 DV	0.87-1.04	D/F	0.88-1.03	D/F
NW/SW 97 Ave.						
SW 8 St. to SW 24 St.	D	2 DV	0.96-1.03	E/F	0.94-1.01	E/F
NW/SW 87 Ave.						
SR 836 to Flagler St.	E	6 DV	0.61-1.17	B/F	0.61-1.17	B/F
Flagler St. to SW 8 St.	E	4 DV	1.13-1.29	F	1.14-1.31	F
SW 8 St. to SW 24 St.	E	4 DV	0.90-0.99	D/E	0.90-0.98	D/E
SR 826/Palmetto Expy.						
SR 836 to Flagler St.	D	10 LA	0.81-0.82	D	0.85	D
Flagler St. to SW 8 St.	D	10 LA	0.84-0.92	D/E	0.86-0.94	D/E
SW 8 St. to SW 24 St.	D	10 LA	0.84-0.85	D	0.86-0.87	D

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and the Metropolitan Planning Organization, July 2014.

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

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

Application Impact

The "Estimated Peak Hour Trip Generation" table identifies the estimated number of PM peak hour vehicle trips that would be generated by the potential development scenario (Scenario 1) that could occur under the requested CDMP land use designation of "Low-Medium Density Residential with One Density Increase (13 to 25 DU/Ac)". One potential development scenario (Scenario 1) was analyzed for each the current and requested CDMP land use designation. Under the current CDMP land use designation, the application site was assumed to be developed with 131 single-family attached residences (townhouses); and under the requested

CDMP land use designation, the application site was assumed to be developed with 253 multi-family dwelling units (apartments). This analysis indicates that if the application were approved and the application site developed with 253 apartments it would generate approximately 157 PM peak hour trips, or 55 more PM peak hour trips than the 131 townhouses that could be developed under the current CDMP land use designation. In summary, the trip generation analysis indicates that the requested CDMP land use designation would generate approximately 55 more PM peak hour trips than the current CDMP land use designation.

The Traffic Concurrency Evaluation indicates that the roadways analyzed have sufficient capacity to handle the additional PM peak hour vehicle trips that would be generated by the requested land use designation and will operate at acceptable levels of service. See the "Traffic Impact Analysis on Roadways Serving the Amendment Site" table above.

The future traffic conditions (year 2035) analysis indicates that some roadway segments of NW 12 Street, SR 836, W. Flagler Street, NW 107 Avenue, SW 97 Avenue, NW 87 Avenue, and the Palmetto Expressway are projected to operate at LOS E and F, without the application's impact, exceeding their adopted LOS D and E standards. However, the application's impact is not significant because the trips impacting these roadway segments represent less than 5 percent of the roadways' maximum service volumes. See the "2035 Volume to Capacity (V/C) Ratios" table.

Applicant's Transportation Analysis

The applicant submitted a traffic report, *May 2014 CDMP Amendment Application No. 5 Transportation Analysis* report (dated July 30, 2014), in support of the application. The report, prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning, evaluates the impacts resulting from the requested CDMP Land Use Plan map on the County's adopted 2020 and 2030 Land Use Plan map. The requested change is from "Low-Medium Density Residential (6-13 DU/Ac)" to "Low-Medium Density Residential with One Density Increase (13 to 25 DU/Ac)".

The transportation analysis report evaluates the transportation impacts for two planning horizons, a short-term (Year 2019) and a long-term (Year 2035) planning horizons. The report examines the future transportation impacts resulting from the proposed modification to the CDMP Land Use Plan map, the adequacy of the transportation infrastructure to handle the application traffic impact, and determines the future operating conditions of the roadway network. The report's concurrency analysis, which accounts for existing traffic, previously approved committed development traffic, plus traffic from the application site indicates that the roadway network has the capacity to handle the additional traffic demand to be generated by the application, and determined that the subject roadways will operate at acceptable levels of service.

The long-term traffic analysis also determined the adequacy of the future roadway network to meet the adopted LOS standards through the year 2035. The report's Year 2035 transportation analysis considered the programmed transportation infrastructure funded in the *2015 TIP* and the planned transportation projects funded and listed in the Priorities II to IV of the *2035 LRTP*. In addition, the 2035 analysis included the future background conditions reflecting growth, traffic from approved development not yet built and the application's traffic impact. The transportation consultant performed a significance determination analysis to ensure that those roadways projected to operate in violation of their adopted LOS standards are not significantly impacted by the application traffic. The significant impact analysis found that no amendment trips were

found to exceed 5% of the adopted maximum service volume for the roadway segments within the vicinity of the application site. The report concludes that the Year 2035 roadway network has adequate capacity to meet the projected traffic demand, including the application's impact, and that such roadways would operate at or above their adopted level of service standard pursuant to the CDMP Policy TC-1B. An Executive Summary of the transportation report is provided in Appendix C of this report.

Staff of the Miami-Dade County Public Works and Waste Management Department (PWWM) and the Planning Division of the Department of Regulatory and Economic Resources (RER) reviewed the applicant's transportation report and have concerns regarding the trip distribution in both the concurrency and long-term analyses. The reason for the concern is that no trips were assigned to the new connection along SW 4 Street and noted that this connection will provide another connection to SW 87 Avenue. The applicant's transportation consultant agreed to revise the short-term and long-term traffic analyses accordingly. Moreover, the transportation consultant indicated that she will work with the Applicant to clarify the geometry of the new roadway segment and will revise the analysis accordingly to show the future segment of SW 4 Street between SW 92 Avenue and SW 87 Avenue. Staff will continue to work with the transportation consultant to address this issue.

Transit

Existing Service

The application site and surrounding area are currently served by Metrobus Routes 8, 11 and 51. 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			
8	(10/12/30)/ (10/15/30)	(15/30)	(20/30)	n/a/	15	20	0.2	0.14	L
11	(8/15)	(12/24)	(20/40)	60	(12/24)	(15/30)	0.27	0.25	L
51 (Flagler Max)	15	30	30	n/a	n/a	n/a	0.27	0.25	E

Source: 2013 Transit Development Plan, Miami-Dade Transit (November 2013 Line Up)
Notes: 'L' means Metrobus local route service
'E' means Express or Limited-Stop Metrobus service

Future Conditions

Transit improvements to the existing Metrobus service, such as the replacement of an existing route with a new enhanced route and route alignment extensions/expansions are being planned for the next ten years as noted in the 2023 Recommended Service Plan within the 2013 Transit Development Plan. The planned improvements are shown in the "Metrobus Recommended Service Improvements and Service Plan" table below.

Metrobus Recommended Service Improvements and Service Plan

Route	Improvement Description	Implementation Year
8	Extend route to future terminal at SW 147 Avenue and SW 8 Street	2017
11	No planned improvements.	n/a
51 (Flagler MAX)	Route to be extended to future terminal at SW 147 Avenue and SW 8 Street.	2017
51 (Flagler MAX)	Route to be transformed to the Flagler Enhanced Bus.	2018
Flagler Enhanced Bus	This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to west Miami-Dade County.	2018

Source: 2013 Transit Development Plan, Miami-Dade Transit (November 2013 Line Up).

Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance; the estimated operating or capital costs of maintaining the existing bus service is not associated with this application.

Major Transit Projects

Regarding future transit projects within this area, MDT is developing premium transit services in the corridors approved by the People's Transportation Plan and other major corridors. These services—enhanced bus corridors and express bus services—will incrementally build local ridership first to justify major improvements later. Enhanced bus services include modern-looking, high-tech buses running in straighter, more direct routes, and running more frequently with fewer stops. They will appear on various corridors including West Flagler Street.

This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to west Miami-Dade County. This service will connect the new Marlins Ballpark along NW 7 Street as well as serve the Metrorail Government Center Station, Miami-Dade College Wolfson Campus, American Airlines Arena, the Metropolitan Hospital, the Magic City Casino and the Mall of the Americas. In addition, this route will service Florida International University's Modesto A. Maidique Campus and Engineering Campus. This route will also serve a proposed park-and-ride/bus terminal station at SW 8 Street and SW 147 Avenue. Service headways will be 12 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2018 using 10 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses.

Application Impacts

An analysis was performed in Traffic Analysis Zone (TAZ) 822 where the application site is located. If the application is granted, there is no expected transit impact produced by this application.

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

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

LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.

LU-9J: Miami-Dade County shall continue to use the design guidelines established in its urban design manual as additional criteria for use in the review of all applications for new residential, commercial and industrial development5 in unincorporated Miami-Dade County, and shall consider the inclusion of such guidelines into its land development regulations.

LU-9K: By 2016, Miami-Dade County shall initiate the review and revision of its Subdivision Regulations to facilitate the development of better-planned communities. The Public Works Department shall specifically review and update the Subdivision Regulations for urban design purposes. Changes to be considered shall include provisions for:

i) Open space in the form of squares, plazas, or green areas in residential and commercial zoning categories; and
ii) A hierarchy of street types and designs, ranging from pedestrian and bike paths to boulevards that serve both neighborhood and areawide vehicular and pedestrian trip making needs by addressing cross sections, corner radii, connectivity and rationality of street and pathway networks, and balanced accommodation of automobiles, pedestrians, bicyclists, and landscaping

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.

APPENDICES

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APPENDIX A

Amendment Application

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APPLICATION FOR AN AMENDMENT TO THE
LAND USE PLAN MAP OF THE MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

OROT Flagler, LLC
c/o Manuel Grosskopf, Manager
1000 E. Hallandale Beach Blvd., Suite B
Hallandale Beach, Florida 33009

2014 JUN -2 P 4: 36
PLANNING & ZONING
METROPOLITAN PLANNING SECT

2. APPLICANT'S REPRESENTATIVES

Juan J. Mayol, Jr., Esq.
Hugo P. Arza, Esq.
Holland & Knight, LLP
701 Brickell Avenue, Suite 3300
Miami, Florida 33131-2847
(305) 374-8500
(305) 789-7799

By: _____ Date 6/2/14
Hugo P. Arza, Esq.
Juan J. Mayol, Jr., Esq.

3. DESCRIPTION OF REQUESTED CHANGE

A. Changes to the Land Use Plan Map. Applicant requests a change to the Land Use Plan (LUP) map designation on the subject property from "Low-Medium Density" to "Low-Medium Density With One Density Increase."

B. Description of the Subject Property (the "Property").

The Property contains approximately ±10.14 gross acres (±9.58 net acres) and is located on the southeast corner of SW 4 Street and SW 92 Avenue, in Section 04, Township 54 South, Range 40 East. The Property is Tract 8, Block 4, of Richardson-Kellett Company's Plat, according to the Plat thereof, as recorded in Plat Book 4, at Page 100, of the Public Records of Miami-Dade County, Florida, and is more particularly described in Exhibit "A" to this application.

C. Gross and Net Acreage.

Application area: ±10.14 gross acres (±9.58 net acres)
Acreage Owned by Applicant: Same as above.

D. Requested Change.

Applicant requests that the Property be re-designated on the Land Use Plan map from LOW-MEDIUM DENSITY to LOW-MEDIUM DENSITY WITH ONE DENSITY INCREASE on +/-10.14 gross acres identified in Exhibit "A."

4. REASONS FOR AMENDMENT

The Applicant is requesting the re-designation of the Property from "Low-Medium Density" to "Low-Medium Density with One Density Increase". The Property consists of ±10.14 gross acres (±9.58 net acres) and is located on the southeast corner of SW 4 Street and SW 92 Avenue. The purpose of this request is to address the demand for additional residential uses in the community. The Applicant is seeking to develop the Property with multi-family units, which are intended to meet the needs of a growing population in the area. Additionally, the Applicant plans to incorporate urban design elements into the proposed development to provide for enhanced compatibility with the surrounding developed area.

The Applicant intends to redevelop the Property, which fronts SW 4 Street and SW 92 Avenue and is currently vacant, with multi-family units. The Property is located on the southeast corner of an intersection with a half-section line road, SW 92 Avenue. The Property is bounded to the north by SW 4 Street, the west by SW 92 Avenue, and by a residential community to the south and east. The parcels of land to the north and northeast of the Property are designated "Office/Residential" and are improved with a parking lot that serves the Florida Power & Light facility located at the intersection of W Flagler Street and SW 92 Avenue. The property to the northeast is designated "Medium-Density" and is the site of the Century Parc multi-family residential community. The parcel to the west is designed "Low-Medium Density" and is improved with single family residences and the Big Five Club, a private club. The addition of the multi-family neighborhood will serve as infill development that accommodates the projected population and economic growth of the surrounding community, and will serve as an urban buffer between the Florida Power & Light and Big Five Club uses to the north and west, and the single family residences to the east and south.

The Property is located within Minor Statistical Area ("MSA") 3.2 and just to the north of MSA 5.4. MSA 3.2 is defined by SW 177 Avenue to the west, SW 8 Street to the south, NW 72 Avenue to the east, and US 27 to the north. More than half of the land within MSA 3.2 is outside of the Urban Development Boundary ("UDB"). Current Miami-Dade County population projections estimate a population increase in MSA 3.2 of roughly 20,275 residents from the year 2010 to 2020.[1] Table 1.1-9 of the 2010 Evaluation and Appraisal Report, Adopted March 23, 2011, indicates a Depletion Year of 2026 for mult-family housing in MSA 3.2

[1] As indicated in the Miami-Dade County Regulatory & Economic Resources Department Planning Research Section Population Estimates and Projections for 2010, 2020 and 2030, dated March, 2013.

The areas to the east, west and south are predominantly zoned RU-4L (Limited Apartment House District, maximum density 23 dwelling units per acre), RU-3M (Minimum Apartment House District, maximum density 12.9 dwelling units per acre), and RU-TH (Townhouse District, maximum density 8.5 dwelling units per acre). As the area has developed, the community's need for residential uses has become acute. The population has residential needs which are not currently met by the existing development in this general area. Thus, the re-designation of the property to " Low-Medium Density with One Density Increase " would serve to meet the demands of the area's residents and meet the CDMP directive to promote communities in developed, urbanized areas to utilize sound urban design principles.

The Property lies less than a quarter of a mile from the major commercial development taking place north of the intersection of W Flagler Street and SW 92 Avenue. The commercial uses will attract residents on the Property, and encourage short traveling times for residents with retail related needs. Additionally, the development will connect SW 92 Avenue to Fontainebleau Boulevard, promoting better distribution of residents traveling in the area. The retail development and improved roadway connectivity create an urban environment that justifies the type of multi-family development the Applicant is proposing under the land use designation sought pursuant to this application.

Furthermore, the need for urban residential development on the Property is supported by its location in an area served by transit. The northwest corner of the Property is roughly 0.27 miles from bus stops located on W Flagler Street served by Miami-Dade Transit Metrobus Routes 11 and 51, and roughly 0.20 miles from stops on SW 8 Street served by Route 8. These routes also have stops located to the east and west along their respective paths. The availability of neighborhood-supporting services near the Property will encourage ridership along these routes.

Based on the foregoing, the Applicant believes that the approval of this application would be a timely improvement to the Land Use Plan map and will help to promote the concentration of business uses at large roadway intersections to serve local communities. Accordingly, approval of the requested Amendment would further implementation of the following CDMP policies:

LAND USE OBJECTIVE 1: The location and configuration of Miami-Dade County's urban growth through the year 2030 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.

LAND USE POLICY LU-1A: High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.

LAND USE POLICY 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.

LAND USE POLICY 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.

LAND USE POLICY LU-1F: To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.

LAND USE POLICY LU-4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.

LAND USE POLICY LU-7I: Miami-Dade County will continue to review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors, and continue to update its land development regulations to remove impediments and promote transit-oriented development.

LAND USE OBJECTIVE 8: Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan Map, consistent with the adopted Goals, Objectives and Policies of this Plan, which will provide that the Land Use Plan Map accommodates projected countywide growth.

LAND USE POLICY 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.

LAND USE POLICY LU-8E: Applications requesting amendments to the CDMP Land Use Plan Map shall be evaluated for consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal if approved, would:

i. Satisfy a deficiency in the Plan Map to accommodate projected population or economic growth of the County;

ii. Enhance or impede provision of services at or above adopted LOS Standards;

iii. Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and

iv. Enhance or degrade environmental or historical resources, features or systems of County significance; and

v. If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

LAND USE POLICY LU-9H: Miami-Dade County shall reorient its special area planning program to emphasize preparation of physical land use and urban design plans for strategic and high growth locations, such as urban centers and certain transportation corridors as defined in the CDMP.

LAND USE POLICY LU-9J: Miami-Dade County shall continue to use, but not be limited exclusively to the design guidelines established in its urban design manual as additional criteria for use in the review of all applications for new residential, commercial and industrial development in unincorporated Miami-Dade County, and shall consider the inclusion of such guidelines into its land development regulations.

LAND USE OBJECTIVE 10: Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multi-modal transportation systems.

LAND USE POLICY LU-10A: Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.

LAND USE POLICY LU-12D: The County shall consider developing strategies that promote infill development in specific areas.

5. ADDITIONAL MATERIAL SUBMITTED

Additional items in support of this application may be submitted at a later date.

6. COMPLETED DISCLOSURE FORMS

Attached as Exhibit "C"

Attachments: Legal Descriptions for the Property and Parcels - Exhibit "A"
Location Map for Application - Exhibit "B"
Disclosure of Interest Form - Exhibit "C"
Aerial Photograph – Exhibit "D"
Section Sheet – Exhibit "E"

Exhibit "A"

Legal Description for Property:

THE NORTHWEST 1/4, OF THE SOUTHWEST 1/4, OF THE SOUTHEAST 1/4, OF SECTION 4, TOWNSHIP 54 SOUTH, RANGE 40 EAST, MIAMI-DADE COUNTY, FLORIDA, LESS THE WEST 35.00 FEET THEREOF; SUBJECT TO 30 FOOT ROAD AND DRAINAGE CANAL, RIGHT OF WAY AS SHOWN ON PLAT OF RICHARDSON-KELLETT COMPANY'S PLAT, SECTION 4, TOWNSHIP 54 SOUTH, RANGE 40 EAST ACCORDING TO THE PLAT THERE OF RECORDED IN PLAT BOOK 4, AT PAGE 100 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.
CONTAINING 9.578 ACRES, MORE OR LESS.

EXHIBIT "B"

LOCATION MAP FOR APPLICATION TO AMEND
THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

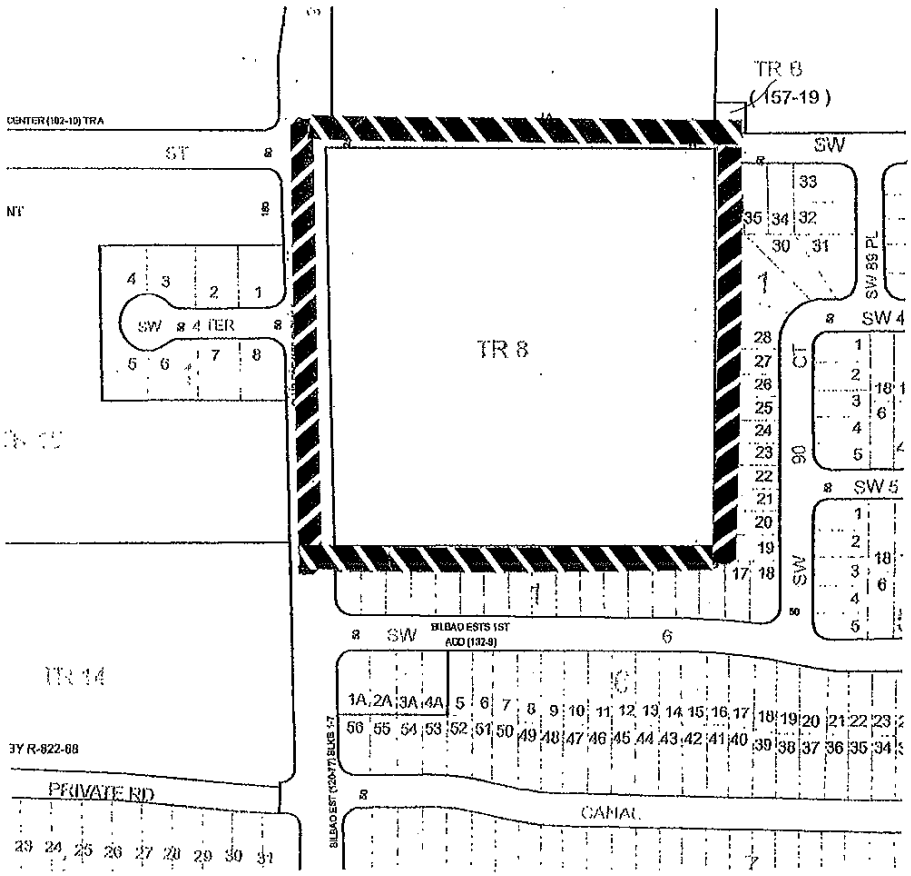
APPLICANTS / REPRESENTATIVE

OROT Flagler, LLC / Juan J. Mayol, Jr., Esq.

DESCRIPTION OF SUBJECT AREA

The Property consists of approximately ±10.14 gross acres (±9.58 net acres) of land located in Section 04, Township 54, Range 40, in unincorporated Miami-Dade County, Florida. The Property lies on the southeast corner of SW 4 Street and SW 92 Avenue, and is more specifically described in Exhibit "A" to this application.

LOCATION MAP



*The Property is 100% owned by the Applicant.

EXHIBIT "C"

DISCLOSURE OF INTEREST

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

1. APPLICANT (S) NAME AND ADDRESS:

APPLICANT: OROT Flagler, LLC, a Florida limited liability company

1000 E. Hallandale Beach Blvd., Suite B

Hallandale Beach, FL 33009

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

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

APPLICANT	OWNER OF RECORD	FOLIO NUMBER	SIZE IN ACRES
OROT Flagler, LLC	OROT Flagler, LLC	30-4004-000-0283	+/- 10.14 gross acres

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

APPLICANT	OWNER	CONTRACTOR FOR PURCHASE	LESSEE	OTHER (Attach Explanation)
X	X			

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

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

INDIVIDUAL'S NAME AND ADDRESS	PERCENTAGE OF INTEREST
	%

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

CORPORATION NAME **OROT Flagler, LLC, a Florida limited liability company**

NAME, ADDRESS, AND OFFICE (if applicable) PERCENTAGE OF STOCK

See attached information

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

TRUSTEES NAME: _____

BENEFICIARY'S NAME AND ADDRESS PERCENTAGE OF INTEREST

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

PARTNERSHIP NAME: _____

NAME AND ADDRESS OF PARTNERS PERCENTAGE OF INTEREST

e. **If the applicant is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust,**

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

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

OROT Flagler, LLC, a Florida limited liability company

By: _____

Name: Manuel Grosskopf

Title: Manager

Sworn to and subscribed before me

* Personally Known

this 23 **day of** May **, 2014**

My Commission Expires:

Max Rojas

Notary Public, State of Florida at Large (SEAL)

MAX ROJAS
MY COMMISSION # FF 107923
EXPIRES: April 12, 2018
Bonded Thru Notary Public Underwriters

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

Disclosure of Interest for Orot Flagler, LLC:

Orot Flagler, Inc. 64%

Moises Aaron Smolarz
Fred Chaoul
Sadia Cohen
Sergio Grosskopf
(all parties own an equal interest in Orot Flagler, Inc.)

The Great Five, LLC 12%

Francisco Cervino
Dolores Cervino
Magdalena Cervino
Paula Cervino
Lucila Cervino
(all parties own an equal interest in The Great Five, LLC)

MG3 Orot, LLC 4%

Hernan Leonoff
Gustavo Bogomolni
Marcelo Saiegh
(all parties own an equal interest in MG3 Orot, LLC)

Orot Management, LLC 20%

Manuel Grosskopf

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APPENDIX B

Miami-Dade County Public Schools Analysis

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Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

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

August 11, 2014

VIA ELECTRONIC MAIL

Mr. Brian Kenyon
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

Brian.Kenyon@hklaw.com

RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
OROT FLAGER, LLC, JUAN J. MAYOL, H & K- APPLICATION #4 CDMP MAY CYCLE 2014
LOCATED AT 9250 WEST FLAGLER STREET
PH3014073001084 – FOLIO No. 3040040240010

Dear Applicant:

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

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 253 multifamily attached units, which generate 68 students; 31 elementary, 17 middle and 20 senior high students. **At this time, all school levels have sufficient capacity available to serve the application.** A final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

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

Sincerely,

Ivan M. Rodriguez, R.A.
Director I

IMR:ir
L-079
Enclosure

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

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • arijo@dadeschools.net

Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System

Preliminary Concurrency Analysis

MDCPS Application Number:	PH3014073001084	Local Government (LG):	Miami-Dade
Date Application Received:	7/30/2014 1:11:40 PM	LG Application Number:	Applicant #4 CDMP May Cycle 2014
Type of Application:	Public Hearing	Sub Type:	Land Use

Applicant's Name: OROT Flager, LLC, Juan J. Mayol, Holland & Knight,
Address/Location: 701 Brickell Avenue, Suite 3300, Miami FL 33131-2847
Master Folio Number: 3040040240010
Additional Folio Number(s):

PROPOSED # OF UNITS	253
SINGLE-FAMILY DETACHED UNITS:	0
SINGLE-FAMILY ATTACHED UNITS:	0
MULTIFAMILY UNITS:	253

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5381	E W F STIRRUP ELEMENTARY	20	31	20	NO	Current CSA
5381	E W F STIRRUP ELEMENTARY	0	11	0	NO	Current CSA Five Year Plan
6121	RUBEN DARIO MIDDLE	0	17	0	NO	Current CSA
6121	RUBEN DARIO MIDDLE	0	17	0	NO	Current CSA Five Year Plan
7271	MIAMI CORAL PARK SENIOR	486	20	20	YES	Current CSA
ADJACENT SERVICE AREA SCHOOLS						
5101	JOHN I SMITH K-8 (ELEM COMP)	0	11	0	NO	Adjacent CSA
5431	SWEETWATER ELEMENTARY	0	11	0	NO	Adjacent CSA
4921	SEMINOLE ELEMENTARY	-8	11	0	NO	Adjacent CSA
2331	CHARLES R HADLEY ELEMENTARY	-47	11	0	NO	Adjacent CSA
5101	JOHN I SMITH K-8 (ELEM COMP)	83	11	11	YES	Adjacent CSA Five Year Plan
6161	LAWTON CHILES MIDDLE	542	17	17	YES	Adjacent CSA

*An Impact reduction of 21.13% included for charter and magnet schools (Schools of Choice).

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

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

APPENDIX C

Applicant's Traffic Impact Report

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May 2014 CDMP Amendment Application No. 4
CDMP Amendment Transportation Analysis

Executive Summary

This proposed change to the Miami-Dade County CDMP has been submitted by OROT Flagler, LLC for ±10.14 gross acres (9.58 net acres), located in Section 04, Township 54, Range 40, and which is bounded by SW 4 Street on the north and SW 92 Avenue on the west. This proposed change seeks to redesignate the subject property from "Low-Medium Density" (at 13 du/acre), to "Low-Medium Density with One Density Increase" (at 25 du/acre). The gross and net new trips resulting from the proposed change are outlined below.

Timeframe	Proposed Use	Units	Gross Trips	Approved Use	Units	Gross Trips	Net New Trips
Daily	Apartments	253 DU	1,682	Townhomes	132 DU	819	863
AM Peak Hour	Apartments	253 DU	129	Townhomes	132 DU	88	41
PM Peak Hour	Apartments	253 DU	157	Townhomes	132 DU	103	54

Vehicular Access

The Amendment Site is situated in the SE quadrant of SW 92 Avenue (a 4 lane divided Urban Collector) and SW 4 Street (a 2 lane undivided local roadway). Development of this property will enable the 2 lane construction of the missing 640 foot segment of SW 4 Street (adjacent to and a part of the Amendment Site), thus improving east-west connectivity for the adjacent residential uses. The Amendment Site is located approximately ±1,250 feet south of Flagler Street and ±640 feet north of SW 8 Street, and thus is well served by the existing arterial roadway network.

Transit Access

Miami-Dade Transit provides local and regional transit access on West Flagler Street, SW 8 Street and SW 87 Avenue to the North, South and East of the Amendment Site. MDT Routes 8, 11, 51 (Flagler Max) and 87 provide weekday AM/PM peak hour service at 10 to 30 minute headways and Saturday/Sunday service at 15 to 45 and 20 to 60 minute headways.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period for the Year 2019 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the Amendment Site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County CDMP.

Year 2035 Traffic Conditions

An evaluation of the Year 2035 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the Year 2035 Long Term Planning Horizon. Year 2035 traffic conditions incorporate expanded transportation infrastructure for roads under construction, the funded transportation improvements from TIP 2015, planned transportation improvements from the LRTP 2035, future background traffic conditions reflecting growth in background traffic and traffic from approved committed developments, and the traffic impact from the Amendment site.

No Significant Impact and Adopted LOS Standards are Met

For this application, the Amendment trips were not found to exceed 5.0% of the adopted maximum service volume on any of the regional or local roadway segments adjacent to or surrounding the Amendment Site. Adopted level of service standards were found to be met with the additional trips added to the network based upon the development of 253 residential apartments.

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APPENDIX D

Proffered Declaration of Restrictions

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This instrument was prepared by:

Name: Hugo P. Arza, Esq.
Address: Holland & Knight LLP
701 Brickell Avenue, Suite 3300
Miami, FL 33131

(Space reserved for Clerk)

DECLARATION OF RESTRICTIONS

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

WHEREAS, the Property is the Application Area of Comprehensive Development Master Plan ("CDMP") Amendment Application No. 4 of the May 2014 Amendment Cycle; and

WHEREAS, the Owner has sought to change the designation of the Application Area from "Low-Medium Density Residential" to "Low-Medium Density Residential with a DI-1 Overlay."

NOW THEREFORE, in order to assure Miami-Dade County (the "County") that the representations made by the Owner during the consideration of the Application will be abided by, the Owner, its successors and assigns, freely, voluntarily, and without duress, makes the following Declaration of Restrictions covering and running with the Property:

1. **Project Design**. Any development application seeking to use the density increase provided by the "DI-1 Overlay" shall utilize the Miami-Dade County's Urban Design Manual endorsed by Resolution R-1360-98 as a guideline for the Property's development, and at a minimum, shall incorporate the following design principles:

a. Buildings shall be compatible with surrounding development or made compatible through the use of, among other methods: landscaping; buffers such as walls

and fences; architectural styles that complement surrounding development; and building height transitions.

b. Buildings shall be built close to the sidewalk to create a public space in the street corridor that is comfortable, interesting, and safe for pedestrians. The Owner shall seek, if necessary, variances of the County's zoning regulations to accommodate this requirement. If any variances necessary to meet this requirement are not approved by the County at the time the Property or any portion thereof is subject to a district boundary change to accommodate the density increase provided by the "DI-1 Overlay," the Owner shall develop buildings as reasonably close as possible to the minimum setback permitted by the County's zoning standards.

c. Buildings shall have abundant windows and doors at street level and incorporate a variety of architectural features and treatments on all facades such as, but not limited to: balconies; a variety of materials such as stone, metal, stucco, concrete and brick; modulation and articulation of building surfaces; and changes in roof levels. Large expanses of opaque or blank building walls shall be avoided.

d. Uniform street furniture and lighting standards shall be provided throughout the Property.

e. All on-site parking shall be to the rear or side of the buildings. No on-site parking shall be allowed between the street frontage and the front building line of any building(s). This shall not prevent parking within the right-of-way, if approved by the County.

2. Miscellaneous.

A. County Inspection. As further part of this Declaration of Restrictions, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

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

C. Modification, Amendment, Release. This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of all of the Property, provided that the same is also approved by the Board of County Commissioners. Any such modification, amendment or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II , Florida Statutes or successor legislation which may, from time to time, govern amendments to comprehensive plans (hereinafter "Chapter 163"). Such modification, amendment or

release shall also be subject to the provisions governing amendments to comprehensive plans as set forth in Section 2-116.1 of the Code of Miami Dade County, or successor regulation governing amendments to the Miami Dade comprehensive plan. Notwithstanding anything in this paragraph, in the event that the Property is incorporated within a new municipality which amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Code of Miami-Dade County, then modifications, amendments or releases of this Declaration shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes. It is provided, however, that in the event that the successor municipality approves a modification or deletion of this Declaration of Restrictions, such modification or deletion shall not be effective until approved by the Board of County Commissioners, in accordance with applicable procedures.

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

E. **Authorization of Miami-Dade County (or successor municipal corporation) to Withhold Permits and Inspections.** In the event the terms of this

Declaration of Restrictions are not being complied with, in addition to any other remedies available, the County (or any successor municipal corporation) is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as his Declaration of Restrictions is complied with.

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

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

H. **Covenant Running with the Land.** This Declaration of Restrictions shall constitute a covenant running with the land and shall be recorded, at the Owners' expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Owners and their successors and assigns unless and until the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, the then owner(s) of the Property and for the public welfare.

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

J. **Recordation and Effective Date**. This Declaration of Restrictions shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owners following the adoption of the Application. This Declaration of Restrictions shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration of Restrictions shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Department of Regulatory and Economic Resources or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration of Restrictions is null and void and of no further effect.

K. **Acceptance of Declaration.** Acceptance of this Declaration of Restrictions does not obligate the County in any manner, nor does it entitle the Owners to a favorable recommendation or approval of any application, zoning or otherwise, and the County retains its full power and authority to, with respect to the Property, deny each such application in whole or in part and to decline to accept any conveyance.

L. **<u>Owners.</u>** The term "Owners" shall include the Owners and their successors and assigns.

[Execution Page Follows]

IN WITNESS WHEREOF, we have executed this Declaration of Restrictions as of this _____ day of

_____, 2014.

WITNESSES:

OROT Flagler, LLC
a Florida limited liability company

_____
Signature

_____
Printed Name

By: _____
Name: _____
Title: _____

_____
Signature

_____
Printed Name

STATE OF _____)
) SS
COUNTY OF _____)

The foregoing instrument was acknowledged before me by _____, as _____ of OROT Flagler, LLC, a Florida limited liability company, and for the purposes stated herein on behalf of the company. He is personally known to me or has produced _____ as identification.

Witness my signature and official seal this _____ day of _____, 2014, in the County and State aforesaid.

My Commission Expires: _____

_____

Notary Public

_____
Printed Name

#32538199_v2

APPENDIX E

Fiscal Impact Analysis

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Fiscal Impacts
On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 4 of the May 2013 Cycle Applications to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

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

Solid Waste Services

Concurrency

Since the Public Works and Waste Management Department (PWWM) assesses solid waste disposal capacity on a system-wide basis, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible or necessary to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the PWWM issues a periodic assessment of the County's status in terms of 'concurrency'; that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds this standard as of FY 2013-2014.

Residential Collection and Disposal Service

Currently, the household waste collection fee is $439 per residential unit, which also covers costs for waste disposal, bulky waste pick up, illegal dumping clean-up, trash and recycling center operations, curbside recycling, home chemical collection centers, and code enforcement. As of September 30, 2013, the average residential unit generated 2.15 tons of waste, which includes garbage, trash and recycled waste.

Waste Disposal Capacity and Service

The cost of providing disposal capacity for Waste Collection Service Area (WCSA) customers, municipalities and private haulers is paid for by the system users. For FY 2013-2014, the PWWM charges at a contract disposal rate of $64.85 per ton to PWWM Collections and to those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is $85.51 per ton in FY 2013-2014. These rates adjust annually with the Consumer Price Index, South Region. In addition, the PWWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is used to ensure availability of disposal capacity in the system. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of $1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of $5.60 per gpd. The annual operations and maintenance cost was based on $1.3252 per 1,000 gallons for water and $1.6987 per 1,000 gallons for sewer.

The applicant requests a change to the CDMP Land Use Plan map to redesignate a ±10.14-acre application site from Low-Medium Density Residential to Low-Medium Residential With One Density Increase, which would allow a maximum of 253 multi-family residential units. If the application site is developed with 253 multi-family units, the water connection charges/impact fees would be $52,751 and water service line and meter connection fees would cost $1,300. The sewer connection charges/impact fees for the residential land use would be $212,520 and the annual operating and maintenance costs would total $41,885.

Flood Protection

The Miami-Dade County Division of Environmental and Resources Management (DERM) is responsible for the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

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

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

Public Schools

The proposed amendment could result in 68 additional students, if approved and developed with residences. The average cost for K-12 grade students amounts to $9,337 per student. Of the 68 students, 31 will attend elementary schools, 17 will attend middle schools students and 20 will attend senior high schools. The total annual operating cost for additional students residing in this development, if approved, would total $634,916. Since there is sufficient concurrency capacity to accommodate the additional students, there are no capital costs. If at the time of issuing a development order and reserving student stations for the development, pursuant to the school concurrency, there is not sufficient capacity, the capital costs will be addressed at that time.

Fire Rescue

The Miami-Dade County Fire and Rescue Department indicates that the proposed CDMP land use designation of “Low-Medium Density Residential with One Density Increase” is anticipated to generate approximately 72 annual alarms. Although current fire and rescue service in the vicinity of the application site is adequate, the 72 annual alarms will result in a severe impact to existing fire rescue service. MDFR is exploring the possibility of reconstructing Station No. 29 in order to add an emergency unit capable of mitigating the additional number of alarms. As an alternative, MDFR is seeking land for the construction of an additional fire station in the vicinity of SW 40 Street and SW 117 Avenue.

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APPENDIX F

Photos of Site and Surroundings

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The application site viewing southward with fenced-in single family residential neighborhood accessible from SW 02 Avenue on the background

Improved parking lot abutting application site to the north, accessible from SW 92 Avenue, and serving a nearby FPL 6-story office building located west of SW 92 Avenue. FPL electric station is on the background

A well maintained single-family residential neighborhood abutting south of the property

The frontage of the single-family residential neighborhood abutting south of the property