



## *Florida Department of Transportation*

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GOVERNOR

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Office of Director of Transportation Development  
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SECRETARY

January 27, 2008

Mr. Ray Eubanks  
Division of Community Planning  
Florida Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

**SUBJECT: Miami-Dade County April 2007 Applications to Amend the Comprehensive Development Master Plan (DCA #08-1)**

Dear Mr. Eubanks:

In accordance with your request, and the provisions of Chapter 163, Part II, Florida Statutes and Chapter 9J-5, Florida Administrative Code, this office has completed a review of the Miami-Dade County April 2007 Applications to Amend the Comprehensive Development Master Plan.

Proposed amendment package #08-1 to the Miami-Dade Comprehensive Plan contains seven changes to the future land use map and six text changes to the Comprehensive Development Master Plan. Amendments #1, #3, #6, #12, #13, #15, #16, and #17 are not anticipated to result in additional impacts to the Florida Intrastate Highway System facilities. Therefore, the Department has no objections or recommendations for these amendments at this time.

The District has the following objections, recommendations and comments for the remainder of the amendments:

### **Amendment #5 (Lowes Homecenters)**

#### **Application**

Proposed amendment #5 would change the land use designation of Parcel A from Open Land to Business and Office on a 21.6 acre site and Parcel B from Open Land to Institutions, Utilities and Communications on a 30.1 acre site. The 51.7 acre site is located in the northwest corner of SW 8 Street/SR 90 just west of SW 137 Avenue and it is contiguous to Urban Development Boundary (UDB) to the south and east and located adjacent to two section line roadways. This amendment would also expand the Urban Development Boundary to include the subject property; revise Open Subareas Map (Figure 4) in the Land Use Element as necessary; and add the Declaration of Restrictions to the Restrictions Table in the Land Use Element.

**Objection:**

The Department objects to this amendment due to inconclusive data presented in the traffic study. Based on our review of this study, roadway capacity on SW 8 Street/SR 90 appears to be too high and the peak season volumes on SW 8 Street/SR 90 appear to be too low based on our determination of the existing conditions. Based on our review, the revised existing trips and capacity calculations on SW 8 Street/SR 90 are likely to result in LOS E instead of LOS C as shown in the traffic study.

Furthermore, the Department disagrees with the statement in the traffic study related to the potential of the new Lowes to absorb shopping trips to similar uses. Lowes is a specialized retail establishment and generally does not reflect the same trip characteristics of a typical shopping center. Due to the fact that there are no stores similar to Lowes within the immediate vicinity, the ability of the subject Lowes store to absorb shopping trips from nearby shopping establishments may not be significant enough to make a substantial difference.

The Department does not have improvement projects programmed in the five-year work program in the vicinity of this application.

**Amendment #8 (Brown)**

**Application**

Proposed amendment #8 would change the land use designation from Agriculture to Business and Office on a 42.0 acre site located on the south side of SW 88 Street/ Kendall Drive/ SR 94 west of SW 167 Avenue. This amendment would also expand the Urban Development Boundary (UDB) to include the subject property.

**Objection:**

The Department objects to this amendment due to forecast data presented in the traffic study. Based on our review of this study, the 2016 projected traffic on SW 88 Street/Kendall Drive/ SR 94 to the east of SW 157<sup>th</sup> Avenue is less than the existing traffic counts which is counterintuitive given the tremendous projected population growth in this same time period. Additionally, there appears to be significant impacts to Krome Avenue which is an FIHS roadway. The review should analyze the impacts to Krome Avenue based on the existing capacity as a 2 lane facility. Based on our review, the additional trips from this development are likely to result in Krome Avenue reaching LOS F (between SW 88 St to SW 232 St) versus LOS C reflected in the traffic study.

The Department does not have improvement projects programmed in the five-year work program on Krome Avenue south of SW 88<sup>th</sup> Street.

### **Amendment #9 (Ferro)**

#### **Application**

Proposed amendment #9 would change the land use designation of Part A from Agriculture to Low Density Residential on a 71.6 acre site and Part B from Agriculture to Business and Office on a 10.0 acre site. The 94.84 acre site is located in the area between SW 104 and SW 112 Streets and between SW 167 Avenue and theoretical SW 164 Avenue. This amendment would also expand the Urban Development Boundary to include the subject property; and add the Declaration of Restrictions to the Restrictions Table in the Land Use Element.

#### **Objection:**

The Department objects to this amendment due to questionable data presented in the traffic study. Based on the review of this study, there appears to be significant impacts on FIHS roadways as the result of the proposed development. The number of residential units and the square footage of retail area appear to deviate substantially from the Miami-Dade Planning and Zoning analysis. Furthermore, the traffic study should analyze SW 88 Street/Kendall Drive/ SR 94 (west of SW 157 Avenue) as a 4 lane facility, not a 6 lane facility.

The Department does not have improvement projects programmed in the five-year work program in the vicinity of this application.

### **Amendments #14 (Aviation)**

#### **Application**

Proposed amendment #14 Part 1 would change the land use designation for Opa-Locka West Airport from Terminals to Open Land; Part 2 applies to all County Airports and would consist of map and text changes (Miami International Airport, Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, and Homestead General Aviation Airport); and Part 3 would revise the text of the Land Use Element Section titled Transportation.

#### **Comments:**

The Opa-Locka Executive Airport amendment may have an impact on NW 57 Avenue/SR 823 and the interchange of NW 57 Avenue with the Palmetto Expressway/SR 826. The Miami-Dade County Concurrency Management System should identify any improvements necessary to mitigate for the impacts of the project which are not already included in the Long Range Transportation Plan.

Mr. Ray Eubanks  
January 27, 2008  
Page 4

Please contact Phil Steinmiller at 305-470-5825, if you have any questions concerning our response.

Sincerely,

A handwritten signature in black ink, appearing to read "Alice Bravo", written in a cursive style.

Alice N. Bravo, P.E.  
District Director of Transportation Systems  
Development

Cc: Aileen Boucle, AICP  
Phil Steinmiller