

<div><h1>Application No. 4</h1><div>Commission District 8 Community Council 12</div></div>

APPLICATION SUMMARY

Applicant/Representative:	South Dixie and 122, LLC./Hugo Arza, Esq, & Alejandro Arias, Esq.
Location:	West of US-1 at the northwest corner of SW 122 Street and the South Dade Busway
Total Acreage:	±1.59 Gross Acres (±1.59 Net Acres)
Current Land Use Plan Map Designations:	"Estate Density Residential (1 to 2.5 dwelling units per gross acre)"
Requested Land Use Plan Map Designation:	"Low-Medium Density Residential (6 to 13 dwelling units per gross acre)"
Amendment Type:	Small-Scale
Existing Zoning District/Site Condition:	GU (Interim) and RU-2 (2 family attached homes on 7,500 net square-foot lots)/Unoccupied single-family home

RECOMMENDATIONS

Staff:	ADOPT (AS A SMALL-SCALE AMENDMENT) (February 25, 2015)
Kendall Community Council (12):	TO BE DETERMINED (March 30, 2015)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TO BE DETERMINED (April 20, 2015)
Final Action of Board of County Commissioners:	TO BE DETERMINED (May 6, 2015)

Staff recommends **ADOPT** the proposed small-scale amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020-2030 Land Use Plan (LUP) map to redesignate the ±1.59 gross-acre application site from “Estate Density Residential” to “Low-Medium Density Residential” land use category for the following reasons:

Principal Reasons for Recommendation:

1. The application proposes to increase the density of residential development allowable on the application site 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 capacities to accommodate additional demand. The application site is developed with a single family home. Based on the current CDMP designation and zoning (further discussed in Principal Reason No. 2 below) site’s may be developed with a maximum of eight (8) dwelling units. Under the requested designation of “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre), the property would be developable with a maximum of 20 dwelling units at the maximum density of 13 units per acre. As discussed in Principal Reason No. 2(ii) below, existing public facilities have adequate capacities to accommodate the impacts that would be generated by the development of the site, if the application is approved.

Furthermore, the application site abuts the South Dade Trail, and is located adjacent to the of the South Dade Busway corridor (west of the corridor) where higher density developments are encouraged in order to support mass transit use, consistent with CDMP Land Use Element Objective LU-7. Objective LU-7 requires all new development and redevelopment along existing and planned transit Corridors to be planned and designed to promote transit use.

2. The application proposes to allow the entire ±1.59-acre site to be developed with a maximum of 20 dwelling units at density of 13 units per acre, a density that is generally consistent with the density that could be built on the southern ±0.65-acre portion of the property zoned RU-2 (Two Family Residential). Under the RU-2 zoning the southern ±0.65-acres of the site may currently be developed with six (6) single family attached units (3 duplexes) at a density of just over nine (9) units per acre. The northern ±0.94-acre portion of the site is zoned GU (Interim) and may currently be developed with two (2) units based on the property’s current “Estate Density Residential” designation.

Areas designated “Low-Medium Density Residential” (as requested in the application) are typically developed with single-family homes, duplexes, townhouses and low-rise apartments. The requested residential density increase while remaining generally consistent and compatible with the adjacent development, including the single and multi-family residences, is also an appropriate increase in density given the subject property’s location adjacent to the South Dade Busway.

3. Approval of the application would be generally 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.

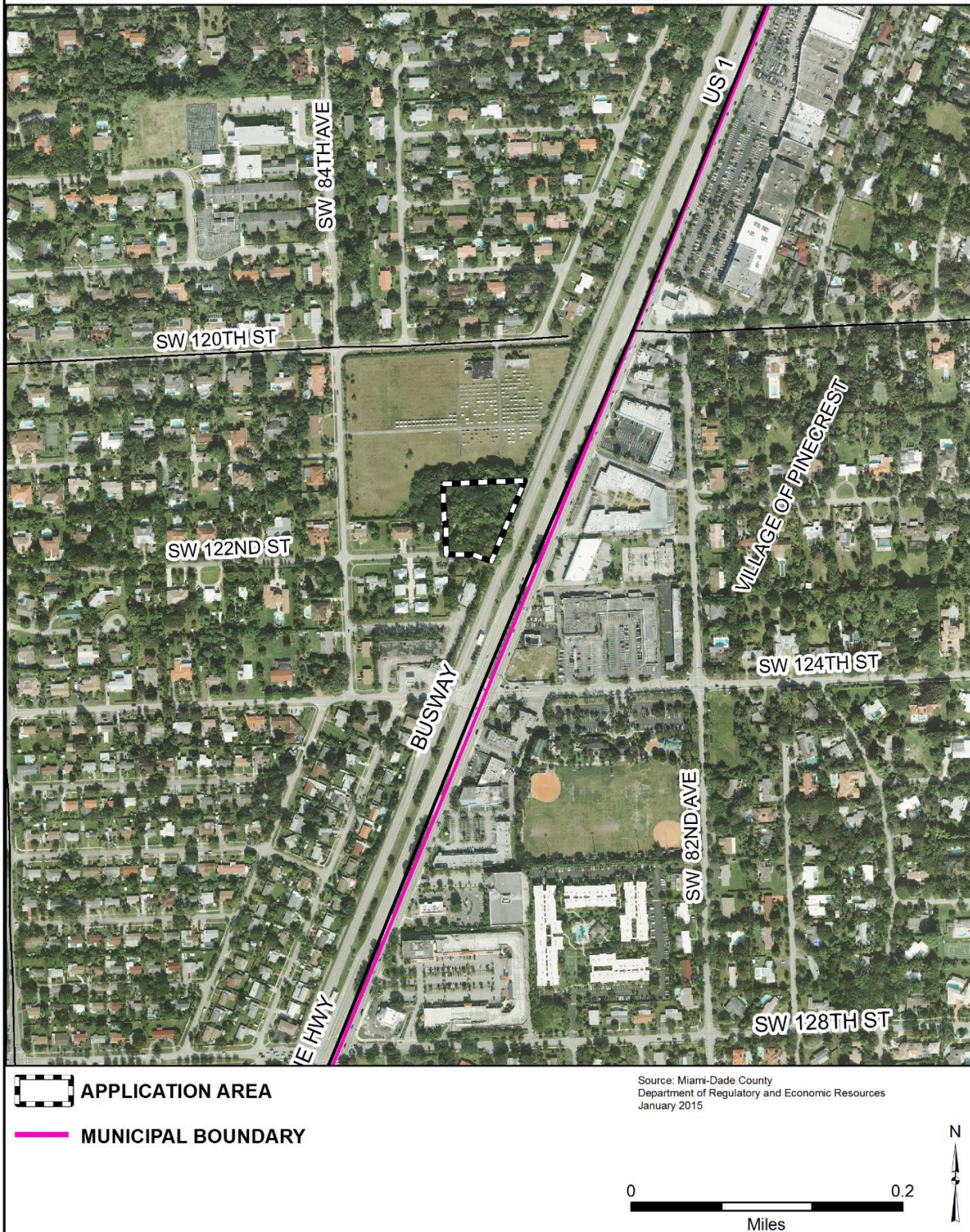
- i. *Need to Accommodate Economic or Population Growth:* The requested redesignation of the application site from its current “Estate Density Residential” to “Low-Medium Density Residential” would increase the residential land capacity within the analysis area (Minor Statistical Area 5.5) where the site is located by a maximum of 12 units. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in the year 2015 and for multi-family by 2034. The supply of residential land for both single-family and multi-family units is projected to by the year 2024. While the proposed amendment would not satisfy a deficiency in the residential land supply, any increase in the residential land capacity could benefit the area (See Residential Land Demand and Supply Analysis on page 4-11.)
- ii. *Public Facilities and Services:* The impacts that would be generated from the maximum allowable development on the application (20 residential units) if the application is approved, would not cause a violation in the level of service standards for public services and facilities in the vicinity of the application site.
- iii. *Compatibility:* The maximum potential development that could be built on the site, if the application is approved, would be generally compatible with the adjacent or surrounding properties. North and northwest of the application site is the Sub-Tropical Testing Service Center with warehouse and storage facilities on “Estate Density Residential” designated land. Properties to the west and south of the application site are also designated “Estate Density Residential” and developed with a mix of single family homes and duplexes. Abutting to the east of the application site are the South Dade Trail, the South Dade Busway and South Dixie Highway (US-1) transportation corridors. Properties further east across US-1 are designated “Business and Office” and developed with shopping centers, retail outlets and offices. (See CDMP Land Use map on page 4-8.)
- iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact any known environmental, historic or archaeological resources. (See Environmental Conditions section on page 4-12.)
- v. *Transit Ridership and Pedestrianism:* The development of the application site under the requested “Low-Medium Density Residential” land use category would support transit ridership and pedestrianism. The subject site abuts the South Dade Trail and is adjacent to the South Dade Busway—a transit corridor, both to the east of the site. These facilities provide both bicycle and pedestrian access as well as mass transit access to multiple destinations and may be easily accessed by and be beneficial to the future residents when the site is developed. The application site is located within 0.06 miles (approximately 340 feet) of the closest bus stop, within the South Dade Busway.

The site is currently served Metrobus Routes 31, 34, 38, 52, 252 and 287. Metrobus Route 31 (Busway Local) and Route 52 provide local route services to

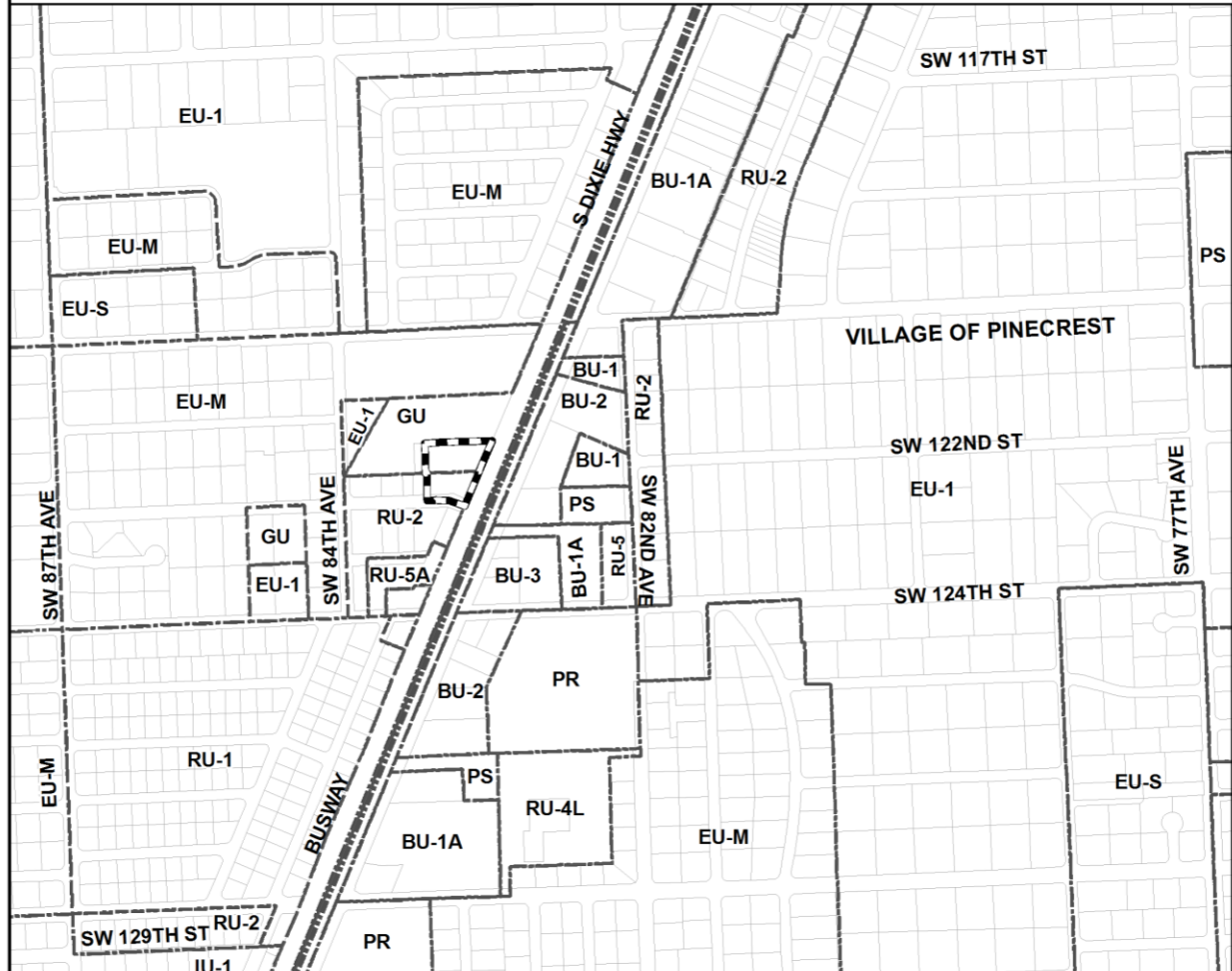
the application area at 15 and 30-minute AM/PM peak period headways on weekdays, 40 and 60-minute headway services after 8 pm, and between 30 and 60-minute headway services on weekends.

Metrobus Routes 34 (Busway Flyer), 38 (Busway Max), 252 (Coral Reef Max) and 287 (Saga Bay Max) provide limited-stop service along the Busway to the Dadeland South Metrorail Station. These Metrobus Routes provide service at headways ranging from 7-minutes to 30-minute during the AM/PM peak periods on weekdays. Metrobus Routes 38 and 252 also provide service at 15 and 50-minute headway in the evening after 8 pm, and between 20 and 60-minute headway services on weekends. (See Transit analysis on page 4-21.)

APPLICATION NO. 4 AERIAL PHOTO



APPLICATION 4 ZONING MAP



APPLICATION AREA



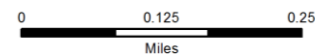
MUNICIPAL BOUNDARY

MIAMI-DADE ZONING DISTRICTS

BU-1	BUSINESS DISTRICTS, NEIGHBORHOOD
EU-1	ESTATES, SINGLE-FAMILY, 1 ACRE OR MORE IN AREA
EU-M	ESTATES MODIFIED, SINGLE-FAMILY
EU-S	ESTATE USE, SUBURBAN SINGLE-FAMILY
GU	INTERIM DISTRICT
IU-1	INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
RU-1	SINGLE-FAMILY RESIDENTIAL
RU-2	TWO-FAMILY RESIDENTIAL DISTRICT
RU-5A	SEMI-PROFESSIONAL OFFICE

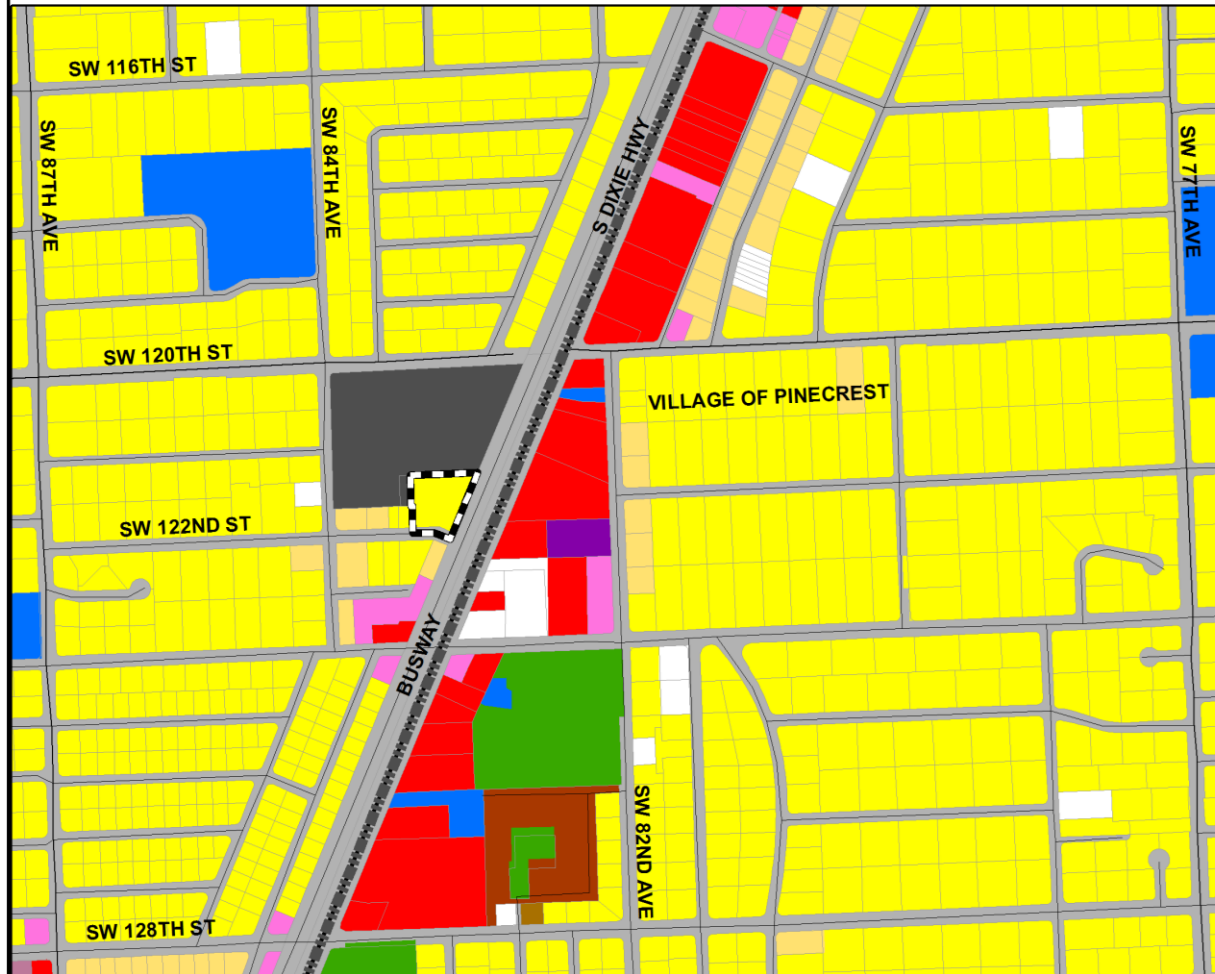
PINECREST ZONING DISTRICTS

BU-1	RESTRICTED BUSINESS
BU-1A	GENERAL BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	INTENSIVE BUSINESS
EU-1	RESIDENTIAL ESTATE
EU-M	RESIDENTIAL MODIFIED ESTATE
EU-S	RESIDENTIAL SUBURBAN ESTATE
PR	PUBLIC/PRIVATE PARKS AND RECREATION
PS	PUBLIC/SEMI PRIVATE SERVICES
RU-2	RESIDENTIAL DUPLEX
RU-4L	RESIDENTIAL MULTI-FAMILY LOW-MEDIUM DENSITY
RU-5	OFFICE



Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2015

APPLICATION NO. 4 EXISTING LAND USE



APPLICATION AREA



MUNICIPAL BOUNDARY

EXISTING LAND USE

SINGLE-FAMILY

TWO-FAMILY DUPLEXES

LOW-DENSITY MULTI-FAMILY

COMMERCIAL

OFFICE

MIXED USE-BUSINESS/RESIDENTIAL

INSTITUTIONAL

INDUSTRIAL

COMMUNICATIONS, UTILITIES, TERMINALS

STREETS, ROADS, EXPRESSWAYS, RAMPS

STREETS, EXPRESSWAY

PARKS, PRESERVES, CONSERVATION AREAS

INLAND WATERS

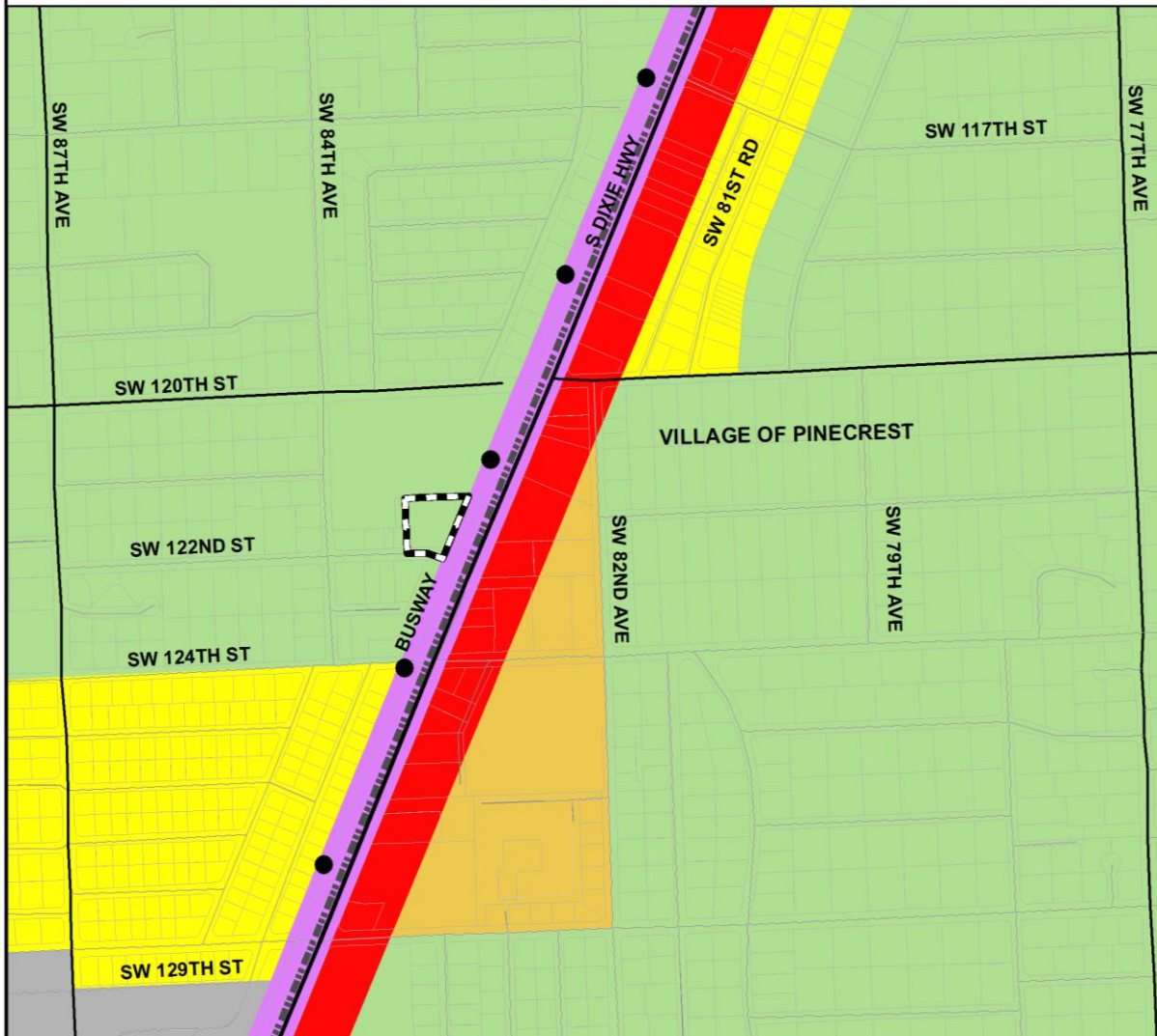
VACANT PRIVATELY OWNED, UNPROTECTED

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2015

0 0.075 0.15
Miles



APPLICATION NO. 4 CDMP LAND USE



APPLICATION AREA



MUNICIPAL BOUNDARY

CDMP LAND USE



ESTATE DENSITY



LOW DENSITY (2.5-6 DU/AC)



LOW-MEDIUM DENSITY (6-13 DU/AC)



INDUSTRIAL AND OFFICE



BUSINESS AND OFFICE



TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)



MINOR ROADWAYS (2 OR MORE LANES)



MAJOR ROADWAYS (3 OR MORE LANES)

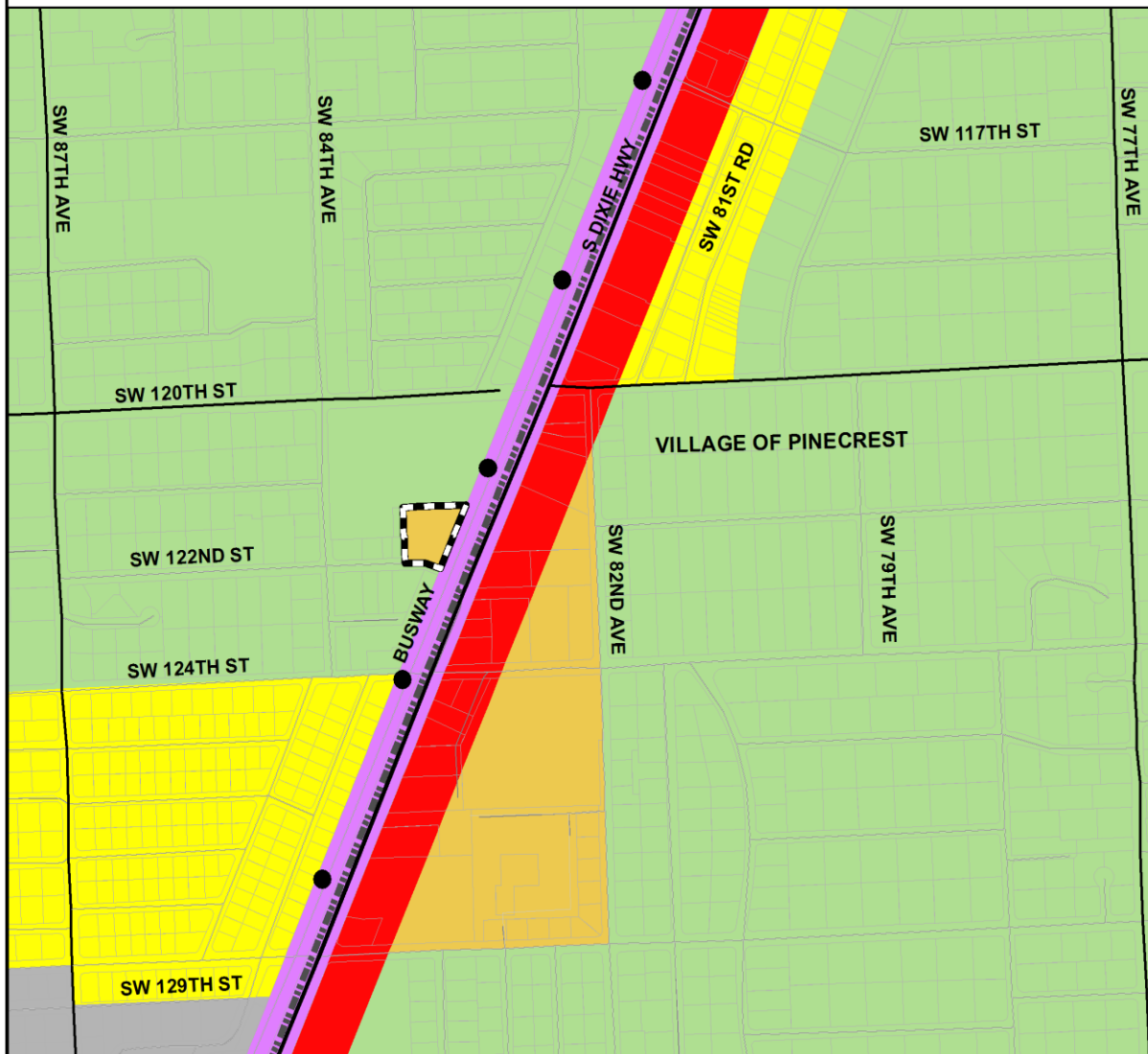


EXISTING RAPID TRANSIT

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2015



APPLICATION NO. 4 PROPOSED CDMP LAND USE



APPLICATION AREA



MUNICIPAL BOUNDARY

CDMP LAND USE



ESTATE DENSITY



LOW DENSITY (2.5-6 DU/AC)



LOW-MEDIUM DENSITY (6-13 DU/AC)



INDUSTRIAL AND OFFICE



BUSINESS AND OFFICE



TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)



MINOR ROADWAYS (2 OR MORE LANES)

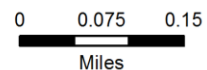


MAJOR ROADWAYS (3 OR MORE LANES)



EXISTING RAPID TRANSIT

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2015



STAFF ANALYSIS

Application Site

Location

The ±1.59-acre site is located inside the Urban Development Boundary (UDB) west of US-1 (South Dixie Highway) at the northwest corner of SW 122 Street and the South Dade Busway in unincorporated Miami-Dade County (see map series on pages 4-5 through 4-9).

Existing Land Use

The application site is comprised of a residential lot developed with a single-family home tucked inside a forest-like environment of trees and thick vegetation. (See Aerial Photo on page 4-5; and Appendix E: Photos of Site and Surroundings on appendices page 33).

Land Use Plan Map Designation/Request

The application site is currently designated “Estate Density Residential” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map, (see “CDMP Land Use” map on page 4-8). The Estate Density land use category allows residential homes ranging from 1 to 2.5 dwelling units per gross acre. The applicant is requesting a redesignation of the application site on the LUP map from “Estate Density” to “Low-Medium Density Residential”, which allows residential units ranging from 6 to 13 dwelling units per gross acre (see Proposed CDMP Land Use Map on page 4-9).

Under the current zoning district and LUP map designations, the site could be developed with a maximum of 8 single-family homes. Under the applicant’s requested designation, the application site could be developed with a maximum of 20 single-family attached homes.

Zoning

The northern ±0.94-acre portion of the application site is currently zoned GU (Interim District), which allows uses that depend on the character of neighborhood, otherwise EU-2 standard (1 family home per 5 gross acres) would apply. The southern ±0.65-acre portion of the application site is zoned RU-2, which allows two family attached homes on 7,500 net square-foot lots (see Zoning Map on page 4- 6). The RU-2 zoned portion of the property currently could be developed with 6 single family attached units (3 duplexes).

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938 and at that time based on Miami-Dade County zoning records, the northern portion of the application site was zoned GU and the southern portion zoned RU-2. No rezoning had occurred on the property to date.

Adjacent Land Use and Zoning

Existing Land Uses

To the north and northwest of the application site is the Sub-Tropical Testing Service Center paint testing facility. West and south of the application site are single family homes and some multi-family homes and duplexes. The application site is abutted to the east by the South Dade Busway followed by the South Dixie Highway (US-1). Further east across US-1 are shopping centers, retail outlets and small offices. (See Appendix E: Photos of Site and Surroundings on appendices page 33.)

Land Use Plan Map Designations

Adjacent properties south, west and north of the application site are designated “Estate Density Residential” on the LUP map. The South Dade Busway and US-1 are depicted as Transportation on the LUP map and properties further east beyond US-1 are designated “Business and Office”. (See CDMP Land Use map on page 4-8).

Zoning

The paint testing facility property to north and northwest of the application is zoned GU (Interim) and EU-1 (Estates one family home on one gross acre). The residences to the south and southwest of the application site are zoned RU-2 (Two family residential units on 7,500 net square-foot lots). Further south are residential properties zoned RU-5A (Semi-professional offices on 10,000 net square-foot lots), and BU-1 (Neighborhood commercial), all fronting west of the South Dade Busway. The commercial properties east of the application site across US-1 are zoned BU-2 (Special Business District), BU-1A (General Business District) and BU-3 (Intensive Business District), all in the Village of Pinecrest (see Zoning Map on page 4-6).

Supply and Demand Analysis

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 5.5) in 2014 was estimated to have a capacity for about 1,504 dwelling units, with about 91 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 118 units per year in the 2014-2015 period to 177 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 2015 and for multi-family by 2034 (See Table below). The supply of residential land for both single-family and multi-family units is projected to by the year 2024.

Residential Land Supply/Demand Analysis
2014 to 2030: **Application 4 (MSA 5.5)**

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	137	1,367	1,504
DEMAND 2010-2015	65	53	118
CAPACITY IN 2015	72	1,314	1,386
DEMAND 2015-2020	76	62	138
CAPACITY IN 2020	0	1,004	696
DEMAND 2020-2025	84	69	153
CAPACITY IN 2025	0	659	0
DEMAND 2025-2030	92	80	177
CAPACITY IN 2030	0	259	0
DEPLETION YEAR	2015	2034	2024

Residential capacity is expressed in terms of housing units.

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

Source: Miami-Dade Department of Regulatory and Economic Enhancements, Planning Division, Planning Research Section, February 2015.

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	X
Stormwater Management Permit	Not Required
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	7.4 feet

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	No
Hazardous Waste	No
Contaminated Site	No

Drainage, Flood Protection and Stormwater Management

The proposed development is determined to be in Zone X or above the flood plain as determined by FEMA. Any development will have to comply with the requirements of Chapter 11C, Miami-Dade County Code, for flood protection. The site shall be filled to a minimum elevation of 7.4 feet, NGVD or County Flood Criteria.

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 change in land use could change the amount of impervious area on each parcel, thereby impacting the Equivalent Residential Unit (ERU) Stormwater utility fee. If the current parcel is altered or developed, the amount of impervious area would need to be re-assessed to recalculate the Stormwater utility fee. The proposed amendment could result in an increase of impervious areas (typically 30% or more by the change in land use and 60% more, based on the fact that the property is now vacant), which could generate additional runoff to adjacent properties. A stormwater management system must be constructed on-site to prevent impacts to adjacent properties.

Tree Preservation

The subject application may contain specimen-sized trees (trunk diameter 18 inches or greater). Section 24-49.2(II) of the Code requires that specimen-sized trees be preserved whenever reasonably possible. A Miami-Dade County Tree Removal/Relocation Permit is required prior to

the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code.

Water and Sewer

Water Supply

The water supply for this application will be provided by the Alexander-Orr Water Treatment Plant. At the present time, there is adequate treatment and water supply capacity for this application. The plant is presently producing water that meets Federal, State and County drinking water standards.

Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of Hialeah, Preston and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The regional water treatment system has a rated design capacity of 439.74 million gallons per day (MGD). The regional water treatment system shall operate no less than two percent, which is equivalent to 430.95 MGD. The total available water treatment plant capacity, 55.95 MGD, is calculated using the available plant capacity (430.95 MGD), subtracting the maximum day flow (55.95 MGD) and subtracting the water that is reserved through development orders (22.00 MGD).

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 designation is estimated at 660 gallons per day (gpd). The maximum water demand for Residential (Scenario 1) development under the Requested CDMP Land Use designations, is estimated at 3,600 gpd. This represents an increase of up to 2,940 gpd over the demand under the current CDMP land use designations. 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	3 units	220 gpd	660 gpd
Requested CDMP Designation				
1	Residential	20 townhomes	180 gpd	3,600 gpd

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; January 2015

Water System Connectivity:

Application No. 4 is within MDWASD's service area. The proposed land use would be required to connect to public water pursuant to Chapter 24 of the Code. There is an existing 8-inch water main abutting the property along SW 122nd Street to which the developer may connect and extend a new 8-inch water main as required to serve the proposed development. Any public water main extensions 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 within the property, then the water system shall be looped with two points of connection. At this time, there is a project within close proximity to this application. Said project is for the replacement of a gas station with a 2,179 square feet full service restaurant with a MDWASD agreement #21899 located at 8345 SW 124th Street.

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 can treat up to 375.5 MGD. The sum of the annual average flow (303.81 MGD) for the preceding 5 years and the capacity reserved for development orders (31.27 MGD) is 335.08 MGD. According to the CDMP, the regional system shall have the capacity to treat 102% of the average daily sewage demand of the preceding 5 years which totals 341.78 MGD. Therefore, the available wastewater treatment plant capacity is 33.72 MGD.

Sewer System Connectivity:

Application No. 4 is within MDWASD's service area. The wastewater flows for this application will be transmitted to the South District Wastewater Treatment Plan (SDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP. Please note that at the time of development, a capacity modeling evaluation may be required for all proposed development within the application area.

The proposed land use would be required to connect to the public sewer system pursuant to Chapter 24 of the Code of Miami-Dade County. There is an existing 6-inch sanitary sewer force main to which the developer may connect at SW 122nd Street, and extend an 8-inch sewer force main to a proposed Public Pump Station. Any public sanitary gravity sewer lines within the property shall be 8-inch minimum. The abutting sanitary sewer force main discharges sanitary sewer flow to either sanitary sewer pump station 30-0536 or 30-0559. The flow is then directed to pump station 30-TANDEM and then to the South District Wastewater Treatment Plant. These pump stations and the South District Wastewater Treatment Plant are owned and operated by MDWASD. The pump stations are currently working under OK status, within the mandated criteria set forth in the new Consent Decree (case 1:12-cv-24400-FAM), effective December 6, 2013.

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 2014-2015, the PWWM is in compliance with the adopted LOS standard.

Application Impacts

Application No. 4 is requesting a redesignation of the application site from "Estate Density Residential" to "Low-Medium Density Residential" on the Adopted 2020 and 2030 LUP map. The "Low-Medium Density Residential" designation will most likely result in the development of approximately 20 single-family attached residential units. The current waste connection fee will cover all associated costs as this residential development is within the Department's waste collection service area. 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 2 (PBD-2), which generally encompasses the area of the County between SW 8 Street and SW 184 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-2 has a surplus capacity of 491.32 acres of parkland, when measured by the

County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The "County Local Parks" table below lists all the parks within a 3-mile radius of the application site; three parks (Ron Ehmann, Boys & Girls Club of Miami, and Continental) are larger than the required five acre park.

County Local Parks Within a 3-Mile Radius of Application Site		
Park Name	Acreage	Classification
Ron Ehmann Park	13.61	Community Park
Kendale Park	3.86	Neighborhood Park
Boys & Girls Club of Miami - Kendall Unit	22.87	Community Park
Kendalwood Park	2.71	Neighborhood Park
Walter A. White Park	1.64	Neighborhood Park
Rockdale Park	2.80	Neighborhood Park
Snapper Creek Lake Parkway	0.41	Mini Park
Cherry Grove Park	1.43	Neighborhood Park
Briar Bay Park	4.75	Neighborhood Park
Continental Park	17.20	Community Park
South Dade Trail Mini Park	1.10	Mini Park
Killian Library Park	3.44	Mini Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, January 2015.

Application Impacts

The potential development of the site under the existing CDMP land use designation has a potential population of 8, resulting in an impact of 0.02 acres 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 20 single-family attached dwelling units with an estimated population of 55, resulting in an impact of an additional 0.15 acres of local parkland. This would lower the concurrency LOS from 491.32 acres to 491.17 acres per 1,000 residents but still meet the adopted minimum LOS standard. If developed as a non-residential use, there would be no increase in population and there would be no additional impact to the CDMP Open Space spatial standards.

Fire and Rescue Service

The application site is currently served by Miami-Dade County Fire Rescue Station No. 23 (Suniland), located at 7825 SW 104 Street. This station is equipped with a Rescue and an Aerial, 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 five (5) minutes and 30 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 the "Medium Density Residential" CDMP designation. Presently, there are no fire flow deficiencies in the vicinity of the application site.

The current CDMP land use designation of "Estate Density Residential" will allow a potential development on the application site that is anticipated to generate approximately one (1) annual alarm. The proposed CDMP land use designation of "Medium Density Residential" is anticipated to generate approximately six (6) annual alarms, and would result in a minimal impact to existing fire rescue services. Presently, fire and rescue service in the vicinity of the application site is adequate. However, in an effort to further enhance fire and rescue service, MDRF is searching for a suitable parcel of land in the vicinity of Old Cutler Road and SW 144 Street to construct a new fire station.

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 6 students – this number reflects an impact reduction of 22.36% for charter and magnet schools (schools of choice). Of the 6 students, 2 will attend elementary schools, 2 will attend middle schools students and 2 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
Vineland K-8 Center (Elementary Comp)	-51	2	0	No	Current CSA/5 Year Plan
VinelandK-8 Center (Middle Comp)	0	2	0	No	Current CSA/5 Year Plan
Palmetto Middle	85	2	2	Yes	Current CSA
Miami Palmetto Senior	185	2	2	Yes	Current CSA
Adjacent Concurrency Service Area Schools					
Kendall Elementary	178	2	2	Yes	Adjacent CSA
Source: Miami-Dade County Public Schools, January 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.

Roadways

The application site is a ±1.59-net acre property located west of US-1 at the northwest corner of SW 122 Street and the South Miami Dade Busway. Access to the application site is directly to the south of the application site on SW 122 Street. SW 122 Street is a two-lane undivided roadway that dead-ends at the Busway on the east and connects to SW 84 and SW 87 Avenues to the west of the application site. SW 84 Avenue connects to SW 124 Street on the south and to SW 112 Street on the north, both streets provide connectivity to US-1. SW 112 Street is a two-lane undivided and four-lane divided Major Collector which provides connectivity to SR 874/Don Shula Expressway. SR 874 connects to SR 826/Palmetto Expressway to the north. These two expressways and US-1/South Dixie Highway provide connectivity to other areas of the County.

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

Existing Conditions

Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site, which are currently monitored by the State (Year 2013) and the County (Year 2014), are operating at acceptable levels of service. SW 87 Avenue between SW 88 Street and SW 112 Street is operating at LOS C and between SW 112 Street and SW 128 Street is operating at LOS D (E is the adopted LOS standard); SW 112 Street between SW 107 Avenue and SW 97 Avenue is operating at LOS C and between SW 97 Avenue to US-1 is operating at LOS D (E is the adopted LOS standard); and South Dixie Highway between SW 112 Street and SW 136

Street and from SW 136 Street to SW 152 Street is operating at LOS C (E+20% is the adopted LOS standard).

Trip Generation

The applicant is requesting the re-designation of approximately ±1.59 net acres on the County's adopted 2020 and 2030 Land Use Plan map from "Estate Density Residential (1-2.5 DU/Ac)" to "Low-Medium Density Residential (6-13 DU/Ac)". One potential development scenario (Scenario 1) under each the current and requested CDMP land use designations was analyzed for traffic impact. The development scenario under the existing CDMP designation assumes the application site developed with three (3) single-family detached residential dwelling units; and the development scenario under the requested CDMP land use designation assumes the application site developed with twenty (20) single-family attached residential dwelling units (townhouses). The trip generation analysis indicates that if the application were approved and the subject application site developed with 20 townhouses it would generate approximately 16 PM peak hour trips, or 12 more PM peak hour trips than the three single-family detached dwelling units that could be developed under the current CDMP land use designation. See "Estimated PM Peak Hour Trip Generation" table below.

Estimated PM 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
Scenario 1	"Estate Density Residential (1-2.5 DU/Ac)" 3 SF detached ¹ /	"Low-Medium Density Residential (6-13 DU/Ac)" 20 SF attached ² /	
	4	16	+12

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, January 2015.

Notes: ¹ The potential development scenario under the current CDMP land use designations assumes the application site developed with 3 single-family detached residences.

² The potential development scenario under the requested CDMP land use designation assumes the application site developed with 20 single-family attached residences (townhouses).

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions as of January 2015, 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 that were analyzed have available capacity to handle the additional traffic that would be generated by the application and 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.	Amend-ment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Development Scenario: "Low-Medium Density Residential (6-13 DU/Ac)" – 20 single-family attached dwelling units (townhouses)													
9172**	SW 87 Ave.	SW 88 St. to SW 112 St.	2 DV	E	1,600	1,141	C	4	1,145	C	2	1,148	C
1077	SW 87 Ave.	SW 112 St. to SW 128 St.	2 DV	E	1,410	1,081	D	3	1,084	D	5	1,089	D
1089	SW 112 St.	SW 107 Ave. to SW 97 Ave.	4 DV	E	3,580	2,644	C	5	2,649	C	1	2,650	C
1093	SW 112 St.	SW 97 Ave. to US-1	2 UD	E	1,410	790	D	22	812	D	1	813	D
14	S. Dixie Hwy.	SW 112 St. to SW 136 St.	6 DV	E+20%	6,468	4,521	C	15	4,536	C	6	4,542	C
9968	S. Dixie Hwy.	SW 136 St. to SW 152 St.	6 DV	E+20%	6,468	4,204	C	17	4,221	C	1	4,222	C

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, January 2015.

Notes: DV= Divided Roadway; UD=Undivided Roadway.

* County adopted roadway level of service standard applicable to the roadway segment: E (100% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA).

**Traffic counts for this station is for the Year 2013. Traffic counts for all other stations are for the Year 2014.

Development scenario under the requested CDMP land use designation assumes the application site developed with 20 single-family attached dwelling units (townhouses).

Application Impact

The “Estimated PM Peak Hour Trip Generation” table above shows the estimated number of PM peak hour vehicle trips that would be generated by the potential development scenarios that could occur under the existing CDMP land use designation of “Estate Density Residential (1 to 2.5 DU/Ac.) and requested CDMP land use designation of “Low-Medium Density Residential (6-13 DU/Ac).” The potential development scenario under the current CDMP designation assumes the application site developed with three (3) single-family detached residential dwelling units, and under the requested CDMP land use designation with twenty (20) single-family attached residential dwelling units (townhouses). The trip generation analysis indicates that if the application were approved and the subject site developed with 20 townhouses it would generate approximately 16 PM peak hour trips, or 12 more PM peak hour trips than the three single-family homes that could be developed under the current CDMP land use designation. See “Estimated PM Peak Hour Trip Generation” table below.

Applicant’s Transportation Analysis

The applicant submitted a transportation analysis report titled *CDMP Amendment Transportation Analysis November 2014/2015 CDMP Amendment Application No. 4* prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning dated February 10, 2015, in support of the application. County Staff reviewed the subject transportation analysis report and concluded that the results of the analysis are similar to those of the traffic analysis performed by Staff. An Executive Summary of the Applicant’s transportation analysis is provided in Appendices Page 25 of this report.

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Routes 31 (Busway Local), 34 (Busway Flyer), 38 (Busway MAX), 52, 252 (Coral Reef MAX), and 287 (Saga Bay MAX). The service frequencies of these routes are shown in the “Metrobus Route Service Summary” table below. The application site is adjacent to the South Miami-Dade Busway.

Metrobus Route Service Summary								
Routes	Service Headways (in minutes)					Proximity to Bus Stop (miles)	Proximity to Bus Route (miles)	Type of Service
	Peak AM/PM	Off-Peak MIDDAYS	Evenings (after 8 pm)	Saturday	Sunday			
31 Busway Local	15	30	40	30	30	0.06	0	L
34 Busway Flyer	7/7.5	n/a	n/a	n/a	n/a	0.06	0	F/E
38 Busway MAX	15	15	15	15	20	0.06	0	F/E
52	30	45	60	45	60	0.06	0	L
252 Coral Reef MAX	30/20	60	50	60	60	0.06	0	F/E
287 Saga Bay MAX	30	n/a	n/a	n/a	n/a	0.06	0	F/E
Source: 2014 Transit Development Plan, Miami-Dade Transit (November 2014 Line Up), January 2015. Notes: L means Metrobus Local route service. E means Express or Limited-Stop Metrobus service. F means Metrobus feeder service to Metrorail.								

Future Conditions

The 2024 Recommended Service Plan within the 2014 Transit Development Plan identifies the following improvements to existing transit service within the next ten years:

Metrobus Recommended Service Improvements and Service Plan		
Route	Improvement Description	Implementation Year
31 (Busway Local)	No planned improvements	n/a
34 (Busway Flyer)	No planned improvements	n/a
38 (Busway MAX)	Improve peak headway from 12 to 10 minutes	2015
	Replace 12 fleet vehicles with 14 new articulated vehicles	2016
52	No planned improvements	n/a
252 (Coral Reef MAX)	Operate later evening service into Zoo Miami Entertainment Complex	2022
287 (Sage Bay MAX)	No planned improvements	n/a

Source: 2014 Transit Development Plan, Miami-Dade Transit (November 2014 Line Up), January 2015.

The 2024 Recommended Service Plan within the 2014 Transit Development Plan does not identify any new Metrobus routes being implemented in the immediate vicinity of the application site for the next ten years.

The 2025 and Beyond Recommended Service Plan within the 2014 Transit Development Plan lists the Coral Reef Enhanced Bus Service Project which would provide premium limited-stop transit service along SW 152 Street from SW 152 Avenue to Dadeland North Metrorail Station.

Major Transit Projects

The Coral Reef Enhanced Bus Service Project is listed in the 2025 and Beyond Recommended Service Plan of the 2014 Transit Development Plan. This route will provide premium limited stop transit service along SW 152 Street from SW 152 Avenue to Dadeland North Metrorail Station via the South Miami-Dade Busway. This enhanced bus route would provide a premium transit connection to the future regional entertainment complex near Zoo Miami and Metrorail. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zone (TAZ) 1183 where the application was requested. If the application is approved, no transit impact is expected to be produced by this application.

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.

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

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

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-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-7. Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian and bicycle friendly environment that promotes the use of rapid transit services.
- 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.
- LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
- TE-1A. As provided in this section and the Mass Transit Subelement, the County shall promote mass transit alternatives to the personal automobile, such as rapid transit (i.e. heavy rail, light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and para-transit services.
- TC-4B. The adopted Land Use Plan map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns.

- TC-6E. The County shall pursue and support transportation programs (e.g., rapid transit, premium bus service, managed lanes, and bikeways) that will help to maintain or provide necessary improvement in air quality and which help conserve energy.
- 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 A SMALL-SCALE AMENDMENT TO THE
LAND USE PLAN MAP OF THE MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

2014 DEC -1 P 2: 00


PLANNING & ZONING
METROPOLITAN PLANNING SECT

1. APPLICANT

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By: 

Hugo P. Arza, Esq.

12/1/14

Date

By: 

Alejandro Arias, Esq.

12/1/14

Date

3. DESCRIPTION OF REQUESTED CHANGE

- A. Changes to the Land Use Plan Map. Applicant requests changes to the Land Use Plan (LUP) map designation on the subject property from "Estate Density Residential" to "Low-Medium Density Residential." In addition, the Applicant requests expedited processing and review of the application as a "small-scale" amendment, as defined in Section 163.3187(2) Florida Statutes.
- B. Description of the Subject Property (the "Property").

The subject property contains approximately ± 1.62 gross acres (± 1.59 net acres) and is located on the north side of SW 122 Street, between SW 84 Avenue and South Dixie Highway (US-1), in Section 15, Township 55 South, Range 40 East ("Property"). The Property is more specifically described in Exhibit "A" to this application.

C. Gross and Net Acreage.

Application area: ± 1.62 gross acres (± 1.59 net acres)

Acreage Owned by Applicant: Same as above.

D. Requested Change.

(1) Applicant requests that the Property be re-designated on the Land Use Plan map from ESTATE DENSITY RESIDENTIAL to LOW-MEDIUM DENSITY RESIDENTIAL on ± 1.62 gross acres identified in Exhibit "A."

(2) It is also requested that the application be processed as a small-scale amendment.

4. REASONS FOR AMENDMENT

The Applicant is requesting the re-designation of the Property from "Estate Density Residential" to "Low-Medium Density Residential". The Property consists of ± 1.62 gross acres (± 1.59 net acres) and is located on the north side of SW 122 Street, between 84 Avenue and South Dixie Highway (US-1). The South Miami-Dade Busway abuts the Property to the east. Currently the Property is vacant and unimproved. The Applicant is seeking the re-designation of the Property to address the demand for additional residential uses of a growing population in the area.

The Applicant intends to redevelop the Property, which fronts on the north side of SW 122 Street, and abuts the South Miami-Dade Busway. Lying to the east of the Property is South Dixie Highway (US-1), a major transportation corridor. Because of its location to the Busway and a major transportation corridor, the Property is ideally suited for residential development at a greater density to take advantage of the existing public transit options adjacent to the Property. The parcels of land to the north and west of the Property are designated "Estate Density Residential". There is currently a paint testing facility on the parcel to the north, and single-family residences situated on the parcels to the west. The properties to the south, beyond SW 122 Street, are designated "Low Density Residential" and are improved with single family residences. Lying to the east of the Property is the South Miami-Dade Busway, designated as a "Transportation" use. Further east, with frontage along the east side of South Dixie Highway (US-1), are commercial and retail establishments located within the municipal boundaries of the Village of Pinecrest. Re-designating the Property would provide an appropriate buffer between the transportation and commercial uses located to the west.

The Property is located within the South-Central Tier of the County, east of the Turnpike. More specifically, it is located within Minor Statistical Area 5.5 ("MSA"). Table 1.1-3 of the 2010 Evaluation and Appraisal Report, adopted March 23, 2011, indicates a population increase in MSA 5.5 of roughly 7,000 residents from the year 2010 to 2020. At the current rate of growth in Miami-Dade County, the existing available residential land supply for single-family homes

and multi-family homes in the South-Central Tier of the County is projected to be depleted in 2017. Thus, there is an immediate need for an additional supply of residential use in the MSA. Due to this imperative residential demand, the Property would best serve the community designated as “Low-Medium Density Residential” based on its location and compatibility with adjacent uses.

The Miami-Dade County Zoning Atlas zones the Property GU (Interim District) and RU-2 (Two-Family Residential District). The areas to the west of the Property are predominantly zoned EU-M (Estate Modified District). The site abutting the Property to the north is zoned GU (Interim District), EU-1 (Single-Family One Acre Estate District), and EU-M (Estate Modified District). The parcels located to the south of the Property are zoned RU-2 (Two-Family Residential District) and RU-5A (Semi-Professional Office District). Across South Dixie Highway (US-1), the properties fronting on the east side of this major transportation corridor are zoned for business use under the Village of Pinecrest Code of Ordinances. Thus, the re-designation of the Property to “Low-Medium Density” would serve to meet the demands of the area’s residents and meet the CDMP directive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units.

The Property lies within immediate proximity of major commercial development along South Dixie Highway (US-1). The proximity of commercial uses will attract residents to the Property, and encourage short traveling times (both pedestrian and vehicular) for residents with retail related needs. Additionally, the development will complete the roadway infrastructure of SW 122 Street abutting the South Miami-Dade Busway, promoting better distribution of residents traveling in the area. The retail development and improved roadway connectivity create an environment that justifies the type of residential development the Applicant is proposing under the land use designation sought pursuant to this application.

Furthermore, the need for residential development on the Property is supported by its location in an area served by transit, as the Property abuts the South Miami-Dade Busway. Buses operating on the Busway and in adjacent neighborhoods enter the exclusive lanes at major intersections and offer local and limited-stop service between Florida City and Dadeland South Metrorail. Express buses that run on the Busway shuttle passengers between Dadeland South Metrorail Station and SW 344 Street in an hour or less. There are also two Miami-Dade Busway Stations located within close proximity to the Property, the SW 117 Station and the SW 124 Station, which are served by Miami-Dade Transit Metrobus Routes 38, 34, 31, 52, 252, and 287. 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, will help to meet the demands of the area’s residents, and will serve to meet the CDMP directive to promote communities offering a variety of single-family, townhome, and multi-family residential options.

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-1D: In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of communities which include recreational, educational and other public facilities, houses of worship, places of employment, and safe and convenient circulation of automotive, pedestrian and bicycle traffic throughout the communities.

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-1O: Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe in the Agriculture Areas outside the Urban Development Boundary, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

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.

TRANSPORTATION POLICY TE-1A: Miami-Dade County shall promote mass transit alternatives to the personal automobile, such as rapid transit (i.e. heavy rail, light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services.

TRANSPORTATION POLICY TC-4B: The adopted Land Use Plan map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns.

TRANSPORTATION POLICY TC-5D: The County shall encourage interconnectivity between neighborhoods, local services, schools, parks, employment centers, and transit stops and stations; discourage cul-de-sac and walled-in subdivision designs; and facilitate pedestrian-oriented urban design that connects neighborhoods and provides accessibility for non-drivers.

TRANSPORTATION POLICY TC-6E: The County shall pursue and support transportation programs (e.g., rapid transit, premium bus service, managed lanes, and bikeways) that help to maintain or provide necessary improvement in air quality and which help conserve energy.

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"

Exhibit "A"

Legal Description

The South 150 feet of the South 1/2 of the North 1/2 of the Northeast 1/4 of the Northwest 1/4 lying westerly of the Florida East Coast Railroad right of way, except the West 390 feet thereof, lying and being in Miami-Dade County, Florida.

AND

Tract 1, less the West 150 feet thereof of Section "A" of South Kendall, according to the plat thereof as recorded in Plat Book 28, Page 57, Public Records of Miami-Dade County, Florida.

AND

Tract 8 of Section "A" of South Kendall, according to the plat thereof as recorded in Plat Book 28, Page 57, Public Records of Miami-Dade County, Florida.

AND

Beginning at a point on the northerly side of SW 122 Street, (formerly Yale Avenue), distant easterly 365 feet from the corner formed by the intersection of the said Northerly line of S.W. 122 street and the easterly line of S.W. 84 street, (formerly Dexter Street), as said street and avenue are shown and laid down on a certain map entitled "SOUTH KENDALL", and which said map was filed on April 30th 1928, in Plat Book 28, Page 57, Public Records of Miami-Dade County, Florida, and running thence easterly along the northerly line of S.W. 122 Street 35 feet, thence northerly and at right angles to the northerly line of S.W. 122 Street 104.07 feet, more or less, to the northerly boundary line of the property shown on the within, referred to subdivision map, thence westerly along the northerly boundary line of the property shown on the within referred to subdivision map 35 feet, thence southerly and at right angles to the northerly line of S.W. 122 street 103.88 feet, more or less to the northerly side of S.W. 122 street to the point or place of beginning together with improvements thereon.

EXHIBIT "B"

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANTS / REPRESENTATIVE

South Dixie and 122, LLC / Hugo P. Arza, Esq.

DESCRIPTION OF SUBJECT AREA

The Property consists of approximately ± 1.62 gross acres (± 1.59 net acres) and is located on the north side of SW 122 Street, between SW 84 Avenue and South Dixie Highway (US-1), in Section 15, Township 55 South, Range 40 East ("Property"). The Property is more specifically described in Exhibit "A" to this application.

LOCATION MAP

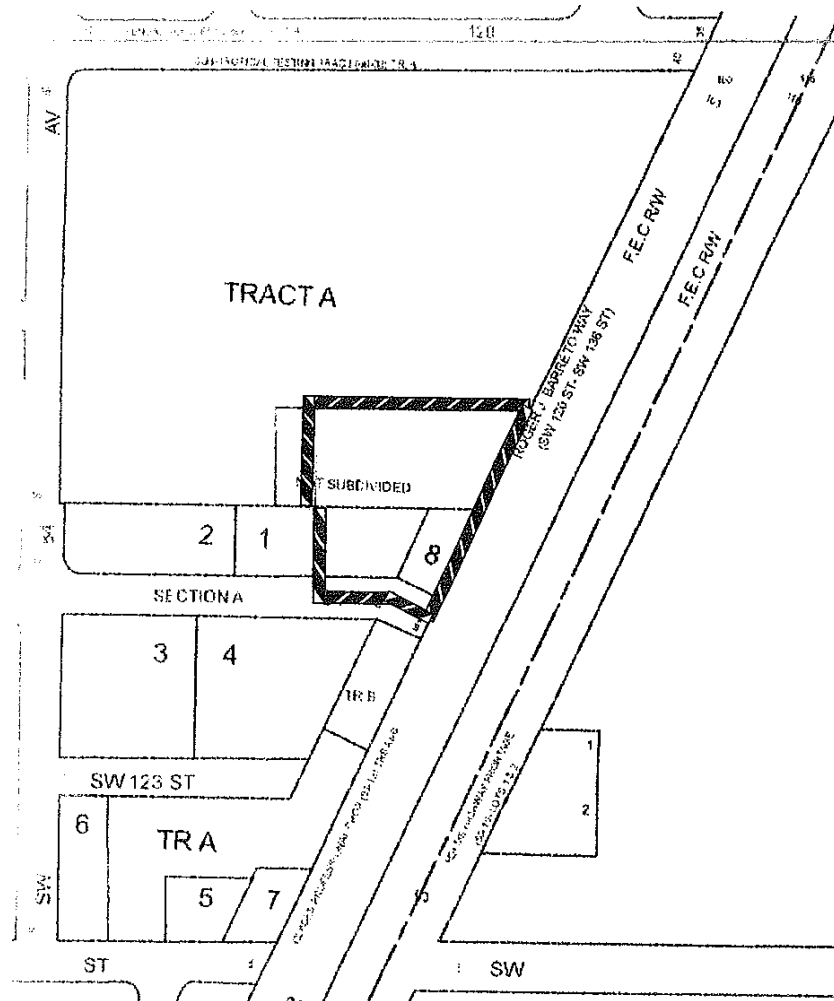


EXHIBIT "C"

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: South Dixie and 122 LLC, a Florida limited liability company

9155 South Dadeland Boulevard, Suite 1418

Miami, FL 33156

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
South Dixie and 122, LLC	South Dixie and 122, LLC	30-5015-000-0360	+/- 1.59 net acres
TOTAL: +/- 1.59 (net acres) / +/- 1.63 (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 South Dixie and 122, 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,

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.

South Dixie and 122, LLC, a Florida limited liability company

By: [Signature]
Name: Michael George - Corrallo
Title: Manager

Sworn to and subscribed before me

this 25 day of Nov, 2014

[Signature]
Notary Public, State of Florida at Large (SEAL)

My Commission Expires:



BRUNY DOMINGUEZ
NOTARY PUBLIC
STATE OF FLORIDA
Comm# EE839184
Expires 9/30/2016

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 SOUTH DIXIE AND 122, LLC

(1) MMP Ventures, LLC (50%)

- Paola Garcia-Carrillo (100%)

(2) Lasi Holdings, LLC (25%)

- Jose Pereira (50%)
- Jean Pereira (50%)

(3) RP1-SM, LLC (25%)

→
RRAC Holdings Inc. (100%)

- Christina L. Arriota, as Trustee of the MAR Irrevocable Trust (dated December 18, 2012) (100%)

→
MAR Irrevocable Trust (dated December 18, 2012)

- Ramon Rodriguez (33.33%)
- Ray Rodriguez (33.33%)
- Christina L. Arriota (33.33%)

EXHIBIT "D"

AERIAL PHOTOGRAPH

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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
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

February 17, 2015

VIA ELECTRONIC MAIL

Mr. Hugo P. Arza, Esquire
Holland & Knight, LLP
701 Brickell Avenue, Suite 300
Miami, Florida 33131
hugo.arza@hklaw.com

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
APPLICATION #4 NOVEMBER 2014 CYCLE SOUTH DIXIE AND 122, LLC
LOCATED AT 8315 SW 122 STREET
PH3015011500013 – FOLIO No. 3050150000360**

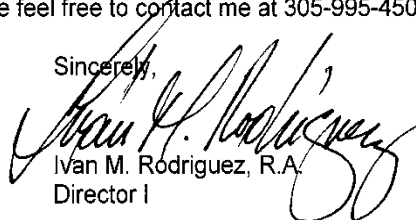
Dear Applicant:

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 20 single-family attached units, which generate 6 students; 2 elementary, 2 middle and 2 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-388

Enclosure

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

Facilities Planning, Design and Sustainability

Ana Rijo-Conde, AICP, Deputy Chief Facilities and Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • arijo@dadeschools.net

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APPENDIX C

Applicant's Traffic Impact Report

Not Required for Small-scale Amendments

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**November 2014 / 2015 CDMP Amendment Application No. 4
CDMP Amendment Transportation Analysis**

Executive Summary

This proposed change to the Miami-Dade County CDMP has been submitted by South Dixie and 122, LLC for ± 1.59 gross acres (± 1.59 net acres), located in Section 15, Township 55, Range 40, and which is bounded by SW 122 Street on the south and the Busway/South-Dixie Highway corridor on the east. This proposed change seeks to redesignate the subject property from "Estate Density" (at 1 to 2.5 du/acre), to "Low-Medium Density" (at 6 to 13 du/acre). The gross and net new trips resulting from the proposed change are outlined below.

Table 2 – Trip Generation Summary – Proposed vs Approved Land Use							
Timeframe	Proposed Use	Units	Gross Trips	Approved Use	Units	Gross Trips	Net New Trips
Daily	Townhomes	20 DU	159	Single Family	3 DU	29	130
AM Peak Hour	Townhomes	20 DU	13	Single Family	3 DU	2	11
PM Peak Hour	Townhomes	20 DU	16	Single Family	3 DU	3	13

Vehicular Access

The Amendment Site is well served by the existing regional roadway network, and is situated on the west side of the Busway and is accessible from SW 124 Street to SW 84 Avenue to SW 122 Street. SW 124 Street is an east-west 2 lane Collector Roadway which provides access to South Dixie Highway on the east (a State Principal Arterial) and to SW 87 Avenue on the west (a State Minor Arterial). SW 124 Street intersects with US-1 and the Busway Transit Corridor providing regional access to/from the Amendment site.

Transit Access

The site is adjacent to exceptional local and regional transit access provided by Miami-Dade Transit and the Busway Corridor with MDT routes **31 Busway Local**, **34 Busway Flyer**, **38 Busway Max**, **52** and **252**. **Route 136** is located 1 block west of the Application Site with service along SW 87 Avenue which connects to the Dadeland South Metrorail Station on the north and the Falls Shopping Center on the south. Miami-Dade Transit recently opened a new Busway Station at SW 120 Street.

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 2020 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.

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APPENDIX D

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 November 2014 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 2014-2015.

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.

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 2014-2015, the PWWM charges at a contract disposal rate of \$66.34 per ton to PWWM Collections and to those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$87.47 per ton in FY 2014-2015. 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 ±1.59-acre application site from "Estate Density Residential" to "Low-Medium Density Residential", which would allow a maximum 20 single-family attached residential units. If the application site is developed as requested with 20 single-family attached units, the water connection charges/impact fees would be \$5,004 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 \$20,160 and the annual operating and maintenance costs would total \$3,973.

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 16 additional students, if approved and developed with residences. The average cost for K-12 grade students amounts to \$9,337 per student. Of the 6 students, 2 will attend elementary schools, 2 will attend middle schools students and 2 will attend senior high schools. The total annual operating cost for additional students residing in this development, if approved, would total \$56,022. 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 fire and rescue service in the vicinity of the subject application is adequate and that no stations are planned in the vicinity of the application site.

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APPENDIX E

Photos of Site and Surroundings

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Application site with an existing single-family home inside the thick forested site.



The South Dade Busway and US 1 highway corridor abutting east of the application site and several retail shops across US 1, in the Village of Pinecrest



Existing residential duplexes south of the application site across SW 122 Street



The paint testing facility (Sub-Tropical Testing Service building) on a property to the north of the application site (application site in the background)