

<h1 style="text-align: center;">Application No. 4</h1> <p style="text-align: center;">Commission District 9 Community Council 11</p>

APPLICATION SUMMARY

Applicant/Representative:	TCAG, LLC, a Florida limited liability company/Alberto J. Parlade, Esq. & Parlade J. Corral, Esq.
Location:	West side of SW 132 Avenue and ±300 feet north of SW 136 Street
Total Acreage:	±10.0 Gross Acres (±9.9 Net Acres)
Current Land Use Plan Map Designations:	“Industrial and Office”
Requested Land Use Plan Map Designation:	“Office/Residential”
Amendment Type:	Small-Scale
Existing Zoning District/Site Condition:	IU-C / Site is used as cropland

RECOMMENDATIONS

Staff:	DENY (August 25, 2015)
West Kendall Community Council (11):	ADOPT AS A SMALL-SCALE AMENDMENT (September 24, 2015)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TO BE DETERMINED (October 19, 2015)
Final Action of Board of County Commissioners:	TO BE DETERMINED (November 18, 2015)

Staff recommends to **DENY** the proposed small-scale amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020-2030 Land Use Plan (LUP) map to redesignate the ±9.9 acre application site from “Industrial and Office” to “Office/Residential” for the following reasons:

Principal Reasons for Recommendation:

1. The application proposes a residential development that would be incompatible with the operations of the nearby Miami Executive Airport (formerly Kendall Tamiami Executive Airport) and inconsistent with the CDMP and ‘Section 33-395-Land use zoning classifications for airports’ of the Code of Miami-Dade County. Over half of the application site (±6 acres) is located within the Outer Safety Zone (OSZ) for Runway 9R-27L of the Miami Executive Airport where residential development is limited to a density of less than 2 dwelling units per acre—less than 12 units would be allowed on this portion of the site (see “Miami Executive Airport” map on page 4-10). Pursuant to above referenced Section 33-395 of the Code, the restrictions of the OSZ, and other airport zones, are to insure land use compatibility around the airport. It is stated in the application that “[t]he applicant is proposing the development of townhomes on the Property which is currently vacant”. The application does not address the potential negative impact the proposed residential development would have on the neighboring airport. Should the application be approved, a maximum of 110 residential units (including townhomes) at an average density of 11.2 units per acre would be allowable on the ±9.9-acre site under the requested “Office/Residential” designation. Approval of the proposed amendment application would be incompatible with the airport and in conflict with the above referenced Section 33-395 of the County Code.

Furthermore, CDMP Land Use Element Policy LU-4B and Aviation Subelement Policy AV-5G require the County to protect uses that generate significant noise, dust, odor, vibration, truck or rail traffic from damaging encroachment by future approval of new incompatible uses such as residential uses, and to maximize the compatibility of land use around County airports including the Miami Executive Airport. Therefore, the requested resignation of the application site to “Office/Residential” is inconsistent with the above referenced CDMP policies.

2. The application seeks to change the “Industrial and Office” Land Use Plan map designation on the ±9.9-gross acre site to facilitate residential development that is inconsistent with the provisions of the CDMP. The Land Use Element text (CDMP page I-39) provides that to receive approval of an application to change industrially designated land to a non-industrial use it must be demonstrated that the use would not have a significant adverse impact on future industrial development. This must be demonstrated where the land subject of the application is in a Minor Statistical Area (MSA) having less than a 15-year supply of industrial land.

The application site is located within Minor Statistical Area 6.2, which has an approximate 6-year supply of industrial land remaining. The applicant has not demonstrated how the requested change from industrial land would impact future industrial development in the area. Therefore, approval of the application would be inconsistent with the provision of the CDMP regarding the change in designation of industrial land to a non-industrial use.

3. Approval of the application would be inconsistent with the 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:* Approval of the application would further deplete the limited industrial land that is available and suitably located for industrial uses in the area. The application site is located in an "Industrial and Office" designated area within ½-mile east of the Miami Executive Airport. The site is within Minor Statistical Area (MSA) 6.2 which has 135.30 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2015-2030 period is 21.81 acres per year and at this rate of absorption, vacant land zoned or designated for industrial use is projected to be depleted by the year 2021, within approximately 6-years. Additionally, the vacancy rate for industrial properties in MSA 6.2 is 3 percent, indicating the existence of a very tight market for industrial properties. (See "Supply and Demand Analysis" on page 4-12.)

The application proposes to redesignate the suitable industrial land to "Office/Residential" to facilitate the development of residences in an area which is inappropriate for residential development, as discussed in Principal Reason Nos. 1, 2 and 3(iii) herein. Notwithstanding that residential land in MSA 6.2 is projected to be depleted by year 2021, as outlined in the Supply And Demand Analysis, the application site is not an appropriate site for residential development. If the application were approved, the proposed development could negatively impact the abutting and adjacent industrial uses and the Miami Executive Airport and could thereby negatively impact the economic growth of the area.

- ii. *Public Facilities and Services:* The impacts that would be generated from the maximum allowable development on the application (112 dwelling units), if the application were 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 applicant proposes to build townhouses on the application site which would be generally incompatible with the abutting and adjacent industrial uses and inconsistent with CDMP Land Use Element Policy LU-4B. Properties abutting and adjacent to the application site are designated "Industrial and Office" on the CDMP adopted Land Use Plan map (see "CDMP Land Use" map on page 4-8). Abutting to the north and west of the application site are developed with warehouses, light manufacturing operations, offices condos and the Three Lakes Park. To the south is the University Credit Union and to the east across SW 132 Avenue are offices, warehouses, vacant land and a townhouse development further east. Policy LU-4B requires the warehouses and other industrial type uses on the properties adjacent to the application site to be protected from damaging encroachment by approved new incompatible uses such as residential uses.

Furthermore, as discussed in Principal Reason No. 1 above the requested "Office/Residential" designation and proposed development of townhomes would be incompatible with operations of the Miami Executive Airport.

- iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact any environmental or historic resources (see “Environmental Conditions” section on page 4-13).
- v. *Transit Ridership and Pedestrianism:* The proposed development on the application site, if the application were approved, would not support transit ridership and pedestrianism. The closest transit service is provided by Metrobus Route 137 (West Dade Connection), which provides local route services to the application area. This route provides 30-minute AM/PM peak period headways service on weekdays, 60-minute headway service in the evening after 8 pm, and 45-minute headway service on Saturdays and Sundays. The closest bus stop is located approximately 0.6 miles from the application site (see “Transit Analysis” on page 4-21).

Additionally, and as discussed above, the application site is located in a primarily industrial area, which is not conducive to the creation of a safe and pedestrian friendly environment that would support pedestrianism.

APPLICATION NO. 4 AERIAL PHOTO



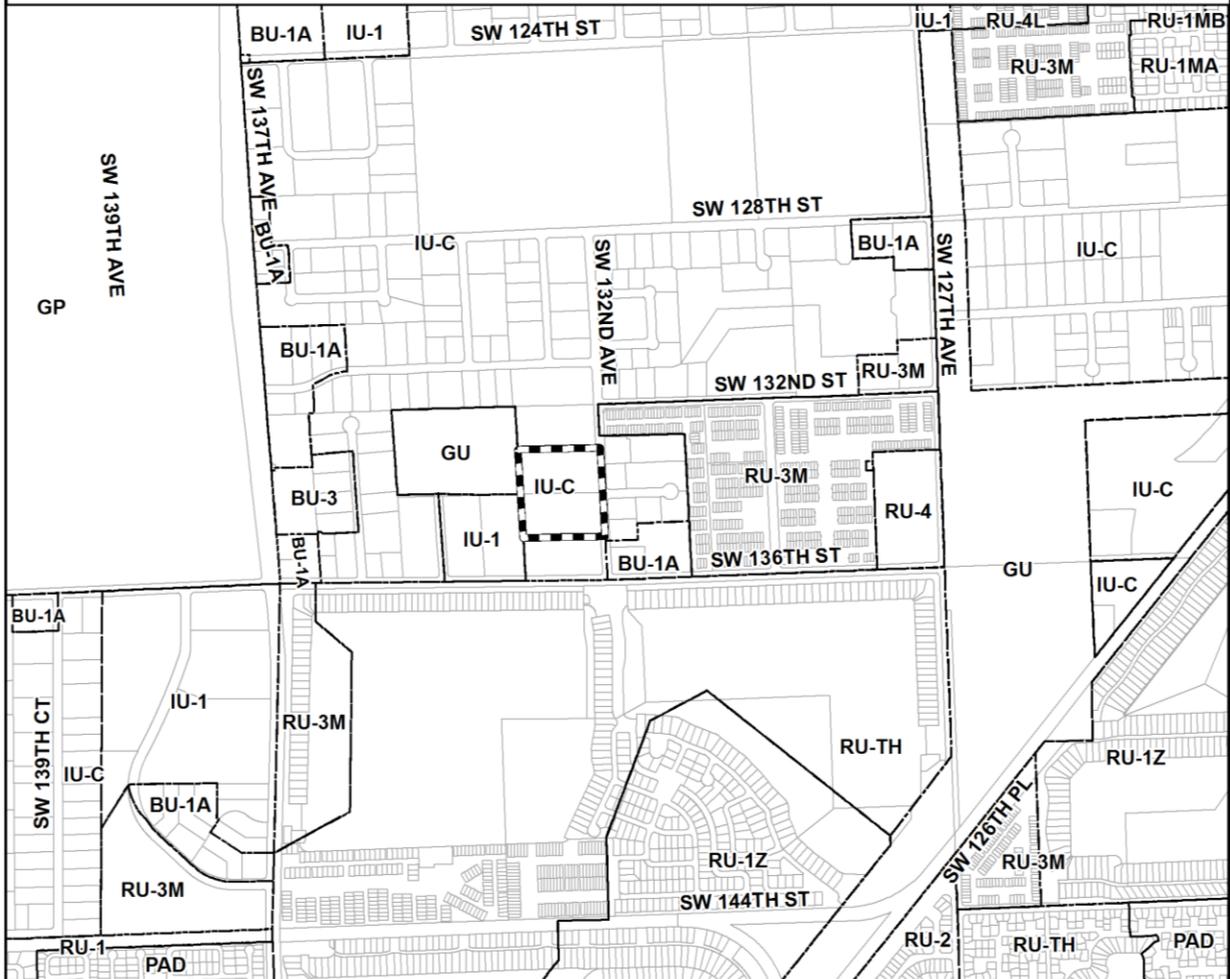
APPLICATION AREA

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

0 0.25 Miles



APPLICATION 4 ZONING MAP

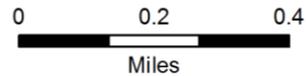


APPLICATION AREA

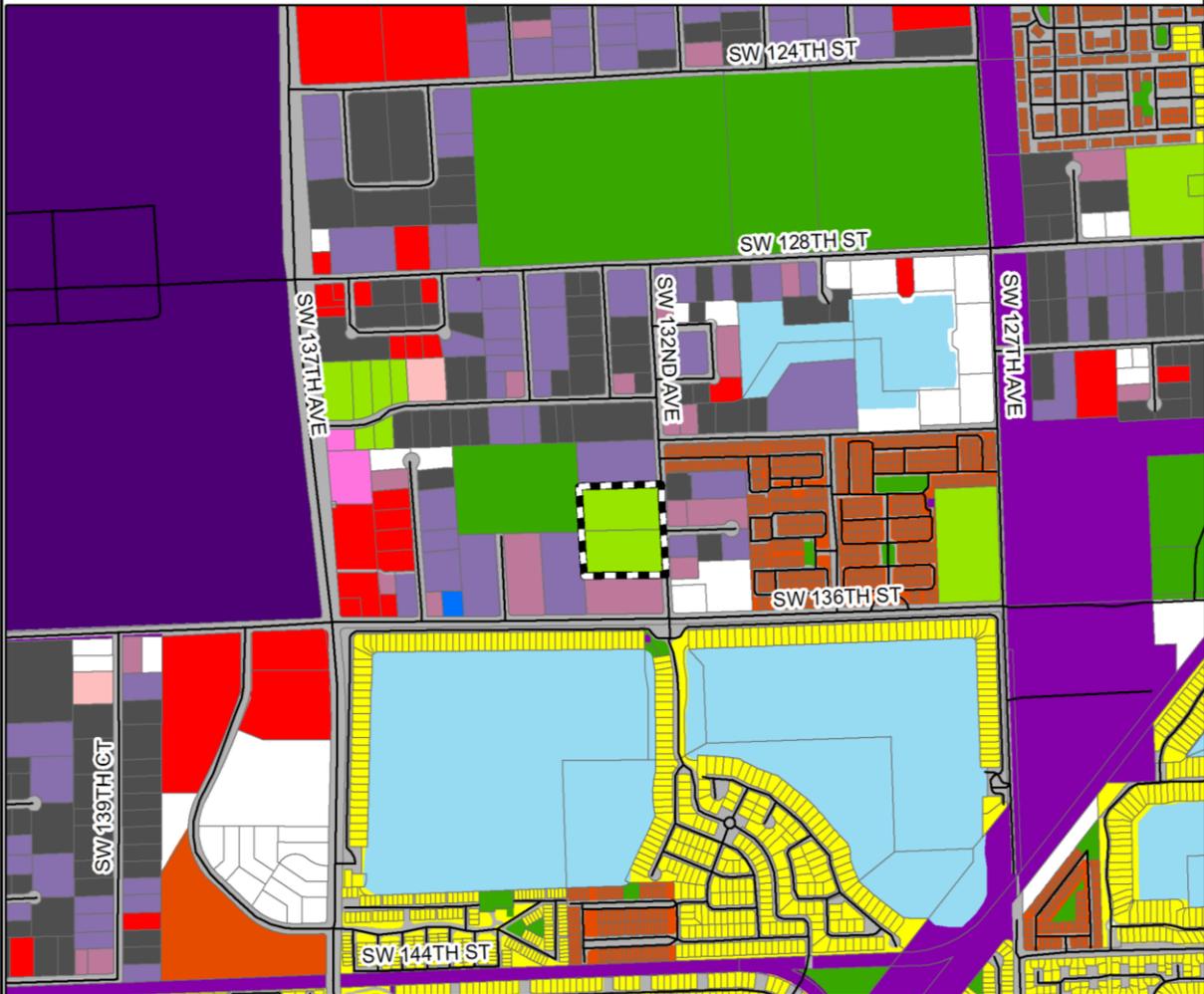
Source: Miami-Dade County
Department of Regulatory and Economic Resources
June 2015

ZONING DISTRICTS

BU-1A	BUSINESS DISTRICTS, LIMITED	RU-3M	MINIMUM APARTMENT HOUSE
BU-3	BUSINESS DISTRICTS, LIBERAL	RU-4	HIGH DENSITY APARTMENT HOUSE DISTRICT
GP	GOVERNMENT PROPERTY	RU-4L	LIMITED APARTMENT HOUSE DISTRICT
GU	INTERIM DISTRICT	RU-TH	TOWNHOUSE
IU-1	INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING		
IU-C	INDUSTRIAL DISTRICT, CONDITIONAL		
PAD	PLANNED AREA DEVELOPMENT		
RU-1	SINGLE-FAMILY RESIDENTIAL		
RU-1(M)(A)	MODIFIED SINGLE-FAMILY RESIDENTIAL		
RU-1(M)(B)	MODIFIED SINGLE-FAMILY RESIDENTIAL		
RU-1Z	SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE		
RU-2	TWO-FAMILY RESIDENTIAL DISTRICT, 7,500 FT ² NET		



APPLICATION NO. 4 EXISTING LAND USE

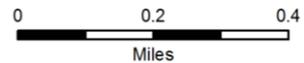


Source: Miami-Dade County
Department of Regulatory and Economic Resources
June 2015

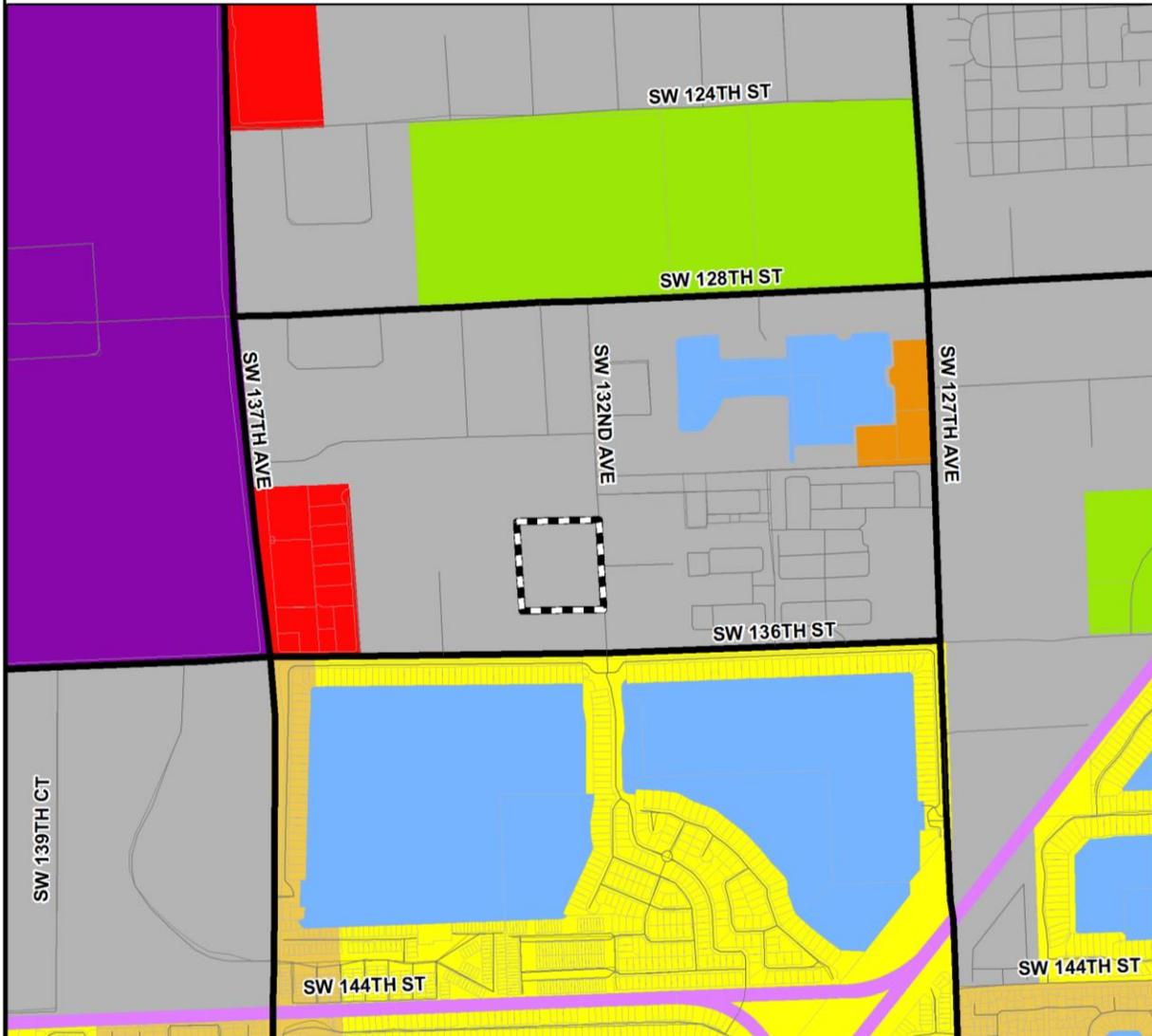
 APPLICATION AREA

EXISTING LAND USE

- | | |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
|  SINGLE-FAMILY |  COMMUNICATIONS, UTILITIES, TERMINALS |
|  TOWNHOUSES |  STREETS, ROADS, EXPRESSWAYS, RAMPS |
|  TRANSIENT-RESIDENTIAL (HOTELS, MOTELS) |  AGRICULTURE |
|  COMMERCIAL, SHOPPING CENTERS |  PARKS, PRESERVES, CONSERVATION AREAS |
|  OFFICE |  VACANT PRIVATELY OWNED, UNPROTECTED |
|  INSTITUTIONAL |  INLAND WATERS |
|  INDUSTRIAL | |
|  INDUSTRIAL INTENSIVE, OFFICE TYPE OF USE | |
|  INDUSTRIAL INTENSIVE, COMMERCIAL TYPE OF USE | |
|  AIRPORTS, PORTS | |



APPLICATION NO. 4 CDMP LAND USE

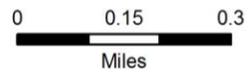


APPLICATION AREA

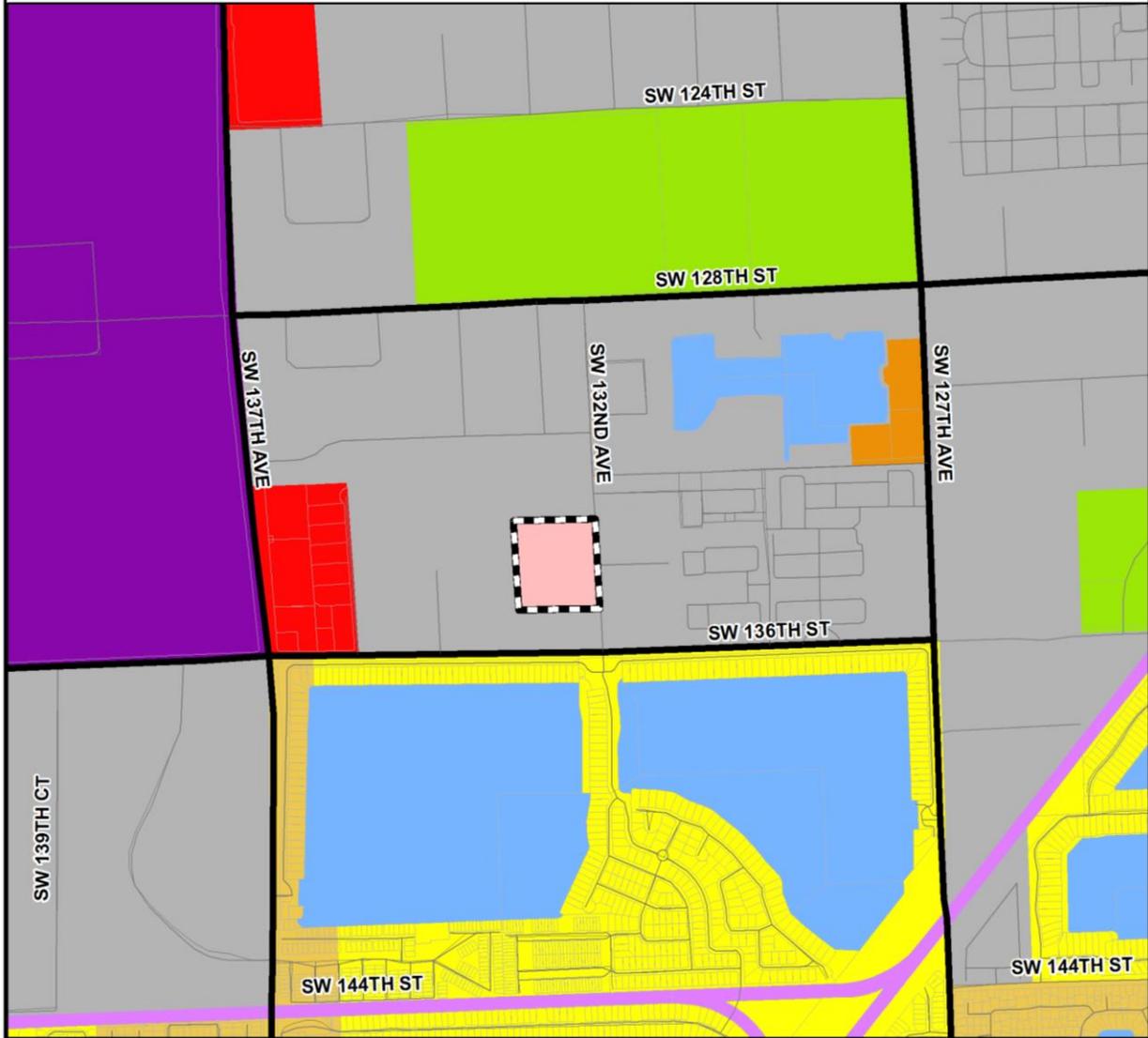
Source: Department of Regulatory and Economic Resources
June 2015

CDMP LAND USE

- | | |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
|  LOW DENSITY (2.5-6 DU/AC) |  TERMINALS |
|  LOW-MEDIUM DENSITY (6-13 DU/AC) |  MINOR ROADWAYS (2 LANES) |
|  BUSINESS AND OFFICE |  MAJOR ROADWAYS (3 OR MORE LANES) |
|  ENVIRONMENTALLY PROTECTED PARKS | |
|  WATER | |
|  TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.) | |



APPLICATION NO. 4 PROPOSED CDMP LAND USE

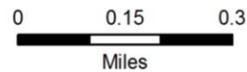


APPLICATION AREA

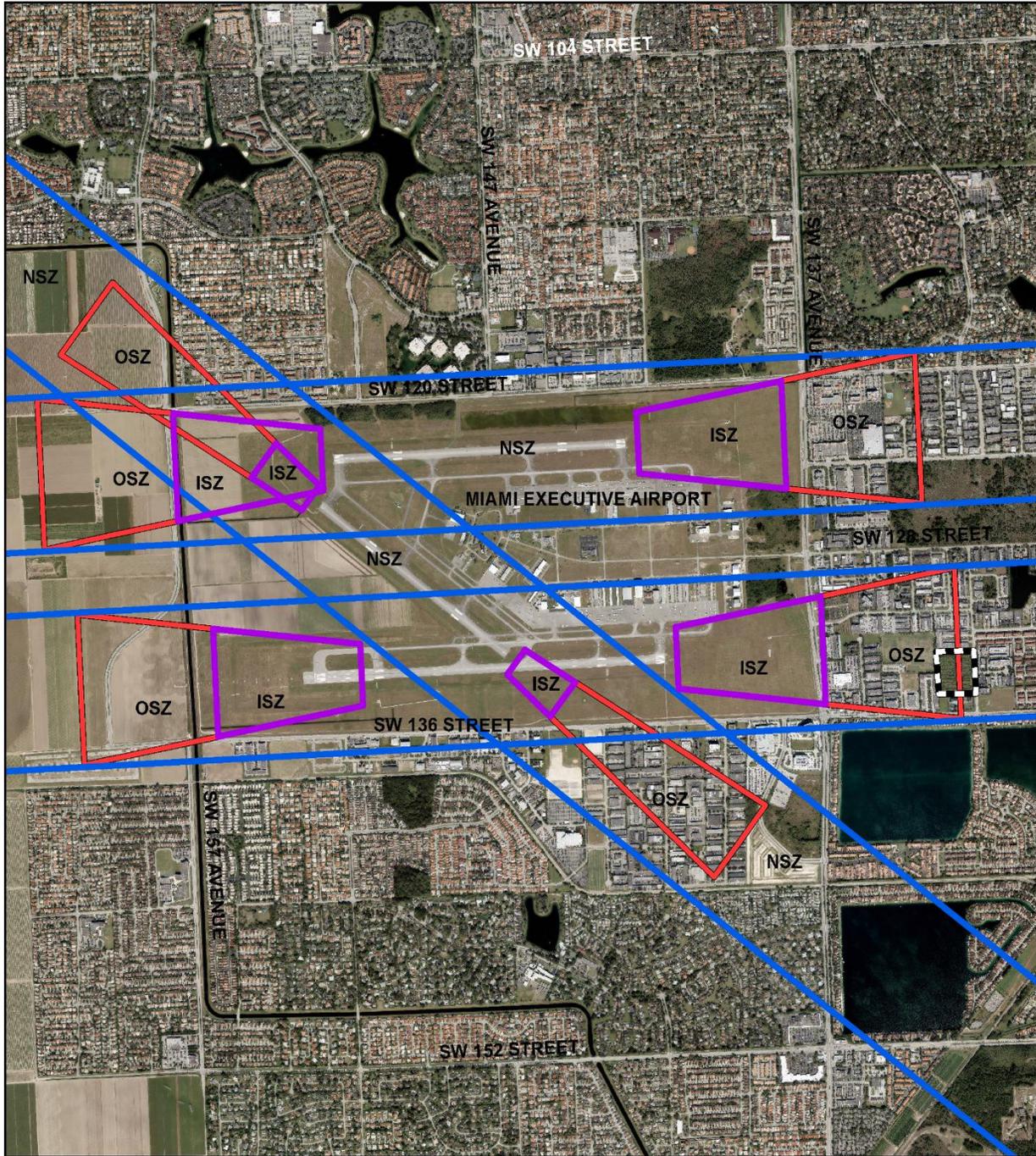
Source: Department of Regulatory and Economic Resources
June 2015

CDMP LAND USE

- | | |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
|  LOW DENSITY (2.5-6 DU/AC) |  TERMINALS |
|  LOW-MEDIUM DENSITY (6-13 DU/AC) |  MINOR ROADWAYS (2 LANES) |
|  MEDIUM DENSITY (13-25 DU/AC) |  MAJOR ROADWAYS (3 OR MORE LANES) |
|  INDUSTRIAL AND OFFICE | |
|  BUSINESS AND OFFICE | |
|  OFFICE/RESIDENTIAL | |
|  ENVIRONMENTALLY PROTECTED PARKS | |
|  WATER | |
|  TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.) | |

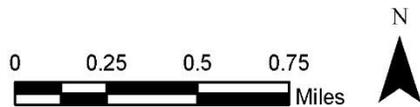


MIAMI EXECUTIVE AIRPORT



-  2020 URBAN DEVELOPMENT BOUNDARY
-  APPLICATION SITE
-  (NSZ) NO SCHOOL ZONE
-  (ISZ) INNER SAFETY ZONE
-  (OSZ) OUTER SAFETY ZONE

Source: Department of Regulatory and Economic Resources, Planning Division, August 2015



STAFF ANALYSIS

Application Site

Location

The ±9.9-acre site is located inside the 2020 Urban Development Boundary (UDB) on the west side of SW 132 Avenue and ±300 feet north of SW 136 Street in unincorporated Miami-Dade County, and approximately 4,200 feet east of the Kendall-Tamiami Executive Airport (see map series on pages 4-5 through 4-10).

Existing Land Use

The application site is currently used as cropland (see Appendix E: Photos of Site and Surroundings, on Appendix Page 39).

Land Use Plan Map Designation/Request

The application site is currently designated “Industrial and Office” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map (see “CDMP Land Use” map on page 4-7). Uses allowed in areas designated "Industrial and Office" on the LUP map include manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, and similar uses. Also included are construction and utility-equipment, maintenance yards, utility plants, public facilities, hospitals and medical buildings.

Additionally, the “Industrial and Office” land use category text on CDMP Land Use Element page 1-39 provides that:

“[i]f the land is the subject of an application for rezoning, zoning approval or a plan amendment and is located in an MSA with less than a 15-year supply of industrial land, in order to receive approval for a non-industrial use, the applicant must demonstrate that such use will not have a significant adverse impact on future industrial development”.

The applicant requests a CDMP land use change on the application site to “Office/Residential” (see “Proposed CDMP Land Use” map on page 4-8). Uses allowed in this CDMP land use category include both professional and clerical offices, hotels, motels, and residential uses. Office developments may range from small-scale professional office to large-scale office parks. Residential development may also be approved up to one density category higher than the density allowed in the adjoining or adjacent residentially designated area on the same side of the abutting principal roadway or up to the density of existing adjoining or adjacent residential development, or zoning if the adjacent or adjoining land is undeveloped, whichever is higher.

Under the application site’s current land use designation of “Industrial and Office,” the site could be developed with a maximum of 215,622 square feet of industrial uses. Under the applicant’s requested “Office/Residential” land use designation, the application site could be developed with a maximum of 215,622 square feet of office uses or 110 townhomes. As expressed in the application, the applicant’s intent is to build townhomes on the application site.

Zoning

The application site is currently zoned IU-C (Conditional Industrial). Uses permitted under the IU-C District include large industrial projects and industrial park developments of the nature, type and character commensurate with the public health, safety, comfort, convenience, and the general welfare of the County (see “Zoning” map on page 4-6).

The eastern ±6 acres of the 10-acre application site is located within the Outer Safety Zone (OSZ) for Runway 9R-27L of the Miami Executive Airport where residential development is limited to a density of less than 2 dwelling units per acre—less than 12 units would be allowed on this 6-acre portion of the site (see “Miami Executive Airport” map on page 4-10). Pursuant to above referenced Section 33-395 of the Code, the restrictions of the OSZ, and other airport zones, are to insure land use compatibility around the airport. The application states that “[t]he applicant is proposing the development of townhomes on the Property which is currently vacant” without addressing the potential negative impact the proposed development would have on the neighboring airport. Should the application be approved, a maximum of 110 residential units (including townhomes) at an average density of 11.2 units per acre would be allowable on the ±9.9-acre site under the requested “Office/Residential” designation. This would be incompatible with the airport and in conflict with the above referenced Section 33-395 of the County Code.

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. Based on Miami-Dade County’s zoning records, prior to September 2006, the application site was zoned GU (Interim). On September 7, 2006, Miami-Dade Board of County Commissioners adopted Resolution No. CZAB11-33-06, approving a zoning district boundary change on the application site from GU to IU-C, which remains the zoning on the subject property today.

Adjacent Land Use and Zoning

Existing Land Uses

The property adjacent to the south of the application site is developed with the University Credit Union; further south, across SW 136 Street, properties are developed with townhomes. Properties adjacent to the west of the subject site are developed with warehouse facilities and light manufacturing operations (Tamiami Industrial Park); adjacent to the northwest of the application site, the area is developed with the Three Lakes Park. Properties adjacent to the north of the application site are developed with warehouses in an industrial park. Properties to the northeast, east of SW 132 Avenue along SW 132 Street, are developed with townhouses that are in good condition. Properties to the east of the application site, across SW 132 Avenue, are developed with office uses and warehouses. There is a vacant parcel at the southeast corner of SW 136 Street and SW 132 Avenue that is zoned BU-1A (Limited Business) - see Appendix E: Photos of Site and Surroundings, on Appendix Page 39.

Land Use Plan Map Designations

Properties abutting and surrounding the application site are designated “Industrial and Office” on the LUP map (see “CDMP Land Use” map on page 4-8).

Zoning

Properties adjacent to the north, east and south of the application site are zoned IU-C (Conditional Industrial). Properties adjacent to the west are zoned GU (Interim) and IU-1 (Light Industry). Uses permitted in the GU Zoning District depend on the character of the neighborhood; otherwise EU-2 standards apply (see “Zoning” map on page 4-6).

Supply and Demand Analysis

Residential Land

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 6.2) in 2015 was estimated to have a capacity for about 3,021 dwelling units, with about 70 percent of these units intended as multi-family. The annual

average residential demand in this Analysis Area is projected to increase from 496 units per year in the 2015-2020 period to 523 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 2017 and for multi-family beyond the year 2030 (see “Residential Land Supply/Demand Analysis” table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2021. The proposed application, if approved, is projected to increase single family type capacity by 110 units. This will not have a significant impact on the capacity of the area.

Residential Land Supply/Demand Analysis
2015 to 2030

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 2015	899	2,122	3,021
DEMAND 2015-2020	400	96	496
CAPACITY IN 2020	0	1,642	541
DEMAND 2020-2025	406	98	504
CAPACITY IN 2025	0	1,152	0
DEMAND 2025-2030	422	101	523
CAPACITY IN 2030	0	647	0
DEPLETION YEAR	2017	2030	2021

Residential capacity is expressed in terms of housing units.

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

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

Industrial Land

The Analysis Area (MSA 6.2) contained 627.40 acres of in-use industrial uses in 2015 and an additional 135.30 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2015-2030 period is 21.81 acres per year. At the projected rate of absorption, the study area will deplete its supply of industrial zoned land by 2021 (see “Projected Absorption of Land for Industrial Uses” table below). In addition, the vacancy rate for industrial properties in MSA 6.2 is 3 percent, indicating the existence of a very tight market. In addition, it should be noted that this property is near Tamiami Airport, an area where an adequate supply of industrial land is of utmost importance for the attraction of new industries, the creation of jobs, economic diversity and the integral economic development of the area.

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

Analysis Area	Vacant Industrial Land 2015 (Acres)	Industrial Acres in Use 2015	Annual Absorption Rate 2015-2030 (Acres)	Projected Year of Depletion
MSA 6.2	135.30	627.40	21.81	2021

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, July 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	DERM Surface Water Management Standard Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	9 feet

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	No
Hazardous Waste	No
Contaminated Site	No

Pollution Remediation

There are no DERM records of current or historical contamination issues on the property or on sites directly abutting the application site. Based on the former agricultural use of the site, it is recommended that a Phase 1 and Phase 2 Environmental Assessment be conducted on the property prior to development. Site development may require review and approval from the Environmental Monitoring and Restoration Division of DERM. For further information call (305)372-6700.

Drainage, Flood Protection and Stormwater Management

The proposed development is determined to be in Zone X or above the flood plain as determined by the Federal Emergency Management Agency (FEMA). Any development will have to comply with the requirements of Chapter 11C, Miami-Dade County Code, for flood protection. The site is a formal agricultural site, therefore a DERM Class IV permit might be required. The site shall be filled to a minimum elevation of 9 feet, NGVD (County Flood Criteria). Any proposed development with more than 2.0 acres of impervious area within the subject property will require a DERM Surface Water Management Standard Permit for the construction and operation of the required surface water management system.

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 (LOS) standards for flood protection set forth in the CDMP.

Endangered Species

The subject property and adjacent properties are not located within a federally designated critical habitat area. DERM is not aware of any documented threatened and endangered species on this

or adjacent properties. CON-9A states “All activities that adversely affect habitat that is critical to federal or state designated, endangered or threatened species shall be prohibited unless such activity(ies) are a public necessity and there are no possible alternative sites where the activity(ies) can occur.”

Water and Sewer

Water Supply

The source of water for this area is the Alexander Orr Water Treatment Plant which is owned and operated by Miami-Dade Water and Sewer Department (WASD). 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). Based on the LOS standard, the capacity of the regional water treatment system is equivalent to 430.95 MGD. The total available water treatment plant capacity, 63.54 MGD, is calculated using the available plant capacity (430.95 MGD), subtracting the maximum day flow (343.2 MGD) and subtracting the water that is reserved through development orders (24.21 MGD).

As noted in the “Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario” table below, the maximum water demand for Industrial (Scenario 1) development under the current CDMP Land Use designations, is estimated at 2,156 gallons per day (gpd). The maximum water demand for Business (Scenario 1) or Residential (Scenario 2) development under the Requested CDMP Land Use designations, are estimated at 10,781 gpd and 19,800 gpd respectively. This represents an increase of up to 17,644 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	Industrial	215,622 sq. ft.	1 gpd/100 sq. ft.	2,156 gpd
Requested CDMP Designation				
1	Business	215,622 sq. ft. office	5 gpd/100 sq. ft.	10,781 gpd
2	Residential	110 townhomes	180 gpd	19,800 gpd

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

Water System Connectivity:

There is an existing 12-inch water main abutting the property along SW 132 Avenue to which the Developer may connect and extend a new 12-inch water main to the property. Any public water main extension within the property shall be twelve 12-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 are no planned projects within close proximity to this application site.

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. Based on the LOS standard, the capacity of the regional wastewater treatment system is equivalent to 368.14 MGD. The available capacity is calculated by subtracting the annual average flow (307.73 MGD) for the preceding 5 years and the capacity reserved for development orders (31.07 MGD) from the system capacity (368.14 MGD). Therefore, the available wastewater treatment plant capacity is 29.34 MGD.

Sewer System Connectivity:

The application site is located within the WASD franchised service area. The wastewater flows for this application will be transmitted to the South District Wastewater Treatment Plan for treatment and disposal. Currently, there is average wastewater treatment capacity for the application site consistent with Policy WS-2A(2) of the CDMP Water, Sewer and Solid Waste Element. At the time of development, a capacity modeling evaluation may be required.

The proposed land use would be required to connect to public sanitary sewer system pursuant to Chapter 24 of the Code. The County owns and operates 12-inch and 16-inch gravity sewer mains located in SW 132 Avenue abutting the eastern boundary of the property, and an 8-inch gravity sewer main located in an easement abutting a portion of the southern boundary of the property, from any of which the developer shall connect and install 8-inch gravity sewer main. These gravity mains discharge the sewage flow to pump station 30-0552 and then to the South District Wastewater Treatment Plant. The aforementioned sanitary sewer pump station as well as the South District Wastewater Treatment Plant are owned and operated by Miami Dade Water and Sewer Department; in addition, they are currently working within the mandated criteria set forth in the Consent Decree Case: No. 1:12-cv-24400-FAM, effective Dec 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

The adopted level of service standard (LOS) for the County Public Works and Waste Management System is as follows: 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 (5) years. As of FY 2014-15, the PWWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the applications reviewed here, which is not anticipated to have a negative impact on disposal service.

Application Impacts

The applicant stated in the application that the application site would be developed with townhomes. The proposed residential development would be within PWWM’s waste collection service area. Development on the property is estimated to create approximately 110 single family attached residential units. The waste collection fee will cover all associated costs. However, approval of the Application could result in development of non-residential establishments per Chapter 15 of Miami-Dade County Code. The PWWM does not actively compete for non-residential waste collection service such as commercial, business, office, and industrial services at this time. Waste collection services will most likely be provided by a private waste hauler. The requested LUP map amendment will have no impact or any associated costs; therefore PWWM has no objection to the proposed LUP map changes.

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).

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum 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 when measured by the County concurrency level-of-services standard for the unincorporated area of 2.75 acres of local recreation open space for 1,000 persons in UMSA.

The “County Local Parks” table below lists all the parks within a 3-mile radius of the application site. The table below shows that sixteen parks are larger than the required five acre park.

Park Facility	Classification	Acreage
Sabal Chase Park	Neighborhood Park	4.43
Calusa Club Estates Park	Neighborhood Park	6.99
Kings Meadow Park	Neighborhood Park	5.44

Park Facility	Classification	Acreage
Sugarwood Park	Neighborhood Park	7.82
Water Oaks Park	Neighborhood Park	5.05
Hammocks Community Park	Community Park	21.51
Sandpiper Park	Neighborhood Park	4.74
Arvida Park	Neighborhood Park	7.55
DevonAire Park	Community Park	12.43
Oak Creek Park	Neighborhood Park	5.03
Deerwood Bonita Lakes Park	Community Park	11.03
Kings Grant Park	Neighborhood Park	6.42
Serena Lakes Park	Neighborhood Park	5.14
Eureka Villas Park	Neighborhood Park	5.30
Wild Lime Park	Community Park	11.81
Sgt. Joseph Delancy Park	Community Park	10.46
Walter A. White Park	Neighborhood Park	1.64
Richmond Triangle Park	Mini-Park	0.60
Colonial Drive Park	Community Park	14.34
Chuck Pezoldt Park	Community Park	3.01
Three Lakes Park	Single Purpose Park	15.72
Rock Ridge Park	Neighborhood Park	4.54

Source: Department of Parks and Recreation and Open Space, July 2015

Application Impacts

The existing CDMP land use designation of “Industrial and Office” does not allow residential development on the application site; therefore, the current potential development on the application site would not incur additional impacts on the minimum Level of Service standard for the provision of local recreation open space. The proposed change could result in a potential population of 355 persons, resulting in an impact of an additional ±0.98 acres of local parkland. This would lower the surplus capacity from 491.32 acres to 490.34 acres, but remain above the adopted LOS standard.

Fire and Rescue Service

The application site is currently served by Miami-Dade County Fire Rescue Station No. 43 (Richmond) located at 13390 SW 152 Street. The station is equipped with a Rescue and Aerial staff totaling seven (7) firefighter/paramedics on duty 24 hours a day, seven days a week.

The Miami-Dade County Fire Rescue Department (MDFR) has indicated that the average travel time to incidents in the vicinity of the application site is approximately 6:20 minutes. 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 the vicinity of the application site complies with the performance objective of national industry.

Level of Service Standard for Fire Flow and Application Impacts

CDMP Policy WS-2A of the Water, Sewer and Solid Waste Element 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. The required fire flow for the proposed CDMP land use designation of “Office/Residential” shall be 1,500 gallons

per minute (GPM). Fire hydrants shall be spaced a minimum of 300' from each other and shall deliver not less than 750 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application site.

The current CDMP land use designation of "Industrial and Office" will allow a potential development that would generate nine (9) annual alarms. The proposed CDMP land use designation of "Office/Residential" would allow a proposed potential development that is anticipated to generate 47 annual alarms.

The 47 annual alarms will result in a moderate impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of the application site is adequate. Based on the current call volume for Station No. 43, and as a result of other existing stations within close proximity of the subject application, all stations combined are capable of mitigating the additional number of alarms. Other stations proximate to the application site include Station No. 52 (South Miami Heights) located at 12105 Quail Roost Drive and Station No. 57 (West Kendall) located at 8501 SW 127 Avenue.

Furthermore, in an effort to enhance fire and rescue service, MDFR is searching for a suitable parcel of land in the vicinity of SW 184 Street and SW 157 Avenue 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 39 students – this number reflects an impact reduction of 22.36% for charter and magnet schools (schools of choice). Of the 39 students, 17 will attend elementary schools, 10 will attend middle schools students and 12 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
Gloria Floyd Elementary	162	17	17	Yes	Current CSA
Richmond Heights Middle	484	10	10	Yes	Current CSA
Miami Sunset Senior	488	12	12	Yes	Current CSA

Source: Miami-Dade County Public Schools, July 2015.
Miami-Dade County Department of Regulatory and Economic Resources, August 2015.

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 CDMP amendment application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

Aviation

As per Chapter 33 of the Code of Miami-Dade County, specifically as it pertains to airport zoning, the application site is partially impacted by the Miami Executive Airport's (formerly Kendall-Tamiami) Outer Safety Zone. In the Outer Safety Zone, residential density is limited to less than two units per acre; educational facilities (excluding aviation schools) and places of public assembly are not permitted. The Federal Aviation Administration (FAA) and Miami-Dade Aviation Department (MDAD) may need to study the elevation plans and issue determinations for permanent and temporary structures associated with any development plans. All uses need to comply with federal, state and local aviation regulations, including the Code of Miami-Dade County, Chapter 33, as it pertains to airport zoning.

Roadways

The application site is a ±10.0 gross acre (±9.9 net) property located on the west side of SW 132 Avenue and ±300 feet north of SW 136 Street. Direct access to the site is only provided through SW 132 Avenue, an undivided two lane roadway. To the north of the application site, SW 132 Avenue connects to SW 120 Street, and on the south to SW 136 Street. Both streets provide access to SW 137 Avenue, a major north-south arterial, which provides 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/or in the vicinity of the application site, which are currently monitored by the State (Year 2014) and the County (Year 2014), are

operating at acceptable levels of service. See “Traffic Impact Analysis on Roadways Serving the Amendment Site” table below.

Trip Generation

Under the current CDMP land use designation of “Industrial and Office,” the application site could be developed with a maximum of 215,622 sq. ft. of industrial uses. Under the requested “Office/Residential” CDMP land use designation, the application site could be developed with a maximum of 215,622 sq. ft. of office space (Scenario 1) or with a maximum of 110 townhouses (Scenario 2). The 215,622 sq. ft. of industrial development is estimated to generate approximately 206 PM peak hour vehicle trips. The 215,622 sq. ft. of office development (Scenario 1) is estimated to generate approximately 320 PM peak hour vehicle trips, or 114 more PM peak hour vehicle trips than an industrial development that could occur under current CDMP land use designation. The 110 townhouses (Scenario 2) are estimated to generate approximately 70 PM peak hour trips, or 136 less PM peak hour vehicle trips than an industrial development. 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 ¹ and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation ² and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	“Industrial and Office” 215,622 sq. ft. industrial ¹ / 206	“Office/Residential” 215,622 sq. ft. office ² / 320	+ 114
Scenario 2	“Industrial and Office” 215,622 sq. ft. industrial ¹ / 206	“Office/Residential” 110 SF attached ² / 70	- 136

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

Notes: ¹ Currently, the application site is designated “Industrial and Office” and consists of cropland but it could be developed with approximately 215,622 sq. ft. of industrial uses.

² Under the requested “Office/Residential” land use designation, the application site could be developed with approximately 215,622 sq. ft. of office space (Scenario 1), or with 110 townhouses (Scenario 2).

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions as of July 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 *2016 Transportation Improvement Program (TIP)*, and the PM peak hour vehicle 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 impacts that would be generated by the application and are projected to operate at acceptable levels of service. See “Traffic Impact Analysis on Roadways Serving the Amendment Site” table below.

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

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1: "Office/Residential" - 215,622 sq. ft. office uses													
2519	SW 137 Avenue	SW 104 St. to SW 128 St.	6 DV	E	5390	3041	C	32	3073	C	69	3142	C
9814**	SW 137 Avenue	SW 120 St. to SW 136 St.	6 DV	E	7000	3715	B	351	4066	B	87	4153	B
9816**	SW 137 Avenue	SW 136 St. to SW 152 St.	6 DV	E	5780	3539	C	556	4095	C	93	4188	C
9784	SW 127 Avenue	SW 104 St. to SW 120 St.	4 DV	D	2670	1075	D	36	1111	D	64	1175	D
9762**	SW 120 Street	SW 147 Ave. to SW 137 Ave.	4 DV	D	3340	1989	D	930	2919	D	18	2937	D
9760**	SW 120 Street	SW 137 Ave. to SW 117 Ave.	4 DV	D	3870	2722	D	40	2762	D	77	2839	D
Scenario 2: "Office/Residential" - 110 SF attached dwelling units (townhouses)													
2519	SW 137 Avenue	SW 104 St. to SW 128 St.	6 DV	E	5390	3041	C	32	3073	C	15	3088	C
9814**	SW 137 Avenue	SW 120 St. to SW 136 St.	6 DV	E	7000	3715	B	351	4066	B	19	4085	B
9816**	SW 137 Avenue	SW 136 St. to SW 152 St.	6 DV	E	5780	3539	C	556	4095	C	20	4115	C
9784	SW 127 Avenue	SW 104 St. to SW 120 St.	4 DV	D	2670	1075	D	36	1111	D	14	1125	D
9762**	SW 120 Street	SW 147 Ave. to SW 137 Ave.	4 DV	D	3340	1989	C	930	2919	D	4	2923	D
9760	SW 120 Street	SW 137 Ave. to SW 117 Ave.	4 DV	D	3870	2722	C	40	2762	D	16	2778	D

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

Notes: DV= Divided Roadway.

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity).

** Traffic counts for these stations are for the Year 2013. Traffic counts for all other stations are for the Year 2014.

Scenario 1 under the requested CDMP land use designation assumes the application site developed with 215,622 sq. feet of office space.

Scenario 2 under the requested CDMP land use designation assumes the application site developed with 110 single-family attached residential dwelling units (townhouses).

Application Impact

The “Estimated PM Peak Hour Trip Generation” table above shows the number of PM peak hour vehicle trips expected to be generated by the maximum potential development that could occur under the current CDMP land use designation and by the two potential maximum development scenarios that could occur under the requested CDMP land use designation. The application site is currently a cropland but could be developed with a maximum of 215,622 sq. ft. of industrial uses under the current “Industrial and Office” CDMP land use designation. The 215,622 sq. ft. of industrial development is estimated to generate approximately 206 PM peak hour vehicle trips. Under the requested “Office/Residential” CDMP land use designation, Scenario 1 (215,622 sq. ft. of office uses) is estimated to generate approximately 320 PM peak hour vehicle trips, or 114 more PM peak hour vehicle trips than the industrial development that could occur under the current CDMP land use designation; and Scenario 2 (110 townhouses) is estimated to generate approximately 70 PM peak hour vehicle trips, or 136 less PM peak hour vehicle trips than the potential industrial development. See “Estimated PM Peak Hour Trip Generation” table above. In summary, the traffic concurrency analysis performed indicates that the roadways adjacent to and in the vicinity of the application site that were analyzed have enough capacity to handle the additional traffic that could be generated by this application.

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Route 137 (West Dade Connection); the service frequency of this route is shown in the “Metrobus Route Service Summary” table below.

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			
137	30	45	60	45	45	0.6	0.5	L

Source: Draft 2015 *Transit Development Plan*, Miami-Dade Transit (June 2015 Line Up), July 2015.

Notes: L means Metrobus Local route service

Future Conditions

The draft 2015 *Transit Development Plan (TDP)* does not identify any improvements to the existing Metrobus service, nor any new Metrobus routes planned in the immediate vicinity of the application site, for the next ten years.

The 2026 and Beyond Vision Plan within the draft 2015 *TDP* lists the SW 137 Avenue Enhanced Bus Service (EBS) Project. This route would provide premium limited-stop transit service along SW 137 Avenue, from Miami-Dade Transit’s (MDT) proposed Tamiami Station (to be located at SW 8 Street and SW 147 Avenue) to MDT’s proposed park-and-ride lot (to be located at SW 200 Street and the Busway). Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2023 using nine (9) new standard 40-foot buses. The planned bus service improvement is shown in the “Metrobus Recommended Service Improvements and Service Plan” table below. The EBS improvement is scheduled to be implemented in 2023.

Metrobus Recommended Service Improvements and Service Plan

Route	Improvement Description	Implementation Year
SW 137 Avenue Enhanced Bus	Premium limited-stop transit service along SW 137th Avenue from the proposed Tamiami Station to the proposed park-and-ride facility located at SW 200 th Street (Caribbean Blvd.) and the Busway.	2023

Source: Draft 2015 *Transit Development Plan*, Miami-Dade Transit (June 2015 Line Up), July 2015.

Note: Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance; the estimated operating or capital costs of maintaining the existing bus service and implementing the SW 137 Avenue bus service is not associated with this application.

Application Impacts

A preliminary analysis performed in the Traffic Analysis Zone (TAZ) 1238, where the application site is located, indicates that no transit impact would be generated by approval of this application.

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

The proposed application would impede the following goals, objectives, policies, concepts and guidelines of the CDMP:

- 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-4B. Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.
- 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.
- AV-5. Continue to ensure the compatibility of aviation facilities and operations with the natural environment and surrounding communities.
- AV-5G. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports and the Homestead Air Reserve Base, reflecting recommendation in the federal and State guidance documents cited in Policy AV-5E.
- CHD-2B. Encourage well designed infill and redevelopment to reduce vehicle miles traveled and improve air quality.

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

- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).
- HO-3I. Encourage the development of residential housing units through infill and expansion of redevelopment opportunities in urbanized areas with existing infrastructure.

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