

<h1 style="margin: 0;">Application No. 5</h1> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <span style="font-size: 1.2em; font-weight: bold;">Commission District 12</span> <span style="font-size: 1.2em; font-weight: bold;">Community Council 5</span> </div>
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## APPLICATION SUMMARY

Applicant/Representative:	International Atlantic, LLC. / Miguel Diaz de la Portilla, Esq., & Elinette Ruiz, Esq.
Location:	North of NW 178 Street between the Turnpike and I-75
Total Acreage:	±174.83 Gross/ ±150.12 Net
Requested Land Use Plan Map Designation:	<ol style="list-style-type: none"> <li>1. Redesignate the application site on the Land Use Plan map:                  From: "Industrial and Office"                  To:    "Business and Office"</li> <li>2. Amend the Land Use Element text by Deleting the 0.45 Floor Area Ratio (FAR) limitation that applies to the portion of the Application area west of NW 97 Avenue;</li> <li>3. Release the Declaration of Restrictions, recorded in Official Records Book 24479 at Page 0689 of the Public Records of Miami-Dade County, Florida, as it applies to portions of the subject property;</li> <li>4. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board; and</li> <li>5. Amend the Transportation Element Figure 1 – Planned Year 2030 Roadway Network; Figure 2 – Roadway Classification 2012; and Figure 3 – Roadway Functional Classification 2030).</li> </ol>
Amendment Type:	Standard
Existing Zoning District/Site Condition:	AU and IU-C / vacant

## RECOMMENDATIONS

Staff:	<b>TRANSMIT WITH CHANGE AND WITH THE PROFFERED DECLARATION OF RESTRICTIONS</b> (November 2016)
Country Club of Miami Community Council (5)	<b>TRANSMIT WITH CHANGE AND WITH THE PROFFERED DECLARATION OF RESTRICTIONS as recommended by staff and with the following conditions: 1) Keep NW 170<sup>th</sup> Street bridge closed and, 2) provide private bus shuttle bus services for the communities on NW 186 Street.</b> (November 29, 2016)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	<b>TRANSMIT WITH CHANGE AND WITH THE PROFFERED DECLARATION OF RESTRICTIONS as recommended by staff</b> (December 7, 2016)
Board of County Commissioners Transmittal:	<b>TO BE DETERMINED</b> (January 25, 2017)
Board of County Commissioners Final Action:	<b>TO BE DETERMINED</b> (April 2017)



Staff recommends to **TRANSMIT WITH CHANGE AND WITH THE PROFFERED DECLARATION OF RESTRICTIONS** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020-2030 Land Use Plan (LUP) map and Land Use Element text. The application requests to redesignate the ±174.83 gross-acre application site from “Industrial and Office” to the “Business and Office” CDMP land use category; delete text in the CDMP Land Use Element, release an existing Declaration of Restrictions, add the new proffered covenant to the Restrictions Table in Appendix A of the Land Use Element; and revise the Traffic Circulation Subelement Figures 1, 2 and 3 to reflect the roadway network changes needed to support the application. Staff’s recommendation is based on the following reasons:

**Principal Reasons for Recommendation:**

1. Staff recommends the application be transmitted with change because the application has considerable merits, but, staff has several concerns with the application and believes that the concerns may be addressed during the amendment process. The application proposes the development of a significant 6.2 million square feet retail and entertainment venue with 2,000 hotel rooms, which the Applicant projects will generate over 14,500 jobs while attracting over 30 million visitors per year. While the proposed development could generate a potentially significant economic benefit to the County, careful consideration must be given to the projected impacts from the development and ensuring such impacts are appropriately mitigated. Staff’s primary concerns are in ensuring the potential environmental and transportation impacts that would be generated by the development are determined/quantified and that the appropriate mitigation measures, including for other impacts, are adequately addressed through the necessary commitments from the Applicant.

The Applicant has proffered a Declaration of Restrictions (covenant) that would limit development on the property to 3,500,000 square feet of retail; 1,500,000 square feet of entertainment uses; a hotel with 2,000 rooms; and 1,200,000 square feet of common areas of back of house uses. The conditions under which any outstanding development impacts would be determined and how they would be addressed and mitigated must be appropriately described in the Applicant’s proffered covenant and/or a related Chapter 163 Development Agreement. Transmittal of the application allows time for the appropriate analyses to be completed and the proffers to be made.

The referenced change to the application is the Applicant’s withdrawal by letter dated August 9, 2016, of two parcels totaling ±19.65 acres from the northern portion of the application site, reducing the size of the site from ±169.48 net acres to ±150.12 net acres (from ±194.48 gross acres to ±174.83 gross acres). The requests of the application are detailed herein on page 5-16 herein.

2. The application proposes development that includes a mix of retail and entertainment uses consistent with a recommendation of the Retail/Entertainment District Assessment report (the RED report) prepared on behalf of the County. In December 2010 the Miami-Dade Board of County Commissioners adopted Resolution No. 1233-10 directing the County to study the feasibility of a Retail/Entertainment District in the County, specifically in the area west of Miami International Airport, east of the Turnpike, north of State Road 836, and south of NW 41 Street. The study was conducted by Lambert Advisory and the findings presented in the Retail/Entertainment District Assessment report (the RED report). Specific to the objective, the RED report concluded that land within the study area between the Dolphin and International Malls has the capacity to support additional entertainment venues in the form of restaurants, clubs and potentially a ride, water feature and themed experience. The study further pointed



out that the retail and entertainment venues would be strengthened by the development of additional hotel rooms to serve the area.

Furthermore, the study found that large-scale retail businesses that include family entertainment in their operations perform financially better than standalone retail operations and large-scale types of commercial developments are concentrated in the central and northern area of the County, with the trend expected to continue. The study also recommended that the County should consider developing a series of workshops focusing on planning for potential Retail Entertainment Districts elsewhere in the County and identified areas that are appropriate for Retail/Entertainment District type development. Among the areas identified for Retail/Entertainment District type development are the County's planned Zoo Miami Entertainment Area, the Southland Mall area, Homestead and the Northwest area of the County. The Application proposes a Retail/Entertainment District type development within the northwest area of the County consistent with the findings of the RED report.

3. The application proposes to change the "Industrial and Office" Land Use Plan map designation of the ±174.83-gross acre application site to facilitate the development of a retail/entertainment project on the subject property, generally in accordance with the CDMP provisions for the "Industrial and Office" land use category. The CDMP Land Use Element text on page I-39 provides for the retention of "Industrial and Office" designated land when such land is in a Minor Statistical Area that has less than a 15-year supply of industrial land. In instances where there is less than a 15-year supply of industrial land, in order to be considered for approval of a non-industrial use it must be demonstrated that such use will not adversely impact future industrial development. The application proposes development on the subject property located in Minor Statistical Area (MSA) 3.1, which has more than a 50-year supply of industrial land, and the redesignation of the application site would not reduce the industrial land to less than a 30-year supply. This is calculated based on the current rate of absorption of 16.87 acres of industrial land per year.

Furthermore, the Applicant has proffered covenant that would limit development on the application site, as discussed in Principal Reason No. 1, to uses that would be generally compatible with industrial development and would not impede industrial development on adjacent industrial land to the south.

4. The application presents an opportunity for preparation of a more detailed plan of development for the ±174.83 gross acre application site together with an abutting ±339-acre site to the south that is the subject of the associated Application No. 6 (the Graham Application), also being processed in this May 2016 Cycle. As expressed in the Graham Application, this Application No. 5 provides the basis for the development program proposed in the Graham Application. Given the size of each application site and the intensity of the development proposed, each application meets the thresholds for a Development of Regional Impact (DRI) review, pursuant to Chapter 380.06(1), Florida Statutes, and Rule 28-24 of the Florida Administrative Code. However, Section 380.06(30), Florida Statutes, provides that developments meeting the requirements of review as a new DRI are required to undergo plan amendment review under the State Coordinated Review Process outlined in Chapter 163.3184(4) in lieu of the DRI review process. Although not required to undergo a DRI level review, upon staff's request the Applicants agreed to answer twenty one (21) relevant questions among those typically asked of Applications for Development Approval (ADA) of a new DRI to facilitate the County's review of the applications. The questions and the Applicant's responses are included as Additional



Materials to the application filed and form part of the basis for review of the application (see Appendix A: Amendment Application on Appendices Page 3). County staff has reviewed the responses to the DRI questions and determined that additional analysis and information is required from the Applicant primarily as it pertains to natural and environmental resources discussed in Principal Reason No. 7(iv) below.

5. Consistent with the provisions of Objective ICE-1 and associated policies of the CDMP Intergovernmental Coordination Element, the review of the application's traffic impacts and that of Application No. 6 was coordinated with Broward County and municipalities in both Broward and Miami-Dade Counties that are proximate to the application site, as well as the Florida Department of Transportation, Florida Turnpike Enterprise, and the South Florida Regional Council. The objective and associated policies require the County to coordinate comprehensive planning, development and impact assessment among governmental entities. The coordinated review of the application has occurred through a series of four (4) meetings convened at the offices of the South Florida Regional Council both prior and subsequent to the application being filed with the County with the primary focus on analyzing the traffic impacts projected to be generated by the application as proposed.

Application Nos. 5 and 6 were both originally filed in the November 2015 Cycle of amendments to the CDMP but were subsequently transferred to the May 2016 Cycle at the request of the Applicants. The coordination meetings occurred over a one-year period, with the first two occurring in September and October of 2015 prior to the filing of the applications in the November 2015 Cycle. The third meeting was convened in January 2016 after the applications were filed and the fourth meeting occurred in September 2016 after the applications were transferred to the May 2016 Cycle.

All entities that have participated in the coordinated review were able to provide input into the methodology for the Transportation Impact Analysis and also reviewed the various versions of the analysis prepared and submitted by Leftwich Consulting Engineers on behalf of the Applicants. The correspondence between County staff, representatives Broward County result of the agency participation is presented in a separate document entitled "Addendum to the May 2016 Cycle Initial Recommendations for Application Nos. 5 and 6" dated November 2016. Through this coordinated review process the Transportation Impact Analysis has undergone multiple revisions and the review is ongoing. Based on the impact documentation from the analysis, County staff continues to have questions about the validity of the project's overall trip distribution and impacts to the transportation network and the appropriateness of certain proposed roadway improvements identified by the Applicant to address projected LOS roadway deficiencies. Staff continues to work with the Applicants and the transportation consultant to address these concerns and to bring them to a satisfactory resolution.

6. The application does not adequately demonstrate the appropriate coordination of land use and transportation planning as required by the CDMP. Land Use Element Objective LU-1 and Policy LU-1A, and Mass Transit Subelement Objective MT-2 and Policy MT-2A collectively require the location and configuration of urban growth to emphasize the intensification of development around centers of activity having high countywide multimodal accessibility including the provision of efficient transit service. Furthermore, Mass Transit Subelement Policy MT-1A requires areas within the Urban Development Boundary of the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map that have a combined resident and work force population of more than 10,000 persons per square mile (640 acres) to be provided with transit service having 30-minute headways. The application proposes a significant center of activity, a 6.2 million square feet retail and entertainment destination with 2,000 hotel rooms that is projected



to employ over 14,500 persons within a  $\pm 174$  gross acre area, but lacks details on how transit service will be provided to the proposed development. The scale of the proposed development warrants careful consideration to the planning of future transit service to connect the site to the County's existing transit network toward mitigating the associated traffic impacts.

The application site is located west of I-75 which forms a physical barrier between the site and the residential and other developments to the east and there is currently no direct transit service to the site. The closest transit services to the application site are provided through Metrobus Routes 54, 183, and 267 that operate along Miami Gardens Drive/NW 186 Street with the closest stop located at the intersection of Miami Gardens Drive and NW 87 Avenue, over three quarters of a mile (0.77 miles) away from the site. The Department of Transportation and Public Works (DTPW) has identified five (5) existing Metrobus Routes that could be extended to serve the application site to the extent of \$3.6 million in unfunded capital costs and \$3.153 million in unfunded operation and maintenance costs. The DTPW has also identified six (6) possible future transit improvement projects that could provide transit service to the proposed development, including an estimated \$325 million rail project. (See Transit Service analysis on page 5-49.)

The Applicant's traffic impact analysis states that a transit center will be provided within the proposed development but does not provide the necessary details of how the transit center will be implemented nor how transit service to the site would be funded. It is noted that the traffic impact analysis also indicates that the Applicant would operate 20 shuttle type buses providing direct connection to the proposed development from the region's airports and sea ports based on ridership potential. The shuttle buses would not provide service for the general public and, depending on ridership, may not be initiated or could be discontinued if the desired ridership is not attained. Therefore, the Applicant must demonstrate to the satisfaction of the County how the proposed project will be adequately served by mass transit.

7. Additional information and analysis is required from the Applicant to determine consistency with Policy LU-8E of the CDMP Land Use Element, which provides criteria for evaluating Land Use Plan map amendment applications. 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 proposed amendment would not satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County. However, as discussed in Principal Reason No. 2 above, the application proposes a retail/entertainment type development that is promoted in the RED report commissioned by the County in 2010.

The application site is located within Minor Statistical Areas (MSA) 3.1, which has 1,033.5 acres of in-use industrial uses in 2016, and an additional 1,362.9 acres of vacant land designated for industrial uses. At the annual absorption rate of 16.87 acres per year, industrial land within the MSA would be depleted well beyond the year 2030. Approval of the application would reduce the industrial land supply by  $\pm 150.12$  net acres or approximately 9 years of supply. Regardless, industrial land within the MSA would be



depleted beyond year 2030. Additionally, given the scale and nature of the proposed development, the Analysis Area for the application comprises a combination of MSA's (see Supply and Demand Analysis on page 5-21). The Analysis Area contained 11,950.1 acres of in-use industrial uses in 2016 and an additional 3,291.7 acres of vacant land zoned or designated for industrial uses. At the annual absorption rate of 163.35 acres per year, the study area is projected to deplete its supply of industrially zoned land beyond the year 2030. The application, if approved, would reduce the industrial land supply by almost one (1) year of supply, nevertheless, the study area would deplete its supply of industrially zoned land beyond the year 2030.

The Analysis Area contained 15,481 acres of in-use commercial uses in 2016 and an additional 1,455.9 acres of vacant land zoned or designated for commercial uses. At the annual absorption rate of 60.17 acres per year, the study area is projected to deplete its supply of commercially zoned land beyond the year 2030. Approval of the application would add  $\pm 150.12$  net acres or approximately 2.5 years of commercial land supply.

- ii. *Public Facilities and Services:* With the exception of roadways, fire-rescue services, and drainage, as discussed below, all other public services and facilities would operate within their adopted level of service (LOS) standards with the impacts that would be generated by the development of the site as proposed in the application, if approved, and the Applicant's proffered covenant.

As discussed in Principal Reason No. 5 above, upon evaluation of the Traffic Impact Analyses County staff continues to have questions about the validity of the project's overall trip distribution and impacts to the transportation network and the appropriateness of certain proposed roadway improvements identified by the Applicant to address projected LOS roadway deficiencies. Staff continues to work with the Applicants and the transportation consultant to appropriately address these concerns.

The development proposed in the application is projected to generate 2,000 annual fire-rescue alarms, which would generate a severe and detrimental impact to fire-rescue services and facilities. Because of the locations of existing fire rescue facilities in relation to the application site, Miami-Dade Fire and Rescue (MDFR) would be unable to conform to the performance objectives of national industry, which require the assembly of 15-17 firefighters on scene within 8 minutes at 90% of all incidents. Furthermore, there are no planned fire rescue service expansions in the vicinity of the application site. Therefore, MDFR requires the dedication of a 2-acre parcel of land for the construction of a fire rescue facility to serve the subject site. In addition, the MDFR recommends including two first aid stations to be located within the proposed development.

The application site is located within the Western C-9 Basin and development shall store onsite the stormwater runoff for the 25-year/3-day storm as required by the South Florida Management District (SFWMD). Additionally, the site's southern property line is along a 25-foot canal maintenance easement, which abuts the 60-foot Golden Glades Canal right-of-way. The Golden Glades Canal is an undersized ditch that will need to be improved to its maximum width and existing culvert connections may need to be improved or new culverts installed if this canal is proposed and approved to accept discharges from the proposed development. The application and response to the DRI ADA questions currently do not sufficiently detail the stormwater infrastructure needed to serve the proposed development. It is recommended that the appropriate stormwater infrastructure needs be



determined and addressed in the Applicant's proffered covenant and more specifically through a subsequent Chapter 163 Development Agreement.

- iii. *Compatibility*: The requested "Business and Office" land use designation and the development proposed on the site would be generally compatible with the single family development to the east, beyond I-75, and compatible with the vacant properties abutting to the south and north of the application site. However, the applicant has not demonstrated that the proposed development would be compatible with the rockmining operations located west of the application site beyond the Turnpike, as discussed in Principal Reason No. 8 below.
- iv. *Environmental and Historic Resources*: The application, if approved, could impact environmental resources and three archaeological sites that exists on the subject property. The application site contains wetlands with native wetland communities and the quality and extent of these resources are currently undetermined. The Applicant's responses to the DRI ADA questions provide some information toward determining the extent and quality of wetlands on the property and the flora and fauna species unitizing these wetlands. However, additional information is required to determine the full extent of the wetlands and the existence and quality of native wetland communities. The information provided by the applicant must be supplemented by the required studies/surveys utilizing appropriate methodologies and coordinated with the Division of Environmental Recourses Management (DERM) of the Regulatory and Economic Resources Department. This additional information is required that the appropriate wetlands and wetlands communities mitigation plan may be developed for the site. In addition, the Applicant is required to coordinate with the Department's Office of Historic and Archaeological Resources to develop an appropriate plan of action for the preservation of the three archaeological sites.

Furthermore, the application site is within the core foraging area of the wood stork and may provide habitat and/or foraging areas for several threatened and endangered animal species, such as the Florida bonneted bat and the Eastern Indigo snake, among others. The Applicant is required, in coordination with DERM, to conduct the appropriate wildlife surveys at appropriate times including during nesting seasons.

It is recommended that the appropriate commitments to conducting the required studies/surveys and the development of the required mitigation of environmental and archaeological impacts be addressed in the Applicants proffered covenant and more specifically through a subsequent Chapter 163 Development Agreement.

- v. *Transit Ridership and Pedestrianism*: The development proposed in the application has the potential to generate significant transit ridership given the retail/entertainment type development being proposed. However, the application site is not currently served by mass transit and the application does not demonstrate how the proposed development would be served by mass transit, as discussed in Principal Reason No. 6. The application site is west of I-75, which separates the application site from the neighboring residential and other developments to the east. The closest transit service is provided by Metrobus Routes 54, 183, and 267 at the intersection of NW 186 Street and NW 87 Avenue, east of I-75, and the closest bus stop is ±0.77 miles from the application site. Metrobus Route 267 provides limited-stop bus and feeder service to Metrorail (see "Transit Analysis" on page 5-49).

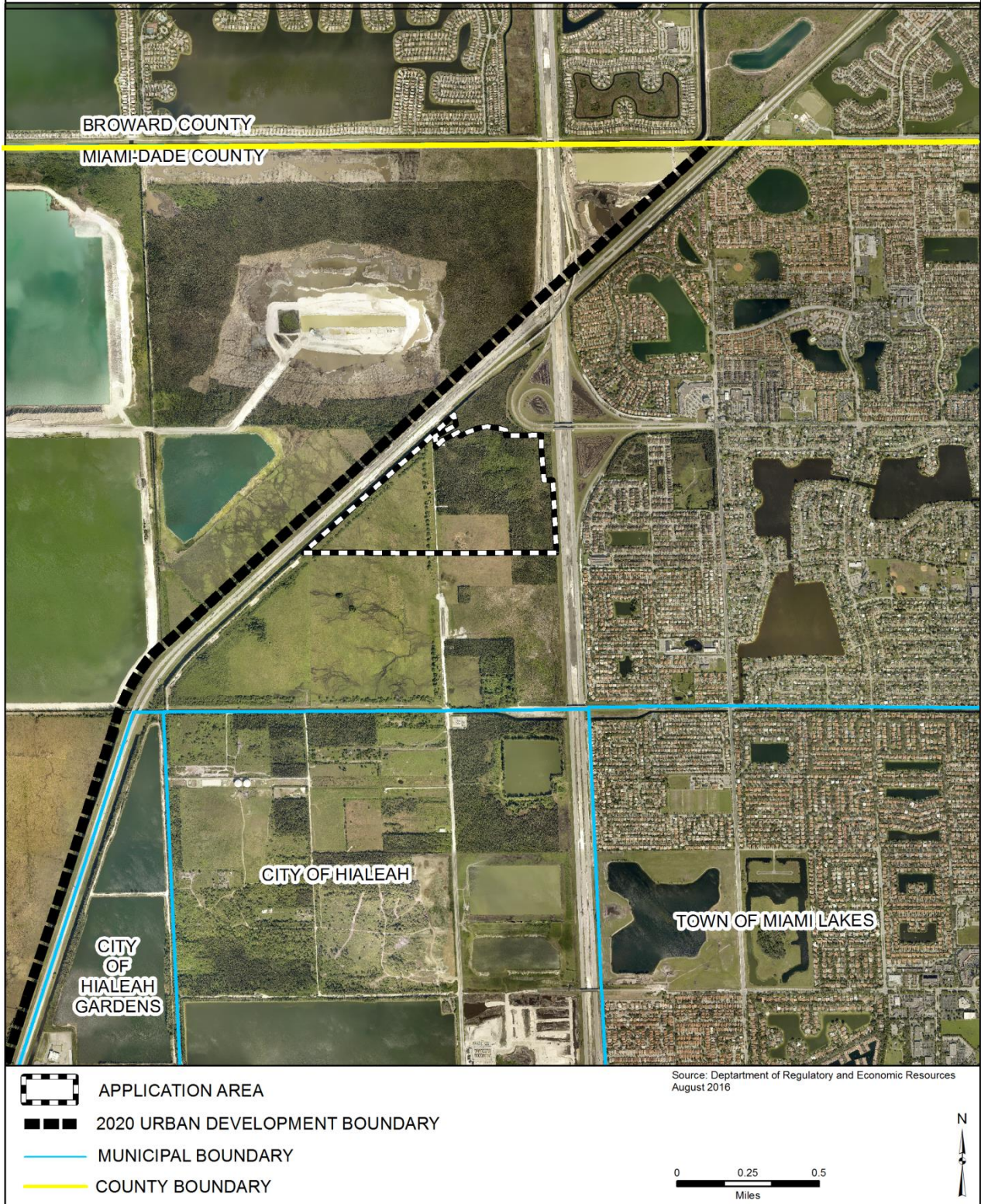


8. The application does not address how the proposed uses would be compatible with the rockmining operations adjacent to the west of application site beyond the Turnpike. The application site is within one (1) mile east of the Rockmining Zoning Overlay Area (ROZA), also known as the Lake Belt Area, where rockmining activities are allowed as a matter of right as established by Article XLI of the Miami-Dade County Code (see Rockmining Zoning Overlay Area map, page 5-14 below). Furthermore, Section 373.4149 (4), Florida Statutes, provides that amendments to the local comprehensive plans concerning properties within one (1) mile of the Lake Belt Area shall be compatible with limestone mining activities in the area.

The application must address the potential impacts, if any, the proposed development would have on the rockmining operations and the impacts that the existing and future rockmining activities would have on the proposed development. CDMP Policy LU-4A require that when evaluating compatibility among proximate land uses, the County shall consider factors such as noise, runoff, traffic, vibration and buffering, as applicable. Furthermore, CDMP Policy LU-4B and CON-6A require uses, such as rockmining, to be protected from damaging encroachment by new incompatible uses. Therefore, the Applicant must demonstrate that the application would not negatively impact mining operations in the ROZA area.

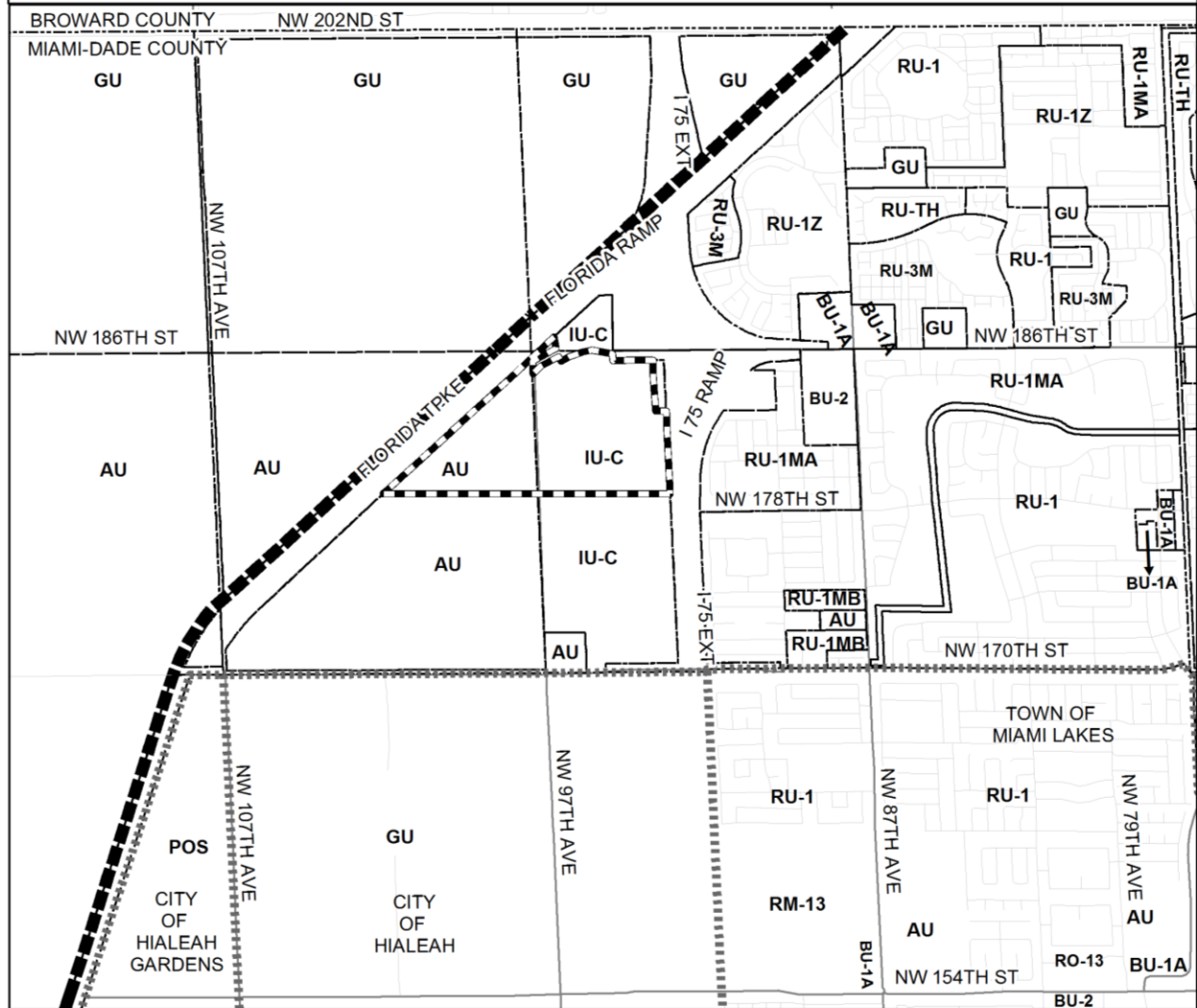


# APPLICATION NO. 5 AERIAL PHOTO





# APPLICATION NO. 5 ZONING MAP



APPLICATION AREA

2020 URBAN DEVELOPMENT BOUNDARY

MUNICIPAL BOUNDARY

## MIAMI-DADE ZONING DISTRICTS

AU AGRICULTURAL/RESIDENTIAL  
 BU-1A LIMITED BUSINESS  
 BU-2 SPECIAL BUSINESS  
 GU INTERIM  
 IU-C CONTROLLED INDUSTRY  
 RU-1 SINGLE-FAMILY RESIDENTIAL  
 RU-1MA MODIFIED SINGLE-FAMILY  
 RU-1MB MODIFIED SINGLE FAMILY  
 RU-1Z SINGLE-FAMILY ZERO LOT LINE  
 RU-3M MINIMUM APARTMENT HOUSE  
 RU-TH TOWNHOUSE DISTRICT

## CITY OF HIALEAH ZONING DISTRICTS

RU-1 SINGLE-FAMILY RESIDENTIAL

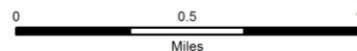
## CITY OF HIALEAH ZONING

GU GENERAL USE (INTERIM)

## TOWN OF MIAMI LAKES ZONING DISTRICTS

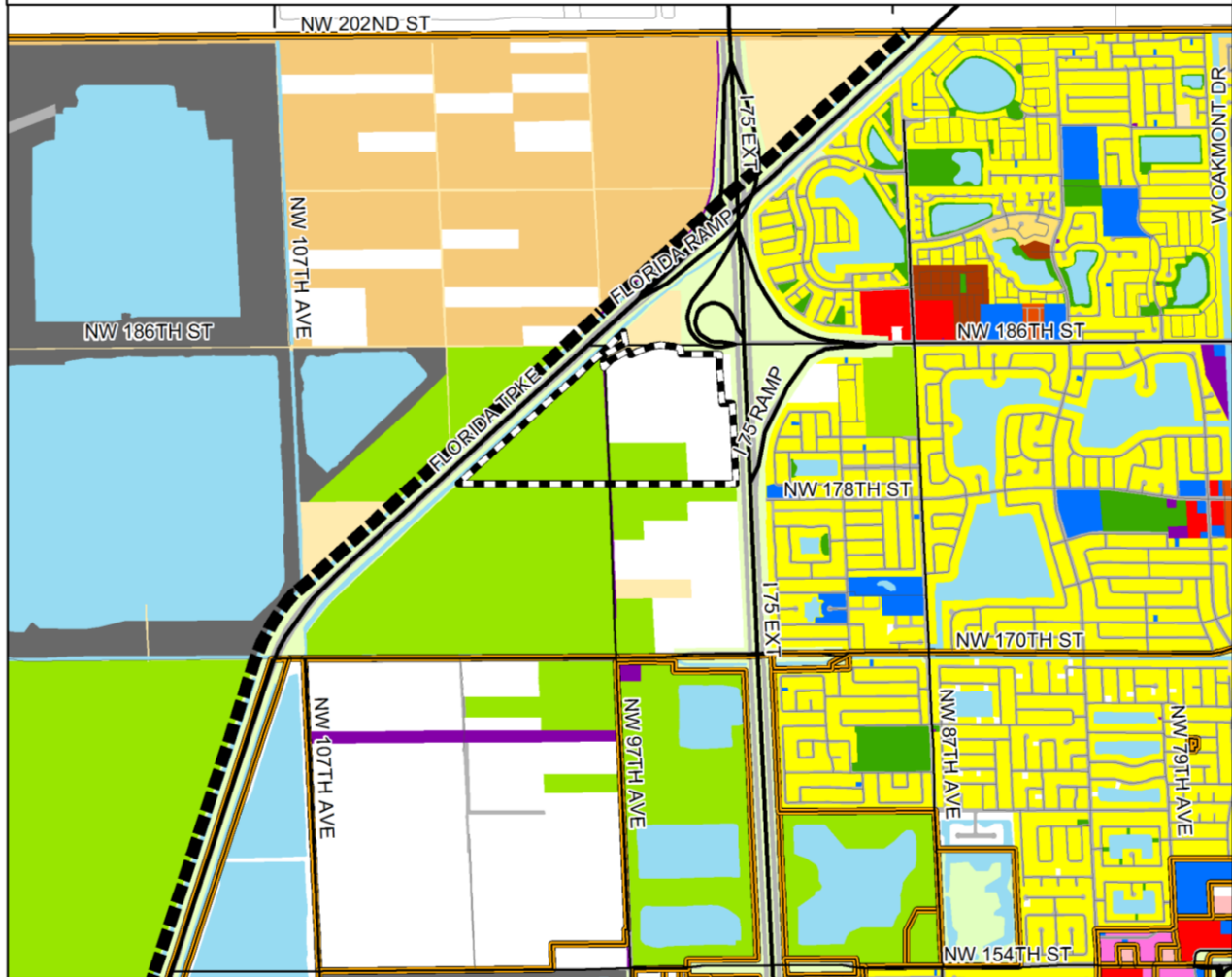
AU AGRICULTURAL DISTRICT  
 BU-1A BUSINESS DISTRICT  
 BU-2 BUSINESS DISTRICT  
 IU-C INDUSTRIAL CONTROLLED  
 RU-1 SINGLE FAMILY RESIDENTIAL  
 RM-13 LOW DENSITY/OFFICE DISTRICT

Source: Department of Regulatory and Economic Resources  
 August 2016





# APPLICATION NO. 5 EXISTING LAND USE



APPLICATION AREA



2020 URBAN DEVELOPMENT BOUNDARY

## EXISTING LAND USE

SINGLE FAMILY

TWO-FAMILY DUPLEXES

LOW-DENSITY MULTI-FAMILY

TRANSIENT-RESIDENTIAL (HOTELS, MOTELS)

COMMERCIAL, SHOPPING CENTERS, STADIUMS

OFFICE

INSTITUTIONAL

INDUSTRIAL EXTRACTION

COMMUNICATIONS, UTILITIES, TERMINALS

STREETS, ROADS, EXPRESSWAYS, RAMPS

STREETS, EXPRESSWAY R/W

AGRICULTURE

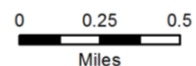
PARKS, PRESERVES, CONSERVATION AREAS

VACANT GOVERNMENT OWNED, UNPROTECTED

VACANT PRIVATELY OWNED, UNPROTECTED

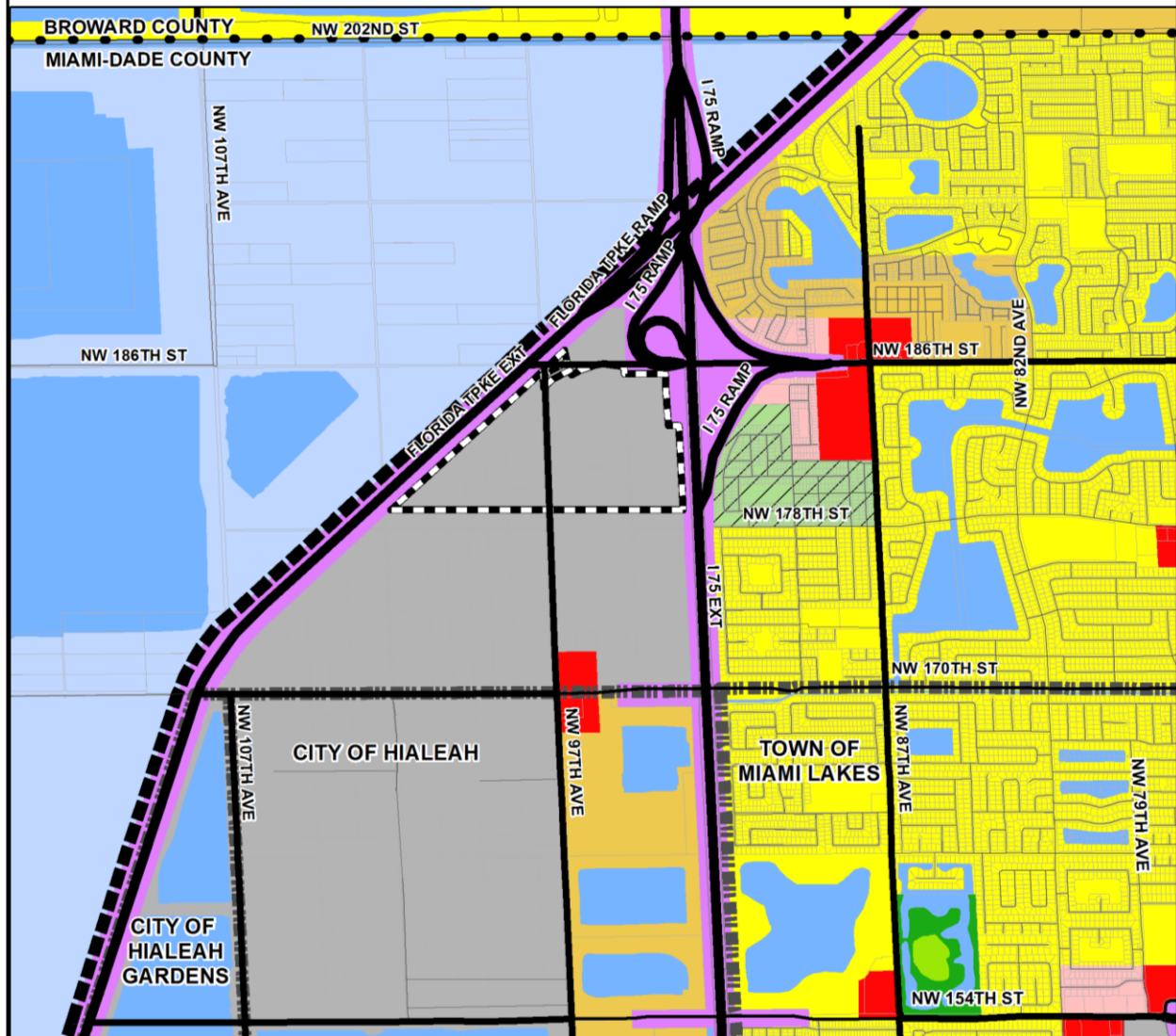
INLAND WATERS

Source: Department of Regulatory and Economic Resources  
August 2016





# APPLICATION NO. 5 CDMP LAND USE



APPLICATION AREA



2020 URBAN DEVELOPMENT BOUNDARY



COUNTY BOUNDARY



MUNICIPAL BOUNDARY

## CDMP LAND USE



LOW DENSITY (2.5-6 DU/AC)



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



ESTATE DENSITY W/ DENSITY INCREASE 1



INDUSTRIAL AND OFFICE



BUSINESS AND OFFICE



OFFICE/RESIDENTIAL



PARKS AND RECREATION



OPEN LAND



ENVIRONMENTALLY PROTECTED PARKS



WATER



TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)



EXPRESSWAYS

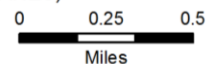


MAJOR ROADWAYS (3 OR MORE LANES)



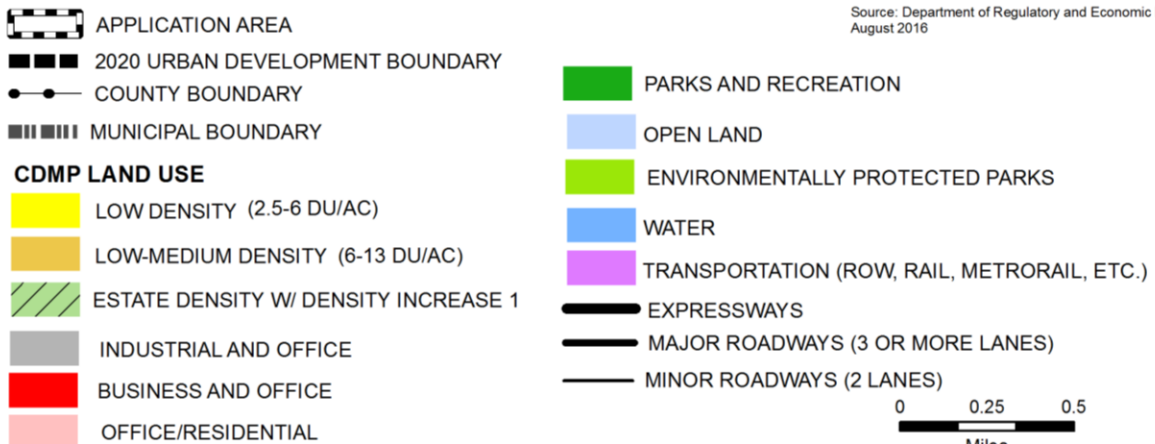
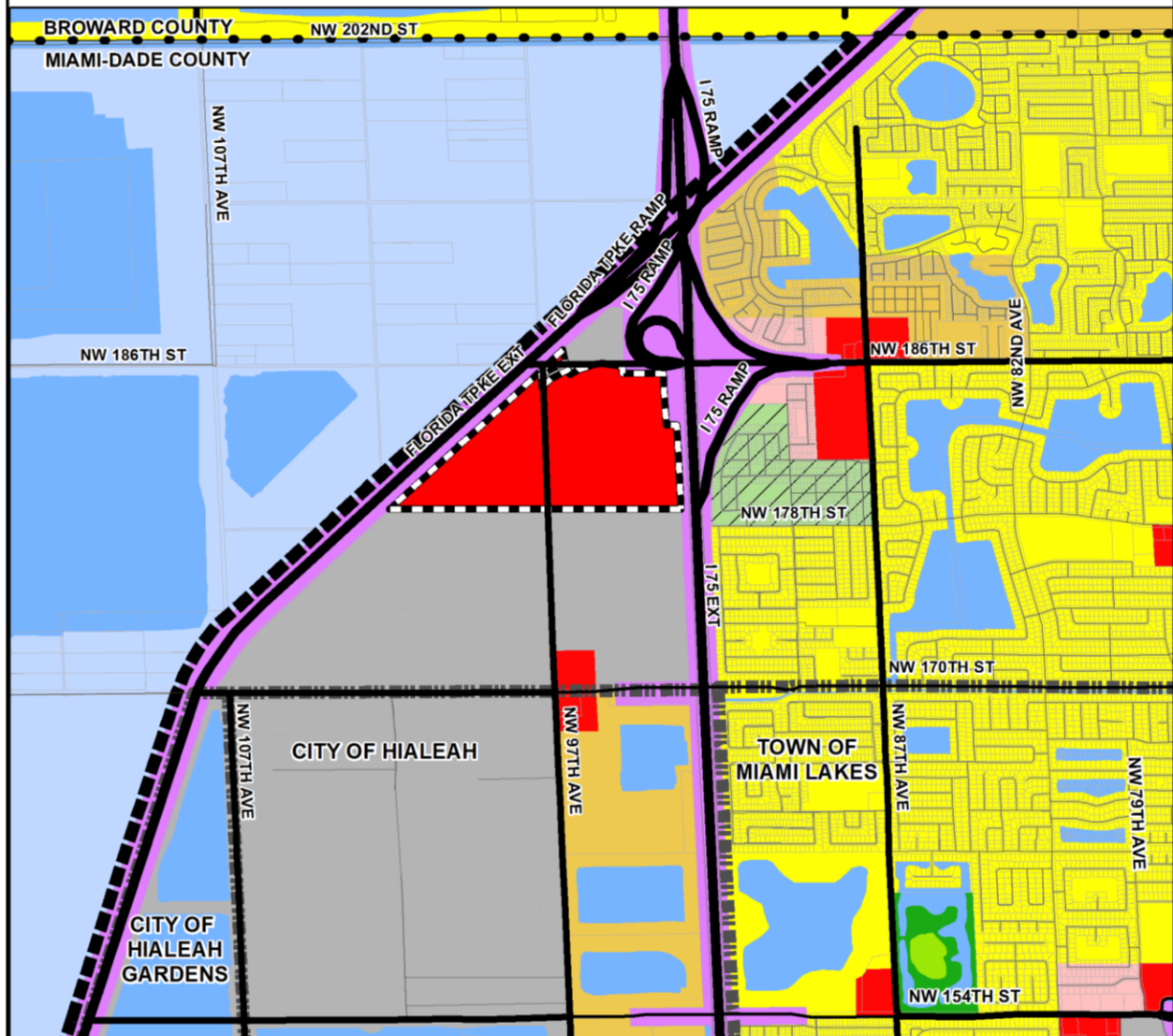
MINOR ROADWAYS (2 LANES)

Source: Department of Regulatory and Economic Resources  
August 2016

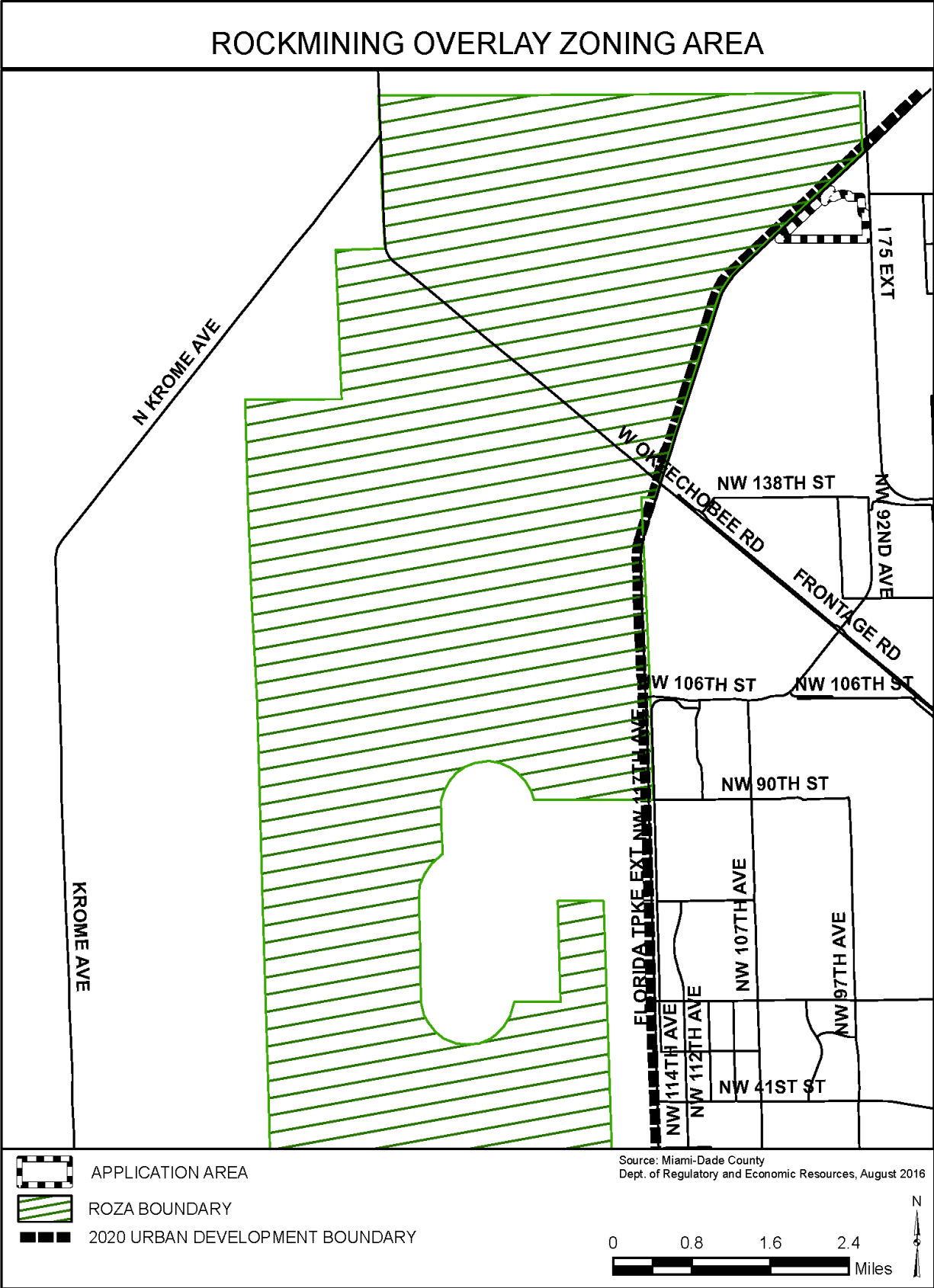




# APPLICATION NO. 5 PROPOSED CDMP LAND USE









# STAFF ANALYSIS

## Background

This Application No. 5 was originally filed as Application No. 1 of the November 2015 Cycle of amendments to the Comprehensive Development Master Plan (CDMP), but, was transferred to and is being processed in the May 2016 Cycle at the request of the Applicant. The application as originally filed addressed  $\pm 194.48$  gross acres, but, was subsequently revised to  $\pm 174.83$  gross acres by the Applicant through letter dated August 9, 2016, which withdrew two parcels totaling  $\pm 19.65$  acres from the northern portion of the application area (north of theoretical Miami Gardens Drive/NW 186 Street).

The  $\pm 66.91$ -acre portion of the application site west of NW 97 Avenue was part of a larger  $\pm 1,140.8$  acres that were the subject of the April 2005 Cycle Application No. 5, filed by the City of Hialeah (the April 2005 Application). The April 2005 Application originally requested to change the land use designation of a  $\pm 793.8$  gross-acre site from "Open Land" to "Industrial and Office" and that the Urban Development Boundary be expanded to encompass the  $\pm 793.8$  gross-acre site on the CDMP Adopted Land Use Plan map. The  $\pm 793.8$  gross-acre site comprises the area between NW 97 Avenue and the Homestead Extension of the Florida Turnpike (HEFT) and between NW 154 and NW 170 Streets. The April 2005 Application site was expanded by the addition of  $\pm 347$  gross acres as recommended by Staff to a total of  $\pm 1,140.8$  gross acres. The additional  $\pm 347$  gross acres are north of NW 154 Street between NW 97 Avenue and the HEFT (includes the western  $\pm 66.91$ -acre portion of the current Application No. 5).

The April 2005 Cycle Application was adopted by the Miami-Dade Board of County Commissioners (Board) in April 2006 with acceptance of a proffered Declaration of Restrictions (covenant), recorded on May 2006, in Miami-Dade County Official Records Book 24479 at Page 0689. The covenant prohibits residential development on the  $\pm 347$  acres that were added to the April 2005 Application, and limits development to land uses that generate no more than 2,582 net external PM peak-hour trips. The covenant also requires the owner of the  $\pm 347$  acres to work with the City of Hialeah and the applicable state, regional and County agencies charged with regulating potable water consumption and quality, and ensure the availability of an adequate potable water supply to serve the property. (See "Appendix F: Existing and Proffered Declarations of Restrictions" on Appendices Page 213).

The April 2005 Cycle Application was found "Not In Compliance" by the Florida Department of Economic Opportunity [Formerly Department of Community Affairs (DCA)] on June 22, 2006 [DCA-06-1-NOI-1301-(A)-(N)]. Consequently, the application was the subject of Settlement Agreement, executed August 10, 2006, between the former DCA and Miami-Dade County, and a subsequent Remedial Plan Amendment that was adopted by the Board on August 24, 2006 (Ordinance No. 06-116). The Agreement added text to the CDMP Land Use Element limiting development to an floor area ratio (FAR) of 0.45 for the subject property; modified two roadway maps in the Traffic Circulation Subelement of the CDMP's Transportation Element to reflect roadway improvements needed to accommodate the impacts from development of the site; and added provisions that no building permits would be issued for the development of the site until the Metropolitan Planning Organization Miami-Dade Long Range Transportation Plan (LRTP) is amended to reflect the changes in priority of the transportation improvements necessary to serve the site. The Settlement Agreement also ensured that the approval of the April 2005 Cycle Application was coordinated with adequate potable water supply. The April 2005 Cycle Application, together with the Remedial Plan Amendment, were ultimately found "In Compliance" by DCA on October 16, 2006 [DCA 06R1-NOI-1301-(A)-(I)].



This May 2016 Cycle Application No. 5 seeks changes to the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map and Land Use Element text to facilitate the development of the ±174.83 gross-acre site. The proposed development includes 3.5 million square feet of retail, 1.5 million square feet of entertainment uses, 2,000 hotel rooms, and 1.2 million square feet of back of house or common areas. The Applicant refers to the proposed development as one:

“...With a myriad of entertainment and retail uses housed in over 6M square feet including resort hotels, an amusement park, a water park, an indoor ski facility, a recreational lake, and a many other attractions, it is planned to be the largest facility of this kind in the United States...” [See Question No. 10 – General Project Description on Appendices Page 67.]

To accomplish the intended development the Applicant requests the following changes to the CDMP:

1. Land use designation change from “Industrial and Office” to “Business and Office”
2. Deletion of the first full paragraph on page I-24 of the Land Use Element text containing floor area ratio (FAR) limitation of 0.45, as indicated in strike through text below:

~~“Consistent with the foregoing, certain land uses are subject to further intensity restrictions, as expressed by FAR. For the area bounded by NW 154 Street on the south, NW 97 Avenue on the east, and the Homestead Extension of the Florida Turnpike (HEFT) on the northwest, the maximum allowable intensity under the CDMP shall be a FAR of 0.45, pursuant to the 2006 Settlement Agreement between the State of Florida and Miami-Dade County [Docket No. DCA 06-1-NOI-1301-(A)-(N)] pertaining to adopted April 2005 CDMP amendment Application No. 5.”~~

3. Release of the existing CDMP Declaration of Restrictions (covenant) recorded in Miami-Dade County Official Records Book 24479 at Page 0689; *Covenant discussed above*
4. Add the proffered covenant to the Restrictions Table in Appendix A of the Land Use Element if accepted by the Board of County Commissioners. *This proffered covenant proposes to prohibit residential development and limits development on the application site to the applicant’s proposed development program mentioned above*
5. Revise the Traffic Circulation Subelement Figures 1, 2, and 3 of the CDMP Transportation Element. *Revisions to reflect the necessary improvements to the roadway network*

Given the size of the application site, its location close to the Miami-Dade/Broward County line, and the scale of development proposed, the application meets the thresholds for Development of Regional Impact (DRI) review, pursuant to Chapter 380.06(1), Florida Statutes, and Rule 28-24 of the Florida Administrative Code. The statute states that “...any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county”. However, Chapter 380.06(30) of the statutes provide that developments meeting the requirements of review as a new DRI are required to undergo review under the State Coordinated Review Process outlined in Chapter 163.3184(4) in lieu of the DRI review. Notwithstanding, the Applicant was required to answer twenty one (21) relevant questions among those typically asked of Application for Development Approval of a new Development of Regional Impact (DRI) to facilitate the County’s review of the application. The questions and the Applicant’s responses are included as Additional Materials to the application filed and form part of the basis for review of the application (see Appendix A: Amendment Application on Appendices Page 3).

#### Application Site



The ±174.83 acre site is located north of NW 178 Street (approximately theoretical NW 180 Street), between the HEFT and I-75, in unincorporated Miami-Dade County. A ±66.91 gross acre portion of the site is located west of theoretical NW 97 Avenue and the remaining ±107.92 acres are located east of NW 97 Avenue. The subject property is inside the 2020 Urban Development Boundary (UDB) as depicted on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map. (See “CDMP Land Use” map on page 5-12.)

#### Existing Land Use and Zoning

The application site comprises improved pasture on the ±66-acre portion of the site west of NW 97 Avenue and the southwestern ±20-acre portion of the site that is east of NW 97 Avenue. The remainder of the site 88.83 acres east of NW 97 Avenue is vacant undeveloped land (see “Aerial Photo” on page 5-9). The portion of the application site west of NW 97 Avenue is zoned AU (Agriculture), which permits agricultural uses and residences at a density of 1 dwelling unit per 5 gross acres. The portion of the site east of NW 97 Avenue is zoned IU-C (Conditional Industry), which permits large industrial projects and industrial park developments. (See “Zoning Map” on page 5-10.)

#### CDMP Land Use Designation

The application site is designated “Industrial and Office” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map (see “CDMP Land Use” map on page 5-12). The “Industrial and Office” land use category allows 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, and telecommunication facilities.

As indicated in the Background section above, the ±66.91-acre portion of the site west of NW 97 Avenue is limited to a maximum floor area ratio (FAR) of 0.45 and is limited by the existing CDMP Declaration of Restrictions (covenant) as part of a larger site to development that would generate no more than 2,582 net external PM peak hour vehicle trips. Consequently, the site may currently be developed with a maximum of 3.8 million square feet of warehouses. The Applicant requests release of the referenced covenant, deletion of the FAR limitation, and a land use designation change for the application site to “Business and Office” on the LUP map. The “Business and Office” land use category allows the full range of sales and service activities that includes retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, entertainment and cultural facilities, and residences.

The application proposes a retail and entertainment type development with up to 2,000 hotel rooms. Accordingly, the Applicant has proffered a new Declaration of Restrictions (covenant) that would limit development on the application site to a maximum of 3.5 million square feet of retail, 1.5 million square feet of entertainment uses, 2,000 hotel rooms, and 1.2 million square feet of common areas/back of house including hallways, seating/rest areas, bathrooms and related support areas. (See “Appendix F: Declaration of Restrictions” on Appendices Page 213.)

#### Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. The County’s zoning records show that the application site was originally zoned AU (Agriculture) and GU (Interim; uses depend on the character of the surrounding neighborhood, otherwise EU-2 standards apply). On February 23, 2006, the Board adopted Resolution No. Z-6-06 approving zoning district changes on the portion of the application site east of NW 97 Avenue from AU and GU to IU-C (Conditional Industry). No further zoning district boundary changes have been approved on the application site.



## **Adjacent Land Use and Zoning**

### Existing Land Uses

To the north of the application site are two vacant parcels that were originally included within the application area but removed by the Applicant by letter August 9, 2016. Properties to the east of the application site, beyond I-75 and the Interchange at Miami Gardens Drive, are single-family residences that are in good condition. Also to the east at the intersection of Miami Gardens Drive/NW 186 Street and NW87 Avenue are the Sedano's Plaza and Gardens Square shopping centers and vacant land. The properties directly south of the application site include predominantly vacant land with some pastureland east of NW 97 Avenue and pastureland west of NW 97 Avenue. (See "Existing Land Use" map on page 5-11.)

Properties west of the application site, beyond the HEFT, are located within the Rockmining Overlay Zoning Area (ROZA) and the "Lake Belt" area (see "Rockmining Overlay Zoning Area" map, page 5-14). This "Lake Belt" area was established through a multi-year planning effort involving multiple public and private stakeholders, and was intended to balance the interests of the limestone mining industry and environmentalists in regards to wetland protection, water supply protection and water management, which was needed for the Florida Everglades' restoration efforts. The "Lake Belt" area is characterized by mining operations and man-made lakes or borrows pits that remain after the areas have been mined for limestone fill materials. Rockmining operations are allowed uses within the ROZA as established by Article XLI of the Miami-Dade County Code.

### Land Use Plan Map Designations

The two properties abutting to the north of the application site that were previously part of the application are designated "Industrial and Office" and the HEFT and I-75 rights-of-way are designated "Transportation" on the LUP map. The properties located east of the application site, across I-75, are designated "Estate Density Residential (1 to 2.5 dwelling units per gross acre with One Density Increase – DI-1)", "Low Density Residential (2.5 to 6 dwelling units per gross acre)", "Low-Medium Density Residential (6 to 13 dwelling units per gross acre)", "Business and Office", and "Office/Residential". The properties south of the application site are designated "Industrial and Office". Properties west and north of the application site, across the HEFT, are outside the UDB and designated "Open Land". (See "CDMP Land Use" map on page 5-10.)

### Zoning

The two parcels abutting to the north are zoned IU-C. The residential properties to the east of the application site beyond I-75 are zoned RU-3M (Minimum Apartment House-12.9 units/net acre) and RU-1Z (Single family Residential-Zero Lot Line), RU-1MA (Modified Single Family-5,000 sq. ft. net lots) and to the southeast are zoned RU-1 (Single-family Residential). The shopping centers and vacant properties at the intersection of NW 87 Avenue and NW 186 Street are zoned BU-1A (Neighborhood Business District) and BU-2 (Special Business District). Properties abutting to the south of the site are zoned AU and IU-C. The properties west and north of the application site beyond the HEFT are zoned GU and AU and are within the Rockmining Overlay Zoning Area (ROZA) and the "Lake Belt" area discussed under Existing Land Uses above. (See "Zoning Map" on page 5-8.)

## **Economic Analysis**



The American Dream Miami project is proposed to locate on 194.5 gross acres of land that is east of the Homestead Extension of Florida's Turnpike (HEFT) and west of Interstate 75 and extends from NW 180<sup>th</sup> Street northward to the intersection of the Interstate and the HEFT. This \$3.2 billion investment project comprises of 3,500,000 square feet of retail space, 1,500,000 square feet of entertainment space, and 2,000 hotel rooms together with common areas, parking facilities, and "back of the house" spaces. At build-out, the applicant estimates that the American Dream Miami will provide permanent job opportunities for 14,500 workers on site on a full-time-equivalent (FTE) basis and these workers will earn nearly \$375M annually (2014 Dollars).

### Economic Impact

The economic impact analysis was conducted using *REMI Policy Insight Plus* to forecast the economic impact of the proposed project. REMI Policy Insight Plus is a dynamic modeling software that incorporates different aspects of modeling approaches, which include input-output, general equilibrium, econometrics, and economic geography. The model is calibrated specifically to Miami-Dade County for economic impact analysis and forecasting purpose. It has economic and demographic variables, as well as policy variables so that any project or policy that affects the local economy can be tested. REMI is used by government agencies (including most U.S. state governments), consulting firms, nonprofit institutions, universities, and public utilities.

Staff used the REMI Model to estimate the economic impact of the project using the proposed project parameters and the results are summarized in the following table. Depending on the intensity of competition and substitution at build-out, staff estimated that the impact of the proposed project on total employment would range from 9,236 to 22,331; the impact on total wages would range from \$490M to \$1,036M; and the impact on total Gross Domestic Product (GDP) would range from \$733M to \$1,754M.

Economic Impact from Proposed Development

<b>Economic Indicators</b>	<b>Minimum Impact</b>	<b>Maximum Impact</b>
Total Employment (Individuals)	9,236	22,331
Total Wages (2015 dollars)	\$490 million	\$1,036 million
Total GDP (2015 dollars)	\$733 million	\$1,754 million

Source: Department of Regulatory and Economic Resources, Planning Division, Research Section

### Fiscal Impact

Staff used the economic impacts estimated by REMI, financial data for the County, from the Miami-Dade County Comprehensive Annual Financial Reports (CAFR), and current population estimate to develop revenue and expenditure coefficients for the County's budget. This project also requires an extension of existing Metrobus routes and the one time capital cost of additional buses required estimated at \$3.6 million. Applying the applicant's project parameters, the net operating fiscal impact<sup>1</sup> is estimated between \$8.7 million to \$9.1 million annually after build-out.

### Additional Comments

- The project will be comprised of 3.5 million square feet of retail space, 1.5 million of entertainment space and 2,000 hotel rooms. When completed (2019), it is expected to attract up to 30 million visitors annually and to produce in excess of 1.5 billion in sales revenues (equipment).

<sup>1</sup> One-time capital costs for Fire Rescue, Police, or Transit, if any, is not included in the operating fiscal impact analysis.



- There are currently 3,779.90 acres of vacant land designed for industrial use in Miami-Dade County. Using the estimated absorption rate of 170.85 acres per year, the expected depletion year for vacant Industrial land will be in 2038. Removing the 194.5 acres of the proposed American Dream Mall will shorten the countywide depletion year by approximately one year and the depletion of countywide vacant Industrial Land will then be depleted in approximately 2037. If one examines the Trade Area estimated by the Department, (MSA 2.1, 2.2, 2.3, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 6.1, and 6.2), there are 3,284.60 acres of vacant land and an estimated absorption rate of 163.21 acres per year. At that rate, the projected depletion of vacant Industrial Land will be in 2036. Once again, if the proposed American Dream Mall site is removed from the inventory, the depletion year will be shortened by approximately one year.
- Development of the American Dream Mall will remove  $\pm 194.5$  acres from the supply of industrial land. As shown previously, the total effect of removing these acreage from the Vacant Industrial Land will not be significant. Yet we should be cognizant that there are not too many large parcels of this size. Removing such a large parcel from the inventory of vacant industrial land could have a negative impact on the availability and choice of future industrial locations for large projects.
- In answering Question 10D, the applicant states that the primary trade area will include all of South Florida; Miami-Dade and Broward County. For purposes of our analysis we only included in the primary trade area the following MSAs in Miami-Dade: MSA 2.1, 2.2, 2.3, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 6.1, and 6.2. This excludes the extreme southern part of the county and the beaches. Nevertheless we do think that the proposed project will have a potential impact in the southwestern part of Broward County. In terms of our demand supply analysis or the fiscal and economic impact, including all of Miami-Dade in the primary area will not impact in any significant way our conclusions.
- The applicant states that the secondary trade area are regional tourists. We do not think that regional tourists traveling to Miami are, strictly speaking, a secondary trade area. It should be mentioned that the applicant had a market study done but it was not made available to County staff.
- The estimates of employment to be directly generated by the proposed American Dream Mall and the wages associated with them seem reasonable. The sources for the information are the standard sources. The distribution of those wages, in the retail, accommodation, and entertainment industries tend to be low. Almost two thirds pay less than the average wage for Miami-Dade County (\$49,361), as reported in the Census of Employment and Wages for 2015.
- The revenues generated by the American Dream Mall are found in a report submitted by their consultants. Yet, no estimates of costs were provided. Some of the revenues reported seem to be overstated, as much as they don't entirely accrue to the County, but are distributed via inter-local agreements. Nevertheless, RER staff, estimates that the American Dream Mall will have a net fiscal impact of \$8.7M to \$9.1M annually after build-out (see "Economic & Fiscal Analysis" below).
- There is no doubt that, when completed, the American Dream Mall will create jobs and infuse money in the economy of Miami-Dade County and that this will take place within two to three years after ground breaking. Yet, development of the same site for industrial acres would, most likely, provide higher salary jobs and could provide much needed state-of-the-art



industrial park in an excellent location that would serve to diversify the economy. Nevertheless, the impact of such industrial uses will not be realized as quickly as the American Dream Mall which is expected to be completed by 2019.

- The concept of an Entertainment/Retail development has been mentioned as the future of malls in several studies. The incorporation of retail, dining, and entertainment has been shown to be the most successful. In addition, this concept is not new to Miami-Dade County. In a County sponsored study, known as the Retail and Entertainment District (RED), basically provided similar uses, but not at the proposed project's intensity. The RED study addressed the same issues as the American Dream Mall and the expected benefits that would accrue to Miami-Dade's economy and to solidify its place as a destination center.

## Supply and Demand Analysis

The capacity of the CDMP Adopted 2020 and 2030 LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. The application site is located within localized geographic area identified as Minor Statistical Area (MSA) 3.1. However, in the context of this standard amendment application that proposes a significant and unique development on ±174.83-gross acres, land capacity is analyzed utilizing a combination of Minor Statistical Areas.

### Industrial

Minor Statistical Areas 2.1, 2.2, 2.3, 2.4, 3.1, 3.2, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 6.1, and 6.2 (the Analysis Area) contained 11,944.20 acres of in-use industrial uses in 2016 and an additional 3,284.60 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2016-2030 period is 163.21 acres per year. At the projected rate of absorption, reflecting the past rate of industrial uses, the study area will deplete its supply of industrially zoned land beyond the year 2030 (see "Projected Absorption of Land for Industrial Uses" table below). Approval of the application would reduce the industrial land supply by ±174.83 acres or just over 1 year.

Furthermore, the application site is located within Minor Statistical Area (MSA) 3.1, which has 1,033.5 acres of in-use industrial uses in 2016, and an additional 1,362.9 acres of vacant land designated for industrial uses. At the annual rate of absorption of ±16.87 acres per year, industrial land within the MSA would be depleted well beyond the year 2030. Approval of the application would reduce the industrial land supply by ±174.83 acres or approximately 10 years of supply. Notwithstanding, industrial land within the MSA would be depleted beyond year 2030.

**Projected Absorption of Land for Industrial Uses  
Indicated Year of Depletion and Related Data  
for the Analysis Area**

Analysis Area MSA	Vacant Industrial Land 2016 (Acres)	Industrial Acres in Use 2016	Annual Absorption Rate 2016-2030 (Acres)	Projected Year of Depletion
2.1	3.20	308.10	0.00	-
2.2	0.00	149.70	0.00	-
2.3	2.30	53.90	0.00	-
2.4	255.90	1,652.40	16.58	2030+
3.1	1,362.90	1,033.50	16.87	2030+



Analysis Area MSA	Vacant Industrial Land 2016 (Acres)	Industrial Acres in Use 2016	Annual Absorption Rate 2016-2030 (Acres)	Projected Year of Depletion
3.2	1,408.60	5,751.50	100.20	2030+
4.1	3.10	165.00	0.16	2030+
4.2	36.70	765.60	3.00	2028
4.3	2.50	511.60	0.00	-
4.4	0.00	4.20	0.01	2016
4.5	23.30	105.20	0.00	-
4.6	21.00	315.90	2.92	2023
4.7	8.20	132.00	0.00	-
5.1	10.60	42.60	0.00	-
5.2	0.00	4.60	0.00	-
5.3	13.80	50.60	0.00	-
5.4	2.70	157.40	0.00	-
5.5	0.00	89.60	1.40	2016
5.6	0.60	14.70	0.14	2020
6.1	0.00	12.20	0.42	2016
6.2	129.20	625.90	21.49	2022
<b>Total</b>	<b>3,284.60</b>	<b>11,944.20</b>	<b>163.21</b>	<b>2030+</b>

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Planning Research & Economic Analysis Section, July 2016

### Commercial

The Analysis Area contained 15,481.00 acres of in-use commercial uses in 2016 and an additional 1,455.90 acres of vacant land zoned or designated for commercial uses. The annual average absorption rate for the 2016-2030 period is 60.17 acres per year. At the projected rate of absorption, reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned land beyond the year 2030 (see "Projected Absorption of Land for Commercial Uses" table below). It should be noted that the study area also contains approximately 520.20 acres zoned for mixed uses that could be utilized for commercial uses. Whatever amount of the mixed-use acres is used will extend the projected depletion of commercial land. Approval of the application would add ±174.83 acres of approximately almost 3 years (2 years 10 months) to the commercial land supply.



**Projected Absorption of Land for Commercial Uses  
Indicated Year of Depletion and Related Data  
for the Analysis Area**

Analysis Area	Vacant Commercial Land 2016 (Acres)	Commercial Acres in Use 2016	Annual Absorption Rate 2016-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
2.1	134.80	1,030.60	2.56	2030+	6.5	6.1
2.2	22.40	234.00	0.73	2030+	4.6	4.3
2.3	304.30	292.00	3.29	2030+	6.8	6.4
2.4	68.70	422.20	0.63	2030+	5.9	5.7
3.1	211.10	938.40	13.17	2030+	4.8	4.6
3.2	224.90	1,479.70	14.31	2030+	10.2	8.8
4.1	40.40	342.30	1.00	2030+	4.2	4.0
4.2	46.80	414.00	1.07	2030+	5.4	5.0
4.3	13.10	644.80	0.25	2030+	5.8	5.7
4.4	1.4	61.10	0.06	2030+	3.9	3.8
4.5	29.60	203.50	0.77	2030+	-	-
4.6	23.90	274.70	1.12	2030+	5.6	5.0
4.7	52.20	232.80	5.17	2026	3.9	2.8
5.1	12.30	466.00	1.74	2023	3.4	3.2
5.2	2.20	207.70	2.04	2017	2.7	2.3
5.3	14.70	578.00	1.11	2029	4.5	4.3
5.4	5.10	5,568.00	1.47	2019	5.6	5.6
5.5	2.50	567.70	0.73	2019	7.0	6.7
5.6	4.70	218.30	0.23	2030+	6.7	6.5
5.7	8.20	253.80	0.12	2030+	10.2	10.0
6.1	21.30	513.20	1.45	2030+	2.8	2.7
6.2	211.3	538.20	7.15	2030+	4.7	4.3
<b>Total</b>	<b>1,455.90</b>	<b>15,481.00</b>	<b>60.17</b>	<b>2030+</b>	<b>7.7</b>	<b>7.1</b>

Source: Miami-Dade County, Department Regulatory and Economic Resources, Planning Division, Planning Research & Economic Analysis Section, July 2016

## 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	AE
Stormwater Management Permit	South Florida Water Management District
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	7 feet

### Biological Conditions

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



### Other Considerations

Within Wellfield Protection Area  
Contaminated Site

No  
No DERM records

### Soil Resources

Extensive soil removal would likely be required to allow for future development of the site. The native muck soils are relatively deep and underlie almost all of the subject property. These soils are not construction grade and would likely have to be removed from areas to be developed. Any soil re-use resulting from material excavated from the subject property or material imported as fill for the subject property shall be subject to the Soil Re-Use Guidance for Miami-Dade County. Soils found to be contaminated shall be handled in accordance with the Reuse Guidelines. The applicant does not address disposal of the muck soil (overburden) that would have to be removed in areas approved for development; the application states that “disposal locations for overburden and spoil will be determined at time of construction.”

The applicant should clarify how the muck overburden will be handled so that the application can be evaluated for consistency with provisions of the CDMP such as Objective LU-3, which encourages a sensitive response to constraints such as soil conditions. For example, the applicant should address whether reuse/recycling options for the muck soil have been considered, including but not limited to reuse of the muck by incorporation into topsoil to support landscaped areas and making this muck available to farmers in parts of Miami-Dade County where flooding has been a recent problem and is likely to be a factor in the long-term sustainability of farming operations. If reuse/recycling is not considered feasible, the applicants should provide information on the impediments to recycling/reusing the soil, and how these impediments could be addressed as part of this development project.

### Natural Resources

The subject properties for the application are located in the East Turnpike Wetland Basin. The proposed project area contains wetlands as defined by Section 24-5 of the Code; therefore, a Class IV Wetland Permit is required prior to any work on the subject properties. The application proposes impacts to approximately 194 acres of wetlands that currently provide recharge to the Biscayne Aquifer and may provide habitat for threatened and endangered species.

The applicant has not provided sufficient information on wetland communities, plant and wildlife presence or on ecological and hydrological functions for the subject properties that is based on survey data collected with techniques that meet professional standards for spatial extent, methodology, and timing of critical behaviors. This information is needed to determine whether the proposed development is consistent with the objectives and policies of the CDMP that direct Miami-Dade County to conserve and protect important natural resources and systems, including wetlands, uplands, aquifer recharge areas, and habitat for threatened or endangered species. Such objectives and policies include but are not limited to Objectives LU-3, CON-4 and CON-9 and Policies LU-3A, LU-8E, CON-4A, CON-8J, CON-9A, CON-9B, CON-9C, CON-9E, and CON-9F. DERM recommends that the applicant provide a full evaluation of the resources onsite complete with vegetative and wildlife surveys and provide, at minimum, a mitigation plan approvable by DERM and compliant with CDMP requirements. Wetlands surveys shall be conducted in accordance with Section 62-345, F.A.C. and with the DERM Class IV permit application review.

In addition, if a tree island(s) is found during the on-site evaluations, the applicant is advised to provide detailed information on the location and condition of the tree island(s) to determine consistency of the project with the objectives and policies that support interconnected natural



resources and cultural functions, including but not limited to Objectives ICE-4 and LU-6 and Policies ICE-4E and LU-6A. DERM recommends that tree island(s) and archaeological resources be incorporated into on-site wetland mitigation or green space buffer areas. Cultural resources are discussed in detail in Section XXX.

As submitted, the application proposes to impact all of the wetland communities that currently exist in the project footprint. There is no proposal to maintain any natural wetland communities on-site. Section 24-48.4 of the Code requires avoidance and minimization of wetland impacts before any mitigation alternatives can be considered. In addition, the application specifies that mitigation for wetland impacts will be met through purchase of mitigation bank credits. It should be noted that there are no mitigation banks within Miami-Dade County that are located within the Core Foraging Areas (CFAs) for the wood stork (*Mycteria americana*) rookeries that would be affected by the proposed application. Mitigation for loss of wood stork foraging habitat that is directed outside these CFAs would not be consistent with Policy CON-9B. Therefore DERM will require that all wetland mitigation be performed within the affected wood stork CFAs.

The applicant is advised to contact the DERM Coastal and Wetland Resources Section for additional information concerning requirements pertaining to the Miami-Dade County Class IV Wetland Permit. The applicant is further advised that permits from the Army Corps of Engineers, the Florida Department of Environmental Protection and the South Florida Water Management District may also be required for the proposed project. It is the applicant's responsibility to contact these agencies.

#### Endangered Species

The range of habitats described in the application includes a mixture of seasonally flooded wetlands and potential upland habitats, with dead snags that may provide raptor perches and nesting cavities, plus both forested and open areas that may support other federal or state-protected wildlife species, including but not limited to the federally-listed endangered Eastern indigo snake (*Drymarchon couperi*) and Florida bonneted bat (*Eumops floridanus*) and the state-listed little blue heron (*Egretta caerulea*), snowy egret (*Egretta thula*), and white ibis (*Eudocimus albus*). State-listed threatened or endangered plant species that might be found within the subject properties include but are not limited to pinepink (*Bletia purpurea*, state threatened), lattice-vein fern (*Thelypteris reticulata*, state endangered), Southern fogfruit (*Phyla stoechadifolia*, state endangered), cardinal airplant (*Tillandsia fasciculata*, state endangered) and giant wild pine (*Tillandsia utriculata*, state endangered). The application has the potential to impact approximately 194 acres of contiguous wetlands. These wetlands may be important habitat for feeding during the nesting season for wading birds, listed animal and plant species, and other wildlife such as bobcats (*Lynx rufus rufus*).

The application acknowledges that the subject properties are located within the CFAs for documented wood stork colonies. There are seven documented wood stork colonies whose CFAs overlap with the wetlands in the application area, of which five occur in Miami-Dade County and two in Broward County. Comprehensive data are needed to determine whether portions of the subject properties function as important nesting, roosting, or feeding habitats for protected species and/or habitat for listed plants that should be preserved, restored, and buffered from the proposed development, pursuant to Policies LU-3A, CON-8J, CON-9B and CON-9F. Furthermore, the application must adhere to the provisions of Section 24-48.4 of the Code that require avoidance and minimization of wetland impacts. Surveys must be provided that utilize professionally recognized sampling techniques and appropriate timing and duration of sampling (including but not limited to wet season, dry season, bird migration and nesting periods, spring and fall flowering periods, and, if necessary, on multi-annual timeframes to account for inter-



annual weather variability) in order to document presence, absence, and utilization of the subject properties by protected species. The application addresses the possibility for threatened or endangered species utilization, however, does not provide thorough surveys that would meet professional standards to document plant and animal species occurrence and utilization, including the presence and utilization of the subject properties by threatened or endangered species. Instead, observations are presented based on limited walk-through surveys conducted on a limited number of days.

The properties are located within the United States Fish and Wildlife Service (USFWS) consultation area for the federally listed species. The project footprint provide a combination of forested land and open wetlands that is similar to other sites in Miami-Dade County where foraging or roosting by the federally endangered Florida bonneted bat has been documented. The information provided in the application is insufficient and inconsistent with what is known of the roosting and particularly foraging activities of the Florida bonneted bat. Should foraging or roosting activities by the Florida bonneted bat or other protected species be documented, mitigation and preservation of habitat should be provided to comply with CDMP components CON-9A, CON-9B and CON-9C. Prior to development of a mitigation and preservation plan, the applicant must submit to DERM an approvable sampling methodology, including an acoustic survey that determines the extent of utilization and subsequent preservation requirements for the Florida bonneted bat. DERM recommends that the applicant propose wetland mitigation to offset the proposed development impacts that meet the minimum requirements of the CDMP or County Code for providing comparable habitat and is approvable under DERM's regulatory requirements. Consultation with USFWS and state wildlife agencies is recommended at the earliest possible time and well before development proposals are finalized. Miami-Dade County and the USFWS may require certain actions or protections on the property, which may result in the modification of development plans for the subject properties. The applicant is advised that should a permit or approval be required from other agencies regarding wildlife issues, such approvals must be obtained prior to work in wetlands.

#### Drainage and Flood Protection

The subject properties are located within the Western C-9 Basin, as defined by the South Florida Management District (SFWMD). The SFWMD has established specific criteria for stormwater management in this basin and any development in this basin is required to obtain approval from the SFWMD for fill encroachment criteria. Therefore, a cut and fill review and an Individual Environmental Resources Permit from the South Florida Water Management District will be required for any development in this area. The site development shall include enough storage to hold the stormwater runoff of the 25-year/3-day storm to prevent impacts to adjacent areas, as required by the SFWMD permitting process. The engineer of record for the proposed development should use the most current information available on stormwater operations, ground water levels, sea level rise projections, FEMA maps and Florida Building Code regulations effective at the time of permitting to analyze and design the stormwater infrastructure.

The application indicates that the project will discharge into the regional canal system. The Miami-Dade County Water Control Plan requires development of the Golden Glades Canal, located along theoretical NW 170 Street, in order to provide flood protection to the existing and future development in this area. As required in the Water Control Plan, a culvert connection will be required across NW 97 Avenue to connect those existing portions of the Golden Glades Canal that are currently disconnected. The applicant is advised that other new or existing culvert connections along the Golden Glades Canal may need to be installed or improved if this canal is proposed and approved to accept discharges from the development. A DERM Class II permit will be required for any proposed drainage system that contains an outfall or overflow system in, on,



or upon any water body of Miami-Dade County. Currently, the Golden Glades Canal is an undersized ditch and will need to be improved to its maximum width as per Public Works Manual and as approved by the Water Control Section of RER.

The documentation provided for review does not include sufficient detail to evaluate if it satisfactorily addresses the flooding and water quality levels of service and/or the stormwater infrastructure needs to serve the proposed development/facilities as required by FEMA and State of Florida minimum levels of service, which may be impacted by future potential sea level rise. Additionally, any comments regarding future flood protection levels of service based on the Miami-Dade County Stormwater Management Master Plan evaluations consider that future operations of the primary canals and gates by the SFWMD and the USACE remain the same as current operations.

The subject property is located within a Special Flood Hazard Area identified as Zone AE-7 in the FEMA Flood Insurance Rate Maps (FIRM). Any proposed development will have to comply with the requirements of Chapter 11C of the Code of Miami-Dade County for flood protection.

#### Air Quality Management

The amendment requested by the applicant does not require any further Air Quality analysis at this time. However, other state, local or federal transportation agencies may require ambient impact analysis associated with the roadway infrastructure improvements accounted for in the Transportation Impact Analysis presented by the applicant.

The air quality aspect of an ambient impact analysis seeks to ensure that road building activities do not interfere with the current levels of the National Ambient Air Quality Standards (NAAQS) for ozone and other pollutants like particulates. Transportation agencies may require the applicant, to demonstrate that any road building plans do not lead to an exceedance emission thus affecting the NAAQS.

The applicant is advised that a construction permit and subsequently an air operating permit may be required depending on the proposed uses and operations on the property. Please contact the DERM Air Quality Management Division for information regarding permitting requirements to comply with state and local air programs.

DERM recommends the applicant to take into consideration in its future design efforts, the Transportation Elements (TE) and Traffic Circulation Sub-Elements (TC) of the Miami-Dade County Comprehensive Development Master Plan (CDMP), which among other policies, states that Miami-Dade County shall:

- a) Promote mass transit alternatives to the personal automobile, such as rapid transit, fixed route bus and paratransit services. (TE-1A.)
- b) Seek to ensure that updated plans provide high quality intermodal connections at optimal transfer points. (TE-1C.)
- c) Pursue and support transportation programs that will help to maintain or provide necessary improvement in air quality and which help conserve energy. (TC-6E.)



## Water and Sewer

### Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of Miami-Dade Water and Sewer Department (WASD) Hialeah Reverse Osmosis, 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 rated treatment capacity of WASD's regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional system shall maintain a minimum buffer of 2% below the rated design capacity of the system or 440.75 MGD. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 68.87 MGD. This is calculated using the available plant capacity (440.75 MGD), subtracting the maximum day flow (342.1 MGD) and subtracting the water that is reserved through development orders (29.78 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 95,028 gallons per day (gpd). The maximum water demand for the mix of uses outlined in the proffered Declaration of Restrictions dated March 4, 2016 (Scenario 1) under the Requested CDMP Land Use designations, are estimated at 1,010,000 gpd. This represents an increase of up to 914,972 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	3,801,111 sq. ft.	2.5 gpd/100 sq. ft.	95,028 gpd
TOTAL CURRENT				95,028 gpd
Requested CDMP Designation				
1	Retail	3,500,000 sq. ft.	10 gpd/100 sq. ft.	350,000 gpd
1	Entertainment	1,500,000 sq. ft.	20 gpd/100 sq. ft.	300,000 gpd
1	Hotel	2,000 rooms	100 gpd/room	200,000 gpd
1	Common Area/Back of House	1,200,000 sq. ft.	10 gpd/100 sq. ft.	120,000 gpd
1	Make-up water for backwash and	each	40,000 gpd	40,000 gpd



Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami- Dade Code)	Projected Water Demand (gpd)
	general maintenance of water park features			
TOTAL PROPOSED				1,010,000

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; August 2016

Water Supply and Connectivity:

The application site is within WASD's service area. The water supply for this application will be provided by the Hialeah RO Water Treatment Plant (ROWTP). At the present time, there is adequate treatment and water supply capacity for this application. The ROWTP is owned/operated by both WASD and the City of Hialeah. The ROWTP is presently producing water that meets Federal, State, and County drinking water standards.

The proposed land use would be required to connect to public water pursuant to Chapter 24 of Miami-Dade County Code. As per the information provided by WASD, the applicant must install a series of water mains and consequently abandon connections with the City of Hialeah Water and Sewer Department water mains.

Per WASD Letter of Availability No. 15-323501 issued on December 29, 2015, the developer shall connect to an existing 36-inch water main in NW 170 Street close to NW 97 Avenue, either east or west of NW 97 Avenue, and extend a 16-inch water main along NW 170 Street to NW 97 Avenue connecting to an existing 16-inch water main at that location (DW-2014-111, AGMT ID No. 20189), provided said 16-inch water main is conveyed by the time this project is ready for construction.

Also, the developer shall cut and plug the aforementioned existing 16-inch water main at NW 97 Avenue and NW 170 Street in order to disconnect said water main service from the City of Hialeah. Currently, the existing 16-inch water main is connected to the City of Hialeah per Contract between Miami-Dade County, the City of Hialeah, and AMB I-75, LLC (Resolution R-1165-09). Per the terms of said Contract, WASD will provide written notice to the City of Hialeah of the approximate date by which WASD proposes to terminate said Contract, at the time the WASD Agreement for the American Dream Project is executed.

In addition, if the existing 16-inch water main along NW 97 Avenue, north of NW 170 Street is conveyed, the developer shall connect to said existing 16-inch water main at NW 97 Avenue, and north of theoretical NW 174 Street, and extend northerly along NW 97 Avenue, a new 16-inch water main to the southern boundary of the developer's property, then extend northerly a minimum 12-inch water main within the developer's property in an easement and/or within a dedicated public right-of-way to NW 186 Street, then, continue east on theoretical NW 186 Street, with a new 16-inch water main interconnecting with an existing 12-inch water main west of NW 87 Avenue. The developer is responsible for obtaining access from FDOT for the crossing of State Road I-75 and State Road Right-of-Way for the installation of the aforementioned proposed water main extensions.

If the aforementioned 16-inch water main (DW-2014-111; AGMT ID No. 20189) is not conveyed, then the developer must fully inspect, certify and convey said water main before any connection could be allowed to said water main.



At the time of development, a Water Supply Certification letter will be required. At such time, the project will be evaluated for water supply availability and a water supply reservation will be made. At this time, there are two planned projects within close proximity to this application site. The first project is the AMB I-75 Industrial Park with Agreement No. 20189 for the construction of a mixed commercial use site containing 899,290 sq. ft. of industrial/warehouse use and 135,136 sq. ft. of office building use. The second project is Dunnwoody Lake with Agreement No. 22723 involving new construction of 226 townhomes and 256 single family residences.

#### Non-Potable Water Demands

The applicant estimates that the non-potable water demand for landscape irrigation will be approximately 0.114 MGD (114,000 gallons per day). The applicant does not clarify how these non-potable water demands will be met and must provide this information in order to determine consistency with provisions of the CDMP that protect water recharge areas and encourage use of alternative water technologies to meet water demand, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F. The application indicates that consideration is being given to “including a water reuse and treatment program on site to accommodate irrigation demands” but also alludes to the use of on-site irrigation wells. The first solution (on site treatment and reuse) is consistent with Objective WS-6 and Policy ICE-4E, which encourage the use of alternative water technologies to meet water demands, whereas the use of on-site irrigation wells to provide non-potable water is not only inconsistent with these two policies, it is also potentially inconsistent with Policy CON-4A, which mandates protection and, where feasible, enhancement of the aquifer-recharge values of undeveloped land and wetland areas.

#### 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 Miami-Dade County Water and Sewer Department regional wastewater treatment system capacity is the sum of the daily treatment capacity of the three wastewater treatment plants. The regional wastewater treatment system can treat up to 375.5 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. The Sanitary Sewer Level of Service (LOS) standard presented in the CDMP requires the regional system to have sufficient capacity to treat 102% of the average daily sewage demand of the preceding 5 years. 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 (302.36 MGD) for the preceding 5 years and the capacity reserved for development orders (36.39 MGD) from the system capacity (368.14 MGD). Therefore, the available wastewater treatment plant capacity is 29.39 MGD.

#### Sewer System Connectivity:

The application site is within WASD's service area. The wastewater flows for this application will be transmitted to the North District Wastewater Treatment Plant (NDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.



Per WASD Letter of Availability No. 15-323501, the developer will furnish and install two (2) new Public pump stations. The Developer shall connect to an existing 30-inch force main located on NW 75 Place, approximately 210 feet northeast of 169 Street, and extend a 24-inch force main southerly in NW 75 Place to NW 169 Street, then, northwesterly in NW 169 Street, to NW 170 Street, then westerly in NW 170 Street to State Road I-75, then in an access easement westerly across State Road I-75, then continue westerly in NW 170 Street to NW 97 Avenue, connecting to an existing 16-inch force main (DS-2014-549, AGMT No. 20189) at that location, if conveyed by the time this project is ready for construction. Also, if conveyed by the time this project is ready for construction, the developer shall connect to the existing 16-inch force main (DS-2014-549, AGMT ID No. 20189) in proposed NW 97 Avenue north of proposed NW 174 Street, and extend the 16-inch force main northerly in proposed NW 97 Avenue to the southern boundary of the developer's property, then extend one 16-inch force main and one 12-inch force main easterly/northerly and westerly/northerly, respectively within the developer's property in an easement and/or dedicated public right-of ways to a point as required to provide service to each of the two (2) aforementioned proposed public pump stations.

Currently, the existing 16-inch force main is connected to the City of Hialeah per Contract between Miami-Dade County, the City of Hialeah, and AMB I-75 LLC (Resolution R-1165-09). Per the terms of said Contract, WASD will provide written notice to the City of Hialeah of the approximate date by which WASD proposes to terminate said Contract, which will occur at the time the WASD Agreement for the American Dream Project is executed.

The developer is responsible for obtaining access from FDOT for the crossing of State Road I-75 for the installation of the aforementioned proposed sewer main extension. If the aforementioned 16-inch force main (DS-2014-549; AGMT ID No. 20189) is not conveyed, then the developer must fully inspect, certify and convey said force main before any connection could be allowed to said force main.

A dedicated 45 feet by 65 feet tract site for each of the (two) 2 proposed pump stations must be dedicated by the developer along with furnishing and installing an emergency generator with building at the pump station site for each of the two (2) aforementioned proposed WASD public pump stations. Any public gravity sewer within the property shall be 8-inch minimum diameter.

## **Solid Waste**

The Miami-Dade County Department of Solid Waste Management (DSWM) 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 SWMD 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 SWMD 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 2015-2016, the SWMD is in compliance with the adopted LOS standard.

#### Application Impacts

The application requests redesignation of the site from “Industrial and Office” to “Business and Office.” The “Business and Office” designation may result in development of commercial establishments, as defined in Chapter 15 of the County Code. The DSWM does not actively compete for non-residential waste collection servicing commercial and multi-family establishments at this time. Waste collection services will, therefore, most likely be provided by a private waste hauler. The requested amendment will have no fiscal impact or any associated costs; therefore DSWM has no objection to the proposed change.

#### **Parks**

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 1 (PBD-1), which generally encompasses the area north of SW 8 Street.

#### Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-1 has a surplus capacity of 156.45 acres of parkland, when measured by the County’s concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The “County Local Parks” table below lists the parks within a 3-mile radius of the application site; all but one (Country Club of Miami Tot Lot) are larger than the required five acre park.

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

Park Name	Acreage	Classification
Spanish Lake Park	6.49	Neighborhood Park
Country Club of Miami Tot Lot	0.30	Mini Park
Norm and Jean Reach Park	19.28	Community Park
Country Village Park	16.74	Community Park
Country Lake Park	19.20	Community Park
Country Club of Miami South Park	88.29	Community Park
North Pointe Community Center	5.58	Community Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, July 2016.



### Application Impacts

The potential development of the site under the existing CDMP land use designation does not permit residential uses and therefore has not impact based on the minimum Level of Service standard for the provision of local recreation open space.

There is no potential for residential development under the proposed land use designations and accompanying restrictions. Therefore this application, as presented, has no impact based on the minimum Level of Service standard for the provision of local recreation open space and there would be no additional impact to the CDMP Open Space Spatial Standards.

### **Fire and Rescue Service**

The Miami-Dade Fire Rescue (MDFR) stations nearest to the application site are:

- Station No. 1 (Miami Lakes) located at 16699 NW 67 Avenue and is equipped with a Rescue, an Aerial and a Battalion Chief totaling eight (8) firefighter/paramedics, 24 hours a day, seven days a week;
- Station No. 44 (Palm Springs North) located at 7700 NW 186 Street and is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week;
- Station No. 51 (Honey Hill) located at 4775 NW 199 Street and is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week; and
- Station No. 64 (Miami Lakes West) located at 15321 NW 77 Court and is equipped with an Engine totaling four (4) firefighter/paramedics, 24 hours a day, seven days a week.

According to data retrieved during calendar year 2015, the average travel time to incidents in the vicinity of the application site is estimated at approximately 13 minutes and 07 seconds. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8 minutes at 90% of all incidents. Presently, travel time to incidents in the vicinity of the application site does not comply with the performance objective of national industry standards.

The MDFR Department has determined that the current “Industrial and Office” land use designation of the application site would allow a potential development that would generate 167 annual alarms. The proposed “Business and Office” designation would allow a proposed potential development anticipated to generate more than 2,000 annual alarms and—combined with the proposed development of Application 6 (The Graham Companies) and other potential development in the vicinity—would have a severe and detrimental impact to existing fire-rescue services. Presently, there are no planned service expansions in the area of the property.

A suspected fire within this project would be designated as a building dispatch assignment. Such an assignment would require four (4) suppression units; one of which must be an aerial, and the other three may be a combination of engines, tankers, ladders or aerials. Additionally, the assignment would require one (1) rescue and a battalion commander. This assignment requires twenty (20) firefighters and officers. As a result of the location of existing stations, equipment and staff, MDFR is unable to conform to the performance objective of national industry.

Under provisions of Chapter 33J of the Code of Miami-Dade County, all developments are deemed to create an impact and therefore create a demand for increased fire and rescue service capacity. As such, the cost of new facilities should be borne by new users to the extent new uses require new fire rescue facilities. To offset the cost, any application for development activity within



Miami-Dade County Fire Rescue service area will be subjected to the imposition of a fire impact fee. As part of the project's proportionate share of impact fees, MDFR will require the dedication of a 2-acre parcel of land for the construction of a fire rescue station to serve the property. All claims for contributions in-lieu of fee must be submitted to and approved by the Fire Chief prior to the issuance of any building permit intending to utilize the contribution in-lieu of impact fees.

In an effort to minimize impact to existing and planned stations, MDFR recommends that two first aid stations be located within the mall. Typically, first aid stations are able to handle most injuries and promptly treat cases requiring simple first aid treatment. Furthermore, it is recommended that emergency access drives as well as emergency apparatus set-up sites are provided on the mall grounds to facilitate emergency vehicle access and staging.

#### Level of Service Standard for 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 3,000 gallons per minute (gpm) is required for the Business and Industrial land uses. Fire hydrants shall be spaced a minimum of 300' from each other and shall deliver not less than 1,000 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application.

The Miami-Dade Fire Rescue Department anticipates that the number of alarms forecasted for the subject site, along with the congested roadways within the area, will severely impact existing services and detrimentally impact emergency response times. MDFR believes that the mall, along with other projects in the vicinity, will result in the need for additional fire protection facilities as well as additional equipment and staffing.

#### **Roadways**

The western  $\pm 280$ -acre portion of the application site west of NW 97 Avenue was partly the subject of the April 2005 Cycle Application No. 5 (the April 2005 Application), which was adopted by Miami-Dade Board of County Commissioners (Board) on April 18, 2006 (Ordinance No. 06-43) with acceptance of a proffered Declaration of Restrictions (covenant). The April 2005 Application site originally included  $\pm 793.8$  gross acres located between NW 154 and NW 170 Streets and between NW 97 Avenue and Homestead Extension of the Florida Turnpike (HEFT). The site was expanded through the addition of  $\pm 347$  gross acres north of NW 170 Street between NW 97 Avenue and the HEFT, for a total of  $\pm 1,140.8$  acres. The application was the subject of a Settlement Agreement between the former Department of Community Affairs and Miami-Dade County, which was approved by the Board on July 6, 2006 through Resolution No. 847-06 and a subsequent Remedial Plan Amendment adopted by the Board on August 24, 2006 (see Ordinance No. 06-116). Application No. 5, together with the Remedial Plan Amendment, was found "In Compliance" by DCA on October 16, 2006. The settlement agreement, among other provisions, restricted non-residential development on the  $\pm 347$  acres north of NW 170 Street to a Floor Area Ratio (FAR) of 0.45 and this FAR restriction is included in the CDMP Land Use Element text on page I-24.

With the adoption of App. No. 5 in the April 2005 CDMP Amendment cycle, certain required roadway improvements of the applicant were added in the text for the "Future Traffic Circulation Map Series" within the Traffic Circulation Subelement on page II-20 of the CDMP Transportation Element. The referenced text is provided below with the current status of the roadway projects as



listed in the 2040 Long Range Transportation Plan (LRTP) and/or 2017 Transportation Improvement Plan (TIP) shown in *[italic text within square brackets]*, as follows:

“With regard to the following transportation improvements necessary to serve Application No. 5 in the April 2005-2006 CDMP Cycle, in no event shall a Building Permit for development within that area be issued until the MPO Miami-Dade Long Range Transportation Plan has been amended to reflect the following changes in priority of the construction phasing of the roadway network:

- I-75 between Miami-Dade/Broward County Line and SR 826/Palmetto Expressway: from 8 lanes to 10 lanes, advance to Priority 3 (2021-2025); *[Status: Under construction]*
- SR 826/Palmetto Expressway between NW 103 Street and NW 154 Street: from 8 lanes to 10 lanes, advance to Priority 3 (2021-2025); *[Status: Under construction.]*
- SR 826/Palmetto Expressway from NW 154 Street to I-95: from 6 lanes to 8 lanes, advance to Priority 3 (2021-2025); *[Status: LRTP Priority III]*
- HEFT from SR 836 to Okeechobee Road: 8 lanes + auxiliary lanes, advance to Priority 3 (2021 to 2025), *[Status: 2017 TIP with funding for design/build for 2016/2017, 2018-2019]*
- HEFT from Okeechobee Road to I-75: 8 lanes + auxiliary lanes, advance to Priority 3 (2021 to 2025); and *[Status: Status: 2017 TIP with funding for design/build for 2017-2018]*
- HEFT from I-75 to Turnpike Mainline: from 4 lanes to 6 lanes, advance to Priority 3 (2021 to 2025).” *[Status: In 2040 LRTP as Priority IV]*

The roadway projects listed above have been advanced with the exception of the segment of the HEFT from I-75 to the Turnpike mainline (last bullet item above), which remains in the 2040 LRTP as a Priority IV project. However, this HEFT project is listed in the Turnpike’s draft Five Year work program (2017/2018-2021/2022) and should also be advanced as required to at least Priority III in the 2040 LRTP.

For the April 2005 Cycle Application No. 5, the applicant submitted a Transportation Analysis (TA) report in support of the application, prepared by Cathy Sweetapple & Associates entitled *CDMP Amendment Application No. 5 Hialeah and Graham*, dated April 2006. The TA included analysis of the ±347 acres (the Graham properties), located north of NW 170 Street between NW 97 Avenue and the HEFT, with a development program that included 300,000 sq. ft. office uses; 500,000 sq. ft. business park/showroom; and 3,200,000 sq. ft. warehouse, which would generate approximately 2,582 PM peak hour trips.

The Declaration of Restrictions (covenant) accepted with adoption of the April 2005 Application limits the ±347 acres to development that would generate a maximum 2,582 net external PM peak hour trips. The referenced ±347-acre portion of the April 2005 Cycle Application area is subject of Application Nos. 6 and 5 in the May 2016 amendment cycle. To analyze the trip generation for currently allowed uses for both Application Nos. 6 and 5, trips associated with the covenant (west of NW 97 Avenue) were allocated to each application proportionally based on their acreage. See “Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations” table below.

#### Existing Roadway Network

Currently, access to the application site is via NW 97 Avenue and theoretical NW 170 Street. NW 97 Avenue from NW 138 Street to theoretical NW 154 Street is a four-lane divided roadway and north of NW 154 Street to theoretical NW 170 Street is under construction as a two-lane facility.



NW 170 Street from the HEFT to NW 97 Avenue and from NW 97 Avenue to the bridge over I-75 is currently unimproved. East of I-75, NW 170 Street is a two-lane facility from NW 77 Avenue to NW 89 Avenue. The NW 170 Street bridge over I-75 is currently blocked to vehicular traffic on both sides of I-75. NW 154 Street also has a bridge over I-75 that does not currently allow vehicular access. East of the application site is I-75, an 8-lane limited access facility, and west of the application site is the HEFT--a six-lane limited access facility from Okeechobee Road to I-75, and from I-75 to the Florida Turnpike SPUR a four-lane facility. I-75 provides access in the south to NW 138 Street/Graham Dairy Road to the west and to the Palmetto Expressway/SR 826 and SR 924/Gratigny Parkway to the east. I-75 to the north provides access also to NW 186 Street/Miami Gardens Drive via an interchange. The HEFT provides access in the south to Okeechobee Road, a diagonal six-lane roadway from the HEFT southeast to SR 826/Palmetto Expressway, a six-lane facility. The HEFT, I-75 and SR 826/Palmetto Expressway are all regional corridors, which provide access to other areas in 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.

County Staff performed analysis for the existing LOS on the roadway segments serving the application site. Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site—including the state facilities of the HEFT, I-75, and Miami Gardens Drive--which are currently monitored by the State (Year 2015) and the County (Year 2015), are operating at acceptable levels of service. See "Traffic Impact Analysis on Roadways Serving the Amendment Site" Table below.

#### Future Programmed and Planned Roadway Improvements

A study area (area of influence) was selected to determine the Application's traffic impact on the roadway network. The study area includes the arterial and collector roadway network extending north of the Miami-Dade and Broward Countyline on the north, the Palmetto Expressway/SR 826 on the east, NW 74 Street on the south, and SW 177 Avenue/ Krome Avenue on the west.

The MPO's adopted 2017 *Transportation Improvement Program* lists the following roadway capacity improvement projects for construction in fiscal years 2016-2021 within the study area (see table below).



Programmed Road Capacity Improvements Fiscal Years 2016/2017 – 2020/2021				
Roadway	From	To	Type of Improvement	Fiscal Year
Krome Ave./SR 997	SW 8 St.	MP 2.754	Widen from 2 to 4 lanes	Under CST
Krome Ave./SR 997	MP 2.754	MP 5.122	Widen from 2 to 4 lanes	Under CST
Krome Ave./SR 997	MP 5.122	MP 8.151	Widen from 2 to 4 lanes	Under CST
Krome Ave./SR 997	MP 8.151	MP 10.935	Widen from 2 to 4 lanes	Under CST
Krome Ave./SR 997	MP 10.935	MP 14.032/S. of Okeechobee Rd.	Widen from 2 to 4 lanes	Under CST
HEFT	SR 836	NW 106 St.	From 6 to 10 lanes including express lanes	2016/2017 & 2018/2019
HEFT	NW 106 St.	I-75	From 6 to 10 lanes including express lanes	2017/2018-
NW 87 Ave.	NW 154 St	NW 186 St.	Widen to 4 lanes	Under CST
NW 97 Ave.	NW 138 St.	NW 154 St.	New 4 lanes	Under CST
NW 97 Ave. <sup>1</sup>	NW 154 St.	NW 170 St.	Widen to 4 lanes	2016/2017-2018/2019
NW 107 Ave. <sup>1</sup>	NW 138 St.	NW 170 St.	New 5 lanes	2017/2018-2020/2021
NW 87 Ave.	NW 154 St.	NW 186 St.	Widen from 2 to 4 lanes	2016/2017
NW 47 Ave./SR 847	NW 183 St.	Premier Pkwy.	Add lanes and reconstruct	2017/2018
W. 24 Ave.	W. 60 St.	W. 76 St.	Widen from 2 to 3 lanes	Under CST
SR 826 and I-75	Flagler Street to NW 154 St.	I-75 from SR 826 to NW 170 St.	Add special use lane	Under CST
I-75	NW 170 St.	HEFT Interchange	Add special use lane	Under CST
I-75	HEFT interchange	Miami-Dade Co. Line	Add special use lane	Under CST
I-75	NW 170 St.	Miami-Dade Co. Line	Add special use lane	Under CST
Okeechobee Rd.	NW 170 St.	NW 186 St.	Intersection improvement	2016/2017
NW 74 St.	HEFT	SR 826	New 6 lanes	2016/2017
Source: 2017 <i>Transportation Improvement Program</i> , Miami-Dade County Metropolitan Planning Organization, May 19, 2016. Notes: <sup>1</sup> MPO Governing Board on Oct. 26, 2016 approved by resolutions: No. 56-16 an amendment to the 2040 <i>Long Range Transportation Plan (LRTP)</i> to include these two roadway improvement projects as Priority I projects; and No. 57-16 to modify the scope of work for the NW 107 Avenue project from a total of seven lanes to five lanes.				

The MPO's adopted 2040 *Miami-Dade Long Range Transportation Plan (LRTP)*, Cost Feasible Plan, lists the following roadway capacity improvement projects within the study area for construction in the next 24 years (see table below).



Planned Roadway Capacity Improvements Fiscal Years 2014/2015 through 2039/2040				
Roadway	From	To	Type of Improvement	Priority
Krome Avenue/SR 997	MP 2.754	MP 5.122	Widen from 2 to 4 lanes	Under CST
Krome Avenue/SR 997	MP 5.122	MP 8.151	Widen from 2 to 4 lanes	Under CST
Krome Avenue/SR 997	MP 8.151	MP 10.935	Widen from 2 to 4 lanes	Under CST
Krome Avenue/SR 997	MP 10.953	MP 14.184 US 27/Okeechobee	Widen from 2 to 4 lanes	Under CST
HEFT*	SR 836	NW 106 St.	Add lanes and reconstruct	I
HEFT	NW 106 St.	I-75	Add lanes and reconstruct	I
HEFT	NW 57 Ave.	Turnpike (mainline)	Widen to 8 lanes	IV
HEFT	I-75	NW 57 Ave.	Widen to 8 lanes	IV
NW 97 Ave.	NW 58 St.	NW 70 St.	Add 2 lanes and reconstruct	I
NW 97 Ave.	NW 70 St.	NW 74 St.	New 4 lane road construction	I
NW 87 Ave.	NW 74 St.	NW 103 St.	New 2 lane road construction	I
NW 87 Ave.	NW 154 St.	NW 186 St.	Add 2 lanes and reconstruct	I
NW 82 Ave.	NW 8 St.	NW 12 St.	New 4 lane road construction	II
NW 57 Ave.	W. 53 St.	W. 65 St.	Add two lanes and reconstruct	I
NW 57 Ave.	W. 65 St.	W. 84 St.	Add two lanes and reconstruct	I
NW 47 Ave.	NW 183 St.	Miami-Dade/ Broward County line	Capacity improvements	I
I-75 Managed Lanes System	NW 170 St.	HEFT interchange	Managed lanes	I
I-75 Managed Lanes System	HEFT	Miami-Dade County line	Managed lanes	I
SR 826/Palmetto and I-75	Flagler	NW 154 St.	Managed lanes	I
I-75 Ramp	NW 170 St.	SR 826/Palmetto	New ramp from I-75 s/b to NW 87 Ave. s/b	III
I-75	SR 826/Palmetto	NW 170 St.	Widen with express lanes	IV
I-75	At Miami Gardens Drive		Modify Interchange	IV
SR 826/Palmetto	NW 154 St.	NW 17 Ave.	Managed lanes	III
SR 826/Palmetto	NW 103 St.	NW 138 St.	Add braided on-ramp to NW 122 St.	III
SR 826/Palmetto	NW 103 St.	NW 154 St.	Widen with express lanes	IV
SR 826/Palmetto	SR 836/Dolphin	NW 103 St.	Add 4 special use lanes	IV
NW 186 St.	NW 97 Ave.	I-75	New 4 lane road construction	IV
NW 170 St.	HEFT	NW 97 Ave.	6 lane divided roadway	III
SR 924 Gratigny West Extension	SR 826/Palmetto	HEFT	Extend SR 924 to HEFT with connections to I-75 and SR 826/Palmetto	II
NW 74 St.	HEFT	SR 826/Palmetto	Add 2 lanes and reconstruct	I
US 27/Okeechobee	SR 826/Palmetto	Krome Ave./SR 997	Operational/capacity improvements with grade separated intersections	IV
Source: Miami-Dade 2040 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 23, 2014.				
Notes: Priority I – Project improvements to be funded by 2020; Priority II – Project improvements to be funded between 2021 and 2025; Priority III – Project improvements to be funded between 2026 and 2030; and Priority IV – Projects to be funded between 2031 and 2040.				

### County Staff's Short-term and Long-term Traffic Analysis

The Miami-Dade County Department of Regulatory and Economic Resources, Planning and Platting Divisions, performed a short-term Concurrency (Year 2019) analysis to assess the impact that the application would have on the adjacent roadways, and includes the existing Level of Service (LOS) for the traffic count stations utilized. Staff performed a bi-directional short-term (concurrency) analysis of the peak period, as defined by the Traffic Circulation Element TC-1B as



the average of the two highest consecutive hours. The concurrency analysis considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted 2017 *Transportation Improvement Program (TIP)* such as the widening of the HEFT, and the PM Peak hour trips estimated to be generated by the application. A combined concurrency analysis for the adjacent project, Application No. 6 was also performed. These analyses assess the impacts that the application(s) would have on the adjacent roadways and the surrounding roadway network, in order to determine if concurrency was met. Staff also reviewed other considerations, including the HEFT and I-75 widening, applicant's information regarding transit, and the proposed trip generation.

In accordance with the County's *Instructions for Preparing Applications Requesting Amendments to the Miami-Dade County Comprehensive Development Master Plan Amendment Cycle* report (*Instructions Report*), a long-term traffic analysis shall be performed by the transportation consultant. (See "Applicant's TIA Report" section below.) As a comparison, County staff, in coordination with the Metropolitan Planning Organization (MPO), may perform a long-term analysis (Year 2040) utilizing the SERPM model volume to capacity (v/c) analysis for the Study Area. This analysis would determine the adequacy of the future roadway network to handle the application's traffic impacts and to meet the adopted LOS standards applicable to the roadways through the year 2040. However, due to the extensive discussions with the transportation consultant in regards to trip generation and methodology, there was not enough adequate time to request and prepare the analysis (see "Applicant's Traffic Analysis" below). As a result, the applicant's long-term analysis will be utilized.

#### Trip Generation

One potential development scenario (Scenario 1) for each of the current and requested CDMP land use designation was analyzed for traffic impacts. Under the current CDMP land use designation of "Industrial and Office" the application site is assumed to be developed in accordance with the current Declaration of Restrictions (covenant) for the application area west of NW 97 Avenue, for a total of 1,804 trips. Under the requested CDMP land use designation of "Business and Office" the application site is assumed to be developed with 6,200,000 sq. ft. Entertainment/Retail uses in accordance with the applicant's proffered Declaration of Restrictions (covenant) and as presented in the revised *American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA)* report dated October 10, 2016.

If the application were approved and the subject site developed, it would generate approximately 5,330 PM peak hour trips, or 3,526 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. See "Estimated PM Peak Hour Trip Generation by Current and Requested CDMP Land Use Designations" table below.

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

Application No. 5	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
	"Industrial and Office" 57,300 sq. ft. Office 95,500 sq. ft. Business Park	"Business and Office" 6,200,000 sq. ft. Entertainment/Retail / <sup>2</sup>	



611,200 sq. ft. warehouses (w/o  
NW 97 Ave.)  
2,792,000 sq. ft. warehouses  
(e/o NW 97 Ave.) /<sup>1</sup>

1,804

5,330

+ 3,526

Source: Institute of Transportation Engineers, Trip Generation, 9<sup>th</sup> Edition, 2012; and the revised *American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA)* report dated October 10, 2016.

#### Combined Trip Generation – Buildout Phase I (Year 2020)

A combined trip generation for Application Nos. 5 and 6 was performed to assess the impacts on the roadway network, using the Buildout Phase I (Year 2020) and Phase II (Year 2040) for Application No. 6. Under the current CDMP land use designations, the total combined trips for Application Nos. 5 and 6 are approximately 4,510 PM peak hour trips. If both Application Nos. 5 and 6 were approved and the subject sites developed (Year 2020), it would generate a combined total of approximately 6,193 PM peak hour trips, or approximately 1,683 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. See “Estimated Combined PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations For Application Nos. 5 and 6 Buildout Phase I (Year 2020)” table below.

#### Estimated Combined PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations For Application Nos. 5 and 6 Buildout Phase I (Year 2020)

Application Nos. 5 & 6	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
App. No. 5	“Industrial and Office” 57,300 sq. ft. Office 95,500 sq. ft. Business Park; 611,200 sq. ft. warehouses (w/o NW 97 Ave.); 2,792,000 sq. ft. warehouses (e/o NW 97 Ave.) / <sup>1</sup>	“Business and Office” 6,200,000 sq. ft. Entertainment/Retail / <sup>2</sup>	
	1,804	5,330	+ 3,526
App. No. 6	“Industrial and Office” and “Business and Office” 242,828 sq. ft. office; 404,500 sq. ft. business park; 2,588,800 sq. ft. warehousing (w/o NW 97 Ave.); 1,311,000 sq. ft. warehouses (e/o NW 97 Ave.)/ <sup>3</sup>	“Business and Office” and “Employment Center” <sup>2</sup> 500 MF; 150,000 sq. ft. retail; 250,000 sq. ft. Business Park / <sup>4</sup>	
	2,706	863	-1,843
Total Combined Trips	4,510	6,193	+1,683



Source: Institute of Transportation Engineers, Trip Generation, 9<sup>th</sup> Edition, 2012; and the revised *American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA) report* dated October 10, 2016.

Notes: <sup>1</sup> Under the current CDMP land use designation the Application No. 5 site is assumed to be developed with 57,300 sq. ft. Office, 95,500 sq. ft. Business Park, 611,200 sq. ft. warehouses (w/o NW 97 Ave.), and 2,792,000 sq. ft. warehouses (e/o NW 97 Ave.)

<sup>2</sup> The requested CDMP land use designation for Application No. 5 assumes the application site developed according to the applicant's proposed development program for 6,200,000 sq. ft. Entertainment/Retail facility.

<sup>3</sup> Under the current CDMP land use designation the Application No. 6 site is assumed to be developed with 242,828 sq. ft. office; 404,500 sq. ft. business park; 2,588,800 sq. ft. warehousing (w/o NW 97 Ave.); 1,311,000 sq. ft. warehouses (e/o NW 97 Ave.)

<sup>4</sup> The requested CDMP land use designation for Application No. 6 assumes the site developed according to the applicant's proposed development program for Phase I (Year 2020) consisting of 500 MF; 150,000 sq. ft. retail; and 250,000 sq. ft. Business Park.

### Combined Trip Generation – Buildout Phase II (Year 2040)

A combined trip generation for Application Nos. 5 and 6 was performed to assess the impacts on the roadway network. Under the current CDMP land use designations, the total combined trips for Application Nos. 5 and 6 are approximately 4,510 PM peak hour trips. For Application No. 6, the Buildout Phase II (Year 2040) was also analyzed. If both Application Nos. 5 and 6 were approved and the subject sites developed (Year 2040), it would generate a combined total of approximately 10,645 PM peak hour trips, or approximately 6,135 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. See “Estimated Combined PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations For Application Nos. 5 and 6 Buildout Phase II (Year 2040)” table below.

Estimated Combined PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations For Application Nos. 5 and 6 Buildout Phase II (Year 2040)			
Application Nos. 5 & 6	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 Designations
App. No. 5	“Industrial and Office” 57,300 sq. ft. Office 95,500 sq. ft. Business Park; 611,200 sq. ft. warehouses (w/o NW 97 Ave.); 2,792,000 sq. ft. warehouses (e/o NW 97 Ave.) / <sup>1</sup>	“Business and Office” 6,200,000 sq. ft. Entertainment/Retail / <sup>2</sup>	
	1,804	5,330	+ 3,526
App. No. 6 Buildout Phase II (Year 2040)	“Industrial and Office” and “Business and Office” 242,828 sq. ft. office; 404,500 sq. ft. business park; 2,588,800 sq. ft. warehousing (w/o NW 97 Ave.); 1,311,000 sq. ft. warehouses (e/o NW 97 Ave.)/ <sup>3</sup>	“Business and Office” and “Employment Center” 1,000,000 sq. ft. retail; 3,000,000 sq. ft. Business Park; 2,000 MF dwelling units/ <sup>4</sup>	
	2,706	5,315	+2,609



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Total Combined Trips	4,510	10,645	+6,135
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Source: Institute of Transportation Engineers, Trip Generation, 9<sup>th</sup> Edition, 2012; and the revised *American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA)* report dated October 10, 2016.

Notes: <sup>1</sup> Under the current CDMP land use designation the Application No. 5 site is assumed to be developed with 57,300 sq. ft. Office, 95,500 sq. ft. Business Park, 611,200 sq. ft. warehouses (w/o NW 97 Ave.), and 2,792,000 sq. ft. warehouses (e/o NW 97 Ave.)

<sup>2</sup> The requested CDMP land use designation for Application No. 5 assumes the application site developed according to the applicant's proposed development program for 6,200,000 sq. ft. Entertainment/Retail facility.

<sup>3</sup> Under the current CDMP land use designation the Application No. 6 site is assumed to be developed with 242,828 sq. ft. office; 404,500 sq. ft. business park; 2,588,800 sq. ft. warehousing (w/o NW 97 Ave.); 1,311,000 sq. ft. warehouses (e/o NW 97 Ave.)

<sup>4</sup> The requested CDMP land use designation for Application No. 6 assumes the site developed according to the applicant's proposed development program for Phase II (Year 2040) consisting of 1,000,000 sq. ft. retail; 3,000,000 sq. ft. Business Park; and 2,000 MF dwelling units.

### Traffic Short-Term (Concurrency) Evaluation

An evaluation of peak-period traffic concurrency conditions as of October 2016 was performed, 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 2017 *Transportation Improvement Program (TIP)* such as the widening of certain roadway section of the Homestead Extension of Florida's Turnpike (HEFT), and the PM Peak hour trips estimated to be generated by the application under the requested CDMP LUP map designation. The concurrency analysis does not include proposed development approved in municipalities. The concurrency analysis determined that most 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.

However, the roadway segment of the HEFT between I-75 and NW 57 Avenue is projected to operate at its adopted LOS D standard. And the roadway segment of Miami Gardens Drive/NW 186 Street/SR 860 between I-75 to NW 77 Avenue--is projected to operate at a LOS of F--in violation of its adopted LOS E standard. Due to the project trips triggering a violation of the adopted LOS standards for the referenced roadway segments, the application therefore does not meet the roadway concurrency requirements. Miami Gardens Drive from I-75 to NW 77 Avenue is a four-lane facility with a peak hour two-way capacity of approximately 3,580 vehicles per hour. A minimum of a six-lane facility with an estimated peak hour capacity of 5,390 will be needed to handle the estimated 4,240 peak hour trips that are projected to be generated by the application. See "Traffic Impact Analysis on Roadways Serving the Amendment Site Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)" table below.

### Combined Traffic Concurrency Evaluation for Applications 5 and 6

Due to Application No. 6 located immediately south of the subject application site, a combined traffic concurrency analysis was performed to assess the combined impact of both amendment applications on the adjacent roadway network, including state roadways the Homestead Extension of Florida's Turnpike (HEFT), I-75, and Miami Gardens Drive/NW 186 Street. The combined concurrency analysis determined that most 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.

However, the roadway segment of the HEFT between I-75 and NW 57 Avenue is projected to operate at its adopted LOS D standard. And the roadway segment of Miami Gardens Drive/NW 186 Street/SR 860 between I-75 to NW 77 Avenue--is projected to operate at a LOS of F--in violation of its adopted LOS E standard. Miami Gardens Drive from I-75 to NW 77 Avenue is a four-lane facility with a peak hour two-way capacity of approximately 3,580 vehicles per hour. A minimum of a six-lane facility with an estimated peak hour capacity of 5,390 will be needed to handle the estimated 5,086 peak hour traffic with both of the applications. See "Combined Traffic Impact Analysis on Roadways Serving the Amendments 5 and 6 Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)" 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. <sup>1</sup>	Peak Hour Cap <sup>2</sup>	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amend. Peak Hour Trips	Total Trips With Amend.	Conc. LOS with Amend.
<b>"Business and Office" - 6,200,000 sq. ft. Entertainment/Retail</b>													
2248	HEFT*	I-75 and theo. NW 170 St. interchange	10 LA	D	16,840	8,838	D	0	8,838	B	936	9,774	B
2248	HEFT*	Theo. NW 170 St. interchange to Okeechobee Rd.	10 LA	D	16,840	8,838	D	0	8,838	B	1,111	9,949	B
2285	HEFT*	I-75 to NW 57 Ave.	4 LA	D	6,700	4,888	C	0	4,888	C	964	5,852	D
7048	NW 138 St.	NW 107 Ave. to I-75	6 DV	D	5,390	1,796	C	0	1,796	C	147	1,943	C
	NW 97 Ave	NW 138 St to NW 154 St.	4 DV	D	3,190	435	B	0	435	B	187	622	B
2503	I-75**	Broward Co. Line to HEFT	10 LA	D	16,840	10,606	C	20	10,626	C	1,392	12,018	C
2501	I-75**	HEFT to NW 92 Ave.	10 LA	D	16,840	10,637	C	256	10,893	C	933	11,826	C
2500	I-75**	NW 92 Ave. to SR 826	10 LA	D	16,840	8,160	B	0	8,160	B	778	8,938	B
2518	NW 186 St./ Miami Gardens Dr./SR 860	I-75 to NW 77 Ave.	4 DV	E	3,580	3,475	D	8	3,483	D	757	4,240	F

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, October 2016.

Notes:

<sup>1</sup> County adopted roadway level of service standard applicable to the roadway segment: LOS C (80% Capacity); D (90% capacity); E (100% Capacity).

<sup>2</sup> Peak hour Peak Hour Period volumes (PHP) are calculated in accordance with CDMP Policy TC-1B using the average of the two highest consecutive hours of traffic volume.

DV= Divided Roadway; UD=Undivided Roadway; LA=limited access facility

\*For concurrency analysis, HEFT is scheduled for widening to 10 lanes between: SR 836/Dolphin Expressway to NW 106 Street from 6 to 10 lanes including express lanes and is listed in the 2017 *Transportation Improvement Program (TIP)* with funding for project design/build for years 2016/2017-2018/2019; and between NW 106 Street and I-75 with funding for design/build for years 2017-2018.

\*\*For concurrency analysis: I-75 is scheduled for widening between: Miami-Dade/Broward County line to HEFT from 8 to 10 lanes including express lanes; and between SR 826/Palmetto to NW 170 Street is scheduled for widening from 6 to 10 lanes including express lanes and with funding listed in the 2017 TIP for design/build for years 2016-2017-2017-2018.

Analysis assumes the interchanges at HEFT and NW 170 Street, and at I-75 and NW 186 Street are in place and operational.

Trips were distributed using the model distribution provided by the transportation consultant in the revised *American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA)* report dated October 10, 2016.

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Combined Traffic Impact Analysis on Roadways Serving Amendments Nos. 5 and 6  
Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std. <sup>1</sup>	Peak Hour Cap. <sup>2</sup>	Peak Hour Vol. <sup>2</sup>	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amend. 5 Peak Hour Trips	Amend. 6 Peak Hour Trips	Total Trips With Amends.	Conc. LOS with Amends.
<b>"Business and Office" - 6,200,000 sq. ft. Entertainment/Retail</b>														
2248	HEFT	I-75 and theo. NW 170 St. interchange	10 LA*	D	16,840	8,838	D	0	8,838	B	849	550	10,237	B
2248	HEFT	Theo. NW 170 St. interchange to Okeechobee Rd.	10 LA*	D	16,840	8,838	D	0	8,838	B	1,060	646	10,544	C
2285	HEFT	I-75 to NW 57 Ave.	4 LA	D	6,700	4,888	C	0	4,888	C	886	721	6,495	D
7048	NW 138 St.	NW 107 Ave. to I-75	6 DV	D	5,390	1,796	C	0	1,796	C	139	117	2,052	C
	NW 97 Ave	NW 138 St to NW 154 St.	4 DV	D	3,190	435	B	0	435	B	191	296	922	B
2503	I-75	Broward Co. Line to HEFT	10 LA	D	16,840	10,606	C	20	10,626	C	1,325	1,161	13,112	C
2501	I-75	HEFT to NW 92 Ave.	10 LA	D	16,840	10,637	C	256	10,893	C	956	772	12,621	C
2500	I-75	NW 92 Ave. to SR 826	10 LA	D	16,840	8,160	B	0	8,160	B	799	698	9,657	B
2518	NW 186 St./ Miami Gardens Dr./SR 860	I-75 to NW 77 Ave.	4 DV	E	3,580	3,475	D	8	3,483	D	803	800	5,086	F

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, October 2016.

Notes:

<sup>1</sup> County adopted roadway level of service standard applicable to the roadway segment: LOS C (80% Capacity); D (90% capacity); E (100% Capacity).

<sup>2</sup> Peak hour Peak Hour Period volumes (PHP) are calculated in accordance with CDMP Policy TC-1B using the average of the two highest consecutive hours of traffic volume.

DV= Divided Roadway; UD=Undivided Roadway; LA=limited access facility

\*For concurrency analysis, HEFT is scheduled for widening to 10 lanes between: SR 836/Dolphin Expressway to NW 106 Street from 6 to 10 lanes including express lanes and is listed in the 2017 *Transportation Improvement Program (TIP)* with funding for project design/build for years 2016/2017-2018/2019; and between NW 106 Street and I-75 with funding for design/build for years 2017-2018.

\*\*For concurrency analysis: I-75 is scheduled for widening between: Miami-Dade/Broward County line to HEFT from 8 to 10 lanes including express lanes; and between SR 826/Palmetto to NW 170 Street is scheduled for widening from 6 to 10 lanes including express lanes and with funding listed in the 2017 TIP for design/build for years 2016-2017-2017-2018.

Analysis assumes the interchanges at HEFT and NW 170 Street, and at I-75 and NW 186 Street are in place and operational.

Trips were distributed using the model distribution provided by the transportation consultant in the revised *American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA) report* dated October 10, 2016.

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### Application Impact

The applicant is requesting the re-designation of the application site from “Industrial and Office” to “Business and Office” on the County’s adopted 2020 and 2030 LUP map. Under the current CDMP designation, the development would generate approximately 1,804 PM peak hour trips. If the application were approved and the subject site developed, it would generate approximately 5,330 PM peak hour trips, or 3,526 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. A combined trip generation for Application Nos. 5 and 6 was performed to assess the impacts on the roadway network, using the Buildout Phase I (Year 2020) and Phase II (Year 2040) for Application No. 6. Under the current CDMP land use designations, the total combined trips for Application Nos. 5 and 6 are approximately 4,510 PM peak hour trips. If both Application Nos. 5 and 6 were approved and the subject sites developed (Year 2020), it would generate a combined total of approximately 6,193 PM peak hour trips, or approximately 1,683 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. For the combined trip generation for both Application Nos. 5 and 6 with the subject sites developed (Year 2040), a combined total of approximately 10,645 PM peak hour trips would be generated, or approximately 6,135 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. See “Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations”, “Estimated Combined PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations For Application Nos. 5 and 6 Buildout Phase I (Year 2020)” and “Estimated Combined PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations For Application Nos. 5 and 6 Buildout Phase II (Year 2040)” tables above.

The Year 2019 short-term traffic impact (Concurrency) analysis indicates that all roadway segments in the vicinity of the application site have enough capacity to handle the additional traffic that would be generated by the different development scenarios, and are projected to operate at acceptable levels of service. However, the roadway segment of the HEFT between I-75 and NW 57 Avenue is projected to operate at its adopted LOS D standard. And the roadway segment of Miami Gardens Drive/NW 186 Street/SR 860 between I-75 to NW 77 Avenue--projected to operate at a LOS of F--in violation of its adopted LOS E standard. A minimum of a six-lane facility with an estimated peak hour capacity of 5,390 will be needed to handle the estimated 4,240-peak hour traffic with the application. Due to the project trips causing a violation the adopted LOS standards for the referenced roadway segments, the application does not meet the roadway concurrency requirements.

Due to Application No. 6 located immediately south of the subject application site, a combined traffic concurrency analysis was performed to assess the combined impact of both amendment applications on the adjacent roadway network. The combined analysis indicates that Miami Gardens Drive/NW 186 Street/SR 860 between I-75 to NW 77 Avenue--is projected to operate at a LOS of F--in exceedance of its adopted LOS E standard. Miami Gardens Drive from I-75 to NW 77 Avenue is a four-lane facility with a peak hour two-way capacity of approximately 3,580 vehicles per hour. A minimum of a six-lane facility with an estimated peak hour capacity of 5,390 with will be needed to handle the estimated 5,086-peak hour traffic with both of the applications. See “Traffic Impact Analysis on Roadways Serving the Amendment Site Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)” table above.

### Applicant’s Traffic Analysis

The review of the application’s traffic impacts and that of Application No. 6 was coordinated with Broward County and municipalities in both Broward and Miami-Dade Counties that are proximate to the application site, as well as the state and regional transportation agencies, and the South



Florida Regional Council. The objective and associated policies require the County to coordinate comprehensive planning, development and impact assessment among governmental entities. The coordinated review of the application has occurred through a series of four (4) meetings convened at the offices of the South Florida Regional Council both prior and subsequent to the application being filed with the County.

Application No. 5 (American Dream Miami) and Application No. 6 (the Graham Companies) were both originally filed in the November 2015 Cycle of amendments to the CDMP, then as application Nos. 1 and 2, but were subsequently transferred to the May 2016 Cycle at the request of the Applicants.

#### Applicant's Traffic Impact Analysis Report

The County's Instructions for Preparing Applications Requesting Amendments to the Miami-Dade County Comprehensive Development Master Plan Amendment Cycle report (Instructions Report) requires applicants of any Standard CDMP application, such as the subject amendment application No. 5, submit a traffic impact analysis (TIA) report in support of the application. The TIA report shall be prepared by a professional engineer registered in the State of Florida and conducted using a professional methodology accepted by the Department. The TIA must include the following: a study area (area of influence); existing roadway conditions; future roadway conditions, a short-term and a long-term traffic level of service analyses; background traffic; roadway capacity improvements listed in the adopted 2017 Transportation Improvement Program (TIP) and in Priorities I through IV of the adopted 2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan; trip generation using the ITE Trip Generation Handbook; trip distribution using the Miami-Dade 2040 Long Range Transportation Plan Directional Distribution Report. The short- and long-term traffic level of service analyses should be performed using the most current State and County traffic counts. The future long-term conditions analysis must be performed for the project's buildout year, CDMP long term planning horizon (Year 2030), or the County's LRTP planning horizon (Year 2040). The TIA must also include the need for new/expansion of facilities; a mitigation analysis; and maps/exhibits (pp. 6 and 7 of the Instructions Report).

Prior to the filing of Applications in the November 2015 CDMP amendment cycle, County Staff discussed with the Applicant and other agencies the methodology for conducting the traffic impact analysis proposed by the Applicant's transportation consultant, Leftwich Consulting Engineers (LCE). The proposed methodology differs from that outlined in the County's general requirements for Traffic Impact analyses outlined in the above referenced Instructions Report. LCE submitted their Technical Memorandum Methodology for Transportation Impact Analysis (TIA) for Comprehensive Development Master Plan (CDMP) Amendment dated September 3, 2015. This TIA was distributed to County Staff including of the Regulatory and Economic Resources, Planning Division (RER) and the Department of Transportation and Public Works (DTPW), Traffic Engineering Division. The TIA was also distributed to other municipal, regional and state agencies, such as: the Cities of Hialeah, Hialeah Gardens, Miramar, Sunrise, Town of Miami Lakes, Broward County, the South Florida Regional Council (SFRC), Florida Department of Transportation (FDOT) Districts 4 and 6, Miami-Dade Expressway Authority, and Florida's Turnpike Enterprise.

The first in the series of four (4) public meetings was held September 21, 2015 at the SFRC in Hollywood, where the Applicant's transportation consultants, previously mentioned agencies, and others discussed the methodology. Subsequent to this meeting, on October 16, 2015, the transportation consultant submitted their Responses to Comments Received from Reviewing Agencies on TIA Methodology.



The second public meeting was held at the SFRC on October 23, 2015 to discuss consultant's responses and the Applications were subsequently filed in the November 2015 CDMP amendment application cycle, along with the Technical Memorandum Addendum on Methodology for Transportation Impact Analysis (TIA), and the Transportation Impact Analysis for the American Dream Miami and The Graham Project (TIA) report. The TIA report was for this Application No. 1 and also for Application No. 2, the Graham Properties, filed in the November 2015 CDMP cycle. The TIA is available online at the Department's website at:

<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#201511>.

The third public meeting was convened at the SFRC on January 22, 2016 and subsequently on February 23, 2016, the transportation consultant submitted a revised Trip Generation Summary for ADM and submitted on March 14, 2016, a Technical Memorandum Providing Responses to Comments on Revised Trip Generation for American Dream Miami. The transportation consultant later submitted a revised American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA) report dated June 22, 2016 addressing both the ADM and Graham Companies applications.

On September 9, 2016 a fourth public meeting was held at the SFPC to discuss the June 22, 2016 TIA and the agencies' comments on the TIA. That was followed by the consultant's submittal of a revised American Dream Miami & the Graham Project Transportation Impact Analysis for CDMP Amendment (TIA) report dated October 10, 2016 addressing both the ADM and Graham Companies applications. The TIA report dated October 10, 2016 is available online at the Department's website at:

<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp#201605>.

The TIA shows the need for changes to the existing and planned roadway network, shown on the Traffic Circulation subelement maps in the CDMP, serving the American Dream Miami and Graham Companies application areas. The requested changes are for the following maps: Figure 1 Planned Year 2030 Roadway Network; Figure 2 Roadway Functional Classification 2012; and Figure 3 Roadway Functional Classification 2030. The TIA proposes the re-alignment of NW 97 Avenue between NW 180 Street to NW 186 Street from its north-south alignment to a "ring-road" circling the proposed development. The TIA also depicts a new interchange on the HEFT at NW 170 Street. Staff has concerns about this interchange as that interchange is not part of the Cost Feasible Plan of the 2040 LRTP—it is instead listed as a private project. The Cost Feasible plan includes Priorities I through IV and does not include projects that "will be completed with private sector funding as part of proposed land development projects" because these projects "are dependent upon market conditions" and therefore "are not included in the cost feasible network" (2040 LRTP, Summary Highlights section, n.p.). The interchange at the HEFT and NW 170 Street is listed in the 2040 LRTP, Table 6-11, as a Privately Funded Project and was previously listed in the 2035 LRTP Table 4-13 also as a private sector project. The Transportation Element Text states that the Cost Feasible Plan "categorizes projects into priority groupings based upon future funding availability" (CDMP, pg. II-1), and the future Traffic Circulation map series is intended to show the "planned highway network as adopted in the MPO's Long Range Transportation Cost Feasible Plan" (CDMP, pg. II-18).

All entities that have participated in the coordinated review were able to provide input into the methodology for the Transportation Impact Analysis and also reviewed the various versions of the analysis prepared and submitted by Leftwich Consulting Engineers on behalf of the Applicants. The correspondence between County staff, other governmental agency



representatives, the Applicant and the transportation consultant as a result of the coordinated review of the Traffic Impact is presented in a separate document entitled “Addendum to the May 2016 Cycle Initial Recommendations for Application Nos. 5 and 6” dated November 2016. Through this coordinated review process the Transportation Impact Analysis has undergone multiple revisions and the review is ongoing. Based on the impact documentation from the analysis, County staff continues to have questions about the validity of the project's overall trip distribution and impacts to the transportation network and the appropriateness of certain proposed roadway improvements identified by the Applicant to address projected LOS roadway deficiencies. Staff continues to review the TIA and will work with the Applicants and the transportation consultant to address these and any other concerns.

The Applicants, at a minimum, must provide:

- A complete and specific listing of all on-site roadway/transportation improvements to mitigate transportation impacts, including transit
- A complete and specific listing of all off-site roadway/transportation improvements, including transit
- A listing of the required roadway/transportation improvements and the proportionate share analysis determining each Applicant's share of the costs for providing those improvements, in order to mitigate the impacts that will result from the proposed developments

## Transit Service

### Existing Service

There is no direct transit service in the immediate vicinity of the application site. The closest transit service is provided by Metrobus Routes 54, 183 and 267 (Ludlam Limited) at the intersection of NW 186 Street (Miami Gardens Drive) and NW 87 Avenue. It should be noted that said bus routes are located over one half mile (0.7 mile) to the east of the application site and are not accessible from the site due to the alignment of I-75 which acts as a physical barrier between the subject site and the existing transit network. Additional Metrobus Routes in the general vicinity of the site (all over one-mile away) include Routes 73, 95 (Golden Glades), 99, 183 and 286 (North Pointe Circulator). The “Metrobus Route Service Summary” table below indicates the existing service frequencies for existing bus routes in the area.

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			
54	50	60	n/a	n/a	n/a	0.77	0.74	L
73	30	40	60	60	60	2.1	2.1	L
95 (Golden Glades)	35	n/a	n/a	n/a	n/a	2.1	2.1	E
99	60	60	60	40	40	2.1	2.1	L
183	24	40	50	40	48	0.77	0.74	L
267 (Ludlam Limited)	24	n/a	n/a	n/a	n/a	0.77	0.74	F/E
286 (North Pointe Circulator)	48	48	n/a	48	n/a	2.1	2.1	L



### Transit Concurrency Level of Service Analysis:

Policy MT-1A of the Comprehensive Development Master Plan (CDMP) Mass Transit Subelement provides that the minimum peak-hour mass transit level-of-service shall be that all areas within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 30-minute headways and an average route spacing of one mile provided that:

- 1) The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile, and the corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
- 2) It is estimated that there is sufficient demand to warrant the service;
- 3) The service is economically feasible; and
- 4) The expansion of transit service into new areas is not provided at the detriment of existing or planned services in higher density areas with greater need.

The subject site is not connected to the existing transit network and is located over one half mile to the west of the existing transit network. The combined employment and resident population of the proposed development is 14,800 (within the 0.30 sq. mile application site), which exceeds the 10,000 combined employment and resident population per sq. mile threshold stipulated in Policy MT-1A. The applicant has not proffered any transit improvements; therefore, Application No. 5 does not meet the Transit Level of Service Standard.

### Transit Impacts

The proposed development would have fiscal impacts on the existing bus operations and would necessitate extension of five (5) existing Metrobus routes to serve the application site. The extension of five existing Metrobus routes results in an additional \$3,153,000 in recurring annual operations and maintenance costs. Moreover, the extension of existing Metrobus routes necessitates purchase of additional buses (8 buses total; \$3,600,000) in order to maintain existing service levels and achieve the extension of the routes. The "Annual Cost of Existing Metrobus Route Extensions" table below lists capital as well as operations and maintenance cost estimates associated with extending existing Metrobus routes to serve the application site. Extension of the five Metrobus routes is warranted due to the fact that the average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile. Thus, the population and employment densities generated by this application warrant a direct connection between the proposed mall development and the existing transit network. Notwithstanding the foregoing, the five route extensions are not financially feasible at this time since no available funding source has been identified to cover the estimated capital and operating and maintenance costs associated with these route extensions. Moreover, the applicant has not proffered any transit improvements; therefore Application No. 5 does not meet the adopted Transit Level of Service Standard as stipulated in Policy MT-1A.



Annual Cost of Existing Metrobus Route Extensions*			
Route	Annual Operations and Maintenance Cost of Route Extensions	Additional Buses Required	Capital Cost of Additional Buses Required**
Route 54	\$535,000	1	\$450,000
Route 73	\$714,000	2	\$900,000
Route 95	\$214,000	1	\$450,000
Route 99	\$832,000	1	\$450,000
Route 183	\$858,000	3	\$1,350,000
<b>TOTAL</b>	<b>\$3,153,0008</b>	<b>8</b>	<b>\$3,600,000</b>

#### Transit Mitigation

The Department of Transportation and Public Works (DTPW) recognizes that FDOT has funded the I-75 Park-and-Ride Lot which is to be constructed on FDOT-owned property (Folio# 30-2004-000-0042) located north of the mall site across NW 186 Street. However, DPTW notes that the I-75 Park-and-Ride Lot (American Dream Station-North) is intended to serve commuters wishing to access express transit services and will not adequately meet the needs of transit patrons wishing to access the mall site. In addition, DTPW has identified a need to incorporate a bus operator comfort station into the design of the I-75 Park-and-Ride Lot (American Dream Station – North). Funding to extend the water and sewer lines to the park-and-ride site have not yet been identified. As such, DTPW requests that should this application be approved, the applicant construct the necessary water and sewer line extensions and connections needed to provide water and sewer service to the FDOT I-75 Park-and-Ride Lot (American Dream Station – North).

Although the Transportation Impact Analysis states that the applicant is planning to incorporate a transit center within the parking system (similar to the one in Bloomington, Minnesota's Mall of America) along with having the FDOT I-75 Park-and-Ride lot just off the exit ramps from I-75/HEFT, the applicant has not formalized their commitment to construct said transit center (American Dream Station - South). Moreover the applicant has not provided any details regarding the proposed transit center as it relates to location of the transit center within the mall site. In the event, this application is approved, detailed site plans as well as a mechanism to provide funding to cover the operation and maintenance costs associated with the transit center (American Dream Station - South) must be provided by the applicant for DTPW's review as part of the site plan approval process.

The mitigation analysis submitted by the applicant states that mitigation measures will include "a range of options" but does not specifically refer to multimodal strategies. DTPW recommends that the applicant work closely with this agency to fund potential express bus services on the I-75, Homestead Extension of Florida's Turnpike (HEFT), and SR 826 express lanes, a transit center (American Dream Station - South) within the mall site as well as extension of existing Metrobus Routes 54, 73, 95, 99 and 183 connecting the site to the residential areas on the east side of I-75.

#### Future Conditions for the Immediate Area -Funded Transit Improvements

The American Dream Miami project is a unique attraction and upon construction will be the largest self-contained shopping/entertainment experience in the United States. With a development of such magnitude, careful consideration should be given to planning of future transit service to connect the site to the County's existing transit network as a means of mitigating traffic impacts associated with future development of the site.



The 2016 *Transportation Improvement Program (TIP)* does not list any transit improvement projects within the immediate vicinity of the site. The 2016 *Transit Development Plan (TDP)* - Ten Year Implementation Plan does not list any funded transit improvement projects within the immediate vicinity of the site. The 2040 *Long Range Transportation (LRTP)* - Cost Feasible Plan does not list any transit improvement projects within the immediate vicinity of the site.

Florida Department of Transportation's (FDOT's) I-75 Multi-Modal Master Plan, from SR 826/Gratigny Parkway to I-595/Sawgrass Expressway which was completed in 2006 and revaluated in 2013, recommended a park-and-ride lot at the I-75/Miami Gardens Drive Interchange. The I-75 Park-and-Ride Lot (American Dream Station-North) is currently in the design phase of development and will include approximately 350 parking spaces to support new express bus service connections. The I-75 Park-and-Ride Lot (American Dream Station - North) is to be constructed on FDOT-owned property (Folio# 30-2004-000-0042) which is located north of the mall site. The I-75 Park-and-Ride Lot (American Dream Station - North) is funded by FDOT as part of the I-75 PD&E Study which includes the portion of I-75 from the Miami/Dade Broward Countyline to SR 826/Palmetto Expressway. FDOT has included the I-75 Park-and-Ride Lot (American Dream Station - North) as a stand-alone project as part of the 2016-2021 Adopted Five-Year Work Program. The "FDOT Park and Ride Lot Project" table below lists the project completion date and project costs associated with the I-75 Park-and-Ride Lot (American Dream Station - North).

Route/Transit Center	Improvement Description	Implementation Year	Annual Operational Cost	Capital Cost
I-75 Park-and-Ride Lot (American Dream Station – North)	Construct new park-and-ride facility with approximately 350 parking spaces to support new express bus service connection.	Late 2018	\$100,000*	\$5,000,000 (approximately)
*It is anticipated that DTPW will enter into a Memorandum of Agreement with FDOT for the operation and maintenance of this facility. Funding for operation and maintenance of the station is in the process of being identified.				

#### Unfunded Transit Improvements (Vision Projects)

The 2016 TDP serves as DTPW's strategic guide for public transportation in Miami-Dade County over the course of the next ten years. It is important to note that the projects listed in the "Unfunded Transit Improvements – Vision Projects" table below are currently unfunded, were not considered in the Transit Concurrency Level of Service Analysis, and are provided in order to illustrate various transit mobility options to serve mall site.

Unfunded Transit Improvements – Vision Projects

Route	Improvement Description	Implementation Year	Operational Cost	Capital Cost (in 000s)
American Dream-MIC Express	Express bus service from American Dream Station to MIC	2018	\$4,692,000	\$15,200,000—16 standard (40') buses required
I-75/Gratigny Express	Express bus service from American Dream Stations to Miami-Dade College North campus (Sharks North Station)	2018	\$2,639,000	\$8,550,000—9 standard (40') buses required



NW Miami-Dade Express*	Express bus service from Palmetto Intermodal Terminal to American Dream Station	TBD	\$1,458,000	**TBD – 8 buses required
Florida Turnpike Express (North)	Route will provide express bus service from the American Dream Stations to the Palmetto Metrorail station. Headways will be 10 minutes during peak hours.	TBD	\$2,220,826	**TBD – 8 buses required
American Dream Station	Construct Transit Center new park-and-ride facility with approximately 350 parking spaces to support new express bus service connection	2018	TBD	TBD

Source: 2016 *Transit Development Plan*, Miami-Dade Transit (December 2015 Line Up), August 2016.

Bus model to be determined; spare bus ratio is 20%.

\*\* In April 2016, the MPO Governing Board adopted Resolution Number 26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the MPO Executive Director to Work with the MPO Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environment study for six priority corridors as well as a Bus Express Rapid Transit (BERT) Network).

Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance; the estimated operating and capital costs of the proposed new express bus routes and new transit center facility are associated with this application.

#### Other Unfunded Projects

Route	Improvement Description	Implementation Year	Operational Cost	Capital Cost (in 000s)
Okeechobee Link	Proposed rail project providing a premium transit connection between the MIC and American Dream Miami project (as proposed in the <i>Miami-Dade County Rail Opportunities</i> report)	TBD	TBD	\$325,000,000

Source: South Florida Regional Transportation Authority, *Miami-Dade County Rail Opportunities*, April 2015.

#### DTPW Response to Updated Traffic Impact Analysis dated October 10, 2016

DTPW acknowledges that the applicant has stated in their updated Traffic Impact Analysis (TIA) that the proposed mall will be operating 20 shuttle-type buses to provide direct connections to the mall site from “tourist origins and destinations” such as Fort Lauderdale-Hollywood International Airport, Port Everglades Seaport, Miami International Airport, and Port Miami Seaport as well as connections to the nearby park-and-ride facility (American Dream Station–North) and the Graham Project Site (Application No. 6). As stated in the TIA, these shuttle services are to be provided by the applicant “based on ridership potential.” DTPW acknowledges that should the 20 shuttle buses operate at full capacity (assuming 40 passengers per vehicle), this private shuttle service could carry approximately 800 passengers daily.

While many large malls within Miami-Dade County offer similar private shuttle-type bus services from key tourist origins to the malls in order to provide direct one-seat rides for potential shoppers, most if not all major malls within the County are also connected to the public transit network. The applicant’s TIA states that “The ADM services will serve exclusively travelers with one origin or destination point at the ADM Site...” As previously mentioned, the mall site is currently not connected to the County’s transit network and given the projected population and employment densities created by this project, the subject site does not meet the County’s Mass Transit Level of Service Standard as provided in Policy MT-1A of the County’s Comprehensive Development Master Plan (CDMP) – Mass Transit Subelement. The Transportation Element of the CDMP includes overarching goals, objectives and policies that express the County’s intent to develop



multi-modalism, reduce the County's dependency on the personal automobile, enhance energy saving practices in all transportation sectors, and improve coordination between land use and transportation planning and policies.

While the provision of private shuttle-type buses offers an alternative to the use of the personal automobile, this alternative only serves the needs of visitors and tourists wishing to travel to the mall from specific regional airports and seaports. Given the lack of funds to extend existing Metrobus Routes and/or implement new express bus routes to serve the mall as well as lack of funds to purchase additional vehicles needed to implement the proposed route extensions and new express routes, the only viable travel option for residents and future mall employees would be the personal automobile. Moreover, the TIA emphasizes that the provision of the proposed shuttle routes is contingent upon potential ridership. Thus, the proposed shuttles could be discontinued by the applicant at any time. The TIA also mentions a "multi-modal transit station" to be located "directly within the mall area." However, no specific information is provided in the TIA with regards to size of station (acreage/square feet), number of bus bays to be provided or passenger amenities, etc.

It should be emphasized that the applicant has not proffered a declaration of restrictions formalizing their commitment to any of the transit improvements mentioned in the updated TIA or those recommended in this report. It should be noted that Objective CIE-5 of the Capital Improvement Element of the CDMP states that development approvals will strictly adhere to all adopted growth management and land development regulations and will include specific reference to the means by which public facilities and infrastructure will be provided. DTPW looks forward to continued collaboration with the applicant to fund viable public transit projects that fully integrate the mall property with the County's transit network and meet the travel needs of all County residents wishing to access the mall.

## **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.

### **Retail/Entertainment District Assessment**

On June 30, 2009, the Miami-Dade Board of County Commissioners adopted Resolution No. 871-09 directing the County Mayor to conduct a feasibility study on the creation of a mega mall shopping district in the area west of Miami International Airport, east of the Turnpike, north of State Road 836, and south of NW 41 Street. The resulting study conducted by County Staff identified that there was the capacity to support a large scale retail/entertainment complex but acknowledged that further study was necessary. Subsequently, the Board of County Commissioners adopted Resolution No. 1233-10, in December 2010, directing the County to study the feasibility of a Retail/Entertainment District in the study area. The subsequent study conducted by Lambert Advisory found that projected demand for retail space in the County is strong over the next five years.

Furthermore, the study found that large-scale retail businesses that include family entertainment in their operations perform financially better than standalone retail operations and large-scale types of commercial developments are concentrated in the central and northern area of the County, with the trend expected to continue. The study also recommended that the County should consider developing a series of workshops focusing on planning for potential Retail Entertainment Districts elsewhere in the County and identified areas that are appropriate for Retail/Entertainment



District type development. Among the areas identified for Retail/Entertainment District type development are the County's planned Zoo Miami Entertainment Area, the Southland Mall area, Homestead and the Northwest area of the County.

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

The proposed application could 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 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.
- LU-1B. Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.
- 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-1G. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.
- 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.
- 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-3I. Miami-Dade County shall make the practice of adapting the built environment to the impacts of climate change an integral component of all planning processes, including but not limited to comprehensive planning, infrastructure planning, building and life safety codes, emergency management and development regulations, stormwater management, and water resources management.



- 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-4D. Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.
- 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 safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.
- 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, cultural, community, and senior centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- LU-8B. Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.
- 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 paratransit services.
- CHD-1E. Designate locations for carpooling and bus stops that encourage residents to maintain a daily level of walking as part of their commute, and are designed in a manner that reflects the character of the community or district where the stops are located.
- CHD-2B. Encourage well-designed infill and redevelopment to reduce vehicle miles traveled, improve air quality, and support an outdoor environment that is suitable for safe physical activity.



- 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.

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

- LU-3B. All significant natural resources and systems shall be protected from incompatible land use including Biscayne Bay, future coastal and inland wetlands, future potable water-supply wellfield areas identified in the Land Use Element or in adopted wellfield protection plans, and forested portions of Environmentally Sensitive Natural Forest Communities as identified in the Natural Forest Inventory, as may be amended from time to time.
- 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;
  - [...]
  - iii) Enhance or degrade environmental or historical resources, features or systems of County significance; and
- ICE-1 Maintain and improve coordination of planning, development and impact assessment among governmental entities with applicable responsibilities within Miami-Dade County's area of concern
- ICE-1G Provide for County-city exchange of notification and information of requests for change of zoning within the vicinity of unincorporated area municipal boundaries. Notice of requested zone changes and applications to amend the CDMP Land Use Plan map shall be provided to owners of record of real property and adjacent local governments, in accordance with applicable County procedures without regard to County boundaries.
- ICE-1D. In subsequent comprehensive plans, amendments and/or updates, seek to consider local, County agencies and regional comprehensive plans as necessary to better reflect Regional/County/City division of local and area wide comprehensive planning, development regulation and services provision, for consistency with the County's CDMP.



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# APPENDICES

<u>Item</u>	<u>Appendices Page</u>
Appendix A: Applicant's Letter Amending Site Acreage-----	5
Amendment Application -----	9
Additional Materials; Responses to DRI ADA Questions-----	45
Appendix B: Miami-Dade County Public Schools Analysis -----	177
Appendix C: Transportation-----	179
FDOT's Review of Trip Generation Methodology-----	181
Appendix D: Applicant's Economic Analysis-----	183
Appendix E: Correspondence Related to Transfer of Application-----	207
Applicant's Letter Requesting Transfer of Application-----	209
Miami-Dade County's Letter Granting Transfer of Application--	211
Appendix F: Existing and Proffered Declarations of Restrictions-----	213
Appendix G: Fiscal Impact Analysis-----	229
Appendix H: Photos of Site and Surroundings-----	235



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# APPENDIX A

## Amendment Application

### Item

### Appendix Page

- Applicant's Letter Amending Site's Acreage
- Amendment Application
- Additional Materials; Responses to DRI ADA Questions

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9  
45



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Miguel Diaz de la Portilla  
305.428.4543  
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August 9, 2016

## VIA HAND DELIVERY

Mark Woerner, Chief of Planning Division  
Miami-Dade County  
Department of Regulatory and Economic Resources  
Stephen P. Clark Center  
111 NW 1<sup>st</sup> Street, 12<sup>th</sup> Floor  
Miami, FL 33128

Dear Mr. Woerner:

**Re: Application for an Amendment to the CDMP for Miami-Dade County,  
Florida American Dream Miami Application Area International  
Atlantic, LLC**

The referenced application was submitted to the Miami-Dade County Department of Regulatory and Economic Resources for the November 2015 review cycle and was transferred to the May 2016 cycle. The original application consisted of ±194.48 Acres, as provided in the previously submitted legal description, which included property owned by the Florida Department of Transportation. At staff's request, we are removing the FDOT owned parcels from the application. The total gross application is now ±174.827 Acres. The application, exhibits, and additional material have been revised to reflect the ±174.827 Acres application area and are included in the attached transmittal.

In addition several updates have occurred since the November 2015 submittal due to requests for additional information by County staff and the completion of the Traffic Study which was transmitted to the County on June 22, 2016. In order to avoid confusion, the applicant is providing County staff with the attached transmittal that includes the updated version of the application, exhibits, and additional materials. The following table summarizes what has been updated in each section since the November 2015 transmittal:

CHICAGO MIAMI FORT LAUDERDALE WEST PALM BEACH BOCA RATON SPRINGFIELD

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Section	Updated	Remarks
Cover Sheet	N	
CDMP Application	Y	Updated with New Area
CDMP App - Exhibit A	Y	Updated with New Legal Description Figure
CDMP App - Exhibit B	N	
CDMP App - Exhibit C	Y	Updated with New Legal Description
CDMP App - Exhibit D	Y	Updated with New Area
CDMP App - Exhibit E	Y	Updated with New Area
<i>Additional Material Table of Contents</i>	Y	Removed reference to "questions in progress" as all have been addressed
Question 5 – Development Information	Y	Updated with New Legal Description and Figure
Question 8 – Permit Information	N	
Question 9 – Maps A-J	Y	All maps updated with New Area
Question 10 – General Project Description	Y	Updated with New Area
Question 11 – Revenue Generation Summary	Y	Updated with Miami Economic Associates needs analysis that was submitted in December 2015
Question 12 – Vegetation and Wildlife	Y	Updated with New Area
Question 13 – Wetlands	Y	Updated with New Area
Question 14 – Water	N	
Question 15 – Soils	N	
Question 16 – Floodplain	N	
Question 17 – Water Supply	N	
Question 18 – Wastewater Management	N	
Question 19 – Stormwater Management	Y	Updated with New Area
Question 20 – Solid Waste	N	
Question 21 – Traffic	Y	Updated to reference Traffic Impact Analysis submission of June 22, 2016
Question 22 – Air Impacts	Y	Updated to include answers provided by Leftwich and reference Traffic Impact Analysis as transmitted to the County in March 2016.
Question 23 – Hurricane Preparedness	Y	Updated to include the answers provided and transmitted to the County in March 2016.
Question 25 – Police & Fire Protection	N	
Question 29 – Energy	N	
Question 30 – Historical & Archaeological	Y	Updated to incorporate latest findings.
Question 32 – Attractions & Recreation	Y	Updated to include the answers provided and transmitted to the County in June 2016.



**ARNSTEIN & LEHR LLP**

Mark Woerner, Chief of Planning Division

Miami-Dade County

Department of Regulatory and Economic Resources

August 9, 2016

Page 3

Included in the transmittal are one copy of the complete application, exhibits, and additional information, as well as a CD containing the same document in PDF format. Should you have any questions please feel free to call me.

Very truly yours,



Miguel Diaz de la Portilla, Partner

mdp:lcp

cc: Garrett Rowe



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# AMERICAN DREAM MIAMI

Application Requesting an Amendment to the Miami-Dade County  
Comprehensive Development Master Plan

November 2015 Cycle





**APPLICATION FOR AN AMENDMENT  
TO THE  
COMPREHENSIVE DEVELOPMENT MASTER PLAN FOR MIAMI-DADE COUNTY,  
FLORIDA**

as adopted on October 2, 2013, and as amended through May 6, 2015


**1. APPLICANT**

International Atlantic, LLC  
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P: (201)340-2900

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By:   
Miguel Diaz de la Portilla, Esq.

11/30/15  
Date

By:   
Elinette Ruiz, Esq.

11/30/15  
Date

**3. DESCRIPTION OF REQUESTED CHANGE**

A. The following changes to the Land Use Element, Land Use Plan Map and Transportation Element are being requested:

- +174.827 MDP*
- i. The re-designation of approximately ~~194~~ gross acres of land within the subject property from "Industrial and Office" to "Business and Office." (item A.1 on the fee schedule).
  - ii. Text amendment to delete the 0.45 FAR (page I-24 of the Land Use Element) on the portion of the Application Area west of NW 97th Avenue. (item A.2 on the fee schedule).
  - iii. Release of Declaration of Restrictions, recorded in Official Records Book 24479 at Page 0689 of the Public Records of Miami-Dade County, Florida, as it applies to portions of land within the subject property. (item A.4 on the fee schedule).
  - iv. The acceptance of a proffered declaration of restrictions on the subject property to limit the development program as described hereinafter.
  - v. Amendments to the Transportation Element figures including: Figure 1 – Planned Year 2030 Roadway Network on page II-21 (item B.1 on the fee schedule); Figure 2 – Roadway Classification 2012 on page II-22 (item B.2 on the fee schedule).



schedule); and Figure 3 – Roadway Functional Classification 2030 on page II-23 (item B.2 on the fee schedule).

B. Description of the Subject Property.

The subject property of request A.i. consists of approximately  $\pm 174.827$  gross acres of land located in Sections 8 and 9, Township 52, Range 40, of unincorporated Miami-Dade County, Florida (the “Property” and also hereinafter referred to as either “American Dream Miami Application Area” or “American Dream Miami”). More specifically, the Property is located east of the Homestead Extension of Florida’s Turnpike (“HEFT”) and west of Interstate 75 (“I-75”) between NW 178 Street and the intersection of I-75 and HEFT. A legal description of the Property is provided in Exhibit A.

C. Gross and Net Acreage.

Subject application area:  $\pm 174.827$  gross acres  
 $\pm 174.827$  net acres  
Acreage owned by Applicants:  $\pm 72.53$  gross acres  
 $\pm 72.53$  net acres

D. Requested Change.

- i. It is requested that the American Dream Miami Application Area be redesignated on the Land Use Plan Map from “Industrial and Office” to “Business and Office.”
- ii. A text amendment is requested to delete the 0.45 FAR limitation on the portion of Application Area west of NW 97th Avenue.
- iii. It is requested that the Declaration of Restrictions, recorded in Official Records Book 24479 at Page 0689 of the Public Records of Miami-Dade County, Florida, be released as it applies to portions of land within the subject property.
- iv. It is requested that a proffered declaration of restrictions limiting the development program for the American Dream Miami Application Area be accepted by Miami-Dade County.
- v. It is requested that the Transportation Element figures (including: Figure 1 – Planned Year 2030 Roadway Network; Figure 2 – Roadway Classification 2012; and Figure 3 – Roadway Functional Classification 2030.

4. REASONS FOR AMENDMENT

The American Dream Miami Application Area is a large area of vacant land located in Sections 8 and 9, Township 52, Range 40, in unincorporated Miami-Dade County. The American Dream Miami Application Area is located in the North Central Tier of the County intersecting with, near, or abutting (a) two section line roads: NW 97 Avenue and NW 186 Street; and (b) two expressways: the HEFT and I-75. The Property is located within Minor Statistical Area (“MSA”) 3.1, which is largely undeveloped. The MSA encompasses a wide area of western Miami-Dade County and contains all types of land uses. The developable areas within its boundaries lie generally between the Urban Development Boundary, US-27/Okeechobee Road, NW 57 Avenue, and NW 103 Street.



### Redesignation of the American Dream Miami Application Area

The Graham Triangle, which is a portion of the American Dream Miami Application Area was part of CDMP Amendment Application No. 5 of the April 2005 Cycle (the “2005 Amendment”). The 2005 Amendment expanded the Urban Development Boundary (“UDB”) to include 1,140.8± acres of land and redesignated said lands from “Open Land” to “Industrial and Office” on the CDMP Land Use Plan Map. A portion of this land, approximately ½-mile south of the American Dream Miami Application Area and located within the City of Hialeah, is under development as an industrial and office park known as the Beacon Countyline project. The remainder of the 2005 Amendment subject property, which includes the American Dream Miami Application Area, is undeveloped. The parcel of land lying directly to the south of the American Dream Miami Application Area has been identified as mixed-use development. East of I-75 is predominantly developed with single-family residential use.

The Applicant is seeking to redesignate the American Dream Miami Application Area as proposed in order to allow for more flexibility of uses permitted on the property. Currently, the American Dream Miami Application Area is designated “Industrial and Office,” which allows manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, and similar uses. Based on the pattern of development in the surrounding areas and the proposed American Dream Miami project, the Applicant has determined that it is appropriate to redesignate the land to a category that allows a wider range of permitted uses and better promotes a mix of uses and infill development.

The Applicant is proposing the redesignation of the American Dream Miami Application Area from “Industrial and Office” to “Business and Office”. The “Business and Office” category accommodates the full range of sales and service activities, which includes retail, wholesale, personal and professional services, call centers, commercial and professional offices, hotels, motels, hospitals, medical buildings, nursing homes, entertainment and cultural facilities, amusement and commercial recreation establishments. Residential uses, and mixing of residential use with commercial, light industrial, office and hotels are also permitted in Business and Office areas. The proposed redesignation of the American Dream Miami Application Area will encourage integrated mixed-use infill development that will be responsive to and supportive of the industrial and office uses to the south, and residential uses to the east.

American Dream Miami has several attributes, including (1) the location of the Property with near a high residential and workforce population, (2) its proximity to several major roadways and (3) the size of the Property, which all work together to make this an ideal location for a unique Entertainment/Retail project. American Dream Miami will create thousands of permanent jobs for residents of Miami-Dade County and will be a true Entertainment/Retail destination for the many residents of the immediate area, as well as residents throughout the County and beyond. Plans for the entertainment retail project include resort hotels, an amusement park, a water park, an indoor ski facility, recreational lake and many other entertainment oriented uses. The Property includes +/-174.827 acres of available land inside the UDB which will allow for a cohesive project combining many types of entertainment and retail components that collectively would generate natural synergy. The Applicant has committed to creating no less than 7500 permanent jobs. The Applicant is committed to providing significant employment opportunities through the County’s Small Business Enterprise Architectural and Engineering program and to the County’s Community Small Business Enterprise Construction Services program. These much needed jobs will help promote the creation and development of small and medium size enterprises that will meet the socio-economic needs of Miami-Dade County.

### Text Amendment to Land Use Element

The density and intensity of development within the American Dream Miami Application Area is regulated by the CDMP Land Use Element “Business and Office” residential density guidelines. The



maximum non-residential intensity within the American Dream Miami Application Area is currently set forth by the CDMP Land Use Element page I-24 as follows:

For the area bounded by NW 154 Street on the south, NW 97 Avenue on the east, and the Homestead Extension of the Florida Turnpike (HEFT) on the northwest, the maximum allowable intensity under the CDMP shall be a FAR of 0.45, pursuant to the 2006 Settlement Agreement between the State of Florida and Miami-Dade County [Docket No. DCA 06-1-NOI-1301-(A)-(N)] pertaining to adopted April 2005 CDMP amendment Application No. 5.

**The Applicant is requesting that this paragraph be deleted in its entirety.**

Release of the Declaration of Restrictions, Recorded in Official Records Book 24479 at Page 0689 of the Public Records of Miami-Dade County, Florida, and Acceptance of the Proffered Declaration of Restrictions.

In 2006, the then Applicant proffered that certain Declaration of Restrictions, recorded in Official Records Book 24479 at Page 0689 of the Public Records of Miami-Dade County, Florida, in connection with the approval of the redesignation of the Graham Triangle pursuant to CDMP Amendment Application No. 5 of the April 2005 Cycle from “Open Land” to “Industrial and Office.” This Declaration of Restrictions prohibits residential use within the Graham Triangle Area and limits development of the land to uses generating no more than 2,582 net external P.M. peak hour trips. The proposed redesignation of the American Dream Miami Application Area to “Business and Office” and the Applicant’s intent to develop greater than 2,582 net external P.M. peak hour trips would require the release of this previously recorded Declaration of Restrictions as it pertains to the subject property.

The applicant intends to impose new conditions on the development of the American Dream Miami Application Area in the event that the request for its redesignation to “Business and Office.” As such, the Applicant is requesting the release of the Declaration of Restrictions recorded in Official Records Book 24479 at Page 0689 of the Public Records of Miami-Dade County, Florida and acceptance of the new Declaration of Restrictions that is being proffered by the Applicant. The Declaration of Restrictions being proffered would limit the development program within the American Dream Miami Application Area to Entertainment/Retail of 6.2 million square feet plus 2,000 hotel rooms.

#### Changes to the Transportation Element

American Dream Miami is proposed for a triangular shaped parcel bounded by I-75, HEFT and NW 180th Street. Theoretical NW 97th Avenue extends north-south from NW 180th Street to NW 186th Street through the center of the parcel. This theoretical roadway will be realigned as part of the ring-road that will circumnavigate the development. This roadway realignment will be reflected in modifications to Transportation Element Figures: 1 – Planned Year 2030 Roadway Network; 2 – Roadway Classification 2012; and, 3 – Roadway Functional Classification 2030.

A new interchange is proposed for the HEFT at NW 170 Street as indicated in the 2040 Long Range Transportation Plan.

#### Consistency with CDMP Objectives and Policies



This application helps implement several objectives and policies within the Land Use Element, Transportation Element, Economic Element, and the Community Health and Design Element of the CDMP. These objectives and policies are shown in bold below and each is followed by a discussion of the project's consistency.

**LU-8E: Applications requesting amendments to the CDMP Land Use Plan Map shall be evaluated to consider 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.**

CDMP Land Use Element Policy LU-8E provides evaluation criteria for applications seeking amendments to the CDMP Future Land Use Map. Approval of this application will accommodate additional economic growth in the County, will not impede the provision of services at or above adopted LOS standards, will be compatible with abutting and nearby land uses and protect the existing character of the area, and will not degrade environmental or historical resources.

*Land Supply.* Because of the limited availability of large potential entertainment and retail development sites within Miami-Dade County, this application presents an opportunity to introduce a unique entertainment and retail destination. American Dream Miami will provide a regional entertainment and retail destination, and will accommodate and enhance the economic growth of the County by creating much needed permanent jobs in Miami-Dade County.

*Infrastructure.* The Applicant understands that both water and sewer connections are available adjacent to the site. As to potable water, the Planning Considerations Reports for the November 2014 and May 2015 Cycles state that all of the County's water treatment plants are currently operating within the LOS standards. This application will not have an adverse impact. The same report addresses sewer capacity and indicates that some areas are at or close to capacity. Consequently, DERM will address the availability of water and sewer service on a case by case basis. The Applicant does not anticipate that the approval of this application will result in a deficiency in the LOS. The Applicant will work with DERM to address any potential concerns.

The roadway network is particularly well developed around the Application Area. The Property abuts the Homestead Extension of the Florida Turnpike (HEFT) and I-75.



*Compatibility.* Applicant will address compatibility issues in more detail during the site plan approval process for the American Dream Miami project. The entertainment and retail uses proposed for the Property are compatible with surrounding uses. American Dream Miami will be a welcome addition for the residential uses nearby, and will be compatible with nearby industrial uses. Furthermore, its proximity to major roadways will enhance the accessibility to the site.

*Historical and Environmental Resources.* There are no historically or archeologically significant structures on the Property. Therefore, this application will have no impact on the County's historical resources. As to the environmental considerations, the Applicant has retained an environmental engineer to ensure that American Dream Miami will comply with all applicable environmental regulations. In particular, the Applicant and its consultant will address during the CDMP amendment process such environmental issues, as wetlands, wildlife, vegetation, and water. After any approval of the application, Applicant and its consultant will apply for and obtain any and all necessary environmental permits prior to commencing site development.

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

**LU-1B: Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.**

CDMP Land Use Element Policies LU-1A and LU-1B encourage major centers of activity, including regional shopping centers, to be sited at locations with good countywide, multi-modal accessibility. The proximity of the Property to the HEFT and I-75 makes this an ideal location for a major entertainment and retail center. The proposed Palmetto Express Bus route which is proposed to run from the intersection of NW 186 Street and I-75 to the Palmetto Metrorail Station will help provide multi-modal accessibility. The Applicant will be working closely with the County to explore additional opportunities to provide multi-modal accessibility.

**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.**

CDMP Land Use Element Policy LU-1C requires the County to give priority to infill development on vacant sites in the currently urbanized areas. Approval of this application will serve to give priority to infill development on vacant sites in currently urbanized areas as the application provides for infill development and the application area is comprised of vacant parcels abutting urbanized areas.

**LU-IG. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.**



CDMP Land Use Element Policy LU-1G encourages business developments to be placed in clusters or nodes at the intersections of major roadways. The Property abuts the HEFT to the west and I-75 to the east, both major roadways. Both of these roadways intersect immediately north of the Property. Coincidentally, the intersection of HEFT and I-75 is also the general location of two section line roadways – NW 97 Avenue and NW 186 Street. This “super intersection” of these roadways essentially creates an activity node where business development should be encouraged, consistent with the CDMP’s Guidelines for Urban Form. The Property’s proximity to the Turnpike and I-75 makes it particularly suitable as an entertainment and retail destination, since existing roadways will provide easy access to the site. To the extent that any roadway deficiencies are identified, the Applicant will work with the County, State, and Federal Governments to address any potential deficiency by appropriate mitigation measures.

**LU-10. Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agriculture Areas, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.**

CDMP Land Use Element Policy LU-10 requires the County to “prevent discontinuous, scattered development at the urban fringe.” The Property is infill development surrounded by lands to the north and west that either have been or are under excavation; it is also contiguous with existing development east of I-75 and developable land designated for urban uses to the South. A well-planned entertainment and retail project would further enhance the uses to the east of the Property and throughout the County.

**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 Services (LOS) standards specified in the Capital Improvements Element (CIE).**

CDMP Land Use Element Policy LU-2A establishes that developments orders will only be approved for projects when the provision public services and facilities for the proposed development result in a LOS that meets or exceeds the standards identified in CIE. The proposed amendment, subject to the proffered declaration of restrictions, is expected to have no adverse impact on public infrastructure. Because of the location of the residential development east of the Property, a water main and sewer force main already exist and extend south and east of the site. The Applicant has begun discussions with the Miami-Dade Water and Sewer Department to ensure that it will be able to connect to these lines after approval of this Application.

**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 resources degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.**

CDMP Land Use Element Policy LU-8A requires the County to strive to accommodate proximity and accessibility to employment, commercial and cultural centers, as well as create amenities. American Dream Miami will serve as an accessible employment, entertainment and retail center near the existing communities of Hialeah, Town of Miami Lakes, Miami Gardens, and the unincorporated municipal service area. Furthermore, the proximity to the HEFT and I-75 makes it an ideal location for this development.



**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 paratransit services.**

CDMP Transportation Element Policy TE-1A requires the County to promote mass transit alternatives to personal automobiles. American Dream Miami will be designed to accommodate mass transit buses on-site. Furthermore, the project's patrons and employees provide ridership that will support the Palmetto Express Bus proposed in the CDMP Mass Transit subelement. See Figure 1 – Future Mass Transit System 2030 Metrobus Service Area and Rapid Transit Corridor, page II-39 of the Transportation Element. The Palmetto Express Bus route runs from the intersection of NW 186 Street and I-75 to the Palmetto Metrorail Station.

**TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.**

CDMP Transportation Element Policy TE-2G encourages the County to accommodate the safe movement of bicycle and pedestrian traffic. The proposed project will be designed to provide safe movement of bicycle and pedestrians to and throughout the development. The project will encourage multimodal transportation alternatives to the personal automobile. Sidewalk and bike paths will be provided all through the project and bike racks will be sited at convenient and safe locations. The Applicant will work with the Miami-Dade Transit Agency to advance opportunities for multi-modal transportation alternatives.

**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.**

CDMP Traffic Circulation Subelement Policy TC-4B seeks to ensure the proper coordination between transportation planning and future land use patterns. American Dream Miami is proposed at the intersection of I-75 and HEFT – two major roadways. I-75 runs north-south across the United States from its northern origination at US/Canadian border, south through southwest Florida and across the state from Fort Meyers to Miami; connecting the west and east coasts of Florida. The HEFT forms a link between Miami and Orlando while connecting southeast Florida to Miami. In addition, the project is located at the intersection NW 97 Ave and NW 186 Street – two section line roadways. These intersections form the appropriate location for a regional development, such as American Dream Miami.

**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.**

CDMP Traffic Circulation Subelement Policy TC-5D encourages the County to promote interconnectivity between uses and accessibility for persons not traveling by automobile. As stated previously, American Dream Miami supports the interconnection of the proposed project to the Metrorail at the Palmetto Station by way of the proposed Palmetto Express Bus. Furthermore, American Dream Miami will be a dense, urban design that will promote pedestrian and bicycle activity. Most importantly, American Dream Miami will serve as a major employment center for the adjacent communities and for all of Miami-Dade County.



**ECO-7A. Miami-Dade County's strategy for meeting countywide employment needs for the next several years should be to emphasize its strengths in international commerce, health services, the visitor industry, and aviation-related activities, and endeavor to expand in the areas of biomedical, film and entertainment, financial services, information technology and telecommunications, while simultaneously promoting the creation and development of small and medium-sized, labor intensive enterprises geared to the socio-economic needs and opportunities of specific neighborhoods and locations meant to serve a diversity of markets.**

American Dream Miami will help Miami-Dade County implement ECO-7A by helping to meet countywide employment needs. The Applicant has committed to creating no less than 7500 permanent jobs. Additionally, the Applicant is committed to providing significant employment opportunities through the County's Small Business Enterprise Architectural and Engineering program and to the County's Community Small Business Enterprise Construction Services program. These much needed jobs will help promote the creation and development of small and medium size enterprises that will meet the socio-economic needs of Miami-Dade County.

CDMP Economic Element Policy ECO-7A also emphasizes the need to continue to strengthen the visitor industry. American Dream Miami will create jobs for residents while providing a high quality entertainment and retail destination for patrons and visitors from around the world.

**CHD-1E. Designate locations for carpooling and bus stops that encourage residents to maintain a daily level of walking as part of their commute, and are designed in a manner that reflects the character of the community or district where the stops are located.**

CDMP Community Health and Design Policy CHD-1E seeks locations and designs of carpooling and bus stops that encourage walking while being appropriately integrated into the design of the community. Such appropriately designated and designed stops will be appropriately implemented at American Dream Miami.

**5. LOCATION MAP FOR APPLICATION**

See Attached Exhibit C

**6. ADDITIONAL MATERIAL SUBMITTED**

Attachments: Legal Description and Survey of Property and Parcels – Composite Exhibit A  
Disclosure of Interest Form – Exhibit B  
Location Map for Application – Exhibit C  
Aerial Photograph – Exhibit D  
Section Sheet – Exhibit E

Additional information in support of the application is being submitted under separate cover.

**7. DISCLOSURE OF INTEREST**

See Attached Exhibit B



## EXHIBIT A

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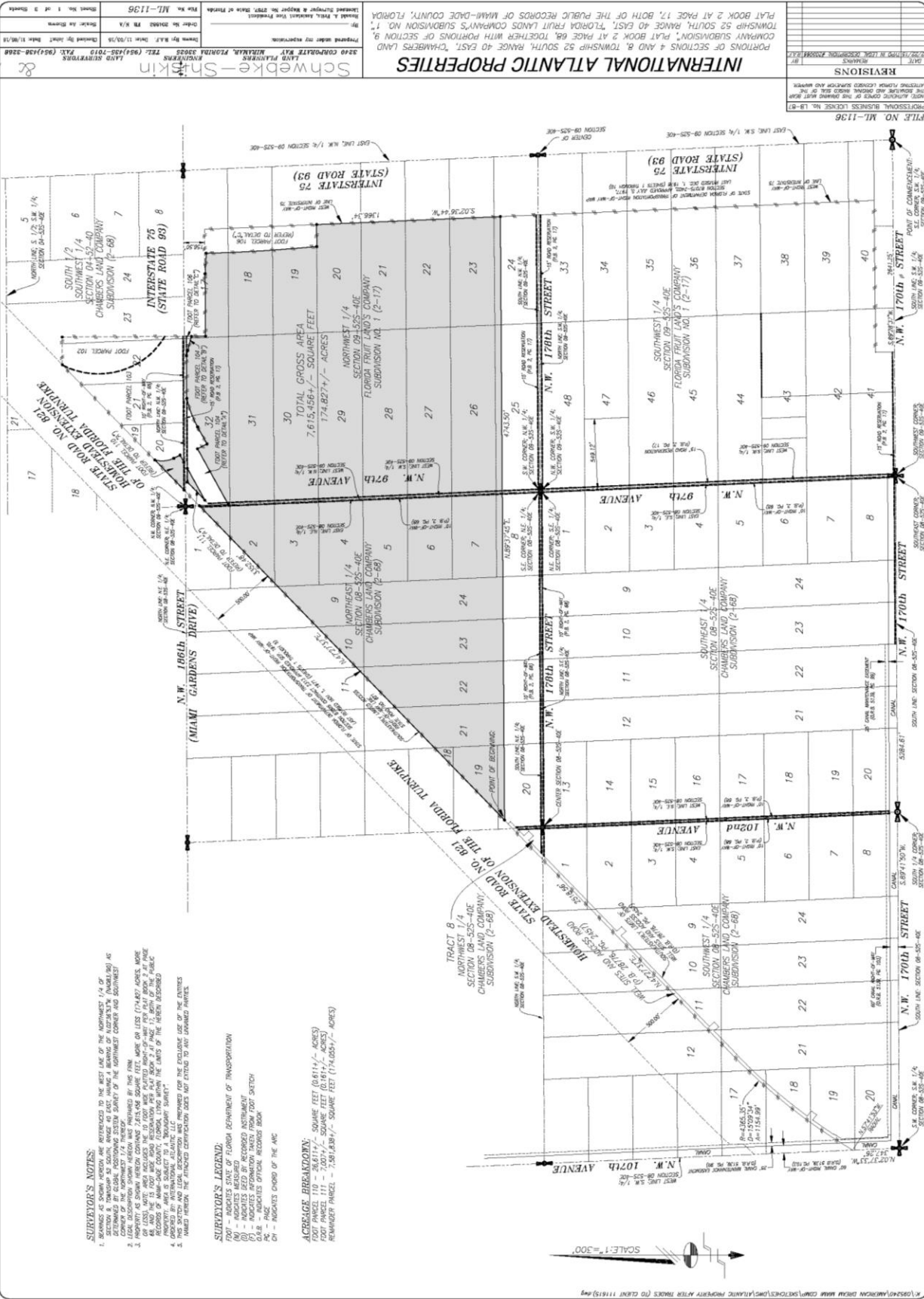
Attachments



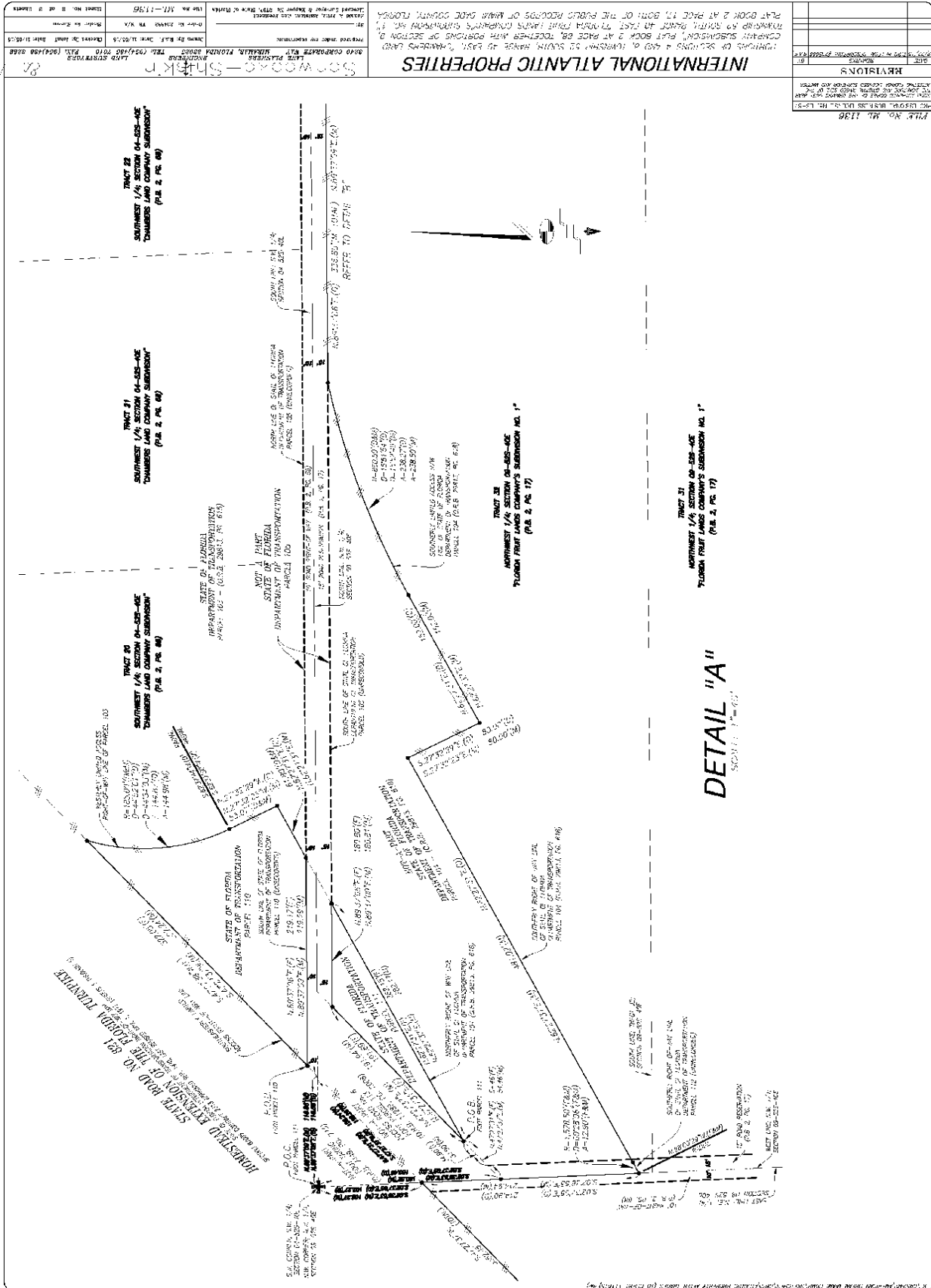
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AMERICAN DREAM  
MIAMI











FILE NO. 44-1136

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## EXHIBIT B

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Attachments





## 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:

International Atlantic LLC  
APPLICANT A: One Meadowlands Plaza, 6th Floor, East Rutherford, NJ 07073  
APPLICANT B:  
APPLICANT C:  
APPLICANT D:  
APPLICANT E:  
APPLICANT F:  
APPLICANT G:

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
A			
	See attached Exhibit "A"		



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	LESSEE	CONTRACTOR FOR PURCHASE	OTHER Explanation)	(Attach
A					
Please see attached Exhibit "A"					

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
N/A	

- 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:** International Atlantic LLC, Limited Liability Company

NAME, ADDRESS, AND OFFICE ( if applicable)	PERCENTAGE OF STOCK
Nader Ghermezian      Manager	100% interest
International Atlantic LLC	
One Meadowlands Plaza, 6th Floor, East Rutherford, NJ 07073	

- 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**      **N/A**  
**NAME:** \_\_\_\_\_



BENEFICIARY'S NAME AND ADDRESS

PERCENTAGE OF  
INTEREST

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- 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: N/A

NAME AND ADDRESS OF PARTNERS

PERCENTAGE OF  
INTEREST

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



<u>NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>Contract Purchaser: International Atlantic LLC.</u>	
<u>One Meadowlands Plaza, 6th Floor, East Rutherford, NJ 07073</u>	
<u>Nader Ghermezian, Manager of International Atlantic, LLC</u>	100%
<u>One Meadowlands Plaza, 6th Floor, East Rutherford, NJ 07073</u>	
*July 5, 2013-Contract with Tract 29, LLC      Date of Contract: *	
June 2, 2014 Contract executed with TGC Sec. 8-9 North Point	
LLC by its sole member the Graham Companies; contract to be amended.	

If any contingency clause or contract terms involve additional parties, list all individuals or officers if a corporation, partnership, or trust.

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5. DISCLOSURE OF OWNER'S INTEREST: Complete only if an entity other than the applicant is the owner of record as shown on 2.a., above. See Exhibit "B"

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

<u>INDIVIDUAL'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>

- b. If the owner 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:**

\_\_\_\_\_

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF  
STOCK

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- c. If the owner is a TRUSTEE, and 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), another trust(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].

**TRUSTEE'S NAME:**

\_\_\_\_\_

BENEFICIARY'S NAME AND ADDRESS

PERCENTAGE OF  
INTEREST

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- d. If the owner 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. [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  
OWNERSHIP

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

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF  
INTEREST

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Date of Contract: \_\_\_\_\_

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust.

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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.

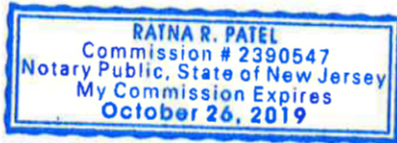


The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

Applicant's Signatures and Printed Names

International Atlantic LLC,

a Delaware Limited Liability Company



By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

*[Signature]*  
Name: *Anders Gheemeyan*  
Title: *Authorized Signatory*

Sworn to and subscribed before me

this 24<sup>th</sup> day of November, 49 2015

*[Signature]*

Notary Public, State of ~~Florida~~ at Large (SEAL)

*New Jersey*

My Commission Expires:

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 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.



**EXHIBIT "A"**

<b>Owner of Record</b>	<b>Folio Number</b>	<b>Size in Acres</b>	<b>Applicant's Interest In Property</b>
Portion: International Atlantic LLC Portion: State of Florida Department of Transportation	30-2004-000-0040		Owner Adjacent Owner
TGC Sec 8-9 North Point LLC	30-2008-001-0040		Contractor for Purchase
TGC Sec 8-9 North Point LLC	30-2008-001-0050		Contractor for Purchase
The Graham Companies	30-2008-001-0060		Contractor for Purchase
The Graham Companies	30-2008-001-0070		Contractor for Purchase
The Graham Companies	30-2008-001-0080		Contractor for Purchase
TGC Sec 8-9 North Point LLC	30-2008-001-0240		Contractor for Purchase
TGC Sec 8-9 North Point LLC	30-2008-001-0230		Contractor for Purchase
TGC Sec 8-9 North Point LLC	30-2008-001-0300		Contractor for Purchase
International Atlantic LLC	30-2009-001-0170		Owner
International Atlantic LLC (Successor by merger to Oprico LLC)	30-2009-001-0200		Owner
The Graham Companies	30-2009-001-0240		Contractor for Purchase
The Graham Companies	30-2009-001-0241		Contractor for Purchase
The Graham Companies	30-2009-001-0242		Contractor for Purchase
The Graham Companies	30-2009-001-0250		Contractor for Purchase
The Graham Companies	30-2009-001-0251		Contractor for Purchase
The Graham Companies	30-2009-001-0252		Contractor for Purchase
The Graham Companies	30-2009-001-0253		Contractor for Purchase
The Graham Companies	30-2009-001-0254		Contractor for Purchase
TGC Sec 8-9 North Point LLC	30-2009-001-0260		Contractor for Purchase
TGC Sec 8-9 North Point LLC	30-2009-001-0265		Contractor for Purchase
TGC Sec 8-9 North Point LLC	30-2009-001-0270		Contractor for Purchase
Tract 29 LLC	30-2009-001-0290		Contractor for Purchase
Portion: International Atlantic LLC Portion: State of Florida Department of Transportation	30-2009-001-0320		Owner Adjacent Owner

112826461.1



## EXHIBIT B

**THE GRAHAM COMPANIES STOCKHOLDERS  
RECORD DATE NOVEMBER 18, 2015**

	A		B		TOTAL	
	SHARES	%	SHARES	%	SHARES	%
<b>WILLIAM A GRAHAM FAMILY</b>						
CGW & EGM, Co-Tees of the PCG Rev Trust w/dt dtd 3/25/94	-	-	89,108.3944	0.79	89,108.3944	8.5017
CGW & EGM, Co-Tees, fbo Marital Trust, dtd 3/25/94	28,026.1000	18.92	34,922.2000	3.84	60,948.3000	5.8150
CDY, tee, SG Younts Family Trust, fbo CD Younts, dtd 3/3/2010	-	-	2,047.8000	0.22	2,047.8000	0.1954
SS WYLLIE, Tee, WEG Rev Tr dated 3/25/99	-	-	-	-	-	-
CAROL G. WYLLIE	24,7600	0.02	179.5400	0.02	204.3000	0.0195
CAROL G. WYLLIE 2012 Family Trust Agreement	9,000.0000	6.54	38,810.8200	4.25	47,810.8200	4.5615
GRAHAM-WYLLIE Family Trust Agreement	-	-	9,190.7700	1.01	9,190.7700	0.8769
CYNTHIA G. GORDON	6,815.0000	4.95	24,723.1027	2.72	31,538.1027	3.0090
CGW tee, Gordon Family Irrev Trust fbo KP GORDON, dtd 12/18/12	-	-	4,595.3800	0.50	4,595.3800	0.4384
CGW, tee, Gordon Family Irrev Trust fbo LJV GORDON, dtd 12/19/12	-	-	4,595.3800	0.50	4,595.3800	0.4384
ELIZABETH G MARTINEZ	-	-	70.7954	0.01	70.7954	0.0068
ELIZABETH G. MARTINEZ 2012 Family Trust Agreement	6,465.9700	4.71	44,878.9200	4.93	51,362.8900	4.9005
GRAHAM-MARTINEZ Family Trust Agreement	-	-	12,232.9500	1.34	12,232.9500	1.1671
LUIS O. MARTINEZ	-	-	81.8713	0.01	81.8713	0.0078
LUIS O. MARTINEZ Family Trust	4,341.0000	3.15	8,567.8079	0.94	12,908.8079	1.2310
MICHAEL A. MARTINEZ	-	-	1,643.3800	0.18	1,643.3800	0.1568
DANIEL L. MARTINEZ	-	-	5,199.1400	0.57	5,199.1400	0.4960
KATHRYN N. MARTINEZ	-	-	1,643.3800	0.18	1,643.3800	0.1568
ALISON J. MARTINEZ	-	-	4,971.4200	0.55	4,971.4200	0.4743
STUART S. WYLLIE	-	-	139.9363	0.02	139.9363	0.0134
STUART WYLLIE 2012 Family Trust Agreement	5,295.7600	3.85	11,778.0000	1.29	17,073.7600	1.6290
BENJAMIN C. GORDON	4,341.0000	3.15	4,802.6792	0.53	9,143.6792	0.8724
KATHLEEN P. GORDON	-	-	1,643.3800	0.18	1,643.3800	0.1568
LEE W. GORDON	-	-	1,643.3800	0.18	1,643.3800	0.1568
TRACY F. GRAHAM	-	-	1,773.0000	0.19	1,773.0000	0.1692
ANDREA L. GRAHAM	1,630.4300	1.18	13,475.3800	1.48	15,106.8100	1.4413
AG RECHICH, tee of Trust fbo AG RECHICH ctd w/A VII of WEG Tst	3,407.5000	2.48	15,962.8845	1.75	19,370.3845	1.8401
RECHICH CHILDREN'S TRUST, fbo William M. Rechichi	-	-	187.1345	0.02	187.1345	0.0179
KRISTOPHER E. GRAHAM	-	-	11,209.0000	1.23	11,209.0000	1.0591
KE GRAHAM, tee of Trust fbo KE GRAHAM ctd w/A VII of WEG Tst '99	3,407.5000	2.48	14,800.8845	1.60	18,008.3845	1.7182
EGM, Tee, L. E. WYLLIE TR w/a/d 8/4/93	815.2200	0.59	10,542.4972	1.16	11,357.7172	1.0836
LAURA E. WYLLIE	-	-	4,986.7600	0.55	4,986.7600	0.4758
EGM, Tee, P. S. WYLLIE TR w/a/d 8/4/93	815.2200	0.59	10,723.2872	1.18	11,538.5072	1.1009
PHILIP S. WYLLIE	-	-	4,805.9700	0.53	4,805.9700	0.4595
CGW, Tee, D. L. MARTINEZ TR w/a/d 12/30/93	1,873.1600	1.36	8,298.1683	0.89	8,169.3183	0.7704
CGW, Tee, A. J. MARTINEZ TR w/a/d 12/30/93	1,873.1600	1.36	6,523.6782	0.72	8,397.0382	0.8011
CGW, Tee, M. A. MARTINEZ TR w/a/d 12/30/93	688.8350	0.50	12,230.1346	1.34	12,918.9696	1.2326
CGW, Tee, K. N. MARTINEZ TR w/a/d 12/30/93	688.8350	0.50	12,230.1346	1.34	12,918.9696	1.2326
CGG, As Custodian for K. GORDON w/Co Unit Trs	1,902.1700	1.38	5,414.1346	0.59	7,316.3046	0.6980
CGG, Tee, L. W. GORDON TR w/a/d 10/16/92	543.4800	0.39	9,260.1346	1.02	9,803.6146	0.9353
JOAN G. GRAHAM	220.0000	0.16	1,565.0000	0.17	1,785.0000	0.1703
	<b>80,195.1000</b>	<b>58.28</b>	<b>449,262.8000</b>	<b>49.34</b>	<b>529,447.9000</b>	<b>50.5138</b>
<b>D. ROBERT GRAHAM FAMILY</b>						
D. ROBERT GRAHAM REVOC LIV TR 9/1/2000	28,718.5000	20.87	14,319.5434	1.57	43,038.0434	4.1082
ADELE K. GRAHAM REVOC LIV TR 9/1/2000	-	-	8,400.0000	1.03	9,400.0000	0.8968
GWENDOLYN GRAHAM	950.0000	0.59	46,058.7690	5.08	47,008.7690	4.4850
GWENDOLYN GRAHAM, Tee, MARK E. LOGAN TR	-	-	955.5599	0.10	955.5599	0.0912
GWENDOLYN GRAHAM, Tee, SARAH G. LOGAN TR	-	-	955.5602	0.10	955.5602	0.0912
GWENDOLYN GRAHAM, Tee, TIMOTHY G. LOGAN TR	-	-	955.5599	0.10	955.5599	0.0912
GLYNN G. McCULLOUGH	799.0000	0.58	35,561.0865	3.91	36,360.0865	3.4691
WILLIAM B. McCULLOUGH	-	-	2,723.3580	0.30	2,723.3580	0.2598
McCULLOUGH Family Trust fbo MELISSA G. McCULLOUGH	-	-	614.6951	0.07	614.6951	0.0586
McCULLOUGH Family Trust fbo WILLIAM G. McCULLOUGH	-	-	614.6951	0.07	614.6951	0.0586
McCULLOUGH Family Trust fbo CAROLINE A. McCULLOUGH	-	-	614.6947	0.07	614.6947	0.0586
ARVA G. GIBSON	950.0000	0.69	38,846.6000	4.27	39,796.6000	3.7969
THOMAS C. GIBSON	-	-	832.0000	0.09	832.0000	0.0794
THOMAS C. GIBSON, Tee, Gift Trust KENDALL C. GIBSON	-	-	1,727.6698	0.19	1,727.6698	0.1640
THOMAS C. GIBSON, Tee, Gift Trust ANSLEY B. GIBSON	-	-	1,727.6698	0.19	1,727.6698	0.1640
THOMAS C. GIBSON, Tee, Gift Trust ADELE E. GIBSON	-	-	1,727.6698	0.19	1,727.6698	0.1640
KENDALL G. ELIAS	950.0000	0.69	46,842.6010	5.14	47,792.6010	4.5598
L. ROBERT ELIAS III	-	-	6,013.7604	0.66	6,013.7604	0.5738
L. ROBERT ELIAS III, tee, Peyton Elias Trust und Elias Children's Trust	-	-	1,040.2488	0.11	1,040.2488	0.0992
L. ROBERT ELIAS III, tee, Lewis R. Elias Trust und Elias Children's Trust	-	-	1,040.2488	0.11	1,040.2488	0.0992
	<b>32,367.5000</b>	<b>23.52</b>	<b>212,572.0000</b>	<b>23.35</b>	<b>244,939.5000</b>	<b>23.3893</b>
<b>PHILIP L. GRAHAM FAMILY</b>						
DONALD E. GRAHAM	7,222.3800	5.25	75,458.3000	8.29	82,680.6800	7.8894
WILLIAM W. GRAHAM, Tee, WWG 1969 Revoc Trust	8,472.2000	6.16	86,708.3000	9.52	95,180.5000	9.0910
STEPHEN M. GRAHAM	2,222.2000	1.62	39,458.4000	3.35	41,680.6000	3.9804
	<b>17,916.7800</b>	<b>13.02</b>	<b>192,625.0000</b>	<b>21.16</b>	<b>210,541.7800</b>	<b>20.0874</b>
<b>MARY GRAHAM CROW FAMILY</b>						
PHILIP G. CROW	-	-	3,251.7000	0.36	3,251.7000	0.3102
MARY YORK BEHNCKE	-	-	2,790.0000	0.31	2,790.0000	0.2662
	-	-	<b>6,041.7000</b>	<b>0.66</b>	<b>6,041.7000</b>	<b>0.5764</b>
<b>FREDERICK S. BEEBE FAMILY</b>						
WALTER H. BEEBE	751.0000	0.55	13,999.0000	1.54	14,750.0000	1.4073
MICHAEL BEEBE	595.0000	0.43	6,170.0000	0.68	6,765.0000	0.6455
	<b>1,347.0000</b>	<b>0.98</b>	<b>20,169.0000</b>	<b>2.22</b>	<b>21,516.0000</b>	<b>2.0528</b>
<b>GERALD E. TOMS FAMILY</b>						
THOMAS N. TOMS II	1,458.0000	1.06	9,949.8000	1.09	11,405.8000	1.0882
LOUIS B. TOMS	1,419.7000	1.03	9,733.3000	1.07	11,153.0000	1.0641
ELIZABETH T. BRINEGAR	1,413.0000	1.03	4,878.3000	0.54	6,291.3000	0.6002
MARGARET TOMS	1,479.0000	1.07	5,399.7000	0.59	6,788.7000	0.6477
	<b>5,767.7000</b>	<b>4.19</b>	<b>29,971.1000</b>	<b>3.28</b>	<b>35,638.8000</b>	<b>3.4002</b>
<b>TOTAL SHARES OUTSTANDING</b>	<b>137,594.0000</b>	<b>100.00</b>	<b>910,531.6000</b>	<b>100.00</b>	<b>1,048,125.6000</b>	<b>100.0000</b>
<b>TREASURY STOCK</b>	<b>91,677.1000</b>		<b>1,154,897.3000</b>		<b>1,246,574.4000</b>	
<b>TOTAL SHARES AUTHORIZED</b>	<b>229,471.1000</b>		<b>2,065,228.9000</b>		<b>2,294,700.0000</b>	



## EXHIBIT C

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Attachments





## AMERICAN DREAM MIAMI

### **Exhibit C** **LOCATION MAP FOR APPLICATION** **TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN**

**Applicant:** International Atlantic, LLC  
One Meadowlands Plaza, 6th Floor  
East Rutherford, NJ 07073  
P: (201)340-2900

**Representatives:**

Miguel Diaz de la Portilla, Esq.  
Arnstein & Lehr LLP  
200 South Biscayne Blvd.  
Suite 3600  
Miami, Florida 33131  
(305) 428-4543  
(305) 675-0519 (fax)  
Mdportilla@arnstein.com

Elinette Ruiz, Esq.  
Arnstein & Lehr LLP  
200 South Biscayne Blvd.  
Suite 3600  
Miami, Florida  
(305) 428-4544  
(305) 675-3296  
eruiz@arnstein.com

**Description of Subject Area:**

The Subject Property Consists of approximately 174.827 Acres located in Sections 8 and 9, Township 52, Range 40 of unincorporated Miami-Dade County, Florida. More specifically, the Property is located east of the Homestead Extension of Florida's Turnpike ("HEFT") and west of Interstate 75 ("I-75") between NW 178 Street and the intersection of I-75 and HEFT. The property is more accurately described as:

"A PORTION OF TRACTS 1, 2, 3, 8, 9, 10, 11 AND 18 THROUGH 24, INCLUSIVE, AND ALL OF TRACTS 4, 5, 6 AND 7, OF THE NORTHEAST 1/4 OF SECTION 8, TOWNSHIP 52 SOUTH, RANGE 40 EAST; ALSO TOGETHER WITH THAT PORTION OF THE 10 FOOT WIDE RIGHT-OF-WAY LYING WITHIN THE LIMITS OF THE HEREIN DESCRIBED PARCEL, ALL ACCORDING TO THE PLAT OF "CHAMBERS LAND COMPANY SUBDIVISION", AS RECORDED IN PLAT BOOK 2, AT PAGE 68; ALSO TOGETHER WITH A PORTION OF TRACTS 17 THROUGH 25, INCLUSIVE, AND TRACT 32, AND ALL OF TRACTS 26 THROUGH 31, INCLUSIVE, OF THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST; ALSO SUBJECT TO THAT PORTION OF THE 15 FOOT WIDE ROAD RESERVATION LYING WITHIN THE LIMITS OF THE HEREIN DESCRIBED PARCEL, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2 AT PAGE 17, ALL OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 9; THENCE SOUTH 89 DEGREES 28 MINUTES 37 SECONDS WEST, ALONG THE SOUTH LINE OF THE SAID SOUTHWEST 1/4 OF SAID SECTION 9, FOR 2641.25 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 9; SAID CORNER ALSO BEING THE SOUTHEAST CORNER OF SAID SECTION 8; THENCE SOUTH 89 DEGREES 41 MINUTES 50 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SECTION 8, FOR 5284.61 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE NORTH 02 DEGREES 37 MINUTES 33 SECONDS WEST, ALONG THE WEST LINE OF THE SAID SOUTHWEST 1/4 OF SAID SECTION 8, FOR 347.26 FEET TO A POINT ON THE

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Exhibit C



AMERICAN DREAM  
MIAMI



## AMERICAN DREAM MIAMI

NEXT DESCRIBED CIRCULAR CURVE; SAID POINT BEARS NORTH 57 DEGREES 41 MINUTES 53 SECONDS WEST FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE EASTERLY, HAVING A RADIUS OF 4365.35 FEET AND A CENTRAL ANGLE OF 15 DEGREES 09 MINUTES 34 SECONDS FOR AN ARC DISTANCE OF 1154.99 FEET TO A POINT OF TANGENCY; THENCE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST FOR 2518.56 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL: THENCE CONTINUE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST, ALONG THE LAST DESCRIBED COURSE, FOR 3352.48 FEET; SAID LAST DESCRIBED FOUR COURSES BEING COINCIDENT WITH THE SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF THE FLORIDA TURNPIKE (STATE ROAD NO. 821), AS SHOWN ON THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 87005 CONTRACT 2313, APPROVED SEPTEMBER, 1970, LAST REVISED NOVEMBER 1, 1971 (SHEETS 1 THROUGH 5); THENCE SOUTH 02 DEGREES 36 MINUTES 53 SECONDS EAST, [SOUTH 02 DEGREES 37 MINUTES 05 SECONDS EAST (D)] ALONG THE EAST LINE OF THE SAID NORTHEAST 1/4 OF SAID SECTION 8, FOR 214.94 FEET [214.90 FEET (D)] TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID LAST DESCRIBED COURSE BEING COINCIDENT WITH THE WEST LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9; SAID POINT BEARS NORTH 28 DEGREES 00 MINUTES 29 SECONDS WEST FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,578.50 FEET AND A CENTRAL ANGLE OF 00 DEGREES 28 MINUTES 06 SECONDS FOR AN ARC DISTANCE OF 12.90 FEET TO A POINT OF TANGENCY; THENCE NORTH 62 DEGREES 27 MINUTES 37 SECONDS EAST, [NORTH 62 DEGREES 27 MINUTES 31 SECONDS EAST (F & D)] ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 112, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, UNDER F.P. NO. 421707-2 - SECTION 87075, DATED JUNE 11, 2015 AND A PORTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 104, AS RECORDED IN OFFICIAL RECORDS BOOK 29813 AT PAGE 618 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FOR 481.02 FEET; THENCE SOUTH 27 DEGREES 32 MINUTES 23 SECONDS EAST, [SOUTH 47 DEGREES 32 MINUTES 29 SECONDS EAST (D)], AT RIGHT ANGLES TO THE LAST AND NEXT DESCRIBED COURSES, FOR 80.00 FEET; THENCE NORTH 62 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 62 DEGREES 27 MINUTES 31 SECONDS EAST (D)] FOR 152.00 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 860.50 FEET AND A CENTRAL ANGLE OF 15 DEGREES 52 MINUTES 49 SECONDS [15 DEGREES 51 MINUTES 54 SECONDS (D)] FOR AN ARC DISTANCE OF 238.50 FEET [238.27 FEET (D)] TO A POINT ON SAID CIRCULAR CURVE; SAID LAST DESCRIBED THREE COURSES BEING COINCIDENT WITH THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF SAID STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 104; THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST, [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (D)] ALONG A LINE THAT IS PARALLEL WITH AND 15.00 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, THE NORTH LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 336.85 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID LAST DESCRIBED COURSE BEING COINCIDENT IN PART WITH THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 105, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, UNDER F.P. NO. 421707-2, DATED JUNE 11, 2015; SAID POINT BEARS NORTH 10 DEGREES 54 MINUTES 23 SECONDS EAST [NORTH 10 DEGREES 54 MINUTES 48 SECONDS EAST (D)] FROM THE RADIUS POINT

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AMERICAN DREAM  
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## AMERICAN DREAM MIAMI

OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE SOUTHWEST, HAVING A RADIUS OF 860.50 FEET AND A CENTRAL ANGLE OF 02 DEGREES 48 MINUTES 19 SECONDS [02 DEGREES 47 MINUTES 54 SECONDS (D)] FOR AN ARC DISTANCE OF 42.13 FEET [43.03 FEET (D)] TO A POINT OF TANGENCY; THENCE SOUTH 76 DEGREES 17 MINUTES 18 SECONDS EAST, ALONG THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF A PORTION OF THE SAID STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 104 AND THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF A PORTION OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 106 AS RECORDED IN OFFICIAL RECORDS BOOK 29586 AT PAGE 111 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FOR 114.88 FEET; [114.51 FEET (D)]; THENCE SOUTH 00 DEGREES 22 MINUTES 51 SECONDS EAST [SOUTH 00 DEGREES 22 MINUTES 54 SECONDS EAST (D)] FOR 104.28 FEET; [104.38 FEET (D)] THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST, [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (D)] ALONG A LINE THAT IS PARALLEL WITH AND 156.50 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, THE NORTH LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 490.67 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID LAST DESCRIBED TWO COURSES BEING COINCIDENT WITH A PORTION OF THE WESTERLY AND SOUTHERLY LIMITS OF THE LIMITED ACCESS RIGHT-OF-WAY LINE OF INTERSTATE 75 (STATE ROAD 93) AS SHOWN ON THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 87075-2402, APPROVED JULY 5, 1977, LAST REVISED DECEMBER 1, 1978, (SHEETS 1 THROUGH 10) AND SHOWN IN OFFICIAL RECORDS BOOK 29586, PAGE 111 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY FLORIDA; SAID POINT BEARS SOUTH 04 DEGREES 43 MINUTES 32 SECONDS WEST FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE LEFT, CONCAVE NORTHERLY, HAVING A RADIUS OF 2,567.95 FEET AND A CENTRAL ANGLE OF 03 DEGREES 35 MINUTES 47 SECONDS [03 DEGREES 57 MINUTES 47 SECONDS (D)] FOR AN ARC DISTANCE OF 161.19 FEET [161.18 FEET (D)] TO A POINT ON THE LAST DESCRIBED CIRCULAR CURVE; SAID CIRCULAR CURVE HAVING A CHORD DISTANCE OF 161.16 AND A CHORD BEARING OF NORTH 87 DEGREES 04 MINUTES 21 SECONDS WEST [NORTH 86 DEGREES 52 MINUTES 47 SECONDS WEST (D)]; SAID POINT ALSO BEING ON THE NEXT DESCRIBED CIRCULAR CURVE AND BEARS SOUTH 88 DEGREES 35 MINUTES 28 SECONDS WEST, FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE LEFT, CONCAVE EASTERLY, HAVING A RADIUS OF 10,094.00 FEET AND A CENTRAL ANGLE OF 03 DEGREES 43 MINUTES 48 SECONDS FOR AN ARC DISTANCE OF 657.12 FEET TO A POINT OF TANGENCY; THENCE SOUTH 05 DEGREES 08 MINUTES 20 SECONDS EAST [SOUTH 05 DEGREES 08 MINUTES 46 SECONDS EAST (D)] FOR 166.63 FEET [166.53 FEET (D)]; THENCE NORTH 89 DEGREES 35 MINUTES 59 SECONDS EAST, [NORTH 89 DEGREES 35 MINUTES 54 SECONDS EAST (D)] ALONG THE SOUTH LINE OF SAID TRACT 19 OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 173.32 FEET; SAID LAST DESCRIBED FOUR COURSES BEING COINCIDENT WITH THE NORTHERLY, WESTERLY AND SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINES OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 106 AS RECORDED IN OFFICIAL RECORDS BOOK 29586 AT PAGE 111 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE SOUTH 02 DEGREES 36 MINUTES 44 SECONDS EAST [SOUTH 02 DEGREES 37 MINUTES 03 SECONDS EAST (D)], ALONG THE WESTERLY LIMITS OF THE SAID LIMITED ACCESS RIGHT-OF-WAY LINE OF SAID INTERSTATE 75 (STATE ROAD 93), FOR 1366.34 FEET; THENCE SOUTH 89 DEGREES 37 MINUTES 45 SECONDS WEST FOR 4743.50 FEET TO THE POINT OF BEGINNING; ALL LYING AND BEING IN THE NORTHEAST 1/4 OF SECTION 8, TOWNSHIP 52 SOUTH, RANGE 40 EAST AND THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST, MIAMI-DADE COUNTY, FLORIDA.

Exhibit C



AMERICAN DREAM  
MIAMI



## AMERICAN DREAM MIAMI

TOGETHER WITH: (STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 110)

A PORTION OF TRACT 20 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 52 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "CHAMBERS LAND COMPANY SUBDIVISION", AS RECORDED IN PLAT BOOK 2 AT PAGE 68, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEGIN AT THE INTERSECTION OF THE EXISTING SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (STATE ROAD NO. 821), AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 87005-2313, LAST REVISED NOVEMBER 1, 1971, (SHEETS 1 THROUGH 5) AND A LINE THAT IS PARALLEL WITH AND 10.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES TO, THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF SAID SECTION 4; THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (D)], ALONG SAID PARALLEL LINE FOR 219.29 FEET [219.17 FEET (D)]; SAID LAST DESCRIBED COURSE BEING COINCIDENT WITH THE SOUTH LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 110, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER F.P. NO. 421707-2 SECTION 87075, DATED MAY 13, 2015, ALSO BEING THE NORTH LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 105, PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER FP NO. 421707-2 SECTION 87075, DATED JUNE 11, 2015; THENCE NORTH 62 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 62 DEGREES 27 MINUTES 31 SECONDS EAST (D)] FOR 61.80 FEET; THENCE NORTH 27 DEGREES 32 MINUTES 23 SECONDS WEST [NORTH 27 DEGREES 32 MINUTES 29 SECONDS WEST (D)] FOR 53.07 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID POINT BEARS SOUTH 62 DEGREES 37 MINUTES 50 SECONDS WEST [SOUTH 62 DEGREES 37 MINUTES 44 SECONDS WEST (D)] FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE NORTHWESTERLY, ALONG SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE NORTHEAST, HAVING A RADIUS OF 185.00 FEET AND A CENTRAL ANGLE OF 44 DEGREES 54 MINUTES 03 SECONDS [44 DEGREES 52 MINUTES 01 SECONDS (D)] FOR AN ARC DISTANCE OF 144.98 FEET [144.87 FEET (D)] TO A POINT ON SAID CIRCULAR CURVE AND LYING ON THE SAID SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (STATE ROAD NO. 821); SAID LAST DESCRIBED THREE COURSES BEING COINCIDENT WITH THE WESTERLY LIMITS THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 103, AS RECORDED IN OFFICIAL RECORDS BOOK 29813 AT PAGE 615, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE SOUTH 47 DEGREES 27 MINUTES 37 SECONDS WEST [SOUTH 47 DEGREES 27 MINUTES 38 SECONDS WEST (F)], ALONG SAID SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (STATE ROAD NO. 821), ALSO BEING THE NORTHWESTERLY LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 110, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER FP NO. 421707-2 SECTION 87075, DATED MAY 13, 2015, FOR 322.24 FEET [322.05 FEET (F)] TO THE POINT OF BEGINNING; ALL LYING AND BEING IN THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 52 SOUTH, RANGE 40 EAST, MIAMI-DADE COUNTY, FLORIDA.

ALSO TOGETHER WITH: (STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 111)

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Exhibit C



AMERICAN DREAM  
MIAMI



## AMERICAN DREAM MIAMI

A PORTION OF TRACT 32, OF THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2 AT PAGE 17, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9; THENCE SOUTH 02 DEGREES 36 MINUTES 53 SECONDS EAST [SOUTH 02 DEGREES 37 MINUTES 05 SECONDS EAST (F)], ALONG THE WEST LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 180.52 FEET [180.49 FEET (D)]; THENCE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 47 DEGREES 27 MINUTES 31 SECONDS EAST (D)] FOR 54.46 FEET TO THE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED PARCEL: THENCE CONTINUE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 47 DEGREES 27 MINUTES 31 SECONDS EAST (D)], ALONG THE LAST DESCRIBED COURSE, FOR 191.94 FEET [191.89 FEET (F)]; THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (F)], ALONG A LINE THAT IS PARALLEL WITH AND 15.00 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, THE NORTH LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 108.81 FEET [108.80 FEET (F)] SAID LAST DESCRIBED COURSE BEING COINCIDENT WITH A PORTION OF THE SOUTH LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 105, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER F.P. NO. 421707-2 SECTION 8705, DATED JUNE 11, 2015; THENCE SOUTH 62 DEGREES 27 MINUTES 37 SECONDS WEST [SOUTH 62 DEGREES 27 MINUTES 31 SECONDS WEST (D)] FOR 282.17 FEET [282.15 FEET (F)] TO THE POINT OF BEGINNING; SAID LAST DESCRIBED THREE COURSES BEING COINCIDENT WITH THE WESTERLY, NORTHERLY AND EASTERLY LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 111, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER F.P. NO. 421707-2 SECTION 87075, DATED MAY 13, 2015; ALL LYING AND BEING IN THE SAID NORTHWEST 1/4 OF SAID SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST, IN MIAMI-DADE COUNTY, FLORIDA."

**The ownership of the properties applicant are demonstrated in the following map and table of ownership.**

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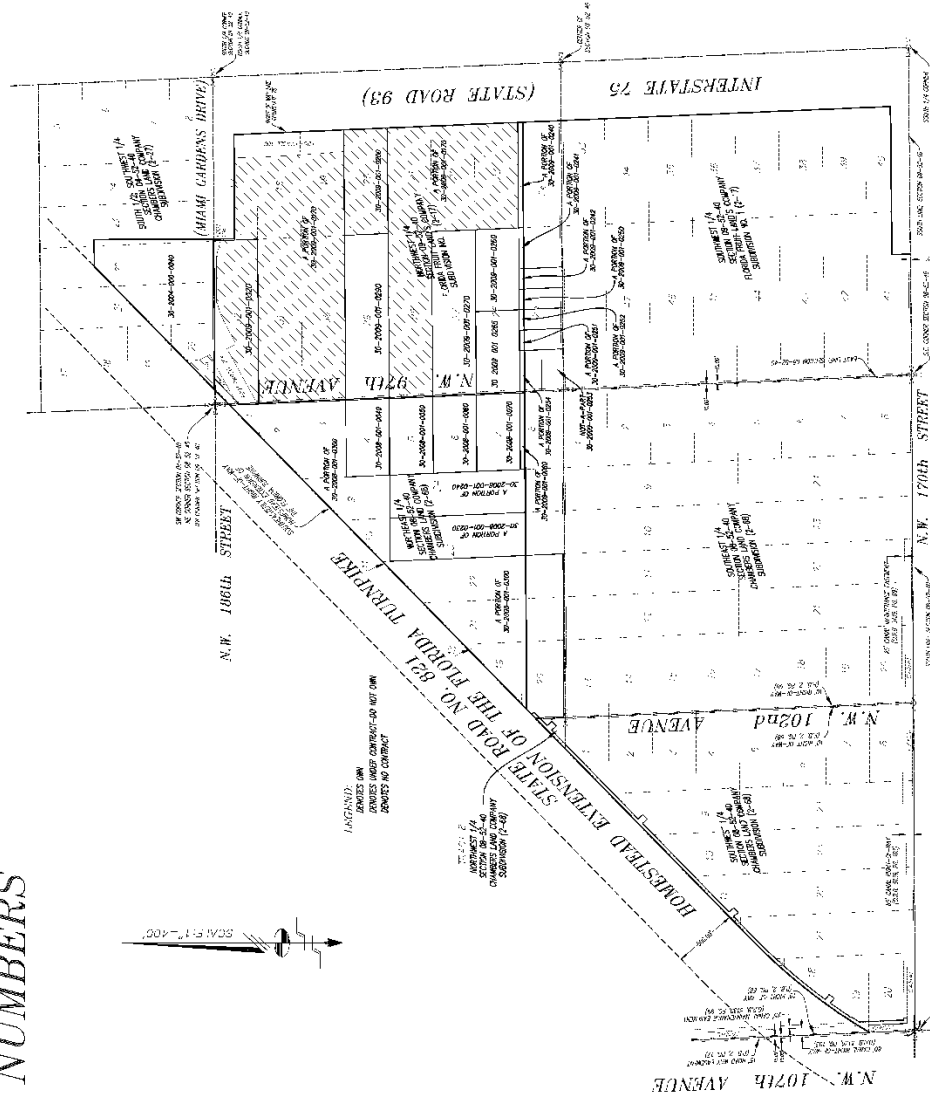
Exhibit C





[illegible]

On the other hand, let  $(\mathbf{v}, \mathbf{w}) \in \mathcal{S}_1 \cup \mathcal{S}_2$  and

[illegible]

SKETCH SHOWING VARIOUS FOLIO NUMBERS  
PORTIONS OF SECTIONS 4, 8, & 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST  
BOUNDED BY HOLMESTEAD EXTENSION OF THE FLORIDA TURNPIKE  
INTERSTATE 75 AND N.W. 170th STREET, MIAMI-DADE COUNTY, FLORIDA

**Schwebke-Shiskin & Associates, Inc.**  
LAND BANKERS  
BROKERS  
AND SUBROGATORS

COMPANY NAME <b>CORPORATE WAY MIAMI, FLORIDA 33136</b>		TEL: (854) 458-7010 FAX: (854) 458-3888	
Requested Under My Superslide:		Drawn By: T.A.P.	Date: 10/25/15
By: Donald A. Pella, Assistant Vice President, Environmental and Forestry, Inc., 210 W. 1st St., Ft. Lauderdale, FL 33301		Order No. 24467	T.B. V.L.
			Check'd By: M.L.
			Date: 2/4/88



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## EXHIBIT D

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Attachments



AMERICAN DREAM  
MIAMI



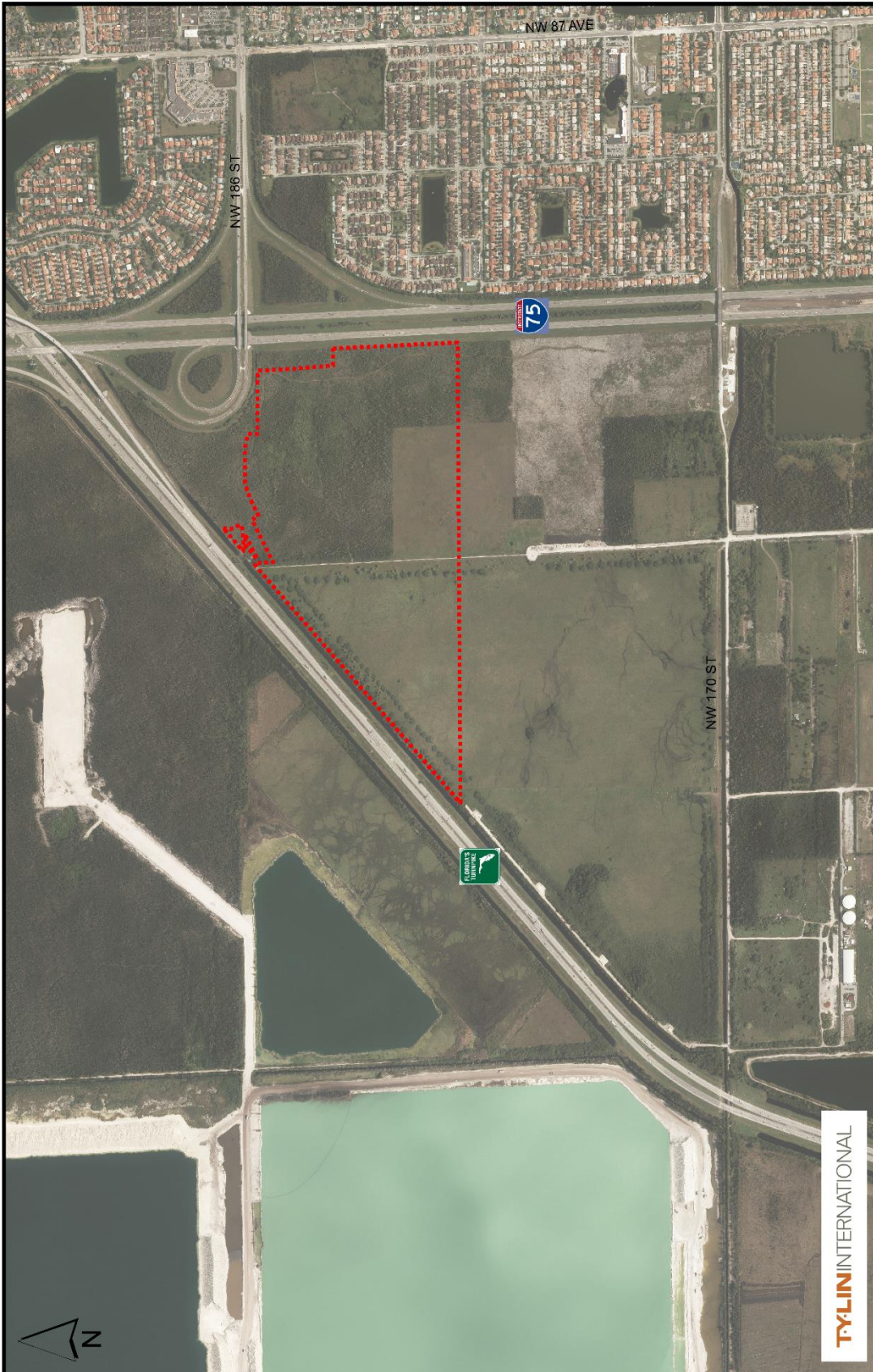


Exhibit D  
Aerial Map (2015)  
American Dream Miami  
October 2015

**Legend**  
..... Site Boundary



## EXHIBIT E

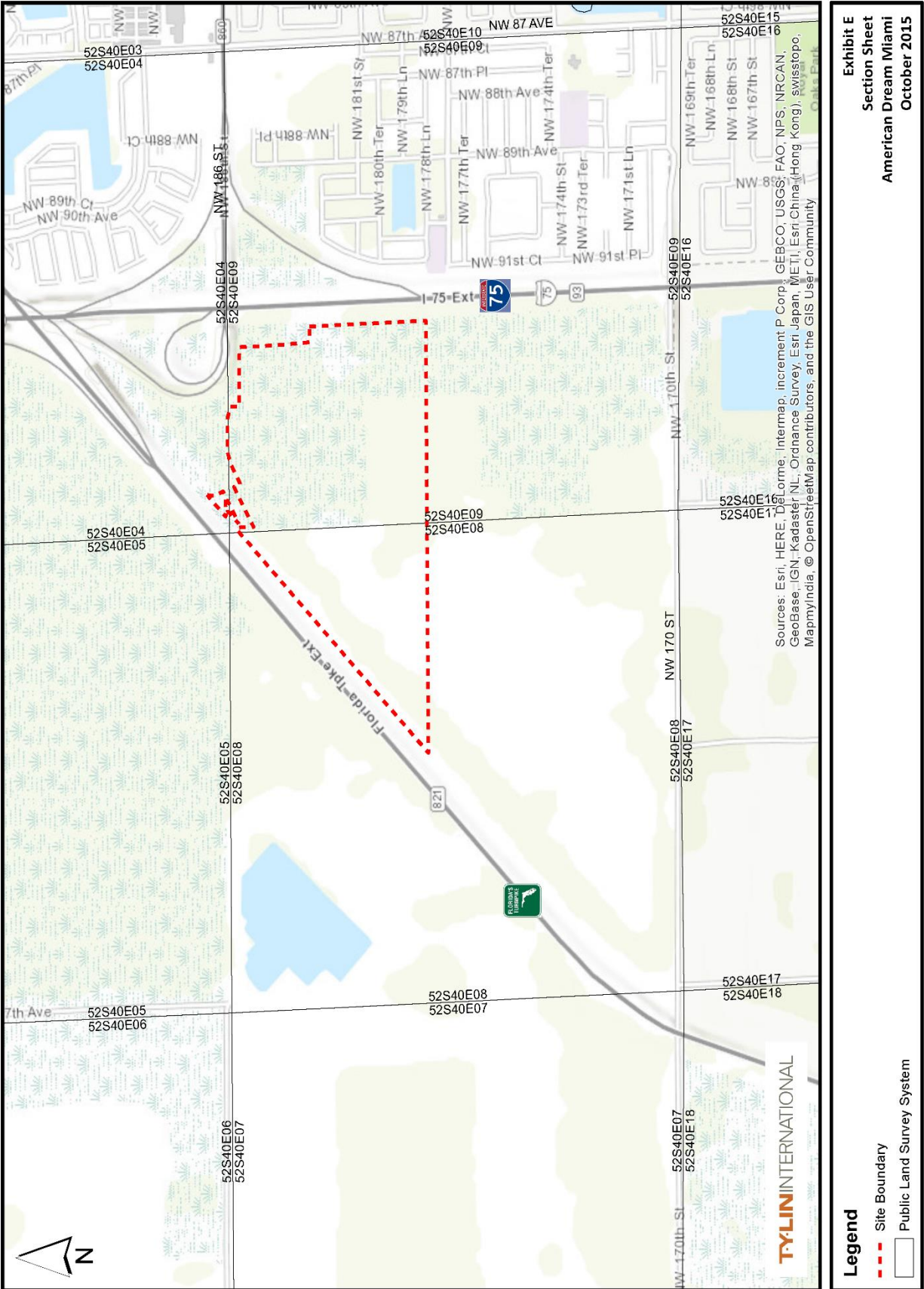
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Attachments



AMERICAN DREAM  
MIAMI







ADDITIONAL MATERIAL  
RESPONSES TO PERTINENT ADA QUESTIONS

Section	Item	Appendices Page
<b>Part I</b>	<b>Application Information</b>	
Question 5	Legal Description	42
Question 8	Permit Information	51
<b>Part II</b>	<b>General Section</b>	
Question 9	Maps	53
Question 10	General Project Description	67
Question 11	Revenue Generation	79
<b>Part III</b>	<b>Environmental Resources Impacts</b>	
Question 12	Vegetative and Wildlife	103
Question 13	Wetlands	117
Question 14	Water	121
Question 15	Soils	123
Question 16	Floodplains	127
Question 17	Water Supply	129
Question 18	Wastewater Management	137
Question 19	Stormwater Management	139
Question 20	Solid Waste	142
<b>Part IV</b>	<b>Transportation Resource Impacts</b>	
Question 21	Transportation	146
Question 22	Air	149
Question 23	Hurricane Preparedness	152
<b>Part V</b>	<b>Human Resource Impacts</b>	
Question 25	Police and Fire Protection	163
Question 29	Energy	164
Question 30	Historical and Archaeological Sites	167
Question 32	Attractions and Recreation Facilities	169



**QUESTION 5 - DEVELOPMENT INFORMATION****5. Attach a legal description of the development site. Include section, township and range.**

A PORTION OF TRACTS 1, 2, 3, 8, 9, 10, 11 AND 18 THROUGH 24, INCLUSIVE, AND ALL OF TRACTS 4, 5, 6 AND 7, OF THE NORTHEAST 1/4 OF SECTION 8, TOWNSHIP 52 SOUTH, RANGE 40 EAST; ALSO TOGETHER WITH THAT PORTION OF THE 10 FOOT WIDE RIGHT-OF-WAY LYING WITHIN THE LIMITS OF THE HEREIN DESCRIBED PARCEL, ALL ACCORDING TO THE PLAT OF "CHAMBERS LAND COMPANY SUBDIVISION", AS RECORDED IN PLAT BOOK 2, AT PAGE 68; ALSO TOGETHER WITH A PORTION OF TRACTS 17 THROUGH 25, INCLUSIVE, AND TRACT 32, AND ALL OF TRACTS 26 THROUGH 31, INCLUSIVE, OF THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST; ALSO SUBJECT TO THAT PORTION OF THE 15 FOOT WIDE ROAD RESERVATION LYING WITHIN THE LIMITS OF THE HEREIN DESCRIBED PARCEL, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2 AT PAGE 17, ALL OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 9; THENCE SOUTH 89 DEGREES 28 MINUTES 37 SECONDS WEST, ALONG THE SOUTH LINE OF THE SAID SOUTHWEST 1/4 OF SAID SECTION 9, FOR 2641.25 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 9; SAID CORNER ALSO BEING THE SOUTHEAST CORNER OF SAID SECTION 8; THENCE SOUTH 89 DEGREES 41 MINUTES 50 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SECTION 8, FOR 5284.61 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE NORTH 02 DEGREES 37 MINUTES 33 SECONDS WEST, ALONG THE WEST LINE OF THE SAID SOUTHWEST 1/4 OF SAID SECTION 8, FOR 347.26 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID POINT BEARS NORTH 57 DEGREES 41 MINUTES 53 SECONDS WEST FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE EASTERLY, HAVING A RADIUS OF 4365.35 FEET AND A CENTRAL ANGLE OF 15 DEGREES 09 MINUTES 34 SECONDS FOR AN ARC DISTANCE OF 1154.99 FEET TO A POINT OF TANGENCY; THENCE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST FOR 2518.56 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL: THENCE CONTINUE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST, ALONG THE LAST DESCRIBED COURSE, FOR 3352.48 FEET; SAID LAST DESCRIBED FOUR COURSES BEING COINCIDENT WITH THE SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF THE FLORIDA





TURNPIKE (STATE ROAD NO. 821), AS SHOWN ON THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 87005 CONTRACT 2313, APPROVED SEPTEMBER, 1970, LAST REVISED NOVEMBER 1, 1971 (SHEETS 1 THROUGH 5); THENCE SOUTH 02 DEGREES 36 MINUTES 53 SECONDS EAST, [SOUTH 02 DEGREES 37 MINUTES 05 SECONDS EAST (D)] ALONG THE EAST LINE OF THE SAID NORTHEAST 1/4 OF SAID SECTION 8, FOR 214.94 FEET [214.90 FEET (D)] TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID LAST DESCRIBED COURSE BEING COINCIDENT WITH THE WEST LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9; SAID POINT BEARS NORTH 28 DEGREES 00 MINUTES 29 SECONDS WEST FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,578.50 FEET AND A CENTRAL ANGLE OF 00 DEGREES 28 MINUTES 06 SECONDS FOR AN ARC DISTANCE OF 12.90 FEET TO A POINT OF TANGENCY; THENCE NORTH 62 DEGREES 27 MINUTES 37 SECONDS EAST, [NORTH 62 DEGREES 27 MINUTES 31 SECONDS EAST (F & D)] ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 112, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, UNDER F.P. NO. 421707-2 - SECTION 87075, DATED JUNE 11, 2015 AND A PORTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 104, AS RECORDED IN OFFICIAL RECORDS BOOK 29813 AT PAGE 618 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FOR 481.02 FEET; THENCE SOUTH 27 DEGREES 32 MINUTES 23 SECONDS EAST, [SOUTH 47 DEGREES 32 MINUTES 29 SECONDS EAST (D)], AT RIGHT ANGLES TO THE LAST AND NEXT DESCRIBED COURSES, FOR 80.00 FEET; THENCE NORTH 62 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 62 DEGREES 27 MINUTES 31 SECONDS EAST (D)] FOR 152.00 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 860.50 FEET AND A CENTRAL ANGLE OF 15 DEGREES 52 MINUTES 49 SECONDS [15 DEGREES 51 MINUTES 54 SECONDS (D)] FOR AN ARC DISTANCE OF 238.50 FEET [238.27 FEET (D)] TO A POINT ON SAID CIRCULAR CURVE; SAID LAST DESCRIBED THREE COURSES BEING COINCIDENT WITH THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF SAID STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 104; THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST, [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (D)] ALONG A LINE THAT IS PARALLEL WITH AND 15.00 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, THE NORTH LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 336.85 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID LAST DESCRIBED COURSE BEING COINCIDENT IN PART WITH THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 105, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, UNDER F.P. NO. 421707-2, DATED JUNE 11, 2015; SAID POINT





BEARS NORTH 10 DEGREES 54 MINUTES 23 SECONDS EAST [NORTH 10 DEGREES 54 MINUTES 48 SECONDS EAST (D)] FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE SOUTHWEST, HAVING A RADIUS OF 860.50 FEET AND A CENTRAL ANGLE OF 02 DEGREES 48 MINUTES 19 SECONDS [02 DEGREES 47 MINUTES 54 SECONDS (D)] FOR AN ARC DISTANCE OF 42.13 FEET [43.03 FEET (D)] TO A POINT OF TANGENCY; THENCE SOUTH 76 DEGREES 17 MINUTES 18 SECONDS EAST, ALONG THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF A PORTION OF THE SAID STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 104 AND THE SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF A PORTION OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 106 AS RECORDED IN OFFICIAL RECORDS BOOK 29586 AT PAGE 111 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, FOR 114.88 FEET; [114.51 FEET (D)]; THENCE SOUTH 00 DEGREES 22 MINUTES 51 SECONDS EAST [SOUTH 00 DEGREES 22 MINUTES 54 SECONDS EAST (D)] FOR 104.28 FEET; [104.38 FEET (D)] THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST, [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (D)] ALONG A LINE THAT IS PARALLEL WITH AND 156.50 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, THE NORTH LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 490.67 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID LAST DESCRIBED TWO COURSES BEING COINCIDENT WITH A PORTION OF THE WESTERLY AND SOUTHERLY LIMITS OF THE LIMITED ACCESS RIGHT-OF-WAY LINE OF INTERSTATE 75 (STATE ROAD 93) AS SHOWN ON THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 87075-2402, APPROVED JULY 5, 1977, LAST REVISED DECEMBER 1, 1978, (SHEETS 1 THROUGH 10) AND SHOWN IN OFFICIAL RECORDS BOOK 29586, PAGE 111 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY FLORIDA; SAID POINT BEARS SOUTH 04 DEGREES 43 MINUTES 32 SECONDS WEST FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE LEFT, CONCAVE NORTHERLY, HAVING A RADIUS OF 2,567.95 FEET AND A CENTRAL ANGLE OF 03 DEGREES 35 MINUTES 47 SECONDS [03 DEGREES 57 MINUTES 47 SECONDS (D)] FOR AN ARC DISTANCE OF 161.19 FEET [161.18 FEET (D)] TO A POINT ON THE LAST DESCRIBED CIRCULAR CURVE; SAID CIRCULAR CURVE HAVING A CHORD DISTANCE OF 161.16 AND A CHORD BEARING OF NORTH 87 DEGREES 04 MINUTES 21 SECONDS WEST [NORTH 86 DEGREES 52 MINUTES 47 SECONDS WEST (D)]; SAID POINT ALSO BEING ON THE NEXT DESCRIBED CIRCULAR CURVE AND BEARS SOUTH 88 DEGREES 35 MINUTES 28 SECONDS WEST, FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CIRCULAR CURVE TO THE LEFT, CONCAVE EASTERLY, HAVING A RADIUS OF 10,094.00 FEET AND A CENTRAL ANGLE OF 03 DEGREES 43 MINUTES 48 SECONDS FOR AN ARC DISTANCE OF 657.12 FEET TO A POINT OF TANGENCY; THENCE SOUTH 05 DEGREES 08 MINUTES 20 SECONDS EAST [SOUTH 05 DEGREES 08 MINUTES 46



SECONDS EAST (D)] FOR 166.63 FEET [166.53 FEET (D)]; THENCE NORTH 89 DEGREES 35 MINUTES 59 SECONDS EAST, [NORTH 89 DEGREES 35 MINUTES 54 SECONDS EAST (D)] ALONG THE SOUTH LINE OF SAID TRACT 19 OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 173.32 FEET; SAID LAST DESCRIBED FOUR COURSES BEING COINCIDENT WITH THE NORTHERLY, WESTERLY AND SOUTHERLY LIMITED ACCESS RIGHT-OF-WAY LINES OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 106 AS RECORDED IN OFFICIAL RECORDS BOOK 29586 AT PAGE 111 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE SOUTH 02 DEGREES 36 MINUTES 44 SECONDS EAST [SOUTH 02 DEGREES 37 MINUTES 03 SECONDS EAST (D)], ALONG THE WESTERLY LIMITS OF THE SAID LIMITED ACCESS RIGHT-OF-WAY LINE OF SAID INTERSTATE 75 (STATE ROAD 93), FOR 1366.34 FEET; THENCE SOUTH 89 DEGREES 37 MINUTES 45 SECONDS WEST FOR 4743.50 FEET TO THE POINT OF BEGINNING; ALL LYING AND BEING IN THE NORTHEAST 1/4 OF SECTION 8, TOWNSHIP 52 SOUTH, RANGE 40 EAST AND THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST, MIAMI-DADE COUNTY, FLORIDA.

TOGETHER WITH: (STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 110)

A PORTION OF TRACT 20 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 52 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "CHAMBERS LAND COMPANY SUBDIVISION", AS RECORDED IN PLAT BOOK 2 AT PAGE 68, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEGIN AT THE INTERSECTION OF THE EXISTING SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (STATE ROAD NO. 821), AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 87005-2313, LAST REVISED NOVEMBER 1, 1971, (SHEETS 1 THROUGH 5) AND A LINE THAT IS PARALLEL WITH AND 10.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES TO, THE SOUTH LINE OF SAID SOUTHWEST 1/4 OF SAID SECTION 4; THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (D)], ALONG SAID PARALLEL LINE FOR 219.29 FEET [219.17 FEET (D)]; SAID LAST DESCRIBED COURSE BEING COINCIDENT WITH THE SOUTH LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 110, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER F.P. NO. 421707-2 SECTION 87075, DATED MAY 13, 2015, ALSO BEING THE NORTH LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 105, PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER FP NO. 421707-2 SECTION 87075, DATED JUNE 11, 2015; THENCE NORTH 62 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 62 DEGREES 27 MINUTES 31 SECONDS EAST (D)] FOR 61.80 FEET; THENCE NORTH 27 DEGREES





32 MINUTES 23 SECONDS WEST [NORTH 27 DEGREES 32 MINUTES 29 SECONDS WEST (D)] FOR 53.07 FEET TO A POINT ON THE NEXT DESCRIBED CIRCULAR CURVE; SAID POINT BEARS SOUTH 62 DEGREES 37 MINUTES 50 SECONDS WEST [SOUTH 62 DEGREES 37 MINUTES 44 SECONDS WEST (D)] FROM THE RADIUS POINT OF THE FOLLOWING DESCRIBED CIRCULAR CURVE; THENCE NORTHWESTERLY, ALONG SAID CIRCULAR CURVE TO THE RIGHT, CONCAVE NORTHEAST, HAVING A RADIUS OF 185.00 FEET AND A CENTRAL ANGLE OF 44 DEGREES 54 MINUTES 03 SECONDS [44 DEGREES 52 MINUTES 01 SECONDS (D)] FOR AN ARC DISTANCE OF 144.98 FEET [144.87 FEET (D)] TO A POINT ON SAID CIRCULAR CURVE AND LYING ON THE SAID SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (STATE ROAD NO 821); SAID LAST DESCRIBED THREE COURSES BEING COINCIDENT WITH THE WESTERLY LIMITS THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 103, AS RECORDED IN OFFICIAL RECORDS BOOK 29813 AT PAGE 615, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE SOUTH 47 DEGREES 27 MINUTES 37 SECONDS WEST [SOUTH 47 DEGREES 27 MINUTES 38 SECONDS WEST (F)], ALONG SAID SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE (STATE ROAD NO. 821), ALSO BEING THE NORTHWESTERLY LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 110, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER FP NO. 421707-2 SECTION 87075, DATED MAY 13, 2015, FOR 322.24 FEET [322.05 FEET (F)] TO THE POINT OF BEGINNING; ALL LYING AND BEING IN THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 52 SOUTH, RANGE 40 EAST, MIAMI-DADE COUNTY, FLORIDA.

ALSO TOGETHER WITH: (STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 111)

A PORTION OF TRACT 32, OF THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2 AT PAGE 17, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9; THENCE SOUTH 02 DEGREES 36 MINUTES 53 SECONDS EAST [SOUTH 02 DEGREES 37 MINUTES 05 SECONDS EAST (F)], ALONG THE WEST LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 180.52 FEET [180.49 FEET (D)]; THENCE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 47 DEGREES 27 MINUTES 31 SECONDS EAST (D)] FOR 54.46 FEET TO THE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED PARCEL: THENCE CONTINUE NORTH 47 DEGREES 27 MINUTES 37 SECONDS EAST [NORTH 47 DEGREES 27 MINUTES 31 SECONDS EAST (D)], ALONG THE LAST DESCRIBED COURSE, FOR 191.94 FEET





[191.89 FEET (F)]; THENCE NORTH 89 DEGREES 37 MINUTES 09 SECONDS EAST [NORTH 89 DEGREES 37 MINUTES 06 SECONDS EAST (F)], ALONG A LINE THAT IS PARALLEL WITH AND 15.00 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, THE NORTH LINE OF THE SAID NORTHWEST 1/4 OF SAID SECTION 9, FOR 108.81 FEET [108.80 FEET (F)] SAID LAST DESCRIBED COURSE BEING COINCIDENT WITH A PORTION OF THE SOUTH LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 105, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER F.P. NO. 421707-2 SECTION 8705, DATED JUNE 11, 2015; THENCE SOUTH 62 DEGREES 27 MINUTES 37 SECONDS WEST [SOUTH 62 DEGREES 27 MINUTES 31 SECONDS WEST (D)] FOR 282.17 FEET [282.15 FEET (F)] TO THE POINT OF BEGINNING; SAID LAST DESCRIBED THREE COURSES BEING COINCIDENT WITH THE WESTERLY, NORTHERLY AND EASTERLY LIMITS OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PARCEL 111, AS SHOWN ON THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" PREPARED BY MANUEL G. VERA AND ASSOCIATES, INC., UNDER F.P. NO. 421707-2 SECTION 87075, DATED MAY 13, 2015; ALL LYING AND BEING IN THE SAID NORTHWEST 1/4 OF SAID SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST, IN MIAMI-DADE COUNTY, FLORIDA.

**Refer to Exhibit 5-1 for the legal description and boundary survey of the aforementioned property.**

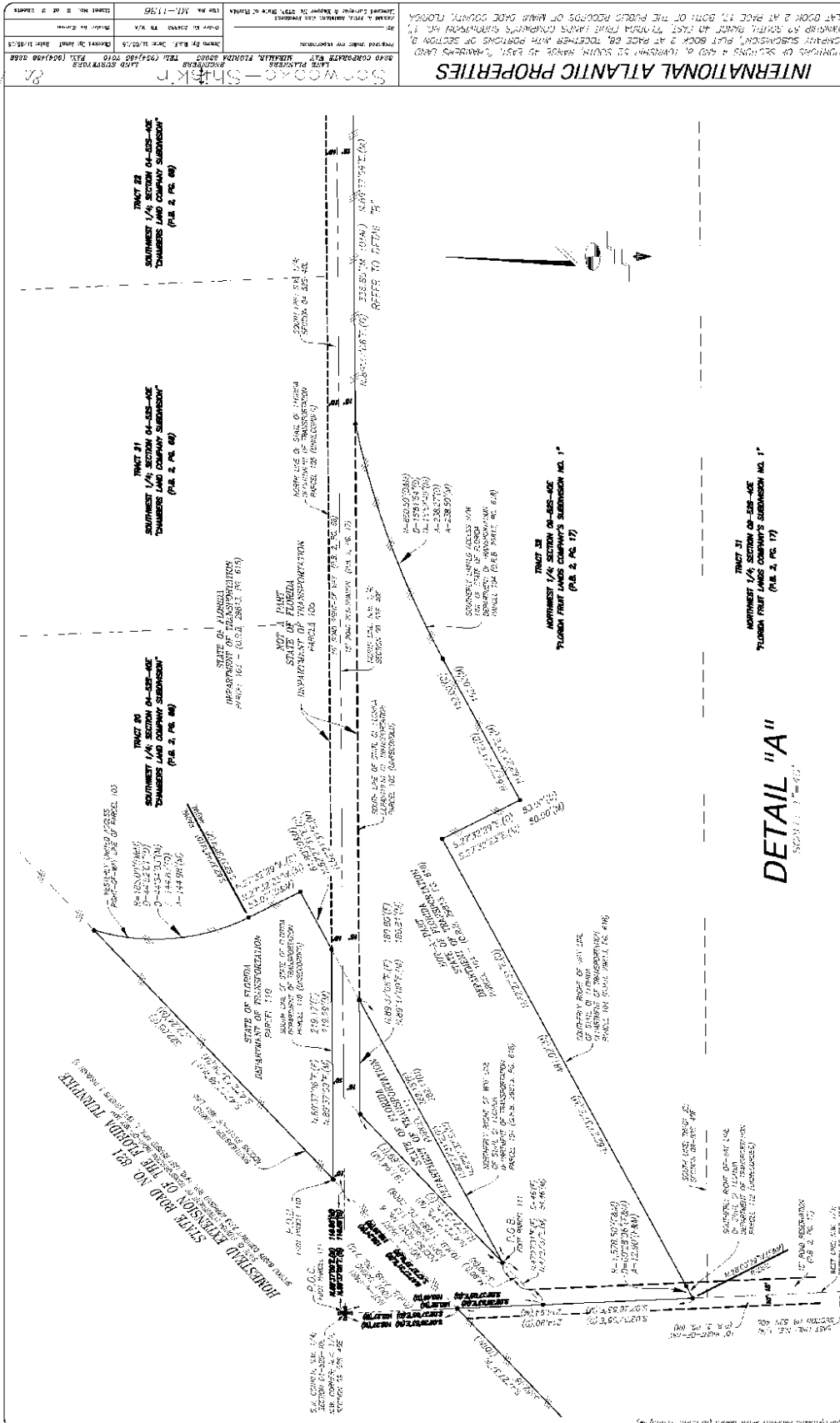








09	SABWING	01/16	01/16
<b>REVISIONS</b>			
REVISION NO. 01 REVISION DATE 01/16 REVISION BY J. L. S.			









**QUESTION 8 - PERMIT INFORMATION**

8. **List all agencies (local, state and federal) from which approval and/or a permit must be obtained prior to initiation of development. Indicate the permit or approval for each agency and its status. Indicate whether the development is registered or whether registration will be required with the Division of Florida Land Sales, Condominiums and Mobile Homes under Chapter 478, Florida Statutes. Indicate whether the development will be registered with the H.U.D., Division of Interstate Land Sales Registration or with other states.**

The Applicant will obtain any and all necessary permits. Currently, the Applicant anticipates obtaining the following permits, which will be obtained prior to the initiation of the development, as required.

Agency	Permit/Approval	Status
Miami-Dade County	CDMP Amendment	Future Action
	Re-zoning	Future Action
	Site Plan Approval	Future Action
	Plat Approval	Future Action
	Building Permit(s)	Future Action
	Wastewater Collection System Permit	Future Action
	Roadway Improvement Plans	If Required
	Tree Removal Permit	If Required
	Water Distribution System Permit	Future Action
	Complex Source Permit	If Required
	Wetland Jurisdictional Determination	In Process
	Class IV (Freshwater Wetland Dredge & Fill)	Future Action
	Surface Water Management Permit	Future Action (if not issued by SFWMD)
<b>State of Florida</b>		
South Florida Regional Planning Council	CDMP Amendment	Future Action
South Florida Water Management District	Wetland Jurisdictional Determination	In Process
	Environmental Resource Permit (Stormwater and Water Quality Certification)	Future Action (if not issued by DERM)



## AMERICAN DREAM MIAMI

Agency	Permit/Approval	Status
	Water Use Permit	If Required
Department of Economic Opportunity	CDMP Amendment Review	In Process
Department of Environmental Protection	Wastewater Collection System Permit	Future Action
	Water Distribution System Permit	Future Action
	Air Quality	Future Action
Department of Transportation	Roadway Improvement Plans	If Required
<b>Federal</b>		
U.S. Army Corps of Engineers	Wetland Jurisdictional Determination	Future Action
	Dredge and Fill Permit	Future Action

At this time, registration of the development as currently proposed with the Division of Florida Land Sales, Condominiums, and Mobile Homes under Chapter 498, Florida Statutes, will not be required. The development will not be registered with H.U.D. Division of Interstate Land Sales registration or with other state agencies.





PART II. GENERAL SECTION

**QUESTION 9 - MAPS**

The following maps are provided by the Applicant as a part of the CDMP Application. The appropriate scale for each map should be determined at the preapplication conference.

- Map A. A general location map. Indicate the location of any urban service area boundaries and regional activity centers in relation to the project site.
- Map B. A recent vertical aerial photo of the site showing project boundaries which reasonably reflects current conditions. Specify the date the photo was taken.
- Map C. A topographic map with project boundaries identified (contour intervals from one to five feet should be determined in consultation with the appropriate regional planning council and other reviewing agencies at the preapplication conference). Delineate 100-year flood prone areas (including hurricane flood zones) and indicate major land surface features. If applicable, delineate the coastal construction control line.
- Map D. A land use map showing existing and approved uses on and abutting the site. The uses shown should include existing on-site land uses, recreational areas, utility and drainage easements, wells, right-of-way, and historic, archaeological, scientific and architecturally significant resources and lands held for conservation purposes.
- Map E. A soils map of the site, with an identification of the source of the information. The use of a source other than the most recently published U.S.D.A. Soil Conservation Service (SCS) soil surveys should be determined in consultation with the appropriate regional planning council and other reviewing agencies at the preapplication conference.
- Map F. A vegetation associations map indicating the total acreage of each association, based on the Level III vegetation types described in The Florida Land Use and Cover Classification System: A Technical Report, available from each regional planning council.
- Map G. A location map of all transects, trap grids, or other sampling stations used to determine the on-site status of significant wildlife and plant resources. Show location of all observed significant wildlife and plant resources, and show location of suitable habitat for all significant resources expected to be on-site.
- Map H. A master development plan for the site. Indicate proposed land uses and locations, development phasing, major public facilities, utilities, preservation





areas, easements, right-of-way, roads, and other significant elements such as transit stops, pedestrian ways, etc. This plan will provide the basis for discussion in Question 10-A as well as other questions in the ADA.

**Map I.** A master drainage plan for the site. Delineate existing and proposed: drainage basins, flow direction, water retention areas, drainage structures, flow route offsite, drainage easements, waterways, and other major drainage features. (This information may be presented on two separate maps (existing and proposed), if desired.)

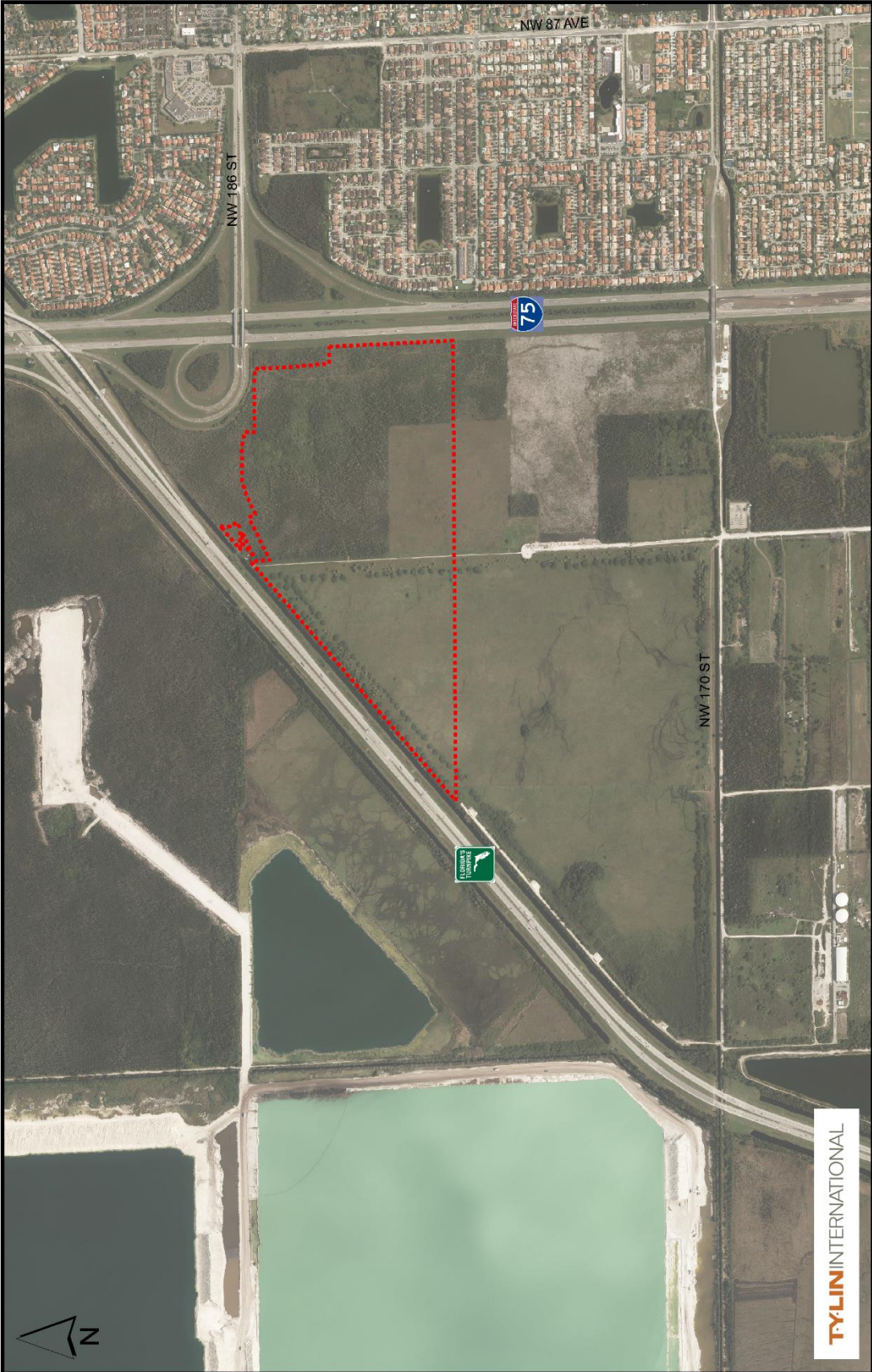
**Map J.** A map of the existing highway and transportation network within the study area. The study area includes the site, and locations of all transportation facilities which are substantially impacted. This area should be finally defined on the basis of the findings of the traffic impact analysis, including determinations of where the criteria for a substantial impact are met. Map J will become the base for the maps requested in Question 21.

Attached please find Exhibits Map A through Map J









Map B  
Aerial Map (2015)  
American Dream Miami  
October 2015

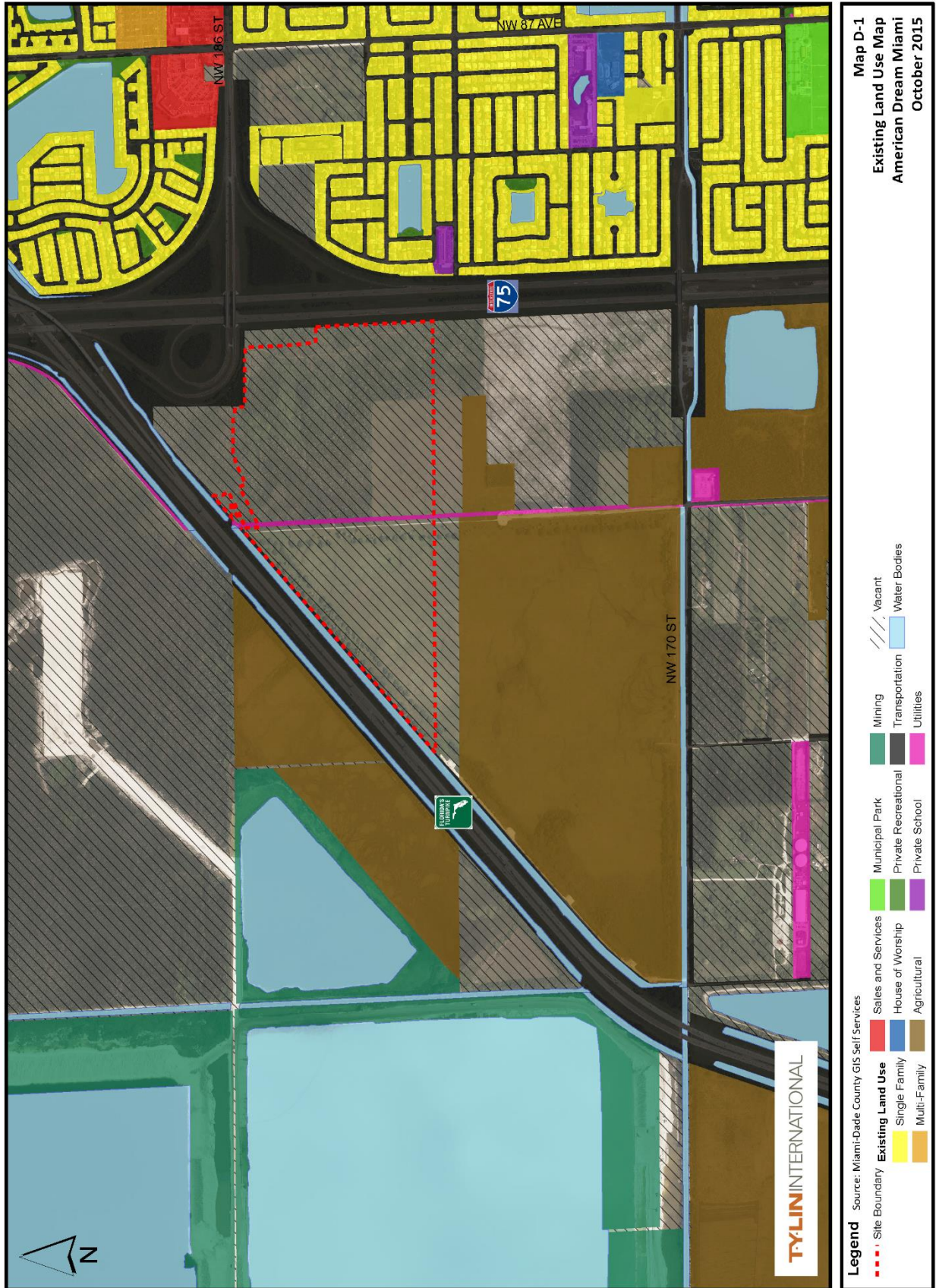
**Legend**  
..... Site Boundary



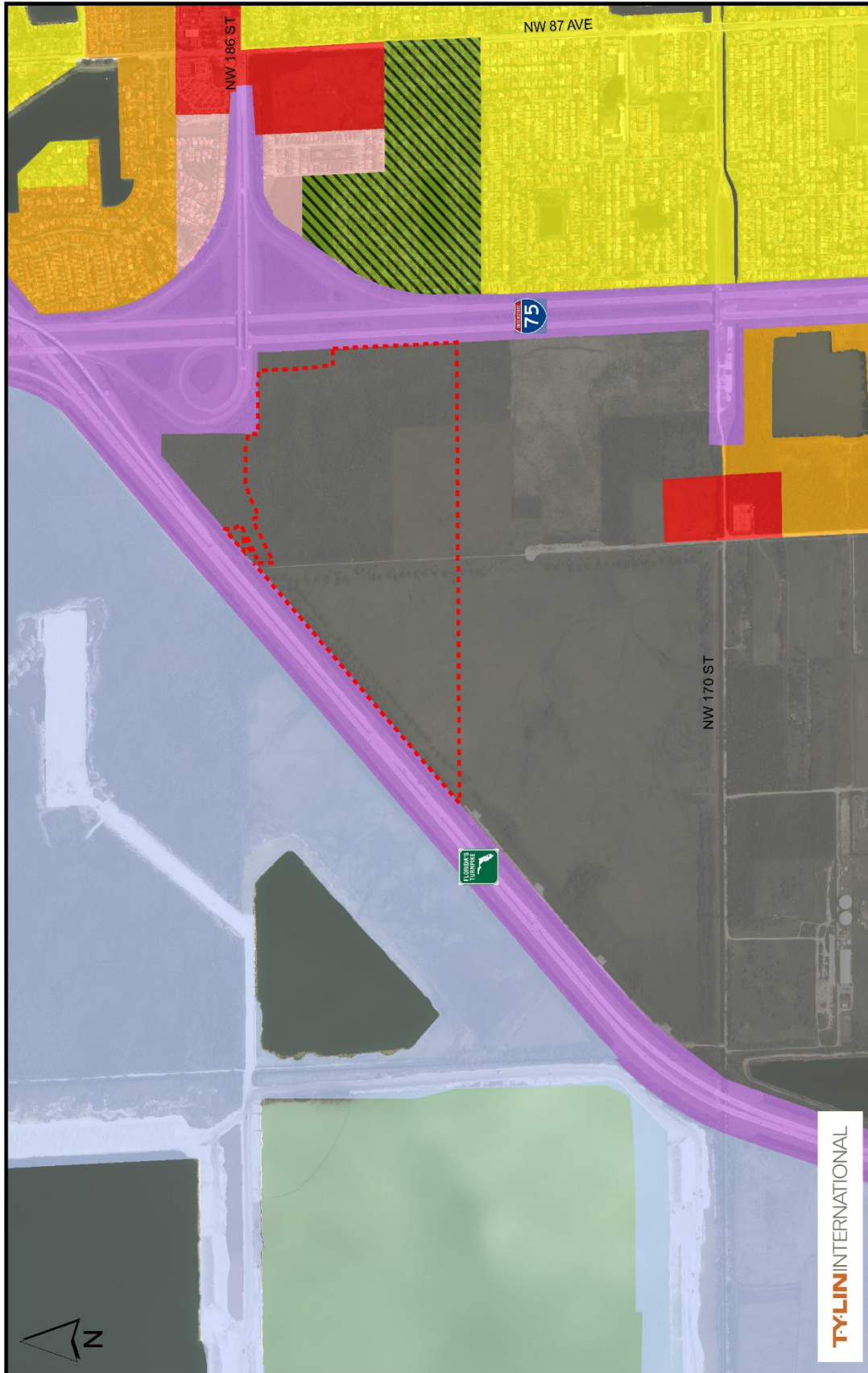


Map C  
Topographic Map  
American Dream  
October 2015





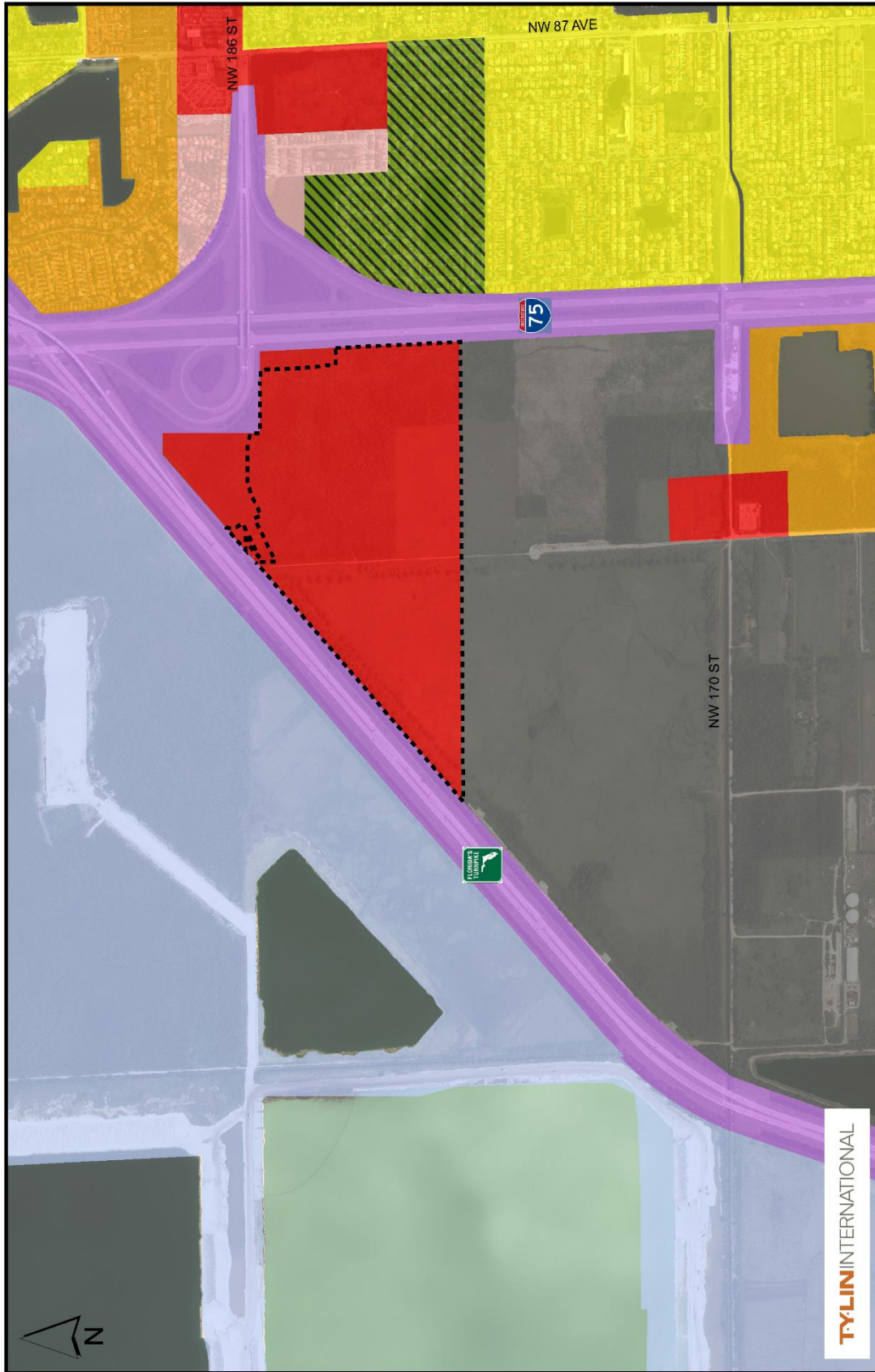




Map D-2  
Adopted Future Land Use Map  
American Dream Miami  
October 2015

- Legend** Source: Adopted 2020-2030 Miami-Dade County Comprehensive Development Master Plan
- Site Boundary
  - Future Land Use
    - LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6-13 DU/AC
    - INDUSTRIAL AND OFFICE
    - ESTATE DENSITY RESIDENTIAL (ONE DENSITY INCREASE)
    - LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
    - OFFICE/RESIDENTIAL
    - OPEN LAND
    - TRANSPORTATION (ROW, RAIL, METRO RAIL, ETC.)





**Legend**

- Site Boundary
- Proposed Future Land Use
- ESTATE DENSITY RESIDENTIAL (ONE DENSITY INCREASE)

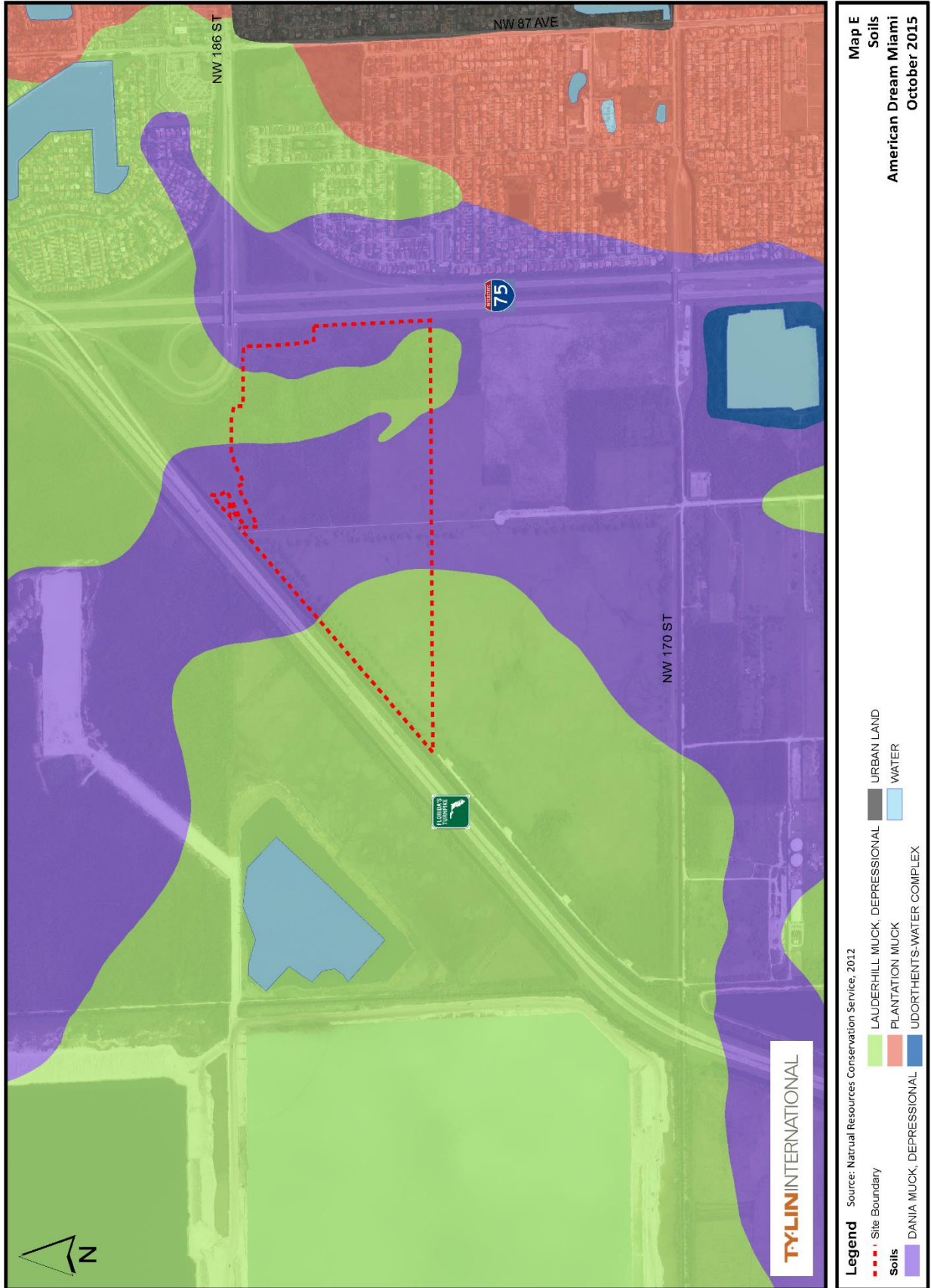
- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6-13 DU/AC
- INDUSTRIAL AND OFFICE

- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- OPEN LAND

- TRANSPORTATION (ROW, RAIL, METRO RAIL, ETC.)

**Map D-3**  
**Proposed Future Land Use Map**  
**American Dream Miami**  
**October 2015**









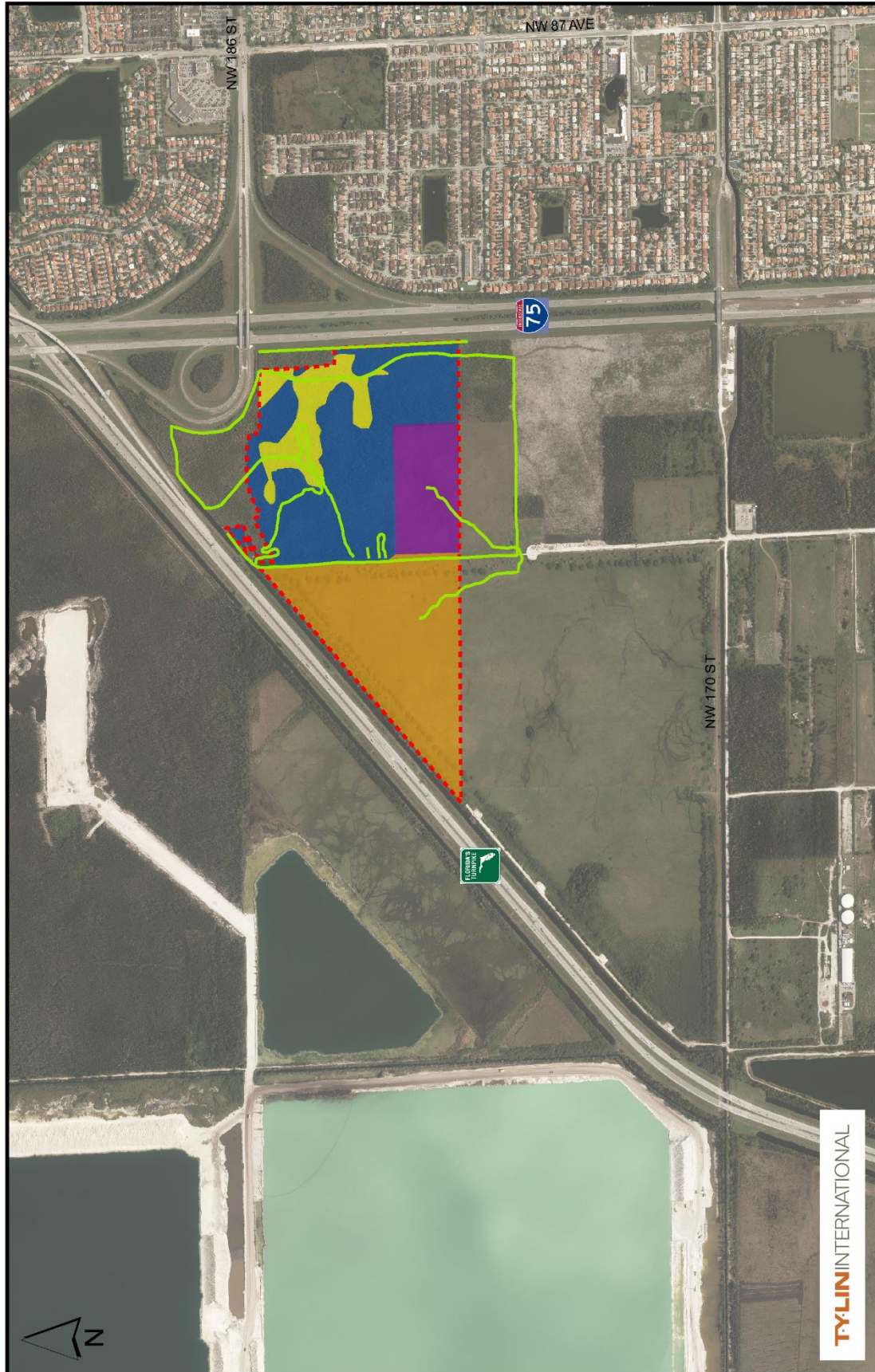
**Legend**

- Site Boundary
- Vegetation
  - 211 IMPROVED PASTURES
  - 439 OTHER HARDWOODS
  - 619 EXOTIC WETLAND HARDWOODS
  - 631 WETLAND SCRUB
  - 641 FRESHWATER MARSHES

Source: TY Lin International, Oct. 2015

**Map F**  
Vegetation  
American Dream Miami  
October 2015





TYLIN INTERNATIONAL

**Legend**

Walking Transects

Site Boundary

**Vegetation**

211 IMPROVED PASTURES

439 OTHER HARDWOODS

619 EXOTIC WETLAND HARDWOODS

631 WETLAND SCRUB

641 FRESHWATER MARSHES

Source: TY Lin International, Oct. 2015

Map G

Transects Map

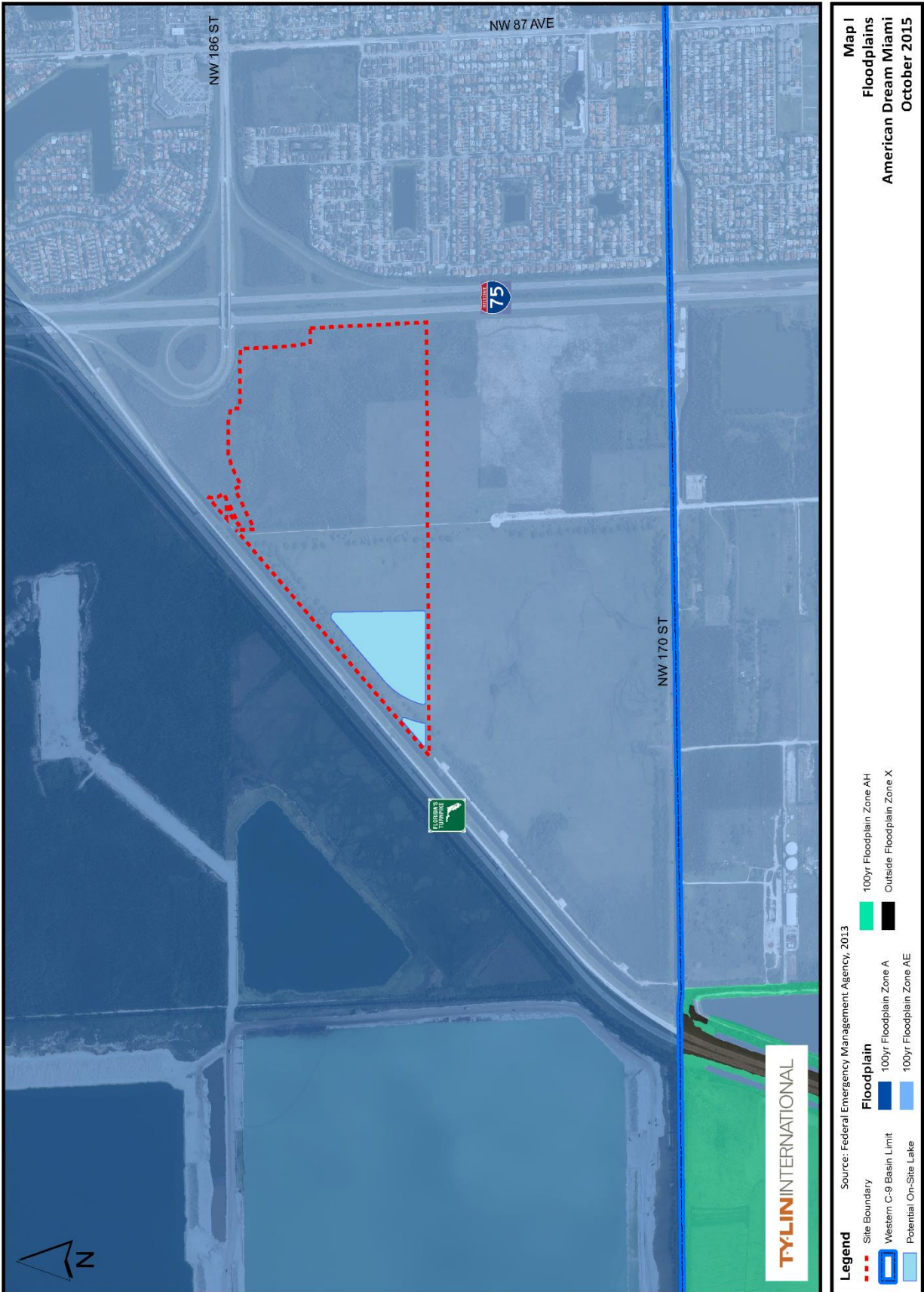
American Dream Miami

October 2015

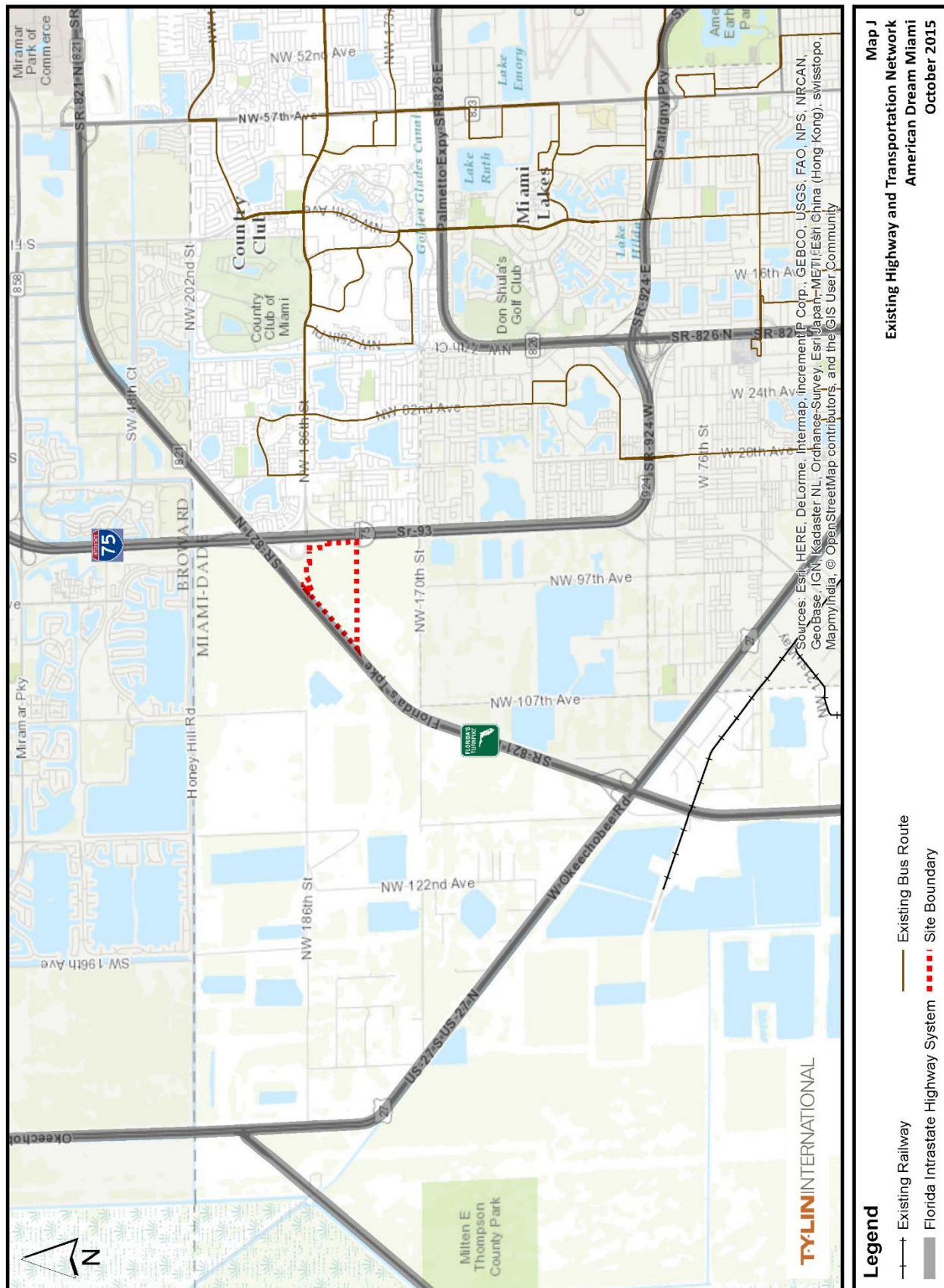














**QUESTION 10 - GENERAL PROJECT DESCRIPTION**

**Part 1 Specific Project Description**

- A. Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five years), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.**

The American Dream Miami development is proposed by International Atlantic LLC, whose principals are the owners and operators of the largest mixed use entertainment complexes in the world including Mall of America in Minneapolis, the West Edmonton Mall, and American Dream in the New York Metropolitan area. The Applicant and Developer for the project is International Atlantic LLC. This development is a large scale multi-faceted venue completely unique to South Florida. With a myriad of entertainment and retail uses housed in over 6M square feet including resort hotels, an amusement park, a water park, an indoor ski facility, a recreational lake, and a many other attractions, it is planned to be the largest facility of this kind in the United States. The development sits on a triangular 174.827 acre site on the southwest corner of the intersection of Interstate 75 and the Florida Turnpike in Miami-Dade County. This location makes it an ideal site for a regional attraction of this kind catering to local and regional shoppers and tourists in Florida and abroad.

The following table 10-1 contains a description of the planned program for the facility. **It should be noted that these figures are conceptual and that the final layouts for implementation are subject to change.**

Table 10-1 contains the overall program for development:

<b>American Dream Miami Program</b>	
1. Retail (sf)	3,500,000
2. Entertainment (sf)	1,500,000
3. Common Area/Back of House (sf)	1,200,000
Sub Total:	6,200,000
4. Hotel (rooms)	2,000

Table 10-1: Breakdown of Development Program.

The following figure 10-1 demonstrates the site location and the preliminary site layout (subject to change).



## AMERICAN DREAM MIAMI



Figure 10-1: American Dream Miami Development Location

The development schedule is to begin construction permitting in 2016 and ground breaking anticipated for early 2017. The project is anticipated to be built in one phase as a complete facility and projected completion is late 2019.

- B. Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level III of The Florida Land Use and Cover Classification System: A Technical Report (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the preapplication conference.**

The existing land use on the site is "Vacant", with "Agricultural" as the primary use on neighboring properties, see Map D. The approved future land use on the CDMP is "Industrial and Office", see Map D2.





The proposed amendment will be to change the Land Use designation to “Business and Office” which allows for a development with the proposed characteristics, see map D3.

**C. Briefly describe previous and existing activities on site. Identify any constraints or special planning considerations that these previous activities have with respect to the proposed development.**

The site is currently vacant and used for minor agricultural uses in certain areas. No special planning considerations are anticipated nor are any constraints identified for the development with respect to previous activities.

**D. If the development is proposed to contain a shopping center, describe the primary and secondary trade areas which the proposed shopping center will serve.**

The development will contain approximately 3.5M square feet of retail shopping. The primary trade area that the proposed retail components of the project will serve are local and regional shoppers. Due to the size of this retail development, its proximity to the interstate and turnpike, and its location at the Miami-Dade and Broward Countyline, the primary trade area will encompass all of South Florida.

The secondary trade area are regional tourist traveling to Miami to this destination and others.

**E. Describe, in general terms, how the demand for this project was determined.**

The demand for this project are based upon a proprietary Market Study prepared by Goodkin Consulting in 2015 for the Applicant.

**F. Describe, in general terms, the Development Costs.**

International Atlantic, LLC estimates that it will cost a total of \$4.0 billion to develop American Dream Miami, including \$3.2 million in terms of hard costs (materials and labor) and \$800.0 million for soft costs including architectural and engineering fees, building permit and impact fees, project overhead, promotional costs, leasing commissions, etc. The above estimate of project costs does not include the moneys that may need to be expended for off-site infrastructure improvements that may be required to support that project. Cost estimates for such off-site improvements are currently not available.

As indicated above, the estimate of soft costs includes the impact fees that project will need to pay for roads, police and fire. Utilizing Miami-Dade County’s impact fee schedule and assuming the total of 6.2 million square feet of retail and entertainment are considered retail space for the purpose of calculating impact fees, it is estimated that road impact fees in excess of \$110.0 million will potentially need to be paid. The impact fees





paid for fire and police may potentially equal \$3.35 million and \$2.83 million, respectively. However, the actual amount that will be paid will be dependent on the extent to which the project receives credits for infrastructure improvements, if any, that are directly funded by International Atlantic, LLC.

Based on the County's current building permit fee schedule, it is further estimated that the proposed project will need to pay \$895,280 in general building permit fees. Additional trade-related building permit fees will need to be paid by roofing, plumbing, electrical, structural and mechanical contractors involved in building the project. However, the plans for the project are not sufficiently detailed at this time to allow estimates of these trade-related building permit fees to be formulated with specificity. The plans for the project are also not sufficiently detailed at this time to estimate the amounts that will need to pay in water and sewer connection fees.





# AMERICAN DREAM MIAMI

## EXISTING AND PROPOSED LAND USES

PHASE	NON-RESIDENTIAL (Specify by CH 28-24 F.A.C. Land Use Type)		RESIDENTIAL				OTHER (Separate column for ROW, Open Space, Drainage, etc.)	TOTAL	
	ACRES (Approx., Site Plan under development)	GSF/UNITS	ACRES	D.U.	NET (1) DENSITY	GROSS(1) DENSITY	ACRES (Open Space, RW, Drainage, etc.)	ACRES	D.U./GSF
<b>Existing (Vacant Land)</b>	<b>174.827</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174.827</b>	<b>174.827</b>	<b>0</b>
<b>Proposed Project</b>								<b>174.827</b>	
Retail (28-24.012 F.A.C.)	<b>50</b>	<b>3,500,000 SF</b>							
Entertainment (28-24.016 F.A.C.)	<b>20</b>	<b>1,500,000 SF</b>							
Common Area/Back of House (28-24.012 F.A.C.)	<b>10</b>	<b>1,200,000 SF</b>							
Hotel (28-24.026 F.A.C.)	<b>7</b>	<b>2000 Units</b>							
Open Space/ Parking/ Interior Roadways/ Drainage/ etc.							<b>84.19</b>		
<b>Total</b>								<b>174.827</b>	

(1) Definitions of net and gross densities to be provided at the preapplication conference



**Part 2 Consistency with Comprehensive Plans**

- A. Demonstrate how the proposed project is consistent with the local comprehensive plan and land development regulations. Indicate whether the proposed project will require an amendment to the adopted local comprehensive plan, including the capital improvements element. If so, please describe the necessary changes.**

Please refer to the CDMP Application Document.

- B. Describe how the proposed development will meet goals and policies contained in the appropriate Regional Comprehensive Policy Plan.**

Approval of the American Dream Miami will be consistent with the following goals and policies of the Strategic Regional Policy Plan for South Florida (SRPP):

- Goal 2 of the SRPP (page 24) encourages the increase of employment opportunities. American Dream Miami will increase employment opportunities for the nearby residential community and South Florida.
- Goal 4 of the SRPP (page 29) seeks to ensure the adequacy of public services and facilities. The Applicant understands that both water and sewer connections are available adjacent to the site. As to potable water, the Miami-Dade CDMP Amendments Planning Considerations Reports for the November 2014 and May 2015 Cycles state that all of the County's water treatment plants are currently operating within the LOS standards. This application should not have a significant impact. The same report addresses sewer capacity but warns that since some areas are at or close to capacity, DERM addresses the availability of water and sewer service on a case by case basis. Although the Applicant does not anticipate that the approval of this application will result in a deficiency in the LOS, the Applicant will work with DERM to address any potential concerns. In addition, the Applicant is coordinating with the Police and Fire Departments to ensure service to the development.
- Policy 11.2 of the SRPP (page 62) encourages development of mixed land uses and activities within communities to foster more balanced and energy-efficient development pattern, which are characterized by appropriate density, diverse economic, employment, and housing opportunities, and public transportation access. American Dream Miami will feature a well-integrated mix of entertainment, retail and hotels adjacent to a residential neighborhood that will create a more balanced and energy-efficient development pattern in this area of Miami-Dade County.





- Policy 12.3 of the SRPP (page 66) discourages the expansion of urban services into former agricultural areas except where the expansion is necessary to accommodate projected population growth and when the proposed densities will be sufficient to support public transportation. The Property was brought into the Urban Development Boundary in 2006. Development of the lands has been under consideration for the past 10 years. Development of the land will represent an orderly expansion of the urban pattern. American Dream Miami and the growth it precipitates will be of a sufficient density to support public transportation.
- Policy 12.4 of the SRPP (page 66) provides that, should land be converted from agriculture to urban uses, local governments should discourage sprawl patterns of development and require urban design and density necessary to support pedestrian-orientation, public transportation, and the efficient provision of other infrastructure. American Dream Miami has been designed in a manner that is dense, with a mixing of entertainment, retail, and resort hotels. The proposed development represents an orderly progression of the urban pattern. American Dream Miami will also employ current and future infrastructure in an efficient manner.

**C. Describe how the proposed development will meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and agriculture.**

Approval of the American Dream Miami will be consistent with the following goals and policies of the State Comprehensive Plan:

- The Water Resources goal requires the continued availability of an adequate supply of water for all competing uses. The approval of the American Dream Miami will not have a measurable negative impact on the availability and quality of water resources in Miami-Dade County.
- The Natural Systems and Recreational Lands goal requires the protection of wetlands, tropical hardwood hammocks, etc. The American Dream Miami will not result in unmitigated damage to or the destruction of any of these important natural systems.
- The Land Use goal requires that developments shall be directed to areas that have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner. The American Dream Miami is immediately adjacent to currently existing urban infrastructure and may require new infrastructure that





## AMERICAN DREAM MIAMI

will be coordinated with the appropriate agencies. The development will not pose a risk to environmentally sensitive lands.

- The Transportation goal encourages the integration of various transportation modes. The American Dream Miami is located at the intersection of HEFT and I-75. These significant regional roadways will provide personal automobile and mass transit bus transportation opportunities.
- The Agriculture goal requires the State to maintain and encourage the continued health of the agriculture industry. The American Dream Miami property, located immediately adjacent to existing dense urban development, is not conducive to long-term agricultural uses.
- The Tourism goal seeks to support efforts to increase tourist-related economies. American Dream Miami is designed to serve the entertainment and retail needs of both South Florida residents and tourists.
- The Economy and Employment goals seek to maximize job opportunities. American Dream Miami will create a significant number of jobs.





**Part 3 Demographic and Employment Information**

**A. Complete the following Demographic and Employment Information tables.**

American Dream Miami will include no residential uses; accordingly, Table 10.3.1 has not been prepared. Table 10.3.2, immediately below, provides information on the estimated employment at the project both during the period in which it is being developed and on a permanent basis after construction is completed. For the purpose of this table, construction employment is expressed in terms of the total number of worker-years of employment that will be required to complete the proposed project during the three-year period in which it will be constructed in its entirety, which is assumed to extend from 2017 to late 2019. The estimate of permanent employment represents the number of workers that will be employed on-site annually on a full-time equivalent (FTE) basis in its first full year of operations, which is assumed to be 2020. However, it is likely that more people will work on-site annually than the number of FTE's shown because part-time workers comprise significant percentages of the people employed in the retail, food and beverage, entertainment and hospitality industry sectors. The table further assumes that all the construction workers as well as all the FTE's employed on a permanent basis annually will earn wages and salaries at or above minimum wage which currently equates to \$16,744 in the State of Florida for workers who record 40 hours a week for 52 weeks a year.

<b>Table 10.3.2</b> <b>Estimated Employment by Income Range</b> <b>American Dream Miami</b> <b>(2014 Dollars)</b>							
Type of Employment	\$16,744 – \$19,999**	\$20,000 – \$24,999	\$25,000 – \$29,999	\$30,000 – \$34,999	\$35,000 – \$39,999	\$40,000 or more	Total
Construction***	150	100	173	400	500	21,700	23,023
Permanent ****	4,677	4,563	2,419	1,396	387	1,088	14,530
** \$16,744 equates to the annual earnings of minimum wage worker in Florida who works 40 hours a week for 52 weeks. *** Total worker years over the three-year period in which construction of the project occurs. **** Full-time equivalents on an annual basis.  Source: International Atlantic, LLC; Annual Census of Employment and Wages for Miami-Dade County, 2014; Miami Economic Associates, Inc.							

The above estimate of workers-years of construction employment assumes that it will cost \$3.2 billion to construct American Dream Miami in terms of hard costs (material and labor). This figure does not include the cost of off-site infrastructure improvements that may be required but for which no estimates are currently available. It further assumes that 45 percent of the stated



## AMERICAN DREAM MIAMI

amount, or \$1.44 billion will be expended in the form of wages and salaries with the remainder being spent on materials. Finally, it assumes that the average construction worker building a non-residential project in Miami-Dade County will earn \$62,545. This figure is consistent with the data shown for NAICS Code 2362 in the Annual Census of Employment and Wages for Miami-Dade County for 2014, which is the most current annual wage data issued by the Florida Department of Economic Opportunity.

The above estimate of the number of FTE's that will be employed at the American Dream Miami on an annual basis assumes that all but 20,000 of the 3.5 million square feet of retail space will house 2.5 employees per 1,000 square feet, a ratio consistent with industry averages for high-volume retail facilities. A ratio of 4 employees per 1,000 square feet was assumed for the 20,000 square feet of retail space that is expected to be occupied by banks (NAICS code 522). In the absence of data from facilities comparable to the 1.5 million square feet of entertainment space, the ratio of 2.5 employees per 1,000 square feet was also applied to that use. Employment for the proposed hotels was estimated at 0.75 workers per room. This figure is also consistent with industry averages for full-service lodging units, which is the type being proposed. Finally, based on discussions with a representative of the Applicant, it was assumed that approximately 500 people would be employed at American Dream Miami in facility support services (NAICS Code 5612) to operate the entertainment retail, itself. This portion of the on-site workforce will include property management, leasing and promotional personnel as well as maintenance, security and janitorial personnel and parking attendants. The table below shows the distribution of permanent FTE's by NAICS Code as well as the average earnings of the workers in each NAICS Code based on data contained in the Annual Census of Employment and Wages for Miami-Dade County in 2014.

<b>Distribution of Permanent Workforce FTE's By Industry Sector and NAICS Code American Dream Miami</b>			
<b>Industry Sector</b>	<b>NAICS Code</b>	<b>Employees (FTE's)</b>	<b>Average Annual Earnings</b>
Retail Space			
Furniture and Home Furnishings	442	375	\$34,696
Electronics and Appliances	443	250	\$40,547
Specialty Food Stores	4452	125	\$24,025
Health and Personal Care	446	250	\$33,350
Clothing	4481	2,500	\$21,961
Shoes	4482	625	\$20,628
Jewelry, Leather Goods and Luggage	4483	250	\$39,568
Sports, Hobbies, Musical Instruments, Books	451	175	\$21,479
Department Stores	4521	2,875	\$21,377





## AMERICAN DREAM MIAMI

Miscellaneous Store Retailers	453	125	\$30,614
Credit intermediaries (Banks)	522	80	\$79,248
Fitness Center	7139	112	\$23,350
Food and Beverage	722	850	\$21,561
Personal Services	8121	188	\$24,677
Subtotal		8,780	
Entertainment Space	713	3,750	\$25,374
Hotels	7211	1,500	\$32,775
Facilities Support Services	5612	500	\$32,324
Total		14,530	

Source: Annual Census of Employment and Wages for Miami-Dade County, 2014; Miami Economic Associates, Inc.

With respect to the average wage information provided above, two points should be noted, as follows:

- The distribution of employment by NAICS code for retail space is based on a review of the tenant mix at the Mall of Americas in the Minneapolis/St. Paul metropolitan area, which was developed by the Applicant, and the Aventura Mall. It is provided for illustrative purposes; however, the actual distribution once American Dream Miami commences operations may be different and the variances could be significant.
- The Annual Census of Employment and Wages does not account for gratuity income of food and beverage workers, personal service workers, parking attendants, etc.
- The average figure takes into account the earnings full-time workers as well as that portion of part-time workers who are eligible for unemployment insurance. The inclusion of part-time workers probably understates the incomes of FTE's.



**Part 4 Impact Summary**

**A. Summarize the impacts this project will have on natural resources.**

Questions 12 to 16 address the projects impacts and mitigation strategies for addressing vegetation, wildlife, wetlands, water resources, soils, and floodplain considerations. At this time there are no net negative impacts anticipated.

**B. Summarize public facility capital costs associated with project impacts using the following table:**

**PUBLIC FACILITY IMPACTS (1)**

TABLE 10.6 PUBLIC FACILITIES CAPITAL COSTS		
Facility	Total Capital Costs	Responsible Entity
Transportation (External)	Fair Share cost to be determined	State of Florida, Miami-Dade County
Wastewater	Equal to connection charges collected.	Miami-Dade Water & Sewer
Potable Water		
Recreation/Open Space	None anticipated	Miami-Dade County
Education	None anticipated	Miami-Dade County Public Schools
Source: The Curtis Group		

Exhibit 11-A





**QUESTION 11 - REVENUE GENERATION SUMMARY**

- A. Project the funds anticipated to be generated by the project. This projection should include any source or use of funds which could have any reasonable connection to the proposed development.**

Exhibit 11A attached is a needs and economic analysis performed by Miami Economics Associates, Inc. to be submitted on December 15, 2015 and includes a revenue generation study performed by Munilytics dated October 5, 2015. The Subsequent questions are addressed in the attached studies.

- 1. Make the following projections by year, including the first and last year in which any construction and/or development takes place:**

- (a) Yearly ad valorem tax receipts**
- (b) Yearly impact fees collected**
- (c) Yearly sales tax received by local government**
- (d) Yearly gasoline tax received by local government**
- (e) Yearly projections of any other funds by any other sources generated as a result of development of the proposed project within the region**

- 2. List all assumptions used to derive the above projections and estimates, show the methodologies used and describe the generally accepted accounting principles used in all assumptions, estimates and projections.**



December 14, 2015

Mr. Jack Osterholt  
Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
Miami, Florida

**Re: Application to Amend the Miami-Dade County CDMP  
Filed by International Atlantic, LLC  
November 2015 Cycle**

Dear Mr. Osterholt:

Miami Economic Associates, Inc. (MEAI) has analyzed the above-captioned application to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) in order to evaluate whether its request to re-designate approximately 194.5 gross acres of land in northwestern portion of Miami-Dade County from Industrial and Office to Business and Office merits approval. The property referenced by the application is located east of the Homestead Extension of Florida's Turnpike (HEFT) and west of Interstate 75 and extends from NW 180<sup>th</sup> Street northward to the intersection of the Interstate and the HEFT. The purpose of the proposed amendment is to allow for the development of a proposed project, to be known as the American Dream Miami, that will be comprised of 3.5 million square feet of retail space, 1.5 million square feet of entertainment space and 2,000 hotel rooms together with common areas, parking facilities and "back of the house" spaces.

The analysis contained in this report was undertaken in accordance with CDMP Land Use Policy 8E that states in part that applications requesting to amend the CDMP Land Use Map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements (of the CDMP) and other timely issues. It also enumerates other factors that should be considered including "the extent to which the proposal if approved would satisfy a deficiency in the Plan Map to accommodate projected population or economic growth of the County." In this regard, we also considered CDMP Land Use Policy LU-8F which states in part that "the adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB."

The purpose of this letter report is to apprise you of the findings of our analysis.

**6861 S.W. 89<sup>th</sup> Terrace    Miami, Florida 33156**  
**Tel: (305) 669-0229    Fax: (866) 496-6107    Email: meaink@bellsouth.net**



Mr. Jack Osterholt, Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
December 14, 2015  
Page 2

### Summary of Findings

MEAI believes that the subject application should be approved based on the following findings of our analysis:

- The Applicant, International Atlantic, LLC, is an affiliate of Triple Five Worldwide, a development company with offices in the United States, Canada and elsewhere globally that develops and operates mega shopping and entertainment complexes. Its projects include the world-renowned Mall of the Americas in the Minneapolis/St. Paul metropolitan area and the West Edmonton Mall in Alberta, Canada. The former is the largest mall in the United States while the latter is the largest mall in North America. Triple Five is currently developing a project which will be known as the American Dream New York adjacent to Met Life Stadium in the Meadowlands area of northern New Jersey. When completed, that project, which is scheduled to open in late 2016, is expected to attract 40 million visitors annually from throughout the New York Metropolitan Area and will essentially be a prototype for American Dream Miami project.
- As discussed above, American Dream Miami project will contain 3.5 million square feet of retail space, 1.5 million square feet of entertainment space, 2000 hotel rooms as well as common areas, parking and "back of the house" space. The proposed retail space is expected to include four to six department store anchors that will occupy approximately one-third of the the total retail space. The retail space will also contain approximately 340,000 square feet of food and beverage space and in-line shops offering a wide range of shoppers goods including apparel, furniture and home furnishings, electronics, health and beauty products, jewelry and accessories, sporting goods, luggage, specialty food products, etc. Personal service establishment such as hair and nail salons will also be represented in the tenant mix. Preliminary plans for the proeject indicate that the entertainment space will include a number of indoor facilities including a ski slope, an ice skating rink, a water park, a sea lion habitat, a theme park and a miniature golf course as well as a theater for live theatrical and performing arts performances and a multi-screen cinema. Other entertainment venues may include an observation (ferris) wheel and a submarine pool. The Applicant proposes develop the project in one phase and is expecting it to open in late 2019, assuming a ground breaking in early 2017.

According to information provided to MEAI by the Applicant, the project is expected to attract in excess of 30 million visitors annually and record in excess of \$1.5 billion in sales revenue. It is anticipated that more than half of the patrons will be tourists to South Florida from both domestic and international points of origin. The project's proximity to both Miami Internation Airport and Fort Lauderdale Hollywood International Airport will be an asset in this regard. These tourists are expected to account for more than half the sales at American Dream Miami. It is anticipated that they will also spend significant amounts of money off-site during their visit to South Florida. Accordingly, they will infuse significant amounts of money from outside the area into South Florida economy generally and Miami-Dade County, specifically. The

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Mr. Jack Osterholt, Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
December 14, 2015  
Page 3

remainder of the visitors to American Dream Miami will be drawn from throughout Miami-Dade and Broward Counties, with greatest number being likely living in northern Miami-Dade County and southern Broward County.

- Review of the preliminary site plan for the American Dream Miami indicates that the project as proposed will require the entirety of the approximately 194.5 acres that are the subject of the application filed on behalf of International Atlantic LLC. According to data compiled by the Planning Division of the Miami-Dade County Department of Regulatory and Economic Resources in December, 2015, there are currently 2,463.0 vacant acres of land designated for commercial uses countywide including retail and office development. Of that total, 734.3 vacant commercial acres are located in the Northern Planning Tier, including 211.1 acres in MSA 3.1. The data further shows that only six of the County's 30 urbanized MSA's currently have more than 194.5 vacant commercial acres. In addition to MSA 3.1, they include MSA's 2.3, 3.2, 6.2, 7.4 and 7.5.

Review of the County's current land use map in conjunction with the County Property Appraiser's website shows that there no individual vacant parcels or assemblages of vacant parcels in MSA 3.1 or the other five MSA's enumerated above that are comprised of as many as 194.5 acres. Further, there are no large vacant parcels or assemblages of parcels that have access to highways comparable to the proposed site, given its location between the HEFT and Interstate 75. The proposed site's excellent highway access is critical for American Dream Miami to be able to accommodate more than 30 million visitors on a yearly basis.

Accordingly, MEAI believes that the proposed re-designation of the proposed site of the American Dream Miami from Industrial and Office to Business and Office is merited. It will satisfy a deficiency of the County's Plan Map appropriate to the proposed use --- that is, a lack of large commercial sites with excellent highway access. In so doing, it will enable the development of a project which will enhance Miami-Dade County as a tourism destination and result in the infusion of significant amounts of outside money into the County's economy. As will be discussed further below, the project is expected to employ more than 14,500 people annually on a full-time equivalent basis and be highly beneficial fiscally to Miami-Dade County and the other governmental jurisdictions in which it is located.

- MEAI recognizes that re-designation of the American Dream Miami site will reduce the amount of vacant designated for industrial and Office use in Miami-Dade County overall as well as the County's Northern Planning Tier and MSA 3.1. In this regard, the following points are noted:
  - According to data compiled by the Planning Division of the Miami-Dade County Department of Regulatory and Economic Resources in December, 2015, there are currently 3,766.8 acres of vacant land designated for Industrial and Office use in Miami-Dade County. That information further estimates that the land so-designated throughout the County is being absorbed at a rate of 158.14 acres

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per year, which means that the vacant acreage would not be fully depleted until approximately 2040, or ten years after the County's current planning horizon of 2030. Re-designation of the approximately 194.5 acres proposed as the site of the American Dream Mall would only shorten the countywide depletion period by 1.23 years, or to 2038. Further, if both the subject application and an application also submitted in the November 2015 Cycle by The Graham Companies with respect to 339 acres immediately south of the American Dream Miami site are adopted, the result would be the re-designation of a total of 533.5 acres from Industrial and Office to Business and Office use. MEAI estimates that even in that case, the remaining supply of vacant land designated for Industrial and Office use would not be depleted until approximately 3036, or 6 years beyond the current 2030 planning horizon.<sup>1</sup>

- The data referenced in the preceding paragraph further shows that there are a total of 1,626.7 vacant acres of land designated for Industrial and Office use in the County's Northern Planning Tier. Approximately 85 percent of them, 1,381.8 acres, are in MSA 3.1, which also comprises the western sub-tier of the Northern Planning Tier. All but 5.5 of the remaining 244.9 vacant acres in the Northern Planning Tier are located in MSA 2.4. The data compiled by the Planning Division indicates that at a total of 31.83 acres of land designated for Industrial and Office use are absorbed annually in the Northern Planning Tier, including 16.08 acres in MSA 3.1. On this basis, the supply of vacant land designated for Industrial and Office use in the Northern Tier would not be fully depleted for more than 50 years while that in MSA 3.1 for nearly 86 acres. In both instances the depletion period would be well beyond the County's current planning horizon in 2030. Accordingly, even if both the subject application and the one filed by The Graham Companies are approved, resulting in the reduction of 533.5 acres from the supply of vacant land designated for Industrial and Office use, the remaining supply of land so-designated in the Northern Planning Tier and MSA 3.1 would still not be depleted until well beyond 2030.
- Finally, MEAI recognizes that development of the American Dream Miami site with industrial and office uses could ultimately infuse money into the economy of Miami-Dade County. However, even if it does, it is unlikely to do so in as great an amount as the proposed mall will. MEAI also anticipates that the impact of American Dream Miami will be realized more quickly since it will be developed in a single phase that is expected to be completed by late 2019. Development of the site with industrial uses will occur on a phased basis over a number of years that are likely to extend well beyond 2019.
- As discussed above, applications to amend the CDMP Land Use Map shall be

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<sup>1</sup> While The Graham Companies are seeking to have 339 acres re-designated to Business and Office Use, they plan to still develop significant amounts of office and industrial space on their property. However, that space will be developed in combination with hospitality, retail and residential uses as part of Employment Center rather than on a stand-alone basis.



per year, which means that the vacant acreage would not be fully depleted until approximately 2040, or ten years after the County's current planning horizon of 2030. Re-designation of the approximately 194.5 acres proposed as the site of the American Dream Mall would only shorten the countywide depletion period by 1.23 years, or to 2038. Further, if both the subject application and an application also submitted in the November 2015 Cycle by The Graham Companies with respect to 339 acres immediately south of the American Dream Miami site are adopted, the result would be the re-designation of a total of 533.5 acres from Industrial and Office to Business and Office use. MEAI estimates that even in that case, the remaining supply of vacant land designated for Industrial and Office use would not be depleted until approximately 3036, or 6 years beyond the current 2030 planning horizon.<sup>1</sup>

- The data referenced in the preceding paragraph further shows that there are a total of 1,626.7 vacant acres of land designated for Industrial and Office use in the County's Northern Planning Tier. Approximately 85 percent of them, 1,381.8 acres, are in MSA 3.1, which also comprises the western sub-tier of the Northern Planning Tier. All but 5.5 of the remaining 244.9 vacant acres in the Northern Planning Tier are located in MSA 2.4. The data compiled by the Planning Division indicates that at a total of 31.83 acres of land designated for Industrial and Office use are absorbed annually in the the Northern Planning Tier, including 16.08 acres in MSA 3.1. On this basis, the supply of vacant land designated for Industrial and Office use in the Northern Tier would not be fully depleted for more than 50 years while that in MSA 3.1 for more nearly 86 acres. In both instances the depletion period would be well beyond the County's current planning horizon in 2030. Accordingly, even if both the subject application and the one filed by The Graham Companies are approved, resulting in the reduction of 533.5 acres from the supply of vacant land designated for Industrial and Office use, the remaining supply of land so-designated in the Northern Planning Tier and MSA 3,1 would still not be depleted until well beyond 2030.
  - Finally, MEAI recognizes that development of the American Dream Miami site with industrial and office uses could ultimately infuse money into the economy of Miami-Dade County. However, even if does, it is unlikely to do so in as great an amount as the proposed mall will. MEAI also anticipates that the impact of American Dream Miami will be realized more quickly since it will be developed in a single phase that is expected to be completed by late 2019. Development of the site with industrial uses will occur on a phased basis over a number of years that are likely to extend well beyond 2019.
- As discussed above, applications to amend the CDMP Land Use Map shall be

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<sup>1</sup> While The Graham Companies are seeking to have 339 acres re-designated to Business and Office Use, they plan to still develop significant amounts of office and industrial space on their property. However, that space will be developed in combination with hospitality, retail and residential uses as part of Employment Center rather than on a stand-alone basis.



evaluated based on consistency in the Goals, Objectives and Policies of all the Elements of the CDMP. In the application filed on behalf of International Atlantic, LLC, notice is made of a number of policies that the application furthers including Land Use Policies LU-1A and LU-1B which encourage high intensity urban centers to developed at locations having high countywide multimodal accessibility. As discussed above, American Dream Miami will be located between and accessible from the HEFT and Interstate 75. It will also be accessible from the proposed Palmetto Express Bus route that will that run from the intersection of Interstate 75 and NW 186<sup>th</sup> Street to the Palmetto Metrorail Station.

Of particular relevance in MEAI's opinion to American Dream Miami is Economic Policy ECO-7A, which states in part that Miami-Dade County's strategy for meeting countwide employment needs for the next several years should be to emphasize its strengths in, among other sectors, the visitor industry. American Dream Miami will provide permanent job opportunities for more 14,500 workers on a FTE basis in its first full year of operations.<sup>2</sup> MEAI estimates that these workers will earn nearly \$375.0 million annually (2014 Dollars). Appendix A, which contains supplemental materials submitted with the application to amend the CDMP, provides additional information about the permanent employees at American Dream Miami and the bases of MEAI's estimate of permanent employment. The Appendix also contains information with respect to the construction employment associated with the proposed project. Assuming the project costs \$3.2 million to construct in terms "hard" costs, it is expected that \$1.44 billion will be spent on labor. This amount would be sufficient to pay for more than 23,000 worker-years of labor at an average level of \$62,550 per year (2014 Dollars). Finally, it is noted that the Applicant is committed to providing significant employment opportunities through the County's Small Business Enterprise Architectural and Engineering program and the County's Small Business Enterprise Construction Services program.

- In addition to positively impacting the economy of Miami-Dade County, the development of American Dream Mall will be highly beneficial to the County fiscally on a non-recurring basis during the development period and on an annual recurring basis once development is completed and the project commences operations. Other governmental jurisdictions in which it will be located will also benefit fiscally from American Dream Miami, including the Miami-Dade County Public School District, the Children's Trust and the State of Florida. The materials that follow describe the fiscal benefits that the project will generate.
  - During the period in which the American Dream Mall is being developed, impact fees will be paid for roads, police and fire. Based on the proposed development program and the schedule of impact fee rates currently in effect, MEAI estimates that the road impact fees that will need to be paid will potentially total in excess of \$110.0 million. Fire impact fees in the amount of

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<sup>2</sup> The actual number of people employed at the American Dream Mall on an annually basis is likely to exceed the number of FTE's since significant percentages of workers in the retail, food and beverage, hospitality and entertainment industry sectors.



\$3.35 million and police impact fees in the amount of \$2.83 million may also be paid. The actual amount that will be paid will be dependent on the extent to which the project receives credits for infrastructure improvements that International Atlantic, LLC directly funds to support the project, if any.

In addition to impact fees, it is estimated, based on the current fee schedule, that the project will need to pay \$895,280 in general building permit fees. It will also need to pay trade-related building permit fees on the work performed by its roofing, electrical, plumbing, structural and mechanical contractors. However, at this time, the plans for the project are not sufficiently detailed to estimate those fees with specificity. There is also insufficient data available currently to estimate the amount of water and sewer connection fees that will need to be paid.

- With respect to recurring fiscal benefits, a report prepared by Munilytics, a Davie-based firm that specializes in performing fiscal impact analyses for proposed projects, conservatively estimates that American Dream Mall will add \$1.36 billion to the tax rolls of Miami-Dade County and the other jurisdictions in which the project will be located including the Miami-Dade Public School District, the Children's Trust and the State of Florida. A copy of Munilytics' report was submitted as part of the supplemental materials that accompanied the amendment application and is also provided in Appendix B. The report estimates that American Dream Miami will generate more than \$13.27 million annually in ad valorem taxes for Miami-Dade County as well as more than \$10.35 million for the Public School District and \$680,000 for the Children's Trust. The distribution of the ad valorem taxes that Miami-Dade County is expected to collect annually by fund is shown below:

<b>Fund</b>	<b>Amount</b>
General Fund	\$ 6,346,900
Debt Service Fund	\$ 612,001
Fire Fund	\$ 3,292,155
Fire Debt Service Fund	\$ 11,696
Library Fund	\$ 386,240
UMSA Fund	\$ 2,622,490
<b>Total</b>	<b>\$ 13,271,482</b>

Source: Munilytics

American Dream Miami is also expected to generate more than \$23.7 million annually in non-ad valorem revenues for Miami-Dade County as shown at the top of the next page:



Mr. Jack Osterholt, Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
December 14, 2015  
Page 7

Revenue Source	Amount
Franchise Fees and Utility Taxes	\$ 1,637,338
Stormwater Fees	\$ 183,953
Communication Service Tax	\$ 228,739
Local Option Sales Tax	\$ 16,009,000
Tourism Tax	\$ 4,599,000
Business Tax Receipts	\$ 13,233
Annual Water & Sewer Utility Profit	\$ 1,032,662
<b>Total</b>	<b>\$ 23,703,915</b>

Source: Munilytics

American Dream Miami is also expected to generate more than \$79.3 million annually in sales tax revenue once it commences operations. Sales tax will also need to be paid on at least a portion of the \$1.76 billion spent on materials used to construct the project; however, there is insufficient data currently available to estimate that amount.

### Closing

In summary, MEAI believes that the CDMP application filed by International Atlantic, LLC should be approved because it will satisfy a deficiency on the Plan Map, thereby enabling American Dream Miami to be developed. Development of the project will be highly beneficial to Miami-Dade County economically and fiscally.

Sincerely,  
Miami Economic Associates, Inc.



Andrew Dolkart  
President

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**



## **Appendix A**



### Question 10, Part 3

American Dream Miami will include no residential uses; accordingly, Table 10.3.1 has not been prepared. Table 10.3.2, immediately below, provides information on the estimated employment at the project both during the period in which it is being developed and on a permanent basis after construction is completed. For the purpose of this table, construction employment is expressed in terms of the total number of worker-years of employment that will be required to complete the proposed project during the three-year period in which it will be constructed in its entirety, which is assumed to extend from 2017 to late 2019. The estimate of permanent employment represents the number of workers that will be employed on-site annually on a full-time equivalent (FTE) basis in its first full year of operations, which is assumed to be 2020. However, it is likely that more people will work on-site annually than the number of FTE's shown because part-time workers comprise significant percentages of the people employed in the retail, food and beverage, entertainment and hospitality industry sectors. The table further assumes that all the construction workers as well as all the FTE's employed on a permanent basis annually will earn wages and salaries at or above minimum wage which currently equates to \$16,744 in the State of Florida for workers who record 40 hours a week for 52 weeks a year.

<b>Table 10.3.2</b> <b>Estimated Employment by Income Range</b> <b>American Dream Miami</b> (2014 Dollars)							
<b>Type of Employment</b>	<b>\$16,744 – \$19,999**</b>	<b>\$20,000 – \$24,999</b>	<b>\$25,000 – \$29,999</b>	<b>\$30,000 – \$34,999</b>	<b>\$35,000 – \$39,999</b>	<b>\$40,000 or more</b>	<b>Total</b>
Construction***	150	100	173	400	500	21,700	23,023
Permanent ****	4,677	4,563	2,419	1,396	387	1,088	14,530
** \$16,744 equates to the annual earnings of minimum wage worker in Florida who works 40 hours a week for 52 weeks. *** Total worker years over the three-year period in which construction of the project occurs. **** Full-time equivalents on an annual basis.							
Source: International Atlantic, LLC; Annual Census of Employment and Wages for Miami-Dade County, 2014; Miami Economic Associates, Inc.							

The above estimate of workers-years of construction employment assumes that it will cost \$3.2 billion to construct American Dream Miami in terms of hard costs (material and labor). This figure does not include the cost of off-site infrastructure improvements that may be required but for which no estimates are currently available. It further assumes that 45 percent of the stated amount, or \$1.44 billion will be expended in the form of wages and salaries with the remainder being spent on materials. Finally, it assumes that the average construction worker building a non-residential project in Miami-Dade County will earn \$62,545. This figure is consistent with the data shown for NAICS Code 2362 in the Annual Census of Employment and Wages for Miami-Dade County for 2014, which is the most current annual wage data issued by the Florida Department of Economic Opportunity.

The above estimate of the number of FTE's that will be employed at the American Dream Miami on an annual basis assumes that all but 20,000 of the 3.5 million square feet of retail space will house 2.5 employees per 1,000 square feet, a ratio consistent with industry averages for high-volume retail facilities. A ratio of 4 employees per 1,000 square feet was assumed for the 20,000



square feet of retail space that is expected to be occupied by banks (NAICS code 522). In the absence of data from facilities comparable to the 1.5 million square feet of entertainment space, the ratio of 2.5 employees per 1,000 square feet was also applied to that use. Employment for the proposed hotels was estimated at 0.75 workers per room. This figure is also consistent with industry averages for full-service lodging units, which is the type being proposed. Finally, based on discussions with a representative of the Applicant, it was assumed that approximately 500 people would be employed at American Dream Miami in facility support services (NAICS Code 5612) to operate the entertainment retail, itself. This portion of the on-site workforce will include property management, leasing and promotional personnel as well as maintenance, security and janitorial personnel and parking attendants. The table below shows the distribution of permanent FTE's by NAICS Code as well as the average earnings of the workers in each NAICS Code based on data contained in the Annual Census of Employment and Wages for Miami-Dade County in 2014.

<b>Distribution of Permanent Workforce FTE's</b> <b>By</b> <b>Industry Sector and NAICS Code</b> <b>American Dream Miami</b>			
<b>Industry Sector</b>	<b>NAICS Code</b>	<b>Employees (FTE's)</b>	<b>Average Annual Earnings</b>
Retail Space			
Furniture and Home Furnishings	442	375	\$34,696
Electronics and Appliances	443	250	\$40,547
Specialty Food Stores	4452	125	\$24,025
Health and Personal Care	446	250	\$33,350
Clothing	4481	2,500	\$21,961
Shoes	4482	625	\$20,628
Jewelry, Leather Goods and Luggage	4483	250	\$39,568
Sports, Hobbies, Musical Instruments, Books	451	175	\$21,479
Department Stores	4521	2,875	\$21,377
Miscellaneous Store Retailers	453	125	\$30,614
Credit intermediaries (Banks)	522	80	\$79,248
Fitness Center	7139	112	\$23,350
Food and Beverage	722	850	\$21,561
Personal Services	8121	188	\$24,677
Subtotal		8,780	
Entertainment Space	713	3,750	\$25,374
Hotels	7211	1,500	\$32,775
Facilities Support Services	5612	500	\$32,324
<b>Total</b>		<b>14,530</b>	
Source: Annual Census of Employment and Wages for Miami-Dade County, 2014; Miami Economic Associates, Inc.			



With respect to the average wage information provided above, two points should be noted, as follows:

- The distribution of employment by NAICS code for retail space is based on a review of the tenant mix at the Mall of Americas in the Minneapolis/St. Paul metropolitan area, which was developed by the Applicant, and the Aventura Mall. It is provided for illustrative purposes; however, the actual distribution once American Dream Miami commences operations may be different and the variances could be significant.
- The Annual Census of Employment and Wages does not account for gratuity income of food and beverage workers, personal service workers, parking attendants, etc.
- The average figure takes into account the earnings full-time workers as well as that portion of part-time workers who are eligible for unemployment insurance. The inclusion of part-time workers probably understates the incomes of FTE's.







## **Appendix B**



# **Local Government Revenue Generation Analysis American Dream Miami Proposed Mixed-Use Development**

**Miami Dade County, Florida**

October 5, 2015





## **Report Commission**

International Atlantic, LLC, commissioned this report, in support of the company's proposed mixed-use development in unincorporated Miami Dade County, Florida. The development contemplates the addition of 2,000 hotel rooms, and approximately 3,500,000 square feet of retail, a 1,400 seat movie theater complex, a 1,000 live venue facility, and amusement attractions that include a theme park, water park, Tivoli garden, submarine lake, art deco village, ski slope, sports center, outdoor fishing, miniature golf, all totaling 1,500,000 square feet, and common space area of 600,000 square feet.

This study is designed to estimate the annual revenues that will accrue to the various taxing authorities once the project is complete.





## Study Conclusions

The proposed project, once complete, would provide the following annual revenues to various taxing authorities:

<b>Taxing Authority</b>	<b>Annual Revenue</b>
Miami Dade County	\$ 34,352,996
Unincorporated Area MSTU	2,622,490
School Board of Miami Dade County	10,352,329
South Florida Water Management District	482,936
Florida Inland Navigation District	46,920
Children's Trust	680,001
<b>Totals</b>	<b>\$ 48,537,673</b>

- The State of Florida can expect to receive approximately \$93,624,595 annually from sales taxes and gross receipt taxes.
- The project will produce \$1,600,900,000 in sales of goods and services and leases of property.
- The project would add \$1,360,001,222 in additional taxable value to the tax base of the taxing jurisdictions.





## **Fiscal Impact To Political Subdivisions**

International Atlantic, LLC, is proposing a substantial mixed-used development that provides extensive retail, hotel, and amusement and entertainment venues. The following taxing authorities will benefit from the revenues provided by the proposed development: Miami Dade County, Unincorporated Area MSTU, School Board of Miami Dade County, South Florida Water Management District, Florida Inland Navigation District, and the Children's Trust.

Table A summarizes the various annual revenue streams that the proposed development will directly contribute the these various taxing authorities:

(continued)





**Table A**  
**Summary of Annual Revenues**  
**Various Taxing Authorities**

	Use	Number of Units	Or Square Footage	Assumed Number of Structures	Taxable Value	Property taxes	Stormwater Fee	Electric Franchise Taxes	Garbage Franchise Taxes
Retail	Retail		3,500,000	1.00	790,870,390	14,441,372	108,527.13	293,676.07	0.00
Theme Park	Appurtenant		370,000	1.00	37,000,000	675,624	11,472.87	7,761.44	0.00
Water Park	Appurtenant		370,000	1.00	37,000,000	675,624	0.00	7,761.44	0.00
Trivoli Garden	Appurtenant		35,000	1.00	3,500,000	63,910	1,085.27	2,936.76	0.00
Submarine Lake	Appurtenant		110,000	1.00	11,000,000	200,861	0.00	2,307.45	0.00
Art Deco Village	Appurtenant		120,000	1.00	12,000,000	219,121	3,720.93	10,068.89	0.00
Movie Theaters	Movie Theater	1,400	35,000	1.00	11,405,946	208,274	1,085.27	2,936.76	0.00
Live Venue Theater	Live Venue Theater	1,000	25,000	1.00	8,147,105	148,767	775.19	2,097.69	0.00





## Annual Sales and Gross Receipts Taxes Paid To the State of Florida

The State of Florida receives sales tax revenues on the sales of goods and services, including commercial leases and rents. It also receives Gross Receipts taxes on utilities and telecommunications. Table B summarizes the annual tax revenue from these sources:

**Table B**  
**Annual Tax Revenue To the State of Florida By Source**

<b>Source of Tax</b>	<b>Estimated Annual Amount</b>
Sales Taxes, Retail Sales, State Portion	\$ 79,316,160
Sales Taxes, Rentals of Property, State Portion	6,572,125
Gross Receipts Tax on Utilities	7,725,925
Gross Receipts Tax on Telecommunications	10,385
<b>Total Recurring Annual Revenue</b>	<b><u>\$ 93,624,595</u></b>

Retail taxes were calculated \$350//sf for retail operations. Property rentals were based upon \$35/sf for the retail. Gross Receipt taxes were based upon the latest energy costs per square foot by use and the current tax rate levied by the State of Florida.





## **Property Tax Base**

The property tax base is anticipated to grow by about \$1,360,001,222 million in current dollars if the project were completed in the current year.

Retail and theater space, together with the common area space taxable values were based upon \$226/sf for the retail portion of the project.

Hotel values were based upon an average of \$135,000 per room, while amusement and entertainment spaces were calculated using \$100/square foot assumptions.

## **Stormwater Fees**

Miami Dade County levies stormwater fees for the collection and treatment of stormwater. This is in addition to any onsite treatment and retention that may be required due to the development. The fee is \$48.00/year/ERU. An ERU is an Equivalent Residential Unit based upon an average impervious area of a single-family home in the County. Using the program elements provided, the County is expected to receive \$183,953.49 in stormwater fees annually. These funds are used exclusively for stormwater systems and maintenance.

## **Franchise and Utility Taxes**

Miami Dade County levies taxes on utilities and solid waste services in the unincorporated areas. The County levies a 5.9% electric franchise fee and a 10% utility tax on electric, water, and fuel oils, propane, and natural gas consumption. Using current estimates of consumption by square footage and use of property and then applying the applicable tax rates, we estimate that the County will receive \$1,637,337.69 annually from the taxes on these services and products.





## **Intergovernmental Revenue**

The State of Florida provides local governments with various revenues on a recurring basis. One of these revenue streams is the Communications Services Tax. The County sets the rate for this tax and it is collected by the State of Florida and the majority of it is remitted back to the County. Our estimate for taxes on these services is \$228,738.57

## **Local Option Sales Tax**

The County levies an addition \$.01 (one cent) sales tax. Based upon our estimates of sales of merchandise, rentals, and leases, our estimates is that the project will have sales that will generate \$16,009,000 annually in local option sales taxes.

## **Tourism Tax**

The County levies on customers of hotels at tourism and convention center tax of \$.06 (6 cents). Based upon our estimates of hotel room sales, the County should receive \$4,599,000 annually in this Tourism Tax.

## **Business Tax Receipts**

The County levies an annual business tax. The tax in the County varies with the use and the County's annual levy is low. Retail establishments pay \$30 plus \$3/employee. Hotels are taxed at \$40 per hotel plus \$2 per room. Based upon these factors and the current building plan, the County is expected to receive \$13,223 annually from taxes on businesses.

## **Utility Profits**

The County operates a water and sewer utility system. This system is operated on a proprietary, or for profit, basis. Much of the County's costs of operating its utility system are fixed costs. We used the County's last audited comprehensive annual financial report to calculate the





operating margin for water to be 39.5% for water and sewer. Based on our estimates of consumption (itself derived from use) we estimate that the County would net \$1,032,662 annually.





**QUESTION 12 VEGETATION AND WILDLIFE**

- A. Identify the dominant species and other unusual or unique features of the plant communities on Map F. Identify and describe the amount of all plant communities that will be preserved in a natural state following development as shown on Map H.**

Based on the Florida Land Use and Cover Classification System (FLUCCS), the project site can best be categorized as Improved Pasture (FLUCCS 211), Freshwater Marsh (FLUCCS 641), Exotic Wetland Hardwoods (FLUCCS 619), Wetland Scrub (631), and Other Hardwoods (FLUCCS 439).

The improved pasture area is currently functioning as a pasture for grazing cattle. While evidence of cattle usage was present, this area was not heavily grazed. Bordering the perimeter of this area is a row of planted bald cypress trees (approximately 25 yrs. old) with occasional Brazilian pepper. Vegetation identified in the improved pasture includes Frogbit, False buttonweed, White-topped sedge, Primrose willow, Flatsedge, Big head rush, Blue mist flower, Shoe-button Ardisia, Dog fennel and Coinwort.

The fresh water marsh area is also utilized as a pasture for grazing cattle, although little evidence of cattle grazing was observed. This area exhibits greater hydrology than the improved pasture area. Vegetation identified within this area includes Duck potato, Spikerush, Broomsedge, Camphorweed, Coinwort, St. John's wort, and Buttonbush. Melaleuca were identified within a small area and is less than 25-ft in height with no canopy closure.

Vegetation in a 15 to 25-ft strip adjacent to the roadway on the west side of the Exotic Wetland Hardwoods area consists of sedges, Napier grass, and a canopy of Bishopwood. East of this strip, the area becomes a Melaleuca-dominated forest with 60 to 75 percent canopy closure. Understory vegetation includes leather fern, swamp fern, shield fern, royal fern, Pteris spp., wild coffee, shoe-button ardisia, and sawgrass. Old world climbing fern was also present as well as a few clustered cabbage palms.

Two mixed Wetland Scrubs areas are located in the center and eastern portion of the site. The centrally located scrub area appears to be slightly elevated and is dominated by myrsine, wax myrtle, and salt bush in the shrub layer. False buttonweed, wild coffee, swamp fern and lantana dominate the ground cover. No melaleuca exists within this area.

The adjoining scrub area to the east includes large numbers of dead melaleuca snags, giving the appearance that the area has been subjected to previous herbicide treatment. With less melaleuca canopy coverage, the shrub layer is more exposed with scattered vegetation, consisting primarily of myrsine, wax myrtle and Florida trema. Understory vegetation is dominated by sawgrass, yellowtops and swamp fern.



In the northern portion of the site, ground elevation slightly rises from the roadway, easterly into the Other Hardwoods area where the canopy is dominated by Bishopwood with a sparse understory consisting of wild coffee and Boston fern. This 0.251 acre area does not appear to be filled, but a natural area with a higher elevation that does not exhibit wetland characteristics. While the soils appeared to contain a high organic content, soils were well drained and dry following several days of heavy rain. There was no evidence of hydrology and the dominant vegetation present is not obligate or facultative wetland. To the east of the upland area, the site transitions into the melaleuca-dominated wetlands.

Natural vegetation communities on site have been altered and impacted significantly by cattle grazing and exotic/nuisance vegetation; therefore, no preservation of the existing vegetation on the site is proposed.

- B. Discuss what survey methods were used to determine the absence or presence of state or federally listed wildlife and plants. (Sampling methodology should be agreed to by the regional planning council and other reviewing agencies at preapplication conference stage.) State actual sampling times and dates, and discuss any factors that may have influenced the results of the sampling effort. Show on Map G the location of all transects, trap grids, or other sampling stations used to determine the on-site status of state or federally listed wildlife and plant resources.**

Site visits to the project site were conducted September 9, 16, 21 and October 2, 2015 between the times of 10:00 am and 3:00 pm. During the site visits meandering transects were conducted through each community type recording vegetation encountered and wildlife observations. Unusually warm temperatures and heavy rains may have inhibited the number of species observed during the site visits. Species observed during site visits were a red-shoulder hawk, a red-bellied woodpecker, and warblers. The fauna potentially occupying the property would be those tolerant of man's activities, highly adaptive, and opportunistic such as raccoons, opossums, mourning doves, ground doves, cattle egrets, grackles, warblers, anoles, geckos, and racers.

- C. List all state or federally listed wildlife and plant resources that were observed on the site and show location on Map G. Given the plant communities on-site, list any additional state or federally listed wildlife and plant resources expected to occur on the site and show the location of suitable habitat on Map G. Additionally, address any unique wildlife and plant resources, such as colonial bird nesting sites and migrating bird concentration areas. For species that are either observed or expected to utilize the site, discuss the known or expected location and population size on-site, existence (and extent, if known) of adjacent, contiguous habitat off-site, and any special habitat requirements of the species.**

No state or federally listed wildlife and/or plant resources were observed on site. A total of 51 listed as threatened, endangered, or candidate species were identified by the US



Fish and Wildlife Service (USFWS) as potentially occurring within the project area (see attached). The project site lies within Core Foraging Areas of the endangered wood stork and within the USFWS Consultation area for the endangered Everglades snail kite, but suitable foraging and nesting habitat does not exist on the project site. Of the remaining species only two, the threatened eastern indigo snake and endangered Florida Bonneted bat, could potentially occur on the project site.

Indigo snakes are found in a wide variety of habitats including mangrove swamps, wetland prairies, xeric pinelands, and scrub. Though generalists in habitat type, suitable habitat must also contain some sort of burrow or underground shelter that the snake uses during winter months. Indigo snakes are diurnal and wide-ranging, requiring large tracts of undisturbed land. This combination makes them particularly rare because there is so little remaining unfragmented land in Florida, and where they are present they are often readily visible to poachers because of their size and diurnal habit. Snake burrows were not observed during site visits and there have been no documented occurrence of an eastern indigo snake within the project vicinity.

The Florida bonneted bat is the largest species of bat in Florida with a diet that primarily consists of flying insects. The Florida bonneted bat inhabits semitropical forests, particularly pineland, tropical hardwood, and mangrove habitat. It can be found roosting in a variety of natural and man-made substrates including chimneys, limestone outcroppings, tree cavities, bat houses, and under tiles of Spanish-style roofs. Trees on site do not provide suitable roosting habitat. The Florida bonneted bat typically forages for flying insects in open, uncluttered areas and often flies >10 m above the ground. A survey in 2006-2007 found the Florida bonneted bat at only nine locations in Florida: Coral Gables (Granada Golf Course), Homestead, Naples, North Fort Myers, Babcock Ranch, Fred C. Babcock/Cecil M. Webb Wildlife Management Area (125.5 square miles), Fakahatchee Strand Preserve State Park (117 square miles), Big Cypress National Preserve (1,125 square miles), and Everglades City.

**D. Indicate what impact development of the site will pose to affected state or federally listed wildlife and plant resources.**

Due to the grazing activities within the Project Site and the lack of suitable listed species habitat, no direct impacts are expected to occur to any state or federally listed wildlife and plant resources.

**E. Discuss what measures are proposed to be taken to mitigate impacts to state and federally listed wildlife and plant resources. If protection is proposed to occur on-site, describe what legal instrument will be used to protect the site, and what management actions will be taken to maintain habitat value. If protection is proposed to occur off-site, identify the proposed amount and type of lands to be mitigated as well as whether mitigation would be through a regional mitigation land bank, by acquisition of lands that adjoin existing public holdings, or by other**



**means.**

Based upon the historic agricultural use of the Project Site and the significant impact of exotic/nuisance species on any remaining natural habitats, including trees as potential perching or nesting sites and thickets for refuge for native, non-nuisance animal species, no mitigative measures are proposed.







## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
South Florida Ecological Services Field Office  
1339 20TH STREET  
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Consultation Code: 04EF2000-2016-SLI-0003

October 06, 2015

Event Code: 04EF2000-2016-E-00011

Project Name: American Dream Miami

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.



A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment





United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

## Official Species List

**Provided by:**

South Florida Ecological Services Field Office

1339 20TH STREET

VERO BEACH, FL 32960

(772) 562-3909

<http://fws.gov/verobeach>

**Consultation Code:** 04EF2000-2016-SLI-0003

**Event Code:** 04EF2000-2016-E-00011

**Project Type:** DEVELOPMENT

**Project Name:** American Dream Miami

**Project Description:** Entertainment Complex

**Please Note:** The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

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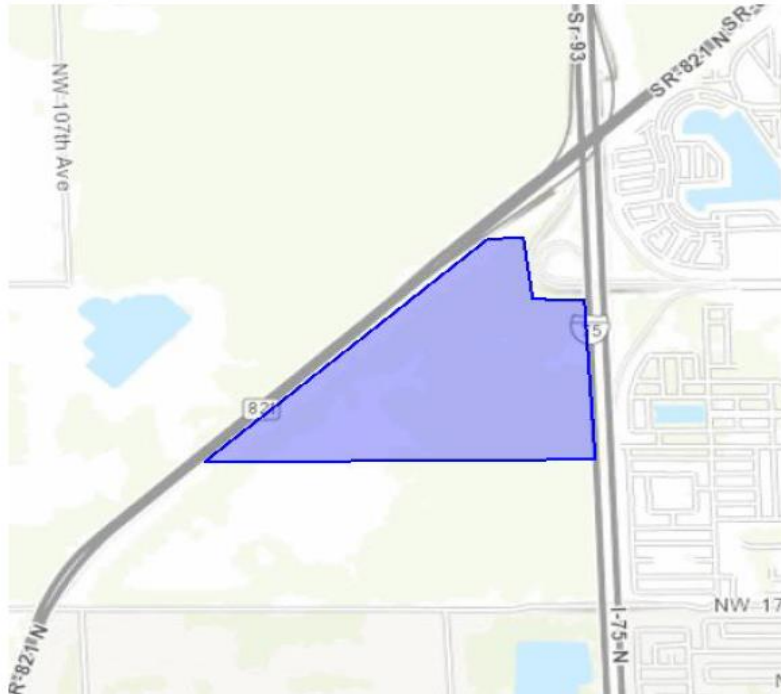




United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

**Project Location Map:**



**Project Coordinates:** MULTIPOLYGON (((-80.3510856628418 25.934504969132583, -80.36833763122559 25.93438918846849, -80.35580635070801 25.944384499978714, -80.35494804382323 25.94442309027124, -80.35421848297119 25.94442309027124, -80.35383224487305 25.941683148077367, -80.35155773162842 25.94160596568401, -80.3510856628418 25.934504969132583)))

**Project Counties:** Miami-Dade, FL

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United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

## Endangered Species Act Species List

There are a total of 51 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Audubon's Crested caracara ( <i>Polyborus plancus audubonii</i> ) Population: FL pop.	Threatened		
Bachman's warbler ( <i>Vermivora bachmanii</i> ) Population: Entire	Endangered		
Cape Sable Seaside sparrow ( <i>Ammodramus maritimus mirabilis</i> ) Population: Entire	Endangered	Final designated	
Everglade Snail kite ( <i>Rostrhamus sociabilis plumbeus</i> ) Population: Entire	Endangered	Final designated	
Florida Grasshopper sparrow ( <i>Ammodramus savannarum floridanus</i> ) Population: Entire	Endangered		
Florida scrub-jay ( <i>Aphelocoma coerulescens</i> ) Population: Entire	Threatened		

<http://ecos.fws.gov/ipac>, 10/06/2015 09:35 PM





United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

Ivory-Billed woodpecker ( <i>Campephilus principalis</i> ) Population: Entire	Endangered		
Kirtland's Warbler ( <i>Setophaga kirtlandii</i> ) Population: Entire	Endangered		
Piping Plover ( <i>Charadrius melodus</i> ) Population: except Great Lakes watershed	Threatened		
Red Knot ( <i>Calidris canutus nufa</i> )	Threatened		
Red-Cockaded woodpecker ( <i>Picoides borealis</i> ) Population: Entire	Endangered		
Wood stork ( <i>Mycteria americana</i> ) Population: AL, FL, GA, MS, NC, SC	Threatened		
<b>Corals</b>			
Elkhorn coral ( <i>Acropora palmata</i> )	Threatened	Final designated	
Staghorn coral ( <i>Acropora cervicornis</i> )	Threatened	Final designated	
<b>Ferns and Allies</b>			
Florida Bristle fern ( <i>Trichomanes punctatum ssp. floridanum</i> )	Endangered		
<b>Fishes</b>			
Atlantic sturgeon (Gulf subspecies) ( <i>Acipenser oxyrinchus</i> (= <i>oxyrhynchus</i> ) <i>desotoi</i> ) Population: Entire	Threatened	Final designated	
Smalltooth sawfish ( <i>Pristis pectinata</i> ) Population: United States DPS	Endangered		

<http://ecos.fws.gov/ipac>, 10/06/2015 09:35 PM





United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

Flowering Plants			
Beach jacquemontia ( <i>Jacquemontia reclinata</i> )	Endangered		
Blodgett's silverbush ( <i>Argythamnia blodgettii</i> )	Proposed Threatened		
Cape Sable Thoroughwort ( <i>Chromolaena frustrata</i> )	Endangered	Final designated	
Carter's Small-Flowered flax ( <i>Linum carteri carteri</i> )	Endangered	Proposed	
Carter's mustard ( <i>Warea carteri</i> )	Endangered		
Crenulate lead-plant ( <i>Amorpha crenulata</i> )	Endangered		
Deltoid spurge ( <i>Chamaesyce deltoidea</i> ssp. <i>deltoidea</i> )	Endangered		
Everglades bully ( <i>Sideroxylon reclinatum</i> ssp. <i>austrofloridense</i> )	Candidate		
Florida Pineland crabgrass ( <i>Digitaria pauciflora</i> )	Candidate		
Florida Semaphore Cactus ( <i>Consolea corallicola</i> )	Endangered		
Florida brickell-bush ( <i>Brickellia mosieri</i> )	Endangered	Proposed	
Florida prairie-clover ( <i>Dalea carthagenensis floridana</i> )	Candidate		
Garber's spurge ( <i>Chamaesyce garberi</i> )	Threatened		
Johnson's seagrass ( <i>Halophila johnsonii</i> )	Threatened	Final designated	

<http://ecos.fws.gov/ipac>, 10/06/2015 09:35 PM





United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

Okeechobee gourd ( <i>Cucurbita okeechobeensis</i> ssp. <i>okeechobeensis</i> )	Endangered		
pineland sandmat ( <i>Chamaesyce deltoidea pinetorum</i> )	Candidate		
Sand flax ( <i>Linum arenicola</i> )	Proposed Endangered		
Small's milkpea ( <i>Galactia smallii</i> )	Endangered		
Tiny polygala ( <i>Polygala smallii</i> )	Endangered		
<b>Insects</b>			
Bartram's Hairstreak Butterfly ( <i>Strymon acis bartrami</i> )	Endangered	Proposed	
Florida Leafwing Butterfly ( <i>Anaea troglodyta floridalis</i> )	Endangered	Proposed	
Miami Blue Butterfly ( <i>Cyclargus (=hemiargus) thomasi bethunebakeri</i> )	Endangered		
Schaus Swallowtail butterfly ( <i>Heracles aristodemus ponceanus</i> ) Population: Entire	Endangered		
<b>Mammals</b>			
Florida Bonneted bat ( <i>Eumops floridanus</i> )	Endangered		
Florida panther ( <i>Puma (=felis) concolor coryi</i> )	Endangered		
puma ( <i>Puma (=felis) concolor</i> (all subsp. except <i>coryi</i> )) Population: FL	Similarity of Appearance (Threatened)		
West Indian Manatee ( <i>Trichechus</i> )	Endangered	Final designated	

<http://ecos.fws.gov/ipac>, 10/06/2015 09:35 PM





United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

<i>manatus</i> ) Population: Entire			
<b>Reptiles</b>			
American alligator ( <i>Alligator mississippiensis</i> ) Population: Entire	Similarity of Appearance (Threatened)		
American crocodile ( <i>Crocodylus acutus</i> ) Population: FL pop.	Threatened	Final designated	
Eastern Indigo snake ( <i>Drymarchon corais couperi</i> ) Population: Entire	Threatened		
Green sea turtle ( <i>Chelonia mydas</i> ) Population: FL, Mexico nesting pops.	Endangered		
Hawksbill sea turtle ( <i>Eretmochelys imbricata</i> ) Population: Entire	Endangered	Final designated	
Leatherback sea turtle ( <i>Dermochelys coriacea</i> ) Population: Entire	Endangered	Final designated	
<b>Snails</b>			
Stock Island Tree snail ( <i>Orthalicus reses</i> ) Population: Entire	Threatened		

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United States Department of Interior  
Fish and Wildlife Service

Project name: American Dream Miami

## **Critical habitats that lie within your project area**

There are no critical habitats within your project area.

<http://ecos.fws.gov/ipac>, 10/06/2015 09:35 PM



**QUESTION 13 WETLANDS****A. If there are wetlands on the site, discuss and specify the following:**

- 1. Acreage and percentage of property which is currently wetlands. These wetlands should be shown on Map F, Vegetation Associations and identified by individual reference numbers. (There numbers should be utilized in responding to the other sub-questions.)**

The Property was evaluated for the presence of wetland areas pursuant to the applicable Florida wetland delineation protocol contained in Section 373.019 Florida Statutes (F.S.), and the techniques included in 62-340 Florida Administrative Code (F.A.C.) and by the US Army Corps of Engineers Wetland Delineation Manual (1987). As a result of historical alteration and land use activities, the Property is mostly composed of a plant mosaic dominated by invasive exotic and undesirable vegetation. The hydroperiod of this area is also likely impacted as a result of regional drainage practices (canals) and the proximity of the Hialeah Reverse Osmosis Water Treatment Plant to the south.

Of the 174.827 acres within the property limits, a total of 174.65 acres consists of disturbed wetlands. No native or high quality natural wetland systems were observed within the Property boundaries. The existing low quality wetland systems remaining on-site are dominated by an association of the invasive exotic Melaleuca, Brazilian pepper and ruderal vegetation in cleared areas.

The wetlands have been identified by vegetative composition consistent with the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT, 1999). **Table 13.1 – Vegetative Coverage** provides a list of the wetlands existing on the Property.

**Table 13.1 – Vegetative Coverage**

<b>Habitat Type</b>	<b>FLUCCS</b>	<b>Acreage</b>	<b>Percent</b>
Improved Pasture*	211	65.20	37.3
Freshwater Marsh	641	21.79	12.5
Exotic Wetland Hardwoods	619	69.69	39.9
Mixed Wetland Scrub	631	17.89	10.2
Other Hardwoods	439	0.251	0.14
<b>TOTAL</b>		<b>174.827</b>	<b>100.0</b>

\* Historic wet prairie (FLUCCS 643)

Area 1, identified as Improved Pasture, is 65.20 acres of wet pasture currently functioning as a cattle grazing. While evidence of cattle usage was present, these





areas were not heavily grazed. Prior to convergence to pastures and hydrological alteration this area was likely a wet prairie (FLUCCS 643). Mucky soils were encountered throughout the site with areas of exposed surface water. Bordering the perimeter of this area is a row of planted cypress (approximately 25 yrs. old) with occasional Brazilian pepper. Vegetation identified in the improved pasture includes Frogbit, false buttonweed, White-topped sedge, Primrose willow, flatsedge, Big head rush, Blue mist flower, shoe-button ardisia, Dog fennel and Coinwort.

The Freshwater Marsh area (Area 2), consisting of 21.79 acres, is also utilized as a pasture for grazing cattle, although little evidence of cattle grazing was observed. This area exhibits greater hydrology than the improved pasture area. Vegetation identified within this area includes Duck potato, Spikerush, Broomsedge, Camphorweed, Coinwort, St. John's wort, and Buttonbush. Melaleuca were identified within a small area and is less than 25-ft in height with no canopy closure.

The Exotic Wetland Hardwoods (Area 3) at 69.69 acres makes up the majority of the site. Vegetation in a 15 to 25-ft strip adjacent to the roadway on the west side of the Exotic Wetland Hardwoods consists of sedges, Napier grass, and a canopy of Bishopwood. East of this strip, the area becomes a Melaleuca-dominated forest with 60 to 75 percent canopy closure. Understory vegetation includes leather fern, swamp fern, shield fern, royal fern, Pteris spp., wild coffee, shoe-button ardisia, and sawgrass. Old world climbing fern was also present as well as a few clustered cabbage palms. Soils were mucky and surface water was occasionally visible.

The Mixed Wetland Scrub area is made up of two adjoining areas located in the central and eastern portions of the properties (Areas 4 and Area 6). The centrally located scrub (Area 4) appears to be slightly elevated and is dominated by myrsine, wax myrtle, and salt bush in the shrub layer. False buttonweed, wild coffee, swamp fern and lantana dominate the ground cover. No melaleuca exists within this 10.19 acre area.

The adjoining mixed wetland scrub area to the east (Area 6) includes large numbers of dead melaleuca snags, giving the appearance that the area has been subjected to previous herbicide treatment. With less melaleuca canopy coverage, the shrub layer of this 7.70 acre area is more exposed with scattered vegetation, consisting primarily of myrsine, wax myrtle and Florida trema. Understory vegetation is dominated by sawgrass, yellowtops and swamp fern.

In the northern portion of the site, ground elevation slightly rises from the roadway, easterly into the Other Hardwoods area where the canopy is dominated by Bishopwood with a sparse understory consisting of wild coffee and Boston fern. This 0.251 ac area does not appear to be filled, but a natural area with a



higher elevation that does not exhibit wetland characteristics. While the soils appeared to contain a high organic content, soils were well drained and dry following several days of heavy rain. There was no evidence of hydrology and the dominant vegetation present is not obligate or facultative wetland. To the east of the upland area, the site transitions into the melaleuca-dominated wetlands of Area 3.

**2. Historic hydroperiods and seasonal water elevations of on-site wetlands.**

October Water Level for this Project is +3.5 NGVD and May Water Level is +2.8 NGVD. Both the hydroperiod and water levels for this area have been reduced due to the drainage of the Property and the nearby wellfield of the Hialeah water treatment plant.

**3. Acreage and location of wetlands which are to be preserved in their natural or existing state, including proposed hydroperiods, seasonal water elevations and methods for preservation.**

Because of the highly disturbed nature of the wetland habitat found within the Project area the entire Site is proposed to be developed. Any preservation of remnant wetland areas onsite would not provide any high-quality wetland habitat with any significant wetland functions or valuable fish and wildlife habitat.

**4. Acreage and location of areas to be enhanced, including proposed hydroperiods, seasonal water elevations and methods of enhancement.**

There is no pristine or high-quality wetland habitat onsite that would be feasible for enhancement.

**5. Actions taken to minimize or mitigate impacts on wetland areas, including maintaining the hydroperiod and providing buffers.**

The entire Property is proposed to be developed. Due to the low quality wetlands onsite, preservation of any remnant wetland areas would not result in maintaining high-quality wetland habitat that would provide significant wetland functions or provide viable fish and wildlife habitats.

The project will be subject to the concepts of avoidance, minimization, enhancement (restoration) and mitigation as a part of the sequencing process for permitting wetland impacts. It is anticipated that the Project will require compensatory mitigation to offset impacts to the disturbed wetlands. While offsite mitigation opportunities are being explored, wetland mitigation banks such as the Hole-in-the-Donut in Everglades National Park, whose service area covers the project site, has credits available. The wetland impacts and mitigation required





will be evaluated using Unified Mitigation Assessment Method (UMAM) as a part of the regulatory approval process.

**6. Acreage and location of wetlands which will be disturbed or altered, including a discussion of the specific alterations and disturbances.**

The project will result in the loss of 174.576 acres of low grade jurisdictional wetlands. These impacts are necessary to achieve the overall project goals. Impacts will result from the construction of roads and fill activity necessary for the proposed mixed-use development, as well as excavations for stormwater control.

**7. Precautions to be taken during construction to protect wetland areas.**

Since all of the wetlands onsite are proposed to be filled, no plan for the protection of wetlands onsite will be required. All proper turbidity precautions will be taken to prevent erosion and discharge of turbidity to adjacent properties and the canal system. Silt fences will be properly installed to surround the Property and will be maintained during all construction activities.

**8. If available, provide jurisdictional determinations.**

The project is in the early stages of wetland permitting and jurisdictional determinations have not been completed. Portions of the of the site may contain areas that are jurisdictional to the US Army Corps of Engineers (USACE), the South Florida Water Management District (SFWMD), and DERM pursuant to the environmental regulations of the respective agencies. All wetlands and surface waters will be evaluated according to each agency's specific criterion.

**B. Provide any proposed plans (conceptual or specific) for created or enhanced wetland areas, including littoral lake slopes, buffers, vegetative species to be planted, etc.**

The Property does not have significant listed species or habitat of sufficient quality onsite to warrant preservation in their present state or location. Portions of the property not necessary for development may be maintained as a wetland, if practical. Areas to be considered are the littoral zone and perimeter of the proposed on-site retention pond in the southwest corner of the site. The wetland mitigation plan is proposed to primarily consist of the purchase of wetland credits at a local mitigation bank, such as the Hole-in-the-Donut Mitigation Bank (HID), the Florida Power & Light Everglades Mitigation Bank (EMB), and/or any other acceptable mitigations banks. Offsite opportunities are also being explored. This plan will be further refined during the regulatory permitting approval process with the SFWMD, DERM, and USACE to determine the appropriate number of credits required by the applicable regulatory agencies.





**QUESTION 14 - WATER**

- A. Describe the existing hydrologic conditions (both ground and surface water) on and abutting the site, including identification and discussion of any potential aquifer recharge areas. Please identify and describe any Outstanding Florida Waters, Wild and Scenic Rivers, Florida Aquatic Preserves or Florida Class I or II Waters that occur within, abutting or downstream of the site.**

Groundwater elevation on site varies from approximately 2.8 feet NGVD in the dry season to approximately 3.8 feet NGVD in the wet season. The majority of the Site is approximately 3 to 6 feet above the high groundwater level. The project is underlain by the Biscayne Aquifer. The Biscayne Aquifer is approximately 180 feet thick in the vicinity of the project and is unconfined. The Biscayne Aquifer is composed of the Fort Thompson formation, the Key Largo limestone, and Tamiami formation in this vicinity (Hydrogeology of the Surficial Aquifer System, Dade County, Florida, 1991).

Based on the Soil Survey for Miami-Dade County, this soil is ponded most of the year and when water is not ponded, the water table is at a depth less than 10 inches. No surface water bodies exist on site. The Turnpike drainage canal is located northwest of the Property. The Biscayne aquifer system is recharged primarily by stormwater percolating through the surficial soils to the water table.

Regional groundwater flow in south Florida is generally east-southeast toward the Atlantic Ocean; however, due to the flat topography, local groundwater flow may be influenced by local features, such as the adjacent canals and production wells of the Hialeah Reverse Osmosis Water Treatment plant.

There are no Outstanding Florida Waters, Wild and Scenic Rivers, Florida Aquatic Preserve, or Class I or II waters of the State within, abutting, or downstream of the Property.

- B. Describe, in terms of appropriate water quality parameters, the existing ground and surface water quality conditions on and abutting the site. (The appropriate parameters and methodology should be agreed to by the regional planning council and other reviewing agencies at the preapplication conference stage.)**

There are no surface water bodies on the Property. No groundwater data were collected during the current investigation, because the applicant intends to obtain its potable water supply from the County.





**C. Describe the measures which will be used to mitigate (or avoid where possible) potential adverse effects upon ground and surface water quality, including any resources identified in Subquestion A.**

The stormwater management system will be designed and permitted in accordance with South Florida Water Management District (SFWMD) and Miami-Dade DERM standards. The proposed drainage improvements, including detention swales and exfiltration trenches will retain and treat stormwater prior to discharging to ground water or retention areas in accordance with SFWMD and DERM requirements. In addition, the land use change from existing cattle raising will improve the water quality

Appropriate erosion, sedimentation, and siltation prevention and protection measures will be used throughout construction. Engineering plans will include erosion and sedimentation control procedures during construction to ensure that: 1) erosion/sedimentation control devices are in place and are maintained; and 2) best management practices (BMPs) are followed to protect the adjacent canals and wetland areas. BMPs to be used include the following:

- Surface water run-off from exposed areas during construction will be routed to retention areas, swales and/or ditches where the water can be treated to control discharges and meet state water quality criteria.
- Exposed areas will be grassed as soon as possible to stabilize the soil.



**QUESTION 15 SOILS**

- A. 1. Provide a description of each of the soils indicated on Map E utilizing the following format:**

**Soil Description and Interpretations**

SOIL NAME AND MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DEPTH DURATION	PERMEABILITY RATE (in/hour)	DEGREE & KIND OF LIMITATION FOR PROPOSED USES	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
Lauderhill muck, depressional (3)	Moderately deep, nearly level, very poorly drained organic soils underlain by hard porous oolitic limestone at a depth of approx. 30 inches.	The soil is ponded for 9 to 12 months in most years. When water is not ponded, the water table is at a depth less than 10 inches.	6.0 to 20	Severe: subsides, ponding, low strength	Severe: excess humus, ponding
Dania muck, depressional (14)	Shallow, nearly level, very poorly drained organic soil underlain by soft porous limestone at a depth of approx. 15 inches.	The soil is ponded most of the year. When water is not ponded, the water table is at a depth less than 10 inches.	6.0 to 20	Severe: ponding, low strength, depth to rock	Severe: excess humus, ponding

- 2. Describe the potential for subsidence and any unique geologic features (such as sand dunes, bluffs, sinkholes, springs, steepheads, etc.) on the site. Discuss what aspects of the site plan will be used to compensate for or take advantage of these features.**

Limitations of the subsurface geologic features for development, which include organic soils and limestone, are severe due to subsidence, low strength and ponding. Appropriate construction measures will be used to avoid subsidence and other soil related problems. Features such as sand dunes, bluffs, sinkholes, and steepheads do not exist onsite based on the available geologic information.



- B. Where a soil presents a limitation to the type of use proposed in the development, state how the limitation will be overcome. Specify construction methods that would be used for building, road and parking lot foundations, and for lake or canal bank stabilization as relevant.**

The project area is largely composed of organic soils underlain by limestone at a depth of 14-20 inches. Soil limitation for development is severe. The limitation will be overcome by applying accepted engineering methods in South Florida, including proper site planning and removing/adding appropriate amounts of fill material. Methods and approaches for specific areas are dependent upon location and land use and will be defined in the detailed engineering design.

- C. What steps will be taken during site preparation and construction to prevent or control wind and water soil erosion? Include a description of proposed plans for clearing and grading as related to erosion control.**

All local, state and federal regulations that are designed to prevent soil erosion and sedimentation will be followed. Construction will proceed in an orderly fashion, with erosion-control measures implemented before and immediately after earthwork on each site, as most appropriate.

To control soil erosion during site preparation due to wind, during site preparation the disturbed areas of the site will be sprayed with water using water trucks. Keeping the soil surface moist will control dust and soil erosion. Contractors will be required to have water trucks on site to control dust.

To control soil erosion due to water, (erosion control devices) silt fences, temporary swales and hay bales as appropriate, will be installed in the immediate vicinity of the construction areas and other locations deemed necessary. Erosion control devices will prevent particles carried by water from entering waterways, storm water drains, drainage swales, and surface water detention areas. Contractors shall be responsible for maintaining appropriate erosion control devices.

Mulching, seeding or sodding, and planting vegetation in cleared areas around constructed buildings will be conducted as soon as practical. Permanent drainage facilities will be built to keep up with site development and will be closely monitored during the development phase.

- D. To what degree and in what location(s) will the development site be altered by fill material? If known, specify the source location and composition of the fill. Also identify the disposal location for any overburden or spoil.**

In general, for economic reasons attempts are made to cut and fill within the project boundaries as much as practical. Fill material required for the development is partially



expected to be generated from the lake excavation activities that are required to construct stormwater retention ponds on the property. The material from the lake is expected to consist of limestone and sand. Additional fill material is anticipated to be provided from nearby quarries.

During project development, detailed engineering plans will be prepared addressing final site topography and the plans will identify cross sections and quantities of any fill material to be placed in wetlands. Disposal locations for overburden and spoil will be determined at time of construction.





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**QUESTION 16 - FLOODPLAINS**

**A. Identify any pre- and post-development flood prone areas.**

The site is currently at a very low elevation ranging from 2.70' to 5.25' NGVD and is located in the Western C-9 Basin and within the floodplain. The site is currently vacant and flood prone. There is no existing structured stormwater management system currently on the site and a robust system is proposed for the post-development condition. Refer to question 19 for more detail.

**B. Is any development proposed within a 100-year flood prone area as identified by the Federal Emergency Management Agency? If so, indicate the appropriate Flood Insurance Rate Map (FIRM) zone designations and their locations, etc.**

The development is located in flood zone AE with a base flood elevation of 7. The following figure 16-1 demonstrates the FEMA FIRM map for the development area:



Figure 16-1: FEMA FIRM map for development area.





- C. If any structures, roadways or utilities are proposed within the post-development 100-year flood prone area, identify their location and indicate what measures will be taken to mitigate the potential flood hazard and to maintain the 100-year floodplain storage volume.**

All structures and above ground utilities will have finish floor elevations above the FEMA flood elevation. Other features will be protected with a robust Stormwater Management system. Refer to Question 19 with respect to the Stormwater Management measures that the development will include to address the floodplain storage volume.

- D. Discuss any potential increases in the off-site flooding due to the development of this project.**

The development program is planned with infrastructure measures designed to control any potential increases of off-site flooding. This development falls within the Western C-9 basin of the SFMWD district and must adhere to their strict criteria. Refer to Question 19 for more detail on the Stormwater Management measures that the development will include to address the flood mitigation.



## AMERICAN DREAM MIAMI

### QUESTION 17 - WATER SUPPLY

A.

1. Provide a projection of the average daily potable and non-potable water demands at the end of each phase of development. If significant seasonal demand variations will occur, discuss anticipated peaks and duration. Use the format below:

The American Dream Miami Development will be constructed as one phase and the water supply system will be constructed to serve the entire site. The following table provides a full breakdown of the proposed uses on the site and the calculated potable water demand for each use. The table also included a comparison of the proposed demand to the demand capacity under the current approved land use.

Table 17-1 Potable Water Demand					
Land Use	Unit	Quantity	Water Use (GPD/Unit)	Est. Potable Water Average Daily Demand (MGD)	Est. Potable Water Maximum Daily Demand (MGD) <sup>2</sup>
<b>Proposed Land Use</b>					
1. Retail	SQ. FT.	3,500,000	10gpd/100sq.ft.	0.350	0.79
2. Entertainment	SQ. FT.	1,500,000	20gpd/100sq.ft.	0.300	0.68
3. Common Area/"Back of House"	SQ. FT.	1,200,000	5gpd/100sq.ft.	0.060	0.14
4. Hotel (keys)	ROOM	2,000	100gpd/room	0.200	0.45
<b>Sub-total</b>				<b>0.910</b>	<b>2.048</b>
<b>Approved Land Use</b>					
Warehouse	SQ. FT.	4,083,968	1gpd/100sq.ft.	0.034	0.077
Office	SQ. FT.	57,300	5gpd/100sq.ft.	0.003	0.006
Business Park/Showroom	SQ. FT.	95500	10gpd/100sq.ft.	0.010	0.021
<b>Sub-total</b>				0.046	0.105
<b>Total Net Change</b>				<b>0.864</b>	<b>1.943</b>

The non-potable water demand include site irrigation. To estimate the site irrigation demand we estimate a rate of approximately 40,000 gallons, per acre, per week. At this stage we estimate that approximately 20 Acres of the total site will have landscaped areas that will require irrigation, therefore an estimate of 0.114MGD is the average daily demand for irrigation.

In addition, based upon the Applicant experience with their similar developments throughout North America, we estimate about a 40,000 GPD (0.04 MGD) requirement for make-up water for backwash and general maintenance of the water park features. This figure is included in the above estimate.



**2. Describe how this demand information was generated, including the identification of the consumption rates assumed in the analysis.**

The water demand information is based upon the Miami-Dade County Schedule of Daily Gallonage for Various Occupancies. The following table identifies the occupancies used for the analysis results of table 17-1:

Retail:	10gpd/100sq.ft.
Entertainment:	20gpd/100sq.ft. (est.)
Hotel:	100gpd/room
Common Area/Office:	5gpd/100sq.ft.
Full Service Restaurant:	100gpd/100sq.ft.
Theater:	3gpd/seat - (approx. 10sq.ft. per seat required)
Warehouse:	1gpd/100sq.ft.

In addition, per the Miami-Dade County Public Works Manual Part II, section D8.03b, the Maximum Daily Demand was calculated as 225% of the A.D.D. and the Peak Hour Demand was calculated as 450% of A.D.D.

**B. Provide a breakdown of sources of water supply, both potable and non-potable, by development phase through project completion. Use the format below.**

The potable water supply will be supplied to the site by Miami-Dade Water and Sewer Department (MDWASD). We have met with MDWASD and have initiated a service agreement resulting in a Letter of Availability (LOA) confirming their ability to serve the project and the possible points of connection. The LOA is included as Exhibit 17-1

**C. If water wells exist on-site, locate them on Map H and specify those that will continue to be used. Also locate on Map H all proposed on-site wells. (For residential developments, if individual wells for each lot are proposed, simply indicate the number of units to be served, general locations, and any plans for eventual phase-out.) Indicate the diameter, depth, and pumping rates (average and maximum) for each of the existing wells and project this information for the proposed wells (for lots served by individual dual wells, this information may be grouped for projection purposes). Also provide a breakdown of the wells with regard to potable and non-potable sources.**

A comprehensive survey of the site has not yet been completed to determine the existence of water wells. However if there are any existing non-potable wells encountered on the site they will be removed during construction. As part of the project there are no potable supply wells being proposed. As part of the project, consideration may be given to complete our irrigation demands through water reuse and treatment subject to local and



state permitting. Should irrigation require the installation of non-potable supply wells, they will permitting in accordance with Miami-Dade RER, FDEP, and the SFWMD.

- D. If on-site water wells are used, will this result in interference with other water wells or result in adverse impacts to underlying or overlying aquifers? Document the assumptions underlying this response.**

No on-site water wells are proposed at this time. Under consideration at this time is the using reclaimed and treated water to meet the projects irrigation needs, however if irrigation wells are proposed they will permitting in accordance with Miami-Dade RER, FDEP, and the SFWMD.

- E. Who will operate and maintain the internal water supply system after completion of the development?**

Upon completion of the development, the Miami-Dade Water and Sewer Department will operation and maintain the internal water supply system.

- F. 1. If an off-site water supply is planned, attach a letter from the agency or firm providing service outlining:**

- (a) the projected excess capacities of the water supply facilities to which connection will be made at present and for each phase through completion of the project,**
- (b) any other commitments that have been made for this excess capacity,**
- (c) a statement of the agency or firm's ability to provide services at all times during and after development. (This agency must be supplied with the water demand and supply tables in paragraphs A and B above).**

Upon coordination with MDWASD and the initiation of a service agreement which included the water demand requirements, MDWASD issued a Letter of Availability (LOA) dated July 29, 2015 which confirms the ability of the agency to supply the required demand and provided preliminary points of connection for the project. The LOA is included as exhibit 17-1.

- 2. If service cannot be provided at all times during and after development, identify the required capital improvements, timing, cost, and proposed responsible entity for each phase in which service is unavailable.**

The services are anticipated to be constructed early in construction to be available during and after development. The required capital improvements are detailed in



the LOA attached as exhibit 17-1. The cost and responsible entity for the capital improvement is currently being evaluated and will be determined at a later date.

**G. Please describe any water conservation methods or devices incorporated into the plan of development. What percentage of reduction is anticipated over conventional plans?**

Where appropriate, the proposed development will use water conservation devices and methods such as low-flow plumbing fixtures as those listed in Section 604.4 of the Florida Building Code. In addition, during periods of severe water shortage, the project will adhere to the requirements of Chapter 24, Section 12.1(8) of the Miami-Dade Code and Chapter 40E-21 of the Florida Administrative Code. The project's landscaping will adhere to Chapter 18A of the Miami-Dade Code which promotes the use of xeriscape principles, the use of moisture and rain sensor switches for irrigation, and sets design standards for irrigation systems to not overthrow or overflow on to impervious surfaces.

In addition consideration is being given to including a water reuse and treatment program on site to accommodate irrigation demands thereby significantly reducing the use of water supply and/or on-site irrigation wells. These components are still under evaluation for inclusion into the project, so a percentage of reduction over conventional water supply designs is not available at this time.

**H. Indicate whether proposed water service will be provided within an established service area boundary.**

The proposed water service falls within the established service area boundary of the Miami-Dade Water and Sewer Department as described in the LOA in exhibit 17-1.







Exhibit 17-1

miamidade.gov

Water and Sewer  
P.O. Box 330316 • 3575 S. Lejeune Road  
Miami, Florida 33233-0316  
Telephone: 786-268-5360

July 29, 2015

International Atlantic  
7485 Fairway Drive, Suite 430  
Miami Lakes, FL 33014

Re: Water and Sewer Availability for (15-323501) for "American Dream Project", construction and connection of 6.9 million square feet of entertainment, retail and hotel, located at southern corner of I-75 and HEFT to approximately NW 178 Street, Folios #30-2008-001-0300, -0230, -0240, -0170, -0040, -0050, -0060, and -0080; 30-2009-001-0253, -0254, -0251, -0252, -0250, -0242, -0241, -0240, -0170, -0265, -0260, -0270, -0290, -0200, and -0320; and 30-2004-000-0040.

Ladies and Gentlemen:

This letter is in response to your inquiry regarding water and sewer availability to the above-referenced property for the construction and connection of three million five hundred thousand (3,500,000) square feet of retail, one million eight hundred fifty thousand (1,850,000) square feet of entertainment, and two thousand (2,000) hotel rooms, replacing vacant land.

**WATER:** The developer shall connect as follows:

1. Connect to an existing thirty-six (36) inch transmission water main (E-13836-2 & -3) in N.W. 170 Street close to N.W. 97 Avenue at a point, either east or west of N.W. 97 Avenue, and extend a sixteen (16) inch water main, either westerly or easterly in N.W. 170 Street to N.W. 97 Avenue, then, northerly in N.W. 97 Avenue and in *proposed* N.W. 97 Avenue to the southern boundary of the developer's property, then, extend a minimum twelve (12) inch water main within the developer's property in an easement or within dedicated public right-of-ways in a looped system.

**OR**

2. If conveyed by the time this project is ready for construction, then, the developer shall connect to a proposed sixteen (16) inch water main (DW-2014-111; Agreement ID# 20189) in *proposed* N.W. 97 Avenue north of *proposed* N.W. 174 Street, and extend a sixteen (16) inch water main northerly in *proposed* N.W. 97 Avenue to the southern boundary of the developer's property, then, extend a minimum twelve (12) inch water main within the developer's property in an easement and/or within dedicated public right-of-ways in a looped system. Also, connect to an existing thirty-six (36) inch transmission water main (E-13836-2 & -3) in N.W. 170 Street close to N.W. 97 Avenue at a point



either east or west of N.W. 97 Avenue, and extend a sixteen (16) inch water main either westerly or easterly in N.W. 170 Street to N.W. 97 Avenue, connecting to the aforementioned proposed sixteen (16) inch water main (DW-2014-111; Agreement ID# 20189) at that location. Also, cut and plug the aforementioned proposed sixteen (16) inch water main (DW-2014-111; Agreement ID# 20189) in N.W. 97 Avenue and N.W. 170 Street in order to disconnect said water main service from the City of Hialeah's system, which will need to be coordinated with AMB 1-75 INDUSTRIAL PARK property.

Also, the developer shall connect to an existing twelve (12) inch water main (E-12189-4) in N.W. 186 Street (Miami Gardens Drive) west of N.W. 87 Avenue, and extend a sixteen (16) inch water main westerly in N.W. 186 Street and in *theoretical* N.W. 186 Street to the eastern boundary of the developer's property, then, extend a minimum twelve (12) inch water main within the developer's property in an easement and/or within dedicated public right-of-ways in a looped system, connecting to the aforementioned proposed twelve (12) inch water mains within the developer's property described above in points of connection items No. 1 and No. 2. Any public water main extension within the property shall be twelve (12) inch minimum diameter. If two (2) 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 (2) points of connection.

**SEWER:** The developer shall install a new Public Pump Station for this project. It shall be located in a centralized area of the property so that it is close to the center of any of the quarter (¼) sections within Section Q-2, Section Q-3 or Section R-3, since the subject project falls within the three aforementioned sections. The developer shall:

1. a) Connect to an existing twelve (12) inch force main (ES-7739-1) in N.W. 170 Street west of and close to the center line of N.W. 87 Avenue, and extend a twelve (12) inch force main westerly in N.W. 170 Street to N.W. 97 Avenue, then, northerly in N.W. 97 Avenue and in *proposed* N.W. 97 Avenue to the southern boundary of the developer's property, then, extend a minimum eight (8) inch force main within the developer's property in an easement and/or within dedicated public right-of-ways to a point as required to provide service to the proposed Public pump station. The size of the proposed force main to be determined and confirmed at the time Force Main Pressure Analysis results are obtained.

OR

- b) If conveyed by the time this project is ready for construction, then, the developer shall connect to a proposed sixteen (16) inch force main (DS-2014-549; Agreement ID# 20189) in *proposed* N.W. 97 Avenue north of *proposed* N.W. 174 Street, and extend a sixteen (16) force main northerly in *proposed* N.W. 97 Avenue to the southern boundary of the developer's property, then, extend a minimum eight (8) inch force main within the developer's property in an easement and/or within dedicated public right-of-ways to a point as required to provide service to the proposed Public pump station. Also, the developer shall connect to an existing twelve (12) inch force main (ES-7739-1) in N.W. 170 Street west of and close of the center line of N.W. 87 Avenue, and extend a twelve (12) force main westerly in N.W. 170 Street to N.W. 97 Avenue, connecting to the aforementioned proposed sixteen (16) inch force main (DS-2014-549; Agreement ID#



20189) at that location. Also, the developer shall cut and plug the aforementioned proposed sixteen (16) inch force main (DS-2014-549; Agreement ID# 20189) in N.W. 97 Avenue and N.W. 170 Street in order to disconnect said force main service from the City of Hialeah's system, which will need to be coordinated with AMB 1-75 INDUSTRIAL PARK property. The size of proposed force main to be determined and confirmed at the time Force Main Pressure Analysis results are obtained.

2. Dedicate a forty-five by sixty-five foot (45' x 65') tract site for the proposed Public pump station.
3. Provide gravity sewer main stub-outs at full depth at the abutting property lines such that any of the abutting properties will be able to connect to the aforementioned proposed stub-outs. Any public gravity sewer within the property shall be eight (8) inch minimum diameter.
4. Provide and install an emergency generator with building at the pump station site for the aforementioned proposed M-D W.A.S.D. public pump station since the proposed flow not inclusive of peak flow demands is greater than (> 100 GPM).

Construction connection charges and connection charges shall be determined once the developer enters into an agreement for water and sewer service, provided the Department is able to offer those services at the time of the developer's request. Information concerning the estimated cost of facilities must be obtained from a consulting engineer. All costs of engineering and construction will be the responsibility of the developer. Easements must be provided covering any on-site facilities that will be owned and operated by the Department.

Please be advised that the right to connect the referenced property to the Department's sewer system is subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the County and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Decree entered on April 9, 2014, in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.

The developer is hereby advised that the subject property falls within a designated protected wetland area. The developer is not authorized to commence any work or activities pursuant to this permit until the developer obtains any and all approvals or permits, if necessary, from the County's Department of Regulatory and Economic Resources (RER). Please be advised that, even after work commences, if the County is advised by the Federal Government, the State of Florida, or a court that an activity on the subject property is in violation of Federal law, in

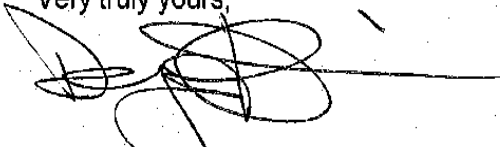


violation of Florida law, or in violation of a permit or approval granted by the Federal Government, such violation may result in an immediate stop work order. The developer is strongly advised to consult with the necessary federal or state agencies before conducting any work or activities on the property. Please be aware that the Federal Government may require certain actions or protections on the property, and this may result in the need to modify the plans for the property. Therefore, it is recommended that the developer consult with the Federal Government at an early stage in the process. In the event that the Federal Government advises that the plans for the subject property may result in a "take" of endangered or threatened species, the developer is strongly recommended to inform the County in writing at the earliest stage possible.

This letter is for informational purposes only and conditions remain in effect for thirty (30) days from the date of this letter. Nothing contained in this letter provides the developer with any vested rights to receive water and/or sewer service. The availability of water and/or sewer service is subject to the approval of all applicable governmental agencies having jurisdiction over these matters. When development plans for the subject property are finalized, and upon the developer's request, we will be pleased to prepare an agreement for service, provided the Department is able to offer those services at the time of the developer's request. The agreement will detail requirements for off-site and on-site facilities, if any, points of connection, connection charges, capacity reservation and all other terms and conditions necessary for service in accordance with the Department's rules and regulations.

If we can be of further assistance in this matter, please contact us.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Douglas Pile', with a long horizontal line extending to the right.

**Douglas Pile, Esq.**  
**New Business Section**



**QUESTION 18 - WASTEWATER MANAGEMENT**

- A. Provide, in the table given below, the projected wastewater generation at the end of each phase of development and proposed wastewater treatment. Identify the assumptions used to project this demand.**

The American Dream Miami Development will be construction as one phase and the wastewater management system will be construction to serve the entire site. Table 18-1 below details the proposed uses throughout the development and the proposed sewage flows from each use and the entire site. The table also included a comparison of the proposed demand to the demand capacity under the current approved land use.

Table 18-1 Wastewater Flows					
Land Use	Unit	Quantity	Sewage Loading (GPD/Unit)	Total Est. Sewage Flows (MGD)	Peak Hourly Sewage Flows (MGH)
<b>Proposed Land Use</b>					
1. Retail	SQ. FT.	3,500,000	10gpd/100sq.ft.	0.350	0.044
2. Entertainment	SQ. FT.	1,500,000	20gpd/100sq.ft.	0.300	0.038
3. Common Area/Back of House	SQ. FT.	1,200,000	5gpd/100sq.ft.	0.060	0.008
4. Hotel (keys)	ROOM	2,000	100gpd/room	0.200	0.025
<b>Sub-total</b>				<b>0.910</b>	<b>0.114</b>
<b>Approved Land Use</b>					
Warehouse	SQ. FT.	3,403,396	1gpd/100sq.ft.	0.034	0.004
Office	SQ. FT.	57,300	5gpd/100sq.ft.	0.003	0.0004
Business Park/Showroom	SQ. FT.	95,500	10gpd/100sq.ft.	0.010	0.001
<b>Sub-total</b>				<b>0.046</b>	<b>0.006</b>
<b>Net Total Change</b>				<b>0.864</b>	<b>0.108</b>

Note 1: A conservative Peak Hourly Flow factor of 3 was used based on the "Ten States Standards"

The sewage flow rate information is based upon the Miami-Dade County Schedule of Daily Gallonage for Various Occupancies. The following table identifies the occupancies used for the analysis results of table 18-1:

Retail:	10gpd/100sq.ft.
Entertainment:	20gpd/100sq.ft. (est.)
Hotel:	100gpd/room
Common Area/office:	5gpd/100sq.ft.
Full Service Restaurant:	100gpd/100sq.ft.
Theater:	3gpd/seat - (approx. 10sq.ft. per seat required)
Warehouse:	1gpd/100sq.ft.

- B. If applicable, generally describe the volumes, characteristics and pre-treatment techniques of any industrial or other effluents prior to discharge from proposed industrial-related use(s).**





There are no proposed industrial-related uses for this site and such is not applicable.

**C.**

- 1. If off-site treatment is planned, identify the treatment facility and attach a letter from the agency or firm providing the treatment outlining present and projected excess capacity of the treatment and transmission facilities through buildout, any other commitments that have been made for this excess and a statement of ability to provide service at all times during or after development.**

The offsite treatment will be conducted by Miami-Dade Water and Sewer Department (MDWASD). We have met with MDWASD and have initiated a service agreement resulting in a Letter of Availability (LOA) confirming their ability to serve the project and the possible points of connection. The LOA is included as Exhibit 17-1

- 2. If service cannot be provided, identify the required capital improvements, cost, timing, and proposed responsible entity necessary to provide service at all times during and after development.**

The services are anticipated to be constructed early in construction to be available during and after development. The required capital improvements are detailed in the LOA attached as exhibit 17-1. The cost and responsible entity for the capital improvement is currently being evaluated and will be determined at a later date.

**D. If septic tanks will be used on site, indicate the number of units to be served, general locations and any plans for eventual phase-out.**

Septic tanks are not currently proposed for use on the site, however if required during construction activities they will be design and permitted in accordance with local and state regulators including Miami Dade RER and FDEP.

**E. Indicate whether proposed wastewater service will be provided within an established service area boundary.**

The proposed wastewater service falls within the established service area boundary of the Miami-Dade Water and Sewer Department as described in the LOA in exhibit 17-1.





**QUESTION 19 - STORMWATER MANAGEMENT**

- A. Describe the existing drainage patterns on-site as shown on Map I, including any potential flooding and erosion problems.**

The site is currently predominantly agricultural use and at a low elevation ranging from 2.70' to 5.25' NGVD and is located in the Western C-9 Basin and within the floodplain. Existing drainage patterns are exclusively on-site infiltration, there is no structured stormwater management system currently on the site.

- B. Describe the various elements of the proposed drainage system shown on Map I, including any wetlands to be used as part of the system, and discuss the design criteria (including stage-storage/stage discharge assumption) to be used for the various elements. Provide typical cross-sections (showing dimensions, slopes and control elevations) for any proposed lakes or swales. Identify the control elevation for all drainage structures. Include information as to what design storm will be used for what portions of the system.**

Based upon the preliminary site assessments and discussions with the Agencies Having Jurisdiction (AHJ), the following are some of the key elements that the project approach will address during the site development process.

The project site is approximately **174.827 acres** located in the southwest corner of the intersection of Interstate 75 and the Florida Turnpike. The proposed drainage system will likely consist of a robust on-site exfiltration trench system and on-site lake of approximately 18 Acres to manage the design storm events as required by the AHJ's. Final determination of drainage capacity on the site will depend on the hydrological study that will be completed in the coming months.

The preliminary study identifies that this project lies within the Western C-9 Basin. This basin includes criteria for cut and fill requirements which allows for a floodplain encroachment volume of 2' times the site area. The International Atlantic team will work with the SFWMD and the other AHJ's to design a site layout in accordance with this criteria.

It should be noted that the Applicant has performed extensive coordination with the SFWMD, FDEP, and Miami-Dade RER to date and all agencies are aware of the project intentions.

In general, the stormwater management system will be designed and permitted in accordance with South Florida Water Management District (SFWMD) and Miami-Dade RER standards. The proposed drainage improvements, including detention swales and exfiltration trenches will retain and treat stormwater prior to discharging to ground water



or retention areas in accordance with SFWMD and DERM requirements. In addition, the land use change from existing cattle raising will improve the water quality

Appropriate erosion, sedimentation, and siltation prevention and protection measures will be used throughout construction. Engineering plans will include erosion and sedimentation control procedures during construction to ensure that: 1) erosion/sedimentation control devices are in place and are maintained; and 2) best management practices (BMPs) are followed to protect the adjacent canals and wetland areas. BMPs to be used include the following:

- Surface water run-off from exposed areas during construction will be routed to retention areas, swales and/or ditches where the water can be treated to control discharges and meet state water quality criteria.
- Exposed areas will be grassed as soon as possible to stabilize the soil.

**C. From Map I, indicate the total number of acres in each drainage area and specify the acreage of any portions of drainage areas outside the site boundaries. Complete the following table for on-site drainage areas.**

The following table, 19-1, includes the on-site and off-site project drainage areas

Table 19-1 Drainage Area Table				
PHASING	IMPERVIOUS SURFACES (ACRES)	SURFACE RETENTION (ACRES)	OPEN SPACE (ACRES)	TOTAL ACRES
Existing	0.00	0.00	174.827	174.827
Complete Project Site	136.70	18.00	20.127	174.827
<b>Total Development</b>	<b>136.70</b>	<b>18.00</b>	<b>20.127</b>	<b>174.827</b>

**D. Specify and compare the volume and quality of run-off from the site in its existing condition to the anticipated run-off at the end of each phase of development. (The parameters to be used to define "quality" and methodology should be agreed to by the regional planning council and other reviewing agencies at the pre-application conference stage.) Identify any changes in timing or pattern of water-flows between pre- and post-development conditions. Indicate major points of discharge and ultimate receiving water body(ies). Indicate what provisions will be incorporated in the design of the drainage system, including a summary description of any Best Management Practices to be utilized, to minimize any increase in run-off from the site and to minimize any degradation of water quality in the ultimate receiving body over that occurring in its pre-development state.**



This project will discharge into the C-9 canal system that ultimately discharges to Biscayne Bay therefore water quality is of utmost importance. The existing condition does not contain any structural drainage features and therefore any runoff from the site to offsite water bodies occurs through overland sheet-flow into the canals as the site is surcharged.

In our proposed developed condition the site will include an extensive system of on-site exfiltration trenches and an on-site 18 acre lake sized to accommodate the design storm events and therefore contain the primary volume of water and the first flush which contains the highest concentration of contaminants and pollutants and meet the TMDL standards of this basin.

All runoff from the site will be treated through the BMP's described above, which again include primary treatment through the catch basin and exfiltration trenches, and secondary treatment through the lakes. Additional BMP's in the system will include baffles at the catch basins connected to exfiltration trenches and baffle structures prior to discharge into the lakes.

**E. Who will operate and maintain the drainage system after completion of the development?**

The owner will operate and maintain the drainage system after completion of the development.





**QUESTION 20 - SOLID WASTE/HAZARDOUS WASTE/MEDICAL WASTE**

- A. **Provide a projection of the average daily volumes of solid waste generated at the completion of each phase of development. Use the format below and identify the assumptions used in the projection.**

The following table, 20-1, includes a breakdown of the projected daily volumes of waste generation from the site. The table also included a comparison of the proposed demand to the demand capacity under the current approved land use.

Table 20-1 Solid Waste Generation Table						
Land Use	Unit	Quantity	Average Waste Generation Rate <sup>1</sup> (lbs/sq.ft./yr.)	Pounds Per Day	Cubic Yards Per Day (CYD)	Tons per Day (TPD)
<b>Proposed Land Use</b>						
1. Retail	SQ. FT.	3,500,000	7.47	71,630	294.77	35.82
2. Entertainment	SQ. FT.	1,500,000	5.34	21,945	90.31	10.97
3. Common Area/Back of House	SQ. FT.	1,200,000	2.09	6,871	28.28	3.44
4. Hotel	Rooms	2,000	8.18	34,244	140.92	17.12
<b>Sub-total</b>				<b>134,691</b>	<b>554.28</b>	<b>67.35</b>
<b>Approved Land Use</b>						
Warehouse	SQ. FT.	4,083,968	5.20	48,487	199.53	24.24
Office	SQ. FT.	57300	2.09	328	1.35	0.16
Business Park/Showroom	SQ. FT.	95,500	7.47	1,954	8.04	0.98
<b>Sub-total</b>				<b>50,769</b>	<b>208.93</b>	<b>25.38</b>
<b>Total Net Change</b>				<b>83,921</b>	<b>345.35</b>	<b>41.96</b>

**Notes:**

1. Solid Waste Generation Rates are based upon the findings of the 1995 Commercial Generation Study performed by The Palm Beach County Solid Waste Authority (SWA), included as Exhibit 20-1.
2. Weight to Cubic Yard conversion are based upon an estimate of 9lbs per Cubic Foot of waste.
3. Land Uses which act as common areas within the development are treated as "transportation terminals" as this is the closest land use type presented in the study.

- B.

1. **Please specify the extent to which this project will contain laboratories, storage facilities, and warehouse space where hazardous materials may be generated or utilized. What types of hazardous waste or toxic materials are likely to be generated? Will a hazardous materials management plan be prepared covering all uses of hazardous materials on-site? If so, please discuss contents and enforcement provisions.**



The only storage facilities anticipated for the site will be as a compliment to the retail, hotel, and restaurant uses where storage of merchandise, equipment, or food products are required. There are no anticipated uses that will generate toxic or hazardous materials. If such uses arise, the owner, Applicant, or leaseholder will submit as required a hazardous materials management plan for approval by the Miami-Dade County RER and FDEP and in accordance with current local and state regulations.

2. **Please discuss what measures will be taken to separate hazardous waste from the solid waste stream. What plans and facilities will be developed for hazardous or toxic waste handling, generation, and emergencies?**

As stated in question 1, there is no hazardous waste anticipated to be generated from this site. Should hazardous waste be present it will be removed from the solid waste at the point of origin per local and state regulations.

3. **Please identify off-site disposal plans for hazardous waste generated by this development and provide assurance of proper disposal by a qualified contractor.**

Because there is no hazardous waste generation anticipated from the project at this time, a contract has not been identified to perform these services.

4. **What local and state regulations, permits and plans will regulate the generation and handling of hazardous waste at this development?**

Although not anticipated, the Applicant will comply with all legislation governing hazardous waste generation and handling. The handling and generation of any hazardous waste will be regulated by the U.S. Environmental Protection Agency and other local, state and federal agencies. In addition, hazardous waste generation and handling are regulated locally by Chapter 24 of the Miami-Dade County Code.

- C. **For all waste disposal planned (on or off site), attach a copy of the letter from the developer describing the types and volumes of waste and waste disposal areas requested, and attach a letter from the agencies or firms providing services outlining:**

1. **the projected excess capacity of the facilities serving the development at present and for each phase through completion of the project,**
2. **any other commitments that have been made for this excess capacity,**



3. **a statement of the agency's or firm's ability to provide service at all times during and after development (the agency or firm must be supplied with the solid waste generation table in (A) above).**

No on-site disposal of solid waste is anticipated, all solid waste disposal will be off site. Attached as Exhibit 20-1, is a letter from Waste Management demonstrating their ability and commitment to service the Solid Waste needs of American Dream Miami.





November 1, 2015

Mr. Robert M. Gorlow  
International Atlantic, LLC  
One Meadowlands Plaza, 6<sup>th</sup> Floor  
East Rutherford, NJ 07073

RE: American Dream Miami Project

Dear Mr. Gorlow,

Thank you for meeting with us and reviewing the plans for the American Dream Miami Project. Based on the information provided, please utilize this letter as confirmation that Waste Management Inc. of Florida will be able to provide commercial waste and recycling services for the entirety of the project located in Unincorporated Miami Dade County.

If you require additional assistance, please contact me directly at 305-986-5120.

Sincerely,

A handwritten signature in blue ink that reads 'Susie Vega'.

Susie Vega  
Major Account Executive  
Waste Management Inc. of Florida  
[sanevega@wm.com](mailto:sanevega@wm.com)

2125 NW 10<sup>th</sup> Court  
Miami, Florida 33127  
305-471-4444



PART IV. TRANSPORTATION RESOURCE IMPACTS

**QUESTION 21 - TRANSPORTATION**

**The following Questions are addressed under the “American Dream Miami & Graham Project Transportation Impact Analysis for CDMP Amendment” performed by Leftwich Consulting and submitted to Miami-Dade County on June 22, 2016.**

- A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips directional, traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the preapplication conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.
- B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the preapplication conference stage.
- C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.





INTERNAL/EXTERNAL SPLIT - VEHICLE TRIPS

	VEHICLE TRIPS (ADT)		PEAK HOUR VEHICLE TRIPS	
PHASING	INTERNAL	EXTERNAL	INTERNAL	EXTERNAL
Existing				
Phase 1				
.				
.				
.				
n				

- D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.
- E. Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each



link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/ total peak hour directional trips and in terms of peak hour directional DRI trips/ existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

- F. Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.
- G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.
- H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right-of-way dedication, building set-backs, etc.
- I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.



**QUESTION 22 – AIR**

- A. Document the steps which will be taken to contain fugitive dust during site preparation and construction of the project. If site preparation includes demolition activities, provide a copy of any notice of demolition sent to the Florida Department of Environmental Regulation (FDER) as required by the National Emission Standards for Asbestos, 40 CFR Part 61, Subpart M.**

The project site is currently vacant with no structures on site. There will be no demolition activities proposed as part of the development. With respect to dust control during site preparation and construction, the Applicant and its contractors will adhere to all local and state regulations with respect to on-site dust control that may be required to control fugitive dust during site preparation activities. This includes the implementation of water trucks to keep dust from migrating, as well as a robust Storm Water Pollution Prevention Plan that will include silt fence around the site to contain silt and dust from running off the site during storm events. Following construction, all project areas will be sodded, mulched, landscaped, or paved thus containing fugitive dust.

- B. Specify structural or operational measures that will be implemented by the development to minimize air quality impacts (e.g., road widening and other traffic flow improvements on existing roadways, etc.). Any roadway improvements identified here should be consistent with those utilized in Question 21, Transportation.**

The Amendment Site is fortunate to be surrounded by regional roadway network improvements that are programmed and/or planned in TIP 2016 and LRTP 2040 to add regional roadway network capacity to Florida's Turnpike, Interstate-75 and SR-826. To complement the regional network improvements, the development will provide additional roadway and interchange improvements to improve access to the site and to address network capacity on adjacent local roadways to accommodate project impacts. A preliminary listing of the roadway and interchange improvements which are currently under review to provide access to the amendment site are outlined below. The final determination of required roadway and interchange improvements will be made during the agency review and approval process for the CDMP Amendment Transportation Analysis.

Site Access Improvements:

- New Turnpike Interchange at HEFT and NW 170 Street
- Construction of NW 170 Street between HEFT and NW 97 Avenue
- Construction of NW 178 Street between NW 102 Avenue and I-75
- Construction of NW 97 Avenue from NW 154 Street to NW 178 Street
- Construction of NW 102 Ave. from NW 170 St. or NW 178 St. to NW 186 St.
- Modified Interchange at I-75 and NW 186 Street / Miami Gardens Drive



- C. Complete Table 22-1 for all substantially impacted intersections within the study area, as defined in Map J, and all parking facilities associated with the project. Using the guidance supplied or approved by the Florida Department of Environmental Regulation, determine if detailed air quality modeling for carbon monoxide (CO) is to be completed for any of the facilities listed in the table.**

Detailed information on impacted intersections as well as surface and structured parking areas will be provided during the zoning and/or site plan approval and permitting process (if requested and/or required by reviewing agencies). After the CDMP Amendment Transportation Analysis has been reviewed and determined to be sufficient, the Applicant will meet with MD-RER and FDEP to identify applicable guidelines and to identify those study intersections and parking facilities which are anticipated to be substantially impacted by project traffic. As part of the DRI process, FDEP guidelines require that the following be considered for air quality modeling:

- LOS E and F intersections impacted by 5% or more of project traffic;
- Surface parking areas accommodating 1500 vehicle trips per hour; or
- Parking garages accommodating 750 vehicle trips per hour.

- D. If detailed modeling is required, estimate the worst case one-hour and eight-hour CO concentrations expected for each phase through buildout for comparison with the state and federal ambient air quality standards. Utilize methodology supplied or approved by the Florida Department of Environmental Regulation for making such estimates. Submit all air quality modeling input and output data along with associated calculations to support the modeling and explain any deviations from guidance. Provide drawings of site geometry and coordinate information for each area modeled. Show the location of the sources and receptor sites. Modeling assumptions should consider federal, state, and local government programmed link and intersection improvements with respect to project phasing. Any roadway improvements utilized in the model should be consistent with those used in Question 21, Transportation. Provide verification of any assumptions in the modeling which consider such programmed improvements. It is recommended that air quality analyses be completed concurrently and in conjunction with the traffic analyses for the project.**

If applicable, this information will be provided after the CDMP Amendment Transportation Analysis has been reviewed and determined to be sufficient, and the Applicant has met with MD-RER and FDEP to determine which intersections and parking facilities need to be modeled and have established parameters for the carbon monoxide analysis.





- E. If initial detailed modeling shows projected exceedance(s) of ambient air quality standards, identify appropriate mitigation measures and provide assurances that appropriate mitigating measures will be employed so as to maintain compliance with air quality standards. Submit further modeling demonstrating the adequacy of such measures.**

This information will be provided after the CDMP Amendment Transportation Analysis has been reviewed and determined to be sufficient, and the modeling (if applicable) has been completed.





**QUESTION 23 - HURRICANE PREPAREDNESS**

A.

1. **Identify any residential development proposed within the hurricane vulnerability zone delineated in the applicable regional hurricane evacuation study, regional public hurricane shelter study or adopted county peacetime emergency plan. If so, delineate the proposed development's location on the appropriate county and/or regional hurricane evacuation map and respond to questions B.(1) and B.(2) below. Proposed mobile home and park trailer developments should answer question B.(1), regardless of location, or answer questions B.(1) and B.(2) below, if proposed within the hurricane vulnerability zone or the high hazard hurricane evacuation area.**

There is no residential development proposed as part of this development.

In April of 2013, the Miami-Dade County Department of Emergency Management updated their Hurricane Evacuation Map which provides Hurricane Storm Surge Planning Zones across Miami-Dade County (categorized as Planning Zones A through E) which are depicted on attached **Exhibit 23-1**. The Hurricane Storm Surge Planning Zones are used to identify the risk of storm surge throughout the entire county, and are based upon an updated generation of the SLOSH Model. As a storm is approaching, Miami-Dade County Emergency Management will identify which areas should evacuate for that particular storm. A description of the Storm Surge Planning Zones are outlined below.

- Zone A is at greatest risk for storm surge for Category 1 and higher storms.
- Zone B is at greatest risk for storm surge for Category 2 and higher storms.
- Zone C is at greatest risk for storm surge for Category 3 and higher storms.
- Zone D is at greatest risk for storm surge for Category 4 and higher storms.
- Zone E is at greatest risk for storm surge from Category 5 storms.

The American Dream Miami (ADM) CDMP Amendment project area lies generally east of the HEFT, west of I-75, north of NW 178 Street and south of NW 186 Street. This exhibit identifies that the CDMP Amendment project is located within Storm Surge Planning Zone C and D which is at risk for storm surge under Category 3 storms or higher. The CDMP Amendment property is currently unimproved and has not yet been developed or graded to meet current flood elevation standards. When improvements are provided on-site and the property has addressed all flood elevation standards, the site should be able to qualify for Storm Surge Planning Zone D consistent with adjacent properties.





# AMERICAN DREAM MIAMI

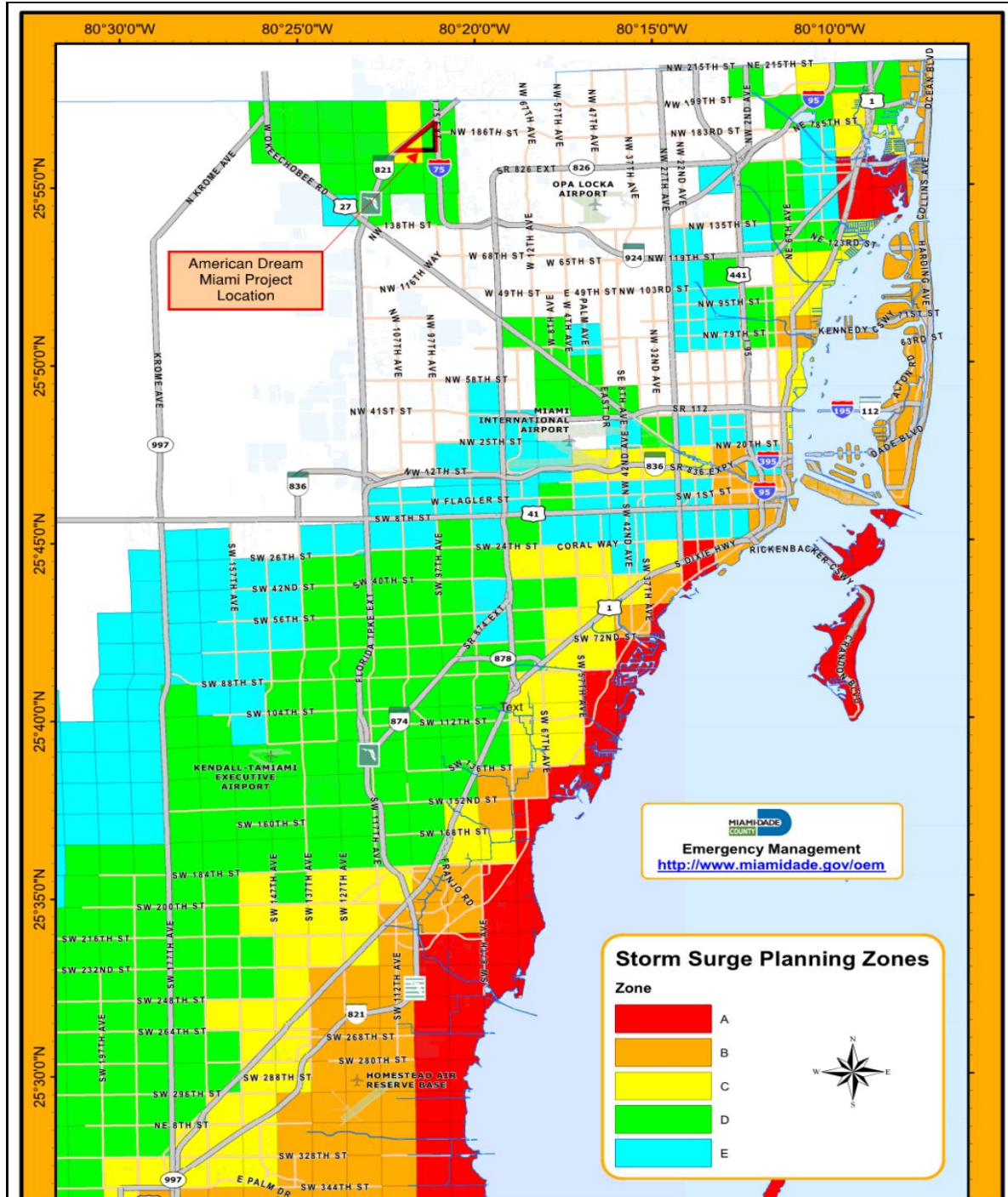


Exhibit 23-1: Miami Dade County Storm Surge Planning/Evacuation Zone Map



2. **Identify any hotel/motel or recreational vehicle/travel trailer development proposed within the high hazard hurricane evacuation area delineated in the applicable regional hurricane evacuation study, regional public hurricane shelter study, or adopted county peacetime emergency plan. If present, delineate the proposed development's location on the appropriate county or regional hurricane evacuation map and answer questions B.(1) and B.(2) below.**

The CDMP Amendment for the ADM development, includes up to 2000 hotel rooms. Their location is depicted on the Miami-Dade County hurricane evacuation zone map shown as **Exhibit 23-1**. This development is not located within the “high hazard hurricane evacuation area”.

3. **Identify whether the proposed development is location in a designated special hurricane preparedness district.**

The proposed development is located partially in Zone C and Zone D of the Miami-Dade County Evacuation Zone Map. However, it is not located within a designated special hurricane preparedness district.

**B.**

1. **For each phase of the development, determine the development's public hurricane shelter space requirements based on the behavioral assumptions identified in the applicable regional study or county plan. Identify the existing public hurricane shelter space capacity during the one hundred year or category three hurricane event within the county where the development is being proposed and indicate whether the county has a deficit or surplus of public hurricane shelter space during the one hundred year or category three hurricane event.**

Based upon the information provided in the 2014 Statewide Emergency Shelter Plan dated January 31, 2014, the hurricane evacuation center capacity for Miami-Dade County consists of 76,470 public shelter spaces with a demand for 61,894 shelter spaces, thus a surplus of 14,576 Shelter Spaces as outlined in **Table 23-1** below. The Shelter Capacity includes accommodations for Standard Shelter Space and Special Needs Shelter Space also outlined in **Table 23-1** below.





**Table 23-1**

Shelter Space	Capacity	Demand	Surplus
Standard Shelter Space	73,162	59,177	13,985
Special Needs Shelter Space	3,308	2,717	591
<b>Total</b>	<b>76,470</b>	<b>61,894</b>	<b>14,576</b>
ADM CDMP Amendment Demand		1533	-1533
<b>Total with Amendment</b>		<b>63,427</b>	<b>13,043 – Updated Surplus</b>

The Applicant has estimated the public shelter demand for 2000 hotel rooms as presented in **Table 23-2**. The analysis demonstrates a potential demand for 1533 shelter spaces (as outlined in Table 23-2) when 70% of the proposed hotel rooms seek shelter in Miami-Dade County for a Category 3 or higher storm. The Applicant has utilized the data and analysis provided in the Florida Statewide Regional Evacuation Studies Program which includes the participation rates for Category 3 Storms, the persons per dwelling unit, the percent of evacuees to local public shelters, the persons per hotel room, the updated seasonal occupancy of hotel rooms during hurricane season and the updated persons per hotel room to develop the estimated shelter demand. Given the peak demand results from Table 23-2 that forecasts a demand for **1533** shelter spaces from the proposed 2000 hotel rooms for the ADM Amendment Site, Miami-Dade County will still have a **13,043** public shelter space surplus under Evacuation Level C.

Due to the nature of this development as a destination complex with primarily entertainment and retail uses, the applicant does not anticipate that these particular uses of the development will generate additional demand for shelter space. The Applicant will have an emergency management plan as part of the overall operation of the complex and will include procedure for closing the entertainment and retail components of the development once a hurricane watch or warning is issued.

2. **For each phase of the development, determine the number of evacuating vehicles the development would generate during a hurricane evacuation event based on the transportation and behavioral assumptions identified in the applicable regional study or county plan. Identify the nearest designated hurricane evacuation route and determine what percentage of level of service E hourly directional and maximum service volume the project will utilize. Identify and describe any action(s) or provisions that will be undertaken to mitigate impacts on hurricane preparedness.**





<p align="center"><b>TABLE 23-2</b></p> <p align="center"><b>American Dream Miami - CDMP Amendment</b></p> <p align="center"><b>HURRICANE EVACUATION TRAFFIC ANALYSIS - Category 3 Evacuation and Shelter Analysis</b></p>										
<b>Evacuation Vehicles Generated by Project</b>										
Dwelling Units	0	residential du's								
Hotel Units	2000	hotel rooms								
Evacuation Participation Rate for Category 3	80%	of units*								
Out of County Evacuation Rates	70%	of units								
Vehicles per Dwelling Unit	1.65	vehicles per permanent unit								
Vehicles per Hotel Unit	1.05	vehicles per occupied seasonal unit								
Evacuation Vehicle Usage Rate	70%	of permanent unit vehicles								
	100%	of seasonal unit vehicles								
Seasonal Unit Occupancy Levels	75%	occupancy during Hurricane Season								
<b>Category 3</b>										
Evacuation Vehicles Generated by Project	1575	Evac Vehicles								
<b>Public Shelter Demand Generated by Project</b>										
People per Unit	2.86	people per permanent unit								
	1.46	people per occupied seasonal unit								
Percent of Evacuees to Local Public Shelter	5%	of permanent resident evacuees								
Percent of Evacuees to Friend/Relative Refuge	65%	to local homes of friends/relatives								
Percent of Evacuees to Hotel-Motels	20%	to hotel-motels								
<b>Category 3</b>										
Public Shelter Demand Generated by Project	1533	Shelter Demand								
<b>Evacuation Vehicles as Percent of LOS E Directional Service Volume under Category 3</b>										
<b>Designated Evacuation Routes</b>										
Percent of Evacuation Traffic Using Adjacent Evacuation Road Network	10L FWY HEFT SO Site	10L FWY HEFT NO Site	10L FWY I-75 NO HEFT	10L FWY I-75 SO HEFT	8L FWY Palmetto NO Gratiwny	10L FWY Palmetto SO Gratiwny	6L FWY Gratiwny			
Evacuation Vehicles by Route	15.00%	25.00%	25.00%	15.00%	5.00%	5.00%	5.00%	0.00%		
	236 vehicles	394 vehicles	394 vehicles	236 vehicles	79 vehicles	79 vehicles	79 vehicles	0 vehicles		
Highest Hourly Contribution of Evacuation Traffic as a % of Total Evacuation Traffic Based on Medium Behavioral Response Curve	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%	30.00%	0.00%		
	71 vehicles	118 vehicles	118 vehicles	71 vehicles	24 vehicles	24 vehicles	24 vehicles	0 vehicles		
Highest Hourly Contribution of Evacuation Traffic by Route from Project	10,360	10,360	10,360	10,360	8,220	10,360	6,080	1860		
Maximum Directional LOS E Service Volume per Evacuation Route	veh per hour	veh per hour	veh per hour	veh per hour	veh per hour	veh per hour	veh per hour	veh per hour		
Maximum Hourly Evacuation Vehicles as a % of LOS E Hourly Directional Service Volume	0.68%	1.14%	1.14%	0.68%	0.29%	0.23%	0.39%	0.00%		



Figure 7 from the Transportation Element of the Miami-Dade County CDMP identifies the designated hurricane evacuation routes for the entire County as depicted on **Exhibit 23-2**. **Exhibit 23-3** has been prepared to illustrate the hurricane evacuation routes for the northern portion of the County which are located adjacent to the CDMP Amendment Site for **The American Dream Miami**. The hurricane evacuation routes adjacent to and serving the Amendment Site include the HEFT, I-75, SR-826, Okeechobee Road and SR-924/Gratigny Parkway.

**Table 23-2** has been prepared to calculate the estimated traffic impact from the hotel traffic (no residential traffic is proposed for the project) generated by the Amendment Site that are likely to participate in some form of hurricane evacuation activity based upon the evacuation of **100%** of the occupied hotel rooms (75% seasonal occupancy assumed) based upon the Miami-Dade County evacuation rates for a Category 3 storm under a Category 3 Evacuation Zone (pursuant to *Table IIIB-1, Volume 1-11 from the Statewide Regional Evacuation Studies Program*).

Projected traffic distribution percentages to the designated hurricane evacuation routes are provided on the attached **Exhibit 23-4**. The percentage of project traffic estimated to use these designated evacuation routes at project buildout is provided in **Table 23-2**. Also provided are the calculations of the evacuation project traffic as a percent of the **Level of Service E** hourly directional maximum service volumes, which are illustrated on **Exhibit 23-5**.

Using the socioeconomic and behavioral assumptions from the Statewide Regional Evacuation Study Program, the proposed CDMP Amendment will add an estimated **1575** evacuating vehicles to the adjacent roadway network under Evacuation Level C.

The Applicant has utilized the updated participation rates for Category 3 Storms, the updated vehicles per dwelling unit, the updated vehicle usage rate for dwelling units during hurricanes, the updated vehicles per hotel room and the updated seasonal occupancy of hotel rooms during hurricane season to develop the estimate of evacuation vehicles. To calculate the development's maximum **hourly** contribution to the evacuation network, the Applicant has used 30% as the highest hourly percentage of evacuees loading the roadway network based upon the behavioral assumptions from the prior hurricane study for Miami-Dade County.

Those roadways designated as official evacuation routes (pursuant to Figure 7 of the Transportation Element in the adopted CDMP) were analyzed to determine if the proposed development's evacuation traffic would utilize **25 percent or more**



of the evacuation route's LOS E hourly directional maximum service volume (MSV). If the evacuation traffic were to exceed 25% or more of the LOS E directional MSV, it would be found to have a material adverse effect on the local area's evacuation network. **Table 23-2** provides the calculations to show the maximum hourly evacuation vehicles as a % of the LOS E hourly directional service volume. The evacuation traffic from the CDMP Amendment was found **not to exceed 25 percent or more** of the evacuation route's LOS E hourly directional maximum service volume. See attached **Exhibit 23-5** to illustrate the CDMP Amendment evacuation traffic as a percent of the LOS E directional maximum service volume.

- Evacuation vehicles assigned to HEFT south of NW 170 Street = 0.68% of the LOS E MSV;
- Evacuation vehicles assigned to HEFT north of NW 170 Street = 1.14% of the LOS E MSV;
- Evacuation vehicles assigned to HEFT east of I-75 = 0.68% of the LOS E MSV;
- Evacuation vehicles assigned to I-75 north of HEFT = 1.14% of the LOS E MSV;
- Evacuation vehicles assigned to I-75 south of HEFT = 0.68% of the LOS E MSV;

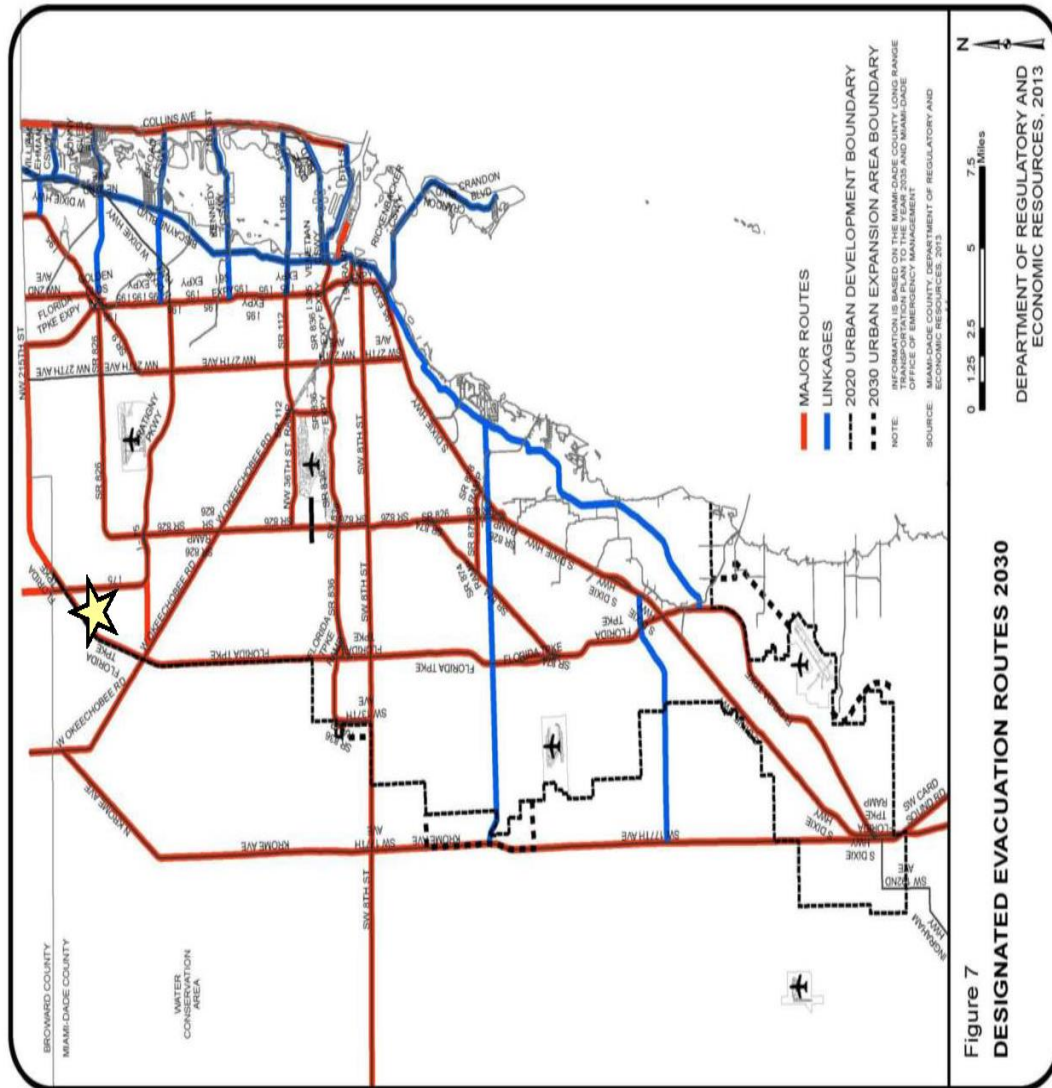
The evacuation traffic assignments from the CDMP Amendment area are not anticipated to impact clearance times for Miami-Dade County road segments in the north and northeast part of the county. These segments will meet the overall evacuation clearance times on which the county bases its evacuation decision making. The proposed CDMP Amendment will have little to no impact on the bottlenecks in the other parts of the county.

**C. Identify and describe any action(s) or provisions that will be undertaken to mitigate impacts on hurricane preparedness.**

Based on the analyses performed in **Table 23-2** the CDMP Amendment Evacuation Traffic will not utilize 25 percent or more of the evacuation route's LOS E hourly directional maximum service volume and therefore no additional mitigation is required.













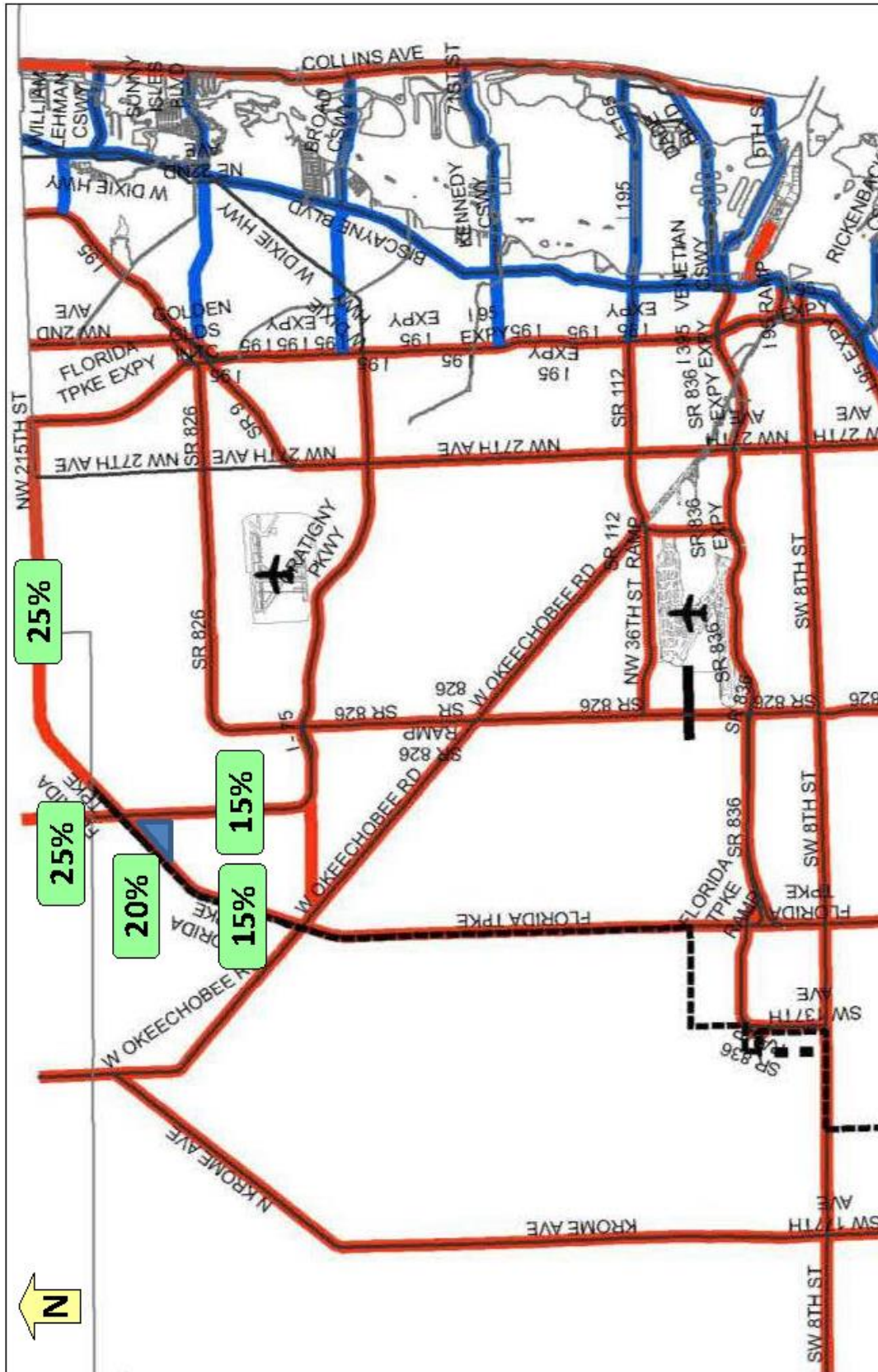


Exhibit 23-4  
Hurricane Evacuation Distribution for Project Traffic  
American Dream Miami

American Dream Miami – Amendment Site Location  
ADM Hurricane Evacuation Distribution for Year 2040

XX.X%



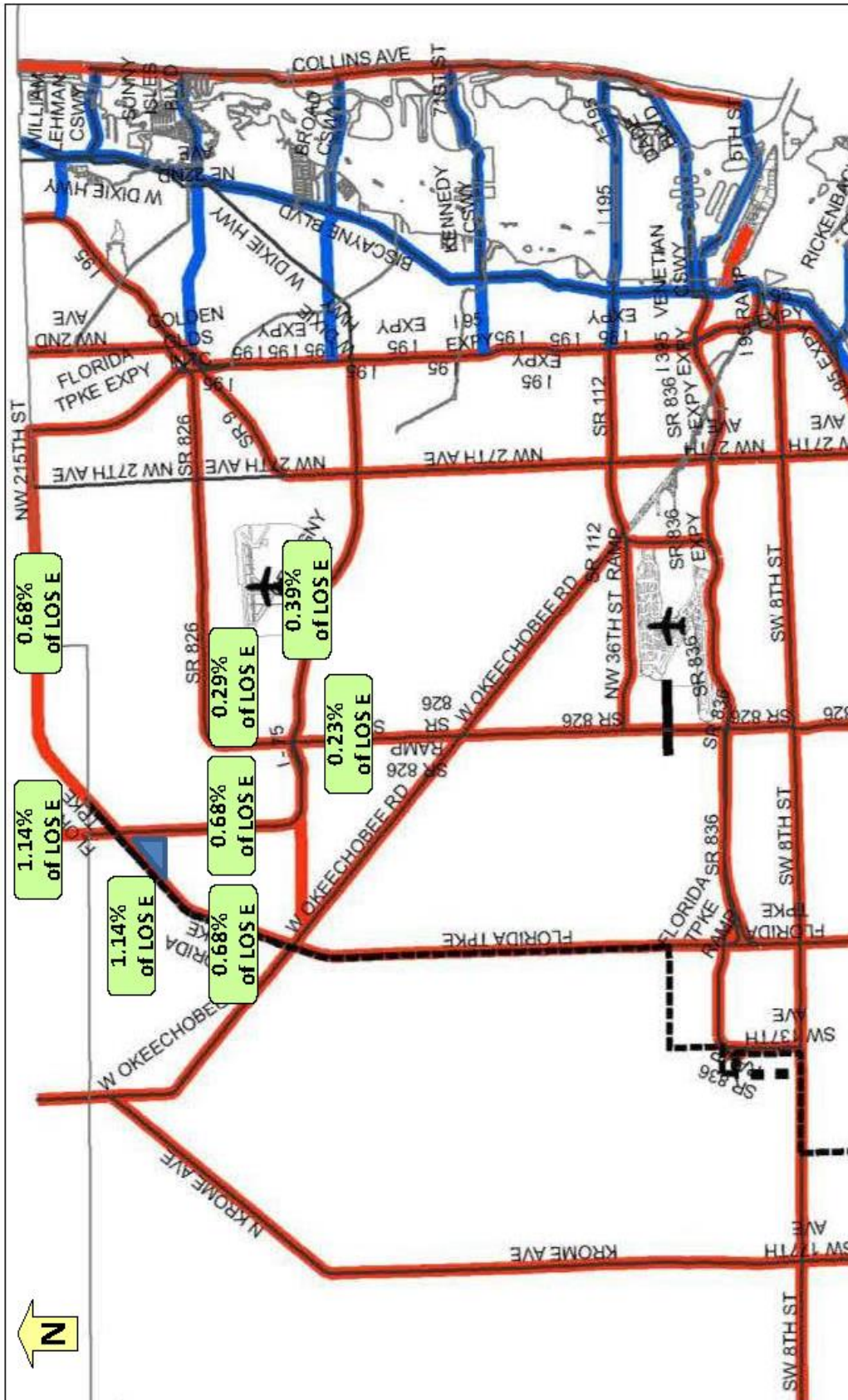


Exhibit 23-5  
Hurricane Evacuation Distribution for Project Traffic  
American Dream Miami

## American Dream Miami – Amendment Site Location

### ADM Hurricane Evacuation Distribution % of LOS E

xx.x%



**QUESTION 25 – POLICE AND FIRE PROTECTION**

- A. If police/fire services, facilities or sites will be dedicated or otherwise provided on-site, describe them, specify any conditions of dedication and locate on Map H.**

The Applicant will offer a facility on site to house a Miami-Dade County Police Department Sub-Station within the main facility, as needed.

- B. Provide correspondence from the appropriate providers acknowledging notice of the proposed development and phasing, and indicating whether present facilities and manpower are capable of serving the project or specifying the additional manpower/equipment necessary to serve the development. If the provider is from another jurisdiction, the letter should also identify any non-facility-related problems in providing said service.**

Pending.



**QUESTION 29 - ENERGY**

- A. Provide a projection of the average daily energy demands at the end of each development phase for each of the following: electrical power, gas, oil, coal, etc. For electrical power, also provide the peak hour demand at the end of each phase.**

Below is table 29-1 which includes a calculation of the electrical power demands for the current American Dream Miami program.

Table 29-1 Electric Power Demand					
Land Use	Unit	Area, sq. ft.	Power Use (Watts/sq.ft.)	Est. Electric Power Average Daily Demand (MW-hr) daily avg	Est. Electric Power Maximum Daily Demand (MW-hr) daily max
1. Retail	SQ. FT.	3,500,000	10	420.000	840.00
2. Entertainment	SQ. FT.	1,500,000	10	180.000	360.00
3. Common Area/Back of House	SQ. FT.	1,200,000	5	72.000	144.00
4. Hotel (keys)	ROOM	2,000	15kVA/room	30.000	60.00
	<b>Totals:</b>			<b>702.000</b>	<b>1,404.000</b>

- B. If there is to be an on-site electrical generating facility (post-construction) describe its proposed capacity and use.**

Approximate required capacity is 50 MW to provide power to facility. No on-site electrical generating facility is proposed, the power will be provided by FPL, see questions C.

- C. If energy (electrical power, natural gas, etc.) is to be obtained from an off-site source, attach a letter from the firms or agencies providing service outlining:**

The largest energy source required appears to be electrical power. At this time the developer anticipates that FPL will be provider of off-site electrical power to the development. Attached as exhibit 29-1 is a letter from FPL confirming the capacity to serve this development.

- the projected excess capacities of the facilities and transmission line to which connection will be made at present and for each phase through completion of the project,**

Not Applicable.

- any other commitments that have been made for this excess capacity,**

Not Applicable.





2. a statement of the supplier's ability to provide service at all times during and after development. (The supplier must be provided with demand information in (A) above.)

Attached as Exhibit 29-1 is a letter from FPL confirming the capacity to serve this development.

- D. Describe any energy conservation methods or devices incorporated into the plan of development. What considerations relative to energy conservation will be incorporated into the site planning, landscape, and building design, and equipment and lighting selection for this project?

Energy conservation methods that the developer will consider incorporating into the development include solar day lighting incorporated in the building design, energy efficient lighting fixtures, modern digital lighting control systems, Variable Frequency Drives (VFDs) to match electrical motors to loads, and close coordination with HVAC systems and building system for energy optimization.



Exhibit 29-1



Florida Power & Light Company

November 24, 2015

Miguel Diaz de la Portilla  
200 South Biscayne Boulevard  
Suite 3600  
Miami, Florida 33131

Re: American Dream Miami Mall  
V/O NW 97th AVE & 180th ST  
Hialeah, FL 33018

Dear Miguel Diaz de la Portilla:

Thank you for contacting FPL early in your planning process. At the present time FPL has sufficient capacity to provide electric service to your property. We have facilities available currently available at this location.

Please advise me early in the planning process once the final plans have been approved. This information will help us to provide you with the best service in accordance with applicable rates, rules and regulations. You may also respond to us through [www.fpl.com](http://www.fpl.com). Please contact me if you have any questions.

Sincerely,

FPL representative

Construction Project Manager



**QUESTION 30 - HISTORICAL AND ARCHAEOLOGICAL SITES**

A.

1. **Describe any known historical or archaeological sites on the development site. Provide a letter from the Department of State, Division of Historical Resources (DHR) which includes a list of known sites within the development site, the likelihood of historical or archaeological sites occurring within the development site, whether a site survey is needed, and whether any known sites are significant.**

A Cultural Resource Assessment Survey (CRAS) of the American Dream Miami property (the “Property”) in Miami-Dade County was conducted by Archaeological Consultants, Inc. (ACI) on behalf of International Atlantic, LLC. The archaeological field survey was conducted in three separate phases between July 2014 and November 2015. At this time, the Department of State, Division of Historical Resources has not provided comments on the CRAS.

The purpose of the investigation was to locate and identify any archaeological sites and historic resources (50 years of age or older) within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). This survey was conducted in conformity with the *National Environmental Policy Act (NEPA)* of 1969, and Section 106 of the *National Historic Preservation Act (NHPA)* of 1966, as amended, and the implementing regulations (36 CFR 800). The CRAS also complies with Chapters 267 and 373, *Florida Statutes (F.S.)*, as well as Florida’s Coastal Management Program and implementing state regulations regarding possible impact to significant historic properties. The field survey and report meet the standards contained in the Florida Division of Historical Resources’ (DHR) *Cultural Resource Management Standards and Operational Manual* (DHR 2003), and meets the specifications in Chapter 1A-46, *Florida Administrative Code (FAC)*.

Background research, which included a review of previous CRAS in the vicinity, the Florida Master Site File (FMSF), and the NRHP, indicated that three previously recorded archaeological sites are located within the Property. 8DA01075, 8DA01080, and 8DA11875 are all black dirt middens that were each determined eligible for listing in the NRHP by the Florida State Historic Preservation Officer (SHPO). Additionally, 8DA01075 was designated by Miami-Dade County as the Donna Camp Archaeological Zone. A review of relevant site location information for areas environmentally similar to the remainder of the property indicated a low probability for the occurrence of aboriginal archaeological sites. The archaeological field survey was designed to avoid impacts to the previously recorded sites. No new archaeological sites were



discovered as the result of the systematic archaeological field survey, and none of the previously identified site boundaries was modified.

The potential for historic period archaeological sites also was considered unlikely. No previously recorded historic buildings are located within the Property, and examination of the county property appraiser's office records indicated no potential for buildings or structures 50 years of age or older.

2. **If DHR recommends that a site survey be done, the results of such a survey, conducted for the development site by an acceptable professional, should be provided.**

The CRAS report, is currently under review by DHR.

- B. **If significant historical or archaeological sites exist on-site, indicate what measures would be taken to protect them, or to minimize or mitigate impacts to them. Where appropriate, describe the measures for providing public access to the sites.**

Potential measures to protect, minimize or mitigate adverse effects to 8DA01075, 8DA01080, and 8DA11875 will be developed in consultation with the SHPO and other consulting parties in accordance with Section 106 of the NHPA and the implementing regulations, 36 CFR 800 following DHR review of the CRAS.



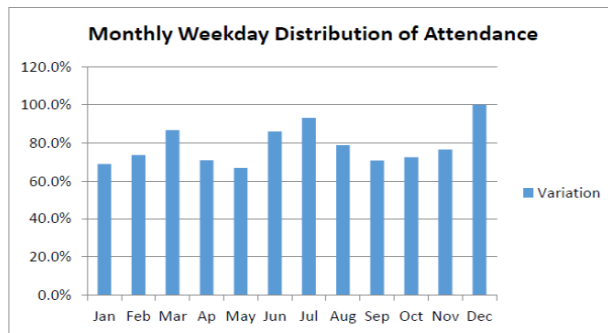
**QUESTION 32 – ATTRACTIONS AND RECREATION FACILITIES**

- A. What is the projected high, low, and average daily attendance at the facility? Specify the season if applicable. Complete Figures 32.1 - 32.3.

The average daily attendance is based on an annual estimate of 40 million visitors. The average daily weekday attendance is estimated to be 100,000, the low weekday attendance is estimated at 85,000, and the weekday high attendance is estimated at 120,000 during the Christmas holiday week. The Saturday average daily attendance is estimated at 150,000. The following tables 32.1 -32.3 summarize the various projected distributions of daily, weekly, and monthly attendances.

**Exhibit 32.1a Estimated ADM Weekday Distribution**

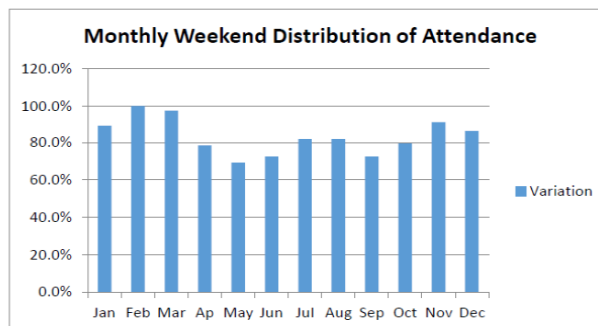
MOA 2014 Monthly Weds Count		
Month	Count	Variation
Jan	19,262	69.1%
Feb	20,553	73.7%
Mar	24,215	86.8%
Apr	19,803	71.0%
May	18,695	67.0%
Jun	24,016	86.1%
Jul	26,002	93.2%
Aug	22,031	79.0%
Sep	19,782	70.9%
Oct	20,243	72.6%
Nov	21,372	76.6%
Dec	27,894	100.0%



Source: MOA June 2015 per "Trip Generation Summary MOA", Westwood, September 11, 2015

**Exhibit 32.1b Estimated ADM Weekend Distribution**

MOA 2014 Monthly Sat Count		
Month	Count	Variation
Jan	38,906	89.5%
Feb	43,449	100.0%
Mar	42,362	97.5%
Apr	34,096	78.5%
May	30,132	69.4%
Jun	31,517	72.5%
Jul	35,611	82.0%
Aug	35,579	81.9%
Sep	31,517	72.5%
Oct	34,586	79.6%
Nov	39,695	91.4%
Dec	37,676	86.7%



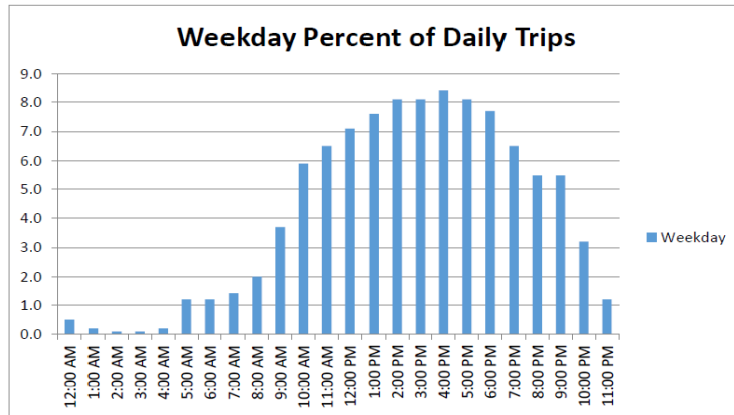
Source: MOA June 2015 per "Trip Generation Summary MOA", Westwood, September 11, 2015





## AMERICAN DREAM MIAMI

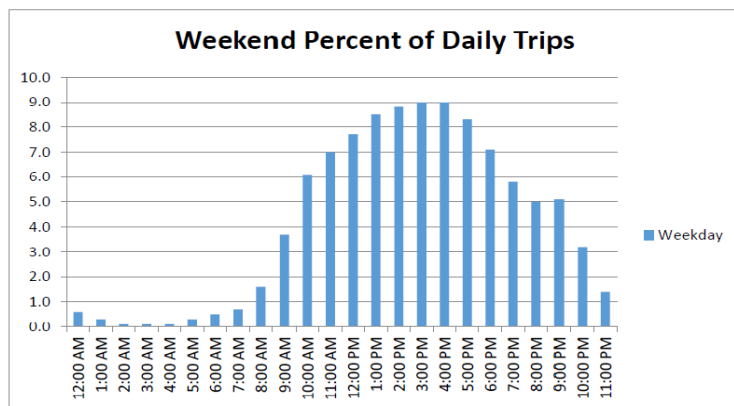
**Exhibit 32.3a Estimated ADM Hourly Weekday Distribution**



Start Time	Weekday
12:00 AM	0.5
1:00 AM	0.2
2:00 AM	0.1
3:00 AM	0.1
4:00 AM	0.2
5:00 AM	1.2
6:00 AM	1.4
7:00 AM	2.0
8:00 AM	3.7
9:00 AM	5.9
10:00 AM	6.5
11:00 AM	7.1
12:00 PM	7.6
1:00 PM	8.1
2:00 PM	8.1
3:00 PM	8.4
4:00 PM	8.4
5:00 PM	7.7
6:00 PM	6.5
7:00 PM	5.5
8:00 PM	5.5
9:00 PM	3.2
10:00 PM	1.2
11:00 PM	0.1
Total	100

Source: MOA August 2015 per "Trip Generation Study MOA, Bloomington, Minnesota", Kimbley-Horn and Associates, Inc. September 9, 2015

**Exhibit 32.3b Estimated ADM Hourly Weekend Distribution**



Start Time	Saturday
12:00 AM	0.5
1:00 AM	0.2
2:00 AM	0.1
3:00 AM	0.1
4:00 AM	0.2
5:00 AM	1.2
6:00 AM	1.4
7:00 AM	2.0
8:00 AM	3.7
9:00 AM	5.9
10:00 AM	6.5
11:00 AM	7.1
12:00 PM	7.6
1:00 PM	8.1
2:00 PM	8.1
3:00 PM	9.0
4:00 PM	9.0
5:00 PM	7.7
6:00 PM	6.5
7:00 PM	5.5
8:00 PM	5.5
9:00 PM	3.2
10:00 PM	1.2
11:00 PM	0.1
Total	100

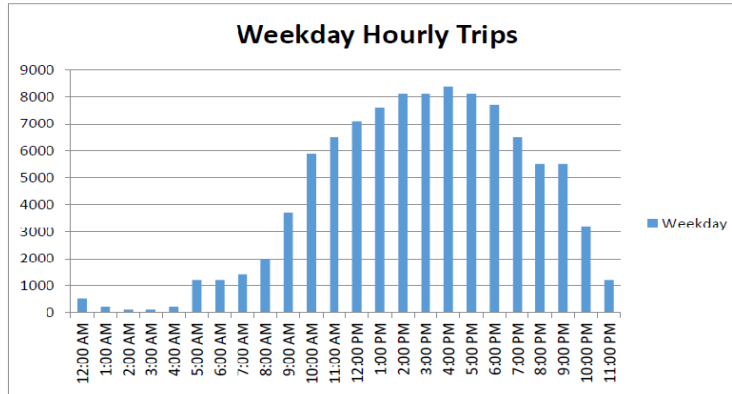
Source: MOA August 2015 per "Trip Generation Study MOA, Bloomington, Minnesota", Kimbley-Horn and Associates, Inc. September 9, 2015





## AMERICAN DREAM MIAMI

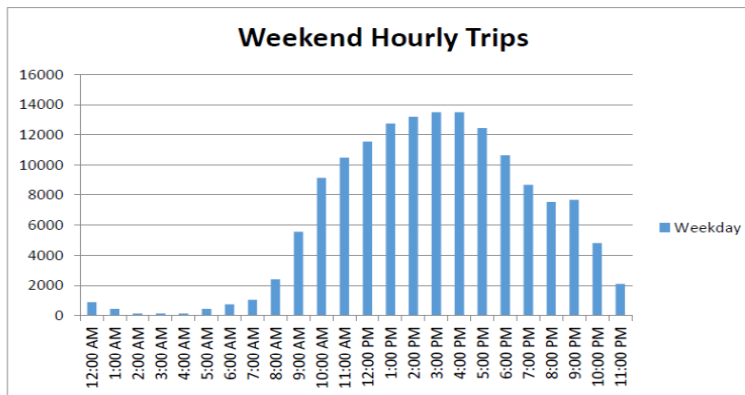
**Exhibit 32.3c Estimated ADM Hourly Weekday Trips**



Avg Weekday Daily Trips:	70,308
Avg Daily Attendance:	100,000

Note: Average Daily Attendance based on 40,000 Annual Visitors

**Exhibit 32.3d Estimated ADM Hourly Weekend Trips**



Avg Saturday Daily Trips:	106,334
Sat Attendance (rounded)*:	150,000

Note: \* Saturday attendance obtained based on ratio of Average Saturday Daily Trips to Average Weekday Trips



**B. Estimate the number of customers utilizing transportation other than automobile to reach the region and the site. Specify the transportation systems and facilities to be utilized, their location, present and planned capacities.**

Miami-Dade County through CDMP Transportation Element Policy TE-1A promotes mass transit alternatives to personal automobiles. American Dream Miami will be designed to accommodate mass transit buses on-site. Furthermore, the project's patrons and employees provide ridership that will support the Palmetto Express Bus proposed in the CDMP Mass Transit subelement Future Mass Transit System 2030 Metrobus Service Area and Rapid Transit Corridor, page II-39 of the Transportation Element. The Palmetto Express Bus route runs from the intersection of NW 186 Street and I-75 to the Palmetto Metrorail Station.

Miami-Dade County through CDMP Transportation Element Policy TE-2G encourages the accommodation the safe movement of bicycle and pedestrian traffic. The proposed project will be designed to provide safe movement of bicycle and pedestrians to and throughout the development. The project will encourage multimodal transportation alternatives to the personal automobile. Sidewalk and bike paths will be provided all through the project and bike racks will be sited at convenient and safe locations. The Applicant will work with the Miami-Dade Transit Agency to advance opportunities for multi-modal transportation alternatives.

**C. If any transportation systems and facilities are to be owned, operated, or managed by the applicant, specify how these interface with other systems and facilities in the region.**

The Applicant will own, operate, and manage the interior roadway network of the American Dream site. This transportation system will interface with County and State facilities south of the site at NW 178<sup>th</sup> Street and east of the site at the Miami Gardens interchange with I-75 and the HEFT. The Applicant is also planning to operate at least 10 private buses linking key area activity centers to the transit center at the site. The routes and the location of a transit center and pedestrian/bike facilities within the site have not yet been defined, however, as previously mentioned the Applicant will work with the Miami-Dade Transit Agency to advance opportunities for multi-modal transportation alternatives in and around the site.





# **APPENDIX B**

## **Miami-Dade County Public Schools Analysis**

(No school analysis is required; applicant's proffered Declaration of Restrictions prohibits residential development)



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# APPENDIX C

## Transportation

<u>Item</u>	<u>Appendix Page</u>
• FDOT's Review of Trip Generation Methodology	181



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*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

1000 NW 111 Avenue  
Miami, FL 33172

JIM BOXOLD  
SECRETARY

March 7, 2016

Napoleon Somoza, Supervisor  
Miami-Dade County Department of Regulatory and Economic Resources Planning  
111 NW 1<sup>st</sup> Street, Suite 1220  
Miami, FL 33128-1972

**Subject: American Dream Miami Trip Generation Methodology  
for Comprehensive Development Master Plan (CDMP) Amendment**

Dear Mr. Somoza:

The Florida Department of Transportation, District Six, in cooperation with District Four, completed a joint review of the trip generation methodology analysis and revised Trip Generation Summary for American Dream Miami (Table 6 Revision\_021916.pdf), submitted to us by the applicant on March 1, 2016. The information represents a response to trip generation methodology concerns voiced by FDOT and others as part of the review of the Transportation Impact Analysis provided by the applicant in December 2015.


Based on the joint District Four and Six review, the following comments are offered.

- 1) The applicant utilized GFA in the revised results and has addressed the concern regarding the recommended use of Gross Floor Area (GFA) rather than Gross Leasable Area (GLA) to derive trip generation rates from the Mall of America (MOA) data.
- 2) Regarding the pass-by, or diverted link trip reduction rate, the applicant satisfied the districts' concern by revising the rate from 14% to 9.7%.



- 3) The LRT adjustment used to factor the MOA trip generation to account for the absence of light rail transit serving ADM should include a conversion of transit person trips to vehicle trips. The applicant suggests using a factor of 3.0 as the average vehicle occupancy, which is loosely derived from and adjusted downward from Florida theme park attendance data. Use of MOA trip generation rates and Florida theme park factors is inconsistent. It is recommended that available vehicle occupancy data from MOA of 2.3 be utilized to inform the LRT adjustment.
- 4) Regarding the hotel adjustment process, the applicant did not specifically address the internal capture concern previously raised, which has to do with the regional context of ADM vs. MOA. The applicant should demonstrate the applicability of regional context in the Minneapolis area to support a similar level of internal capture for ADM. Otherwise, it is recommended that the applicant develop a factor to account for a reduced internal capture rate at ADM, relative to MOA, due to the presence of a number of regional attractions that are likely to play a significant role in the itineraries of ADM visitors.

Please contact me at 305-470-5386, or Lisa Dykstra at 954-777-4360, if you have any questions concerning our comments.

Sincerely,  
  
Lisa Colmenares, AICP  
Planning Manager

cc: Harold Desdunes, Florida Department of Transportation, District Six  
Stacie Miller, Florida Department of Transportation, District Four  
Steve Braun, Florida Department of Transportation, District Four  
Carl Filer, Florida Department of Transportation, District Six  
Omar Meitin, Florida Department of Transportation, District Six  
Lisa Dykstra, Florida Department of Transportation, District Four  
Isabel Cosio-Caraballo, South Florida Regional Council



# **APPENDIX D**

## **Applicant's Economic Analysis**



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# Miami Economic Associates, Inc.

December 14, 2015

Mr. Jack Osterholt  
Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
Miami, Florida

**Re: Application to Amend the Miami-Dade County CDMP  
Filed by International Atlantic, LLC  
November 2015 Cycle**

Dear Mr. Osterholt:

Miami Economic Associates, Inc. (MEAI) has analyzed the above-captioned application to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) in order to evaluate whether its request to re-designate approximately 194.5 gross acres of land in northwestern portion of Miami-Dade County from Industrial and Office to Business and Office merits approval. The property referenced by the application is located east of the Homestead Extension of Florida's Turnpike (HEFT) and west of Interstate 75 and extends from NW 180<sup>th</sup> Street northward to the intersection of the Interstate and the HEFT. The purpose of the proposed amendment is to allow for the development of a proposed project, to be known as the American Dream Miami, that will be comprised of 3.5 million square feet of retail space, 1.5 million square feet of entertainment space and 2,000 hotel rooms together with common areas, parking facilities and "back of the house" spaces.

The analysis contained in this report was undertaken in accordance with CDMP Land Use Policy 8E that states in part that applications requesting to amend the CDMP Land Use Map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements (of the CDMP) and other timely issues. It also enumerates other factors that should be considered including "the extent to which the proposal if approved would satisfy a deficiency in the Plan Map to accommodate projected population or economic growth of the County." In this regard, we also considered CDMP Land Use Policy LU-8F which states in part that "the adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB."

The purpose of this letter report is to apprise you of the findings of our analysis.

**6861 S.W. 89<sup>th</sup> Terrace    Miami, Florida 33156**  
**Tel: (305) 669-0229    Fax: (866) 496-6107    Email: meaink@bellsouth.net**



Mr. Jack Osterholt, Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
December 14, 2015  
Page 2

### Summary of Findings

MEAI believes that the subject application should be approved based on the following findings of our analysis:

- The Applicant, International Atlantic, LLC, is an affiliate of Triple Five Worldwide, a development company with offices in the United States, Canada and elsewhere globally that develops and operates mega shopping and entertainment complexes. Its projects include the world-renowned Mall of the Americas in the Minneapolis/St. Paul metropolitan area and the West Edmonton Mall in Alberta, Canada. The former is the largest mall in the United States while the latter is the largest mall in North America. Triple Five is currently developing a project which will be known as the American Dream New York adjacent to Met Life Stadium in the Meadowlands area of northern New Jersey. When completed, that project, which is scheduled to open in late 2016, is expected to attract 40 million visitors annually from throughout the New York Metropolitan Area and will essentially be a prototype for American Dream Miami project.
- As discussed above, American Dream Miami project will contain 3.5 million square feet of retail space, 1.5 million square feet of entertainment space, 2000 hotel rooms as well as common areas, parking and "back of the house" space. The proposed retail space is expected to include four to six department store anchors that will occupy approximately one-third of the the total retail space. The retail space will also contain approximately 340,000 square feet of food and beverage space and in-line shops offering a wide range of shoppers goods including apparel, furniture and home furnishings, electronics, health and beauty products, jewelry and accessories, sporting goods, luggage, specialty food products, etc. Personal service establishment such as hair and nail salons will also be represented in the tenant mix. Preliminary plans for the proejct indicate that the entertainment space will include a number of indoor facilities including a ski slope, an ice skating rink, a water park, a sea lion habitat, a theme park and a miniature golf course as well as a theater for live theatrical and performing arts performances and a multi-screen cinema. Other entertainment venues may include an observation (ferris) wheel and a submarine pool. The Applicant proposes develop the project in one phase and is expecting it to open in late 2019, assuming a ground breaking in early 2017.

According to information provided to MEAI by the Applicant, the project is expected to attract in excess of 30 million visitors annually and record in excess of \$1.5 billion in sales revenue. It is anticipated that more than half of the patrons will be tourists to South Florida from both domestic and international points of origin. The project's proximity to both Miami Internation Airport and Fort Lauderdale Hollywood International Airport will be an asset in this regard. These tourists are expected to account for more than half the sales at American Dream Miami. It is anticipated that they will also spend significant amounts of money off-site during their visit to South Florida. Accordingly, they will infuse significant amounts of money from outside the area into South Florida economy generally and Miami-Dade County, specifically. The

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**



remainder of the visitors to American Dream Miami will be drawn from throughout Miami-Dade and Broward Counties, with greatest number being likely living in northern Miami-Dade County and southern Broward County.

- Review of the preliminary site plan for the American Dream Miami indicates that the project as proposed will require the entirety of the approximately 194.5 acres that are the subject of the application filed on behalf of International Atlantic LLC. According to data compiled by the Planning Division of the Miami-Dade County Department of Regulatory and Economic Resources in December, 2015, there are currently 2,463.0 vacant acres of land designated for commercial uses countywide including retail and office development. Of that total, 734.3 vacant commercial acres are located in the Northern Planning Tier, including 211.1 acres in MSA 3.1. The data further shows that only six of the County's 30 urbanized MSA's currently have more than 194.5 vacant commercial acres. In addition to MSA 3.1, they include MSA's 2.3, 3.2, 6.2, 7.4 and 7.5.

Review of the County's current land use map in conjunction with the County Property Appraiser's website shows that there no individual vacant parcels or assemblages of vacant parcels in MSA 3.1 or the other five MSA's enumerated above that are comprised of as many as 194.5 acres. Further, there are no large vacant parcels or assemblages of parcels that have access to highways comparable to the proposed site, given its location between the HEFT and Interstate 75. The proposed site's excellent highway access is critical for American Dream Miami to be able to accommodate more than 30 million visitors on a yearly basis.

Accordingly, MEAI believes that the proposed re-designation of the proposed site of the American Dream Miami from Industrial and Office to Business and Office is merited. It will satisfy a deficiency of the County's Plan Map appropriate to the proposed use --- that is, a lack of large commercial sites with excellent highway access. In so doing, it will enable the development of a project which will enhance Miami-Dade County as a tourism destination and result in the infusion of significant amounts of outside money into the County's economy. As will be discussed further below, the project is expected to employ more than 14,500 people annually on a full-time equivalent basis and be highly beneficial fiscally to Miami-Dade County and the other governmental jurisdictions in which it is located.

- MEAI recognizes that re-designation of the American Dream Miami site will reduce the amount of vacant designated for industrial and Office use in Miami-Dade County overall as well as the County's Northern Planning Tier and MSA 3.1. In this regard, the following points are noted:
  - According to data compiled by the Planning Division of the Miami-Dade County Department of Regulatory and Economic Resources in December, 2015, there are currently 3,766.8 acres of vacant land designated for Industrial and Office use in Miami-Dade County. That information further estimates that the land so-designated throughout the County is being absorbed at a rate of 158.14 acres

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**



per year, which means that the vacant acreage would not be fully depleted until approximately 2040, or ten years after the County's current planning horizon of 2030. Re-designation of the approximately 194.5 acres proposed as the site of the American Dream Mall would only shorten the countywide depletion period by 1.23 years, or to 2038. Further, if both the subject application and an application also submitted in the November 2015 Cycle by The Graham Companies with respect to 339 acres immediately south of the American Dream Miami site are adopted, the result would be the re-designation of a total of 533.5 acres from Industrial and Office to Business and Office use. MEAI estimates that even in that case, the remaining supply of vacant land designated for Industrial and Office use would not be depleted until approximately 3036, or 6 years beyond the current 2030 planning horizon.<sup>1</sup>

- The data referenced in the preceding paragraph further shows that there are a total of 1,626.7 vacant acres of land designated for Industrial and Office use in the County's Northern Planning Tier. Approximately 85 percent of them, 1,381.8 acres, are in MSA 3.1, which also comprises the western sub-tier of the Northern Planning Tier. All but 5.5 of the remaining 244.9 vacant acres in the Northern Planning Tier are located in MSA 2.4. The data compiled by the Planning Division indicates that at a total of 31.83 acres of land designated for Industrial and Office use are absorbed annually in the the Northern Planning Tier, including 16.08 acres in MSA 3.1. On this basis, the supply of vacant land designated for Industrial and Office use in the Northern Tier would not be fully depleted for more than 50 years while that in MSA 3.1 for nearly 86 acres. In both instances the depletion period would be well beyond the County's current planning horizon in 2030. Accordingly, even if both the subject application and the one filed by The Graham Companies are approved, resulting in the reduction of 533.5 acres from the supply of vacant land designated for Industrial and Office use, the remaining supply of land so-designated in the Northern Planning Tier and MSA 3,1 would still not be depleted until well beyond 2030.
  - Finally, MEAI recognizes that development of the American Dream Miami site with industrial and office uses could ultimately infuse money into the economy of Miami-Dade County. However, even if does, it is unlikely to do so in as great an amount as the proposed mall will. MEAI also anticipates that the impact of American Dream Miami will be realized more quickly since it will be developed in a single phase that is expected to be completed by late 2019. Development of the site with industrial uses will occur on a phased basis over a number of years that are likely to extend well beyond 2019.
- As discussed above, applications to amend the CDMP Land Use Map shall be

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<sup>1</sup> While The Graham Companies are seeking to have 339 acres re-designated to Business and Office Use, they plan to still develop significant amounts of office and industrial space on their property. However, that space will be developed in combination with hospitality, retail and residential uses as part of Employment Center rather than on a stand-alone basis.



per year, which means that the vacant acreage would not be fully depleted until approximately 2040, or ten years after the County's current planning horizon of 2030. Re-designation of the approximately 194.5 acres proposed as the site of the American Dream Mall would only shorten the countywide depletion period by 1.23 years, or to 2038. Further, if both the subject application and an application also submitted in the November 2015 Cycle by The Graham Companies with respect to 339 acres immediately south of the American Dream Miami site are adopted, the result would be the re-designation of a total of 533.5 acres from Industrial and Office to Business and Office use. MEAI estimates that even in that case, the remaining supply of vacant land designated for Industrial and Office use would not be depleted until approximately 3036, or 6 years beyond the current 2030 planning horizon.<sup>1</sup>

- The data referenced in the preceding paragraph further shows that there are a total of 1,626.7 vacant acres of land designated for Industrial and Office use in the County's Northern Planning Tier. Approximately 85 percent of them, 1,381.8 acres, are in MSA 3.1, which also comprises the western sub-tier of the Northern Planning Tier. All but 5.5 of the remaining 244.9 vacant acres in the Northern Planning Tier are located in MSA 2.4. The data compiled by the Planning Division indicates that at a total of 31.83 acres of land designated for Industrial and Office use are absorbed annually in the the Northern Planning Tier, including 16.08 acres in MSA 3.1. On this basis, the supply of vacant land designated for Industrial and Office use in the Northern Tier would not be fully depleted for more than 50 years while that in MSA 3.1 for more nearly 86 acres. In both instances the depletion period would be well beyond the County's current planning horizon in 2030. Accordingly, even if both the subject application and the one filed by The Graham Companies are approved, resulting in the reduction of 533.5 acres from the supply of vacant land designated for Industrial and Office use, the remaining supply of land so-designated in the Northern Planning Tier and MSA 3,1 would still not be depleted until well beyond 2030.
  - Finally, MEAI recognizes that development of the American Dream Miami site with industrial and office uses could ultimately infuse money into the economy of Miami-Dade County, However, even if does, it is unlikely to do so in as great an amount as the proposed mall will. MEAI also anticipates that the impact of American Dream Miami will be realized more quickly since it will be developed in a single phase that is expected to be completed by late 2019. Development of the site with industrial uses will occur on a phased basis over a number of years that are likely to extend well beyond 2019.
- As discussed above, applications to amend the CDMP Land Use Map shall be

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<sup>1</sup> While The Graham Companies are seeking to have 339 acres re-designated to Business and Office Use, they plan to still develop significant amounts of office and industrial space on their property. However, that space will be developed in combination with hospitality, retail and residential uses as part of Employment Center rather than on a stand-alone basis.



Mr. Jack Osterholt, Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
December 14, 2015  
Page 5

evaluated based on consistency in the Goals, Objectives and Policies of all the Elements of the CDMP. In the application filed on behalf of International Atlantic, LLC, notice is made of a number of policies that the application furthers including Land Use Policies LU-1A and LU-1B which encourage high intensity urban centers to developed at locations having high countywide multimodal accessibility. As discussed above, American Dream Miami will be located between and accessible from the HEFT and Interstate 75. It will also be accessible from the proposed Palmetto Express Bus route that will that run from the intersection of Interstate 75 and NW 186<sup>th</sup> Street to the Palmetto Metrorail Station.

Of particular relevance in MEAI's opinion to American Dream Miami is Economic Policy ECO-7A, which states in part that Miami-Dade County's strategy for meeting countywide employment needs for the next several years should be to emphasize its strengths in, among other sectors, the visitor industry. American Dream Miami will provide permanent job opportunities for more 14,500 workers on a FTE basis in its first full year of operations.<sup>2</sup> MEAI estimates that these workers will earn nearly \$375.0 million annually (2014 Dollars). Appendix A, which contains supplemental materials submitted with the application to amend the CDMP, provides additional information about the permanent employees at American Dream Miami and the bases of MEAI's estimate of permanent employment. The Appendix also contains information with respect to the construction employment associated with the proposed project. Assuming the project costs \$3.2 million to construct in terms "hard" costs, it is expected that \$1.44 billion will be spent on labor. This amount would be sufficient to pay for more than 23,000 worker-years of labor at an average level of \$62,550 per year (2014 Dollars). Finally, it is noted that the Applicant is committed to providing significant employment opportunities through the County's Small Business Enterprise Architectural and Engineering program and the County's Small Business Enterprise Construction Services program.

- In addition to positively impacting the economy of Miami-Dade County, the development of American Dream Mall will be highly beneficial to the County fiscally on a non-recurring basis during the development period and on an annual recurring basis once development is completed and the project commences operations. Other governmental jurisdictions in which it will be located will also benefit fiscally from American Dream Miami, including the Miami-Dade County Public School District, the Children's Trust and the State of Florida. The materials that follow describe the fiscal benefits that the project will generate.
  - During the period in which the American Dream Mall is being developed, impact fees will be paid for roads, police and fire. Based on the proposed development program and the schedule of impact fee rates currently in effect, MEAI estimates that the road impact fees that will need to be paid will potentially total in excess of \$110.0 million. Fire impact fees in the amount of

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<sup>2</sup> The actual number of people employed at the American Dream Mall on an annually basis is likely to exceed the number of FTE's since significant percentages of workers in the retail, food and beverage, hospitality and entertainment industry sectors.

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**



\$3.35 million and police impact fees in the amount of \$2.83 million may also be paid. The actual amount that will be paid will be dependent on the extent to which the project receives credits for infrastructure improvements that International Atlantic, LLC directly funds to support the project, if any.

In addition to impact fees, it is estimated, based on the current fee schedule, that the project will need to pay \$895,280 in general building permit fees. It will also need to pay trade-related building permit fees on the work performed by its roofing, electrical, plumbing, structural and mechanical contractors. However, at this time, the plans for the project are not sufficiently detailed to estimate those fees with specificity. There is also insufficient data available currently to estimate the amount of water and sewer connection fees that will need to be paid.

- With respect to recurring fiscal benefits, a report prepared by Munilytics, a Davie-based firm that specializes in performing fiscal impact analyses for proposed projects, conservatively estimates that American Dream Mall will add \$1.36 billion to the tax rolls of Miami-Dade County and the other jurisdictions in which the project will be located including the Miami-Dade Public School District, the Children's Trust and the State of Florida. A copy of Munilytics' report was submitted as part of the supplemental materials that accompanied the amendment application and is also provided in Appendix B. The report estimates that American Dream Miami will generate more than \$13.27 million annually in ad valorem taxes for Miami-Dade County as well as more than \$10.35 million for the Public School District and \$680,000 for the Children's Trust. The distribution of the ad valorem taxes that Miami-Dade County is expected to collect annually by fund is shown below:

<b>Fund</b>	<b>Amount</b>
General Fund	\$ 6,346,900
Debt Service Fund	\$ 612,001
Fire Fund	\$ 3,292,155
Fire Debt Service Fund	\$ 11,696
Library Fund	\$ 386,240
UMSA Fund	\$ 2,622,490
<b>Total</b>	<b>\$ 13,271,482</b>

Source: Munilytics

American Dream Miami is also expected to generate more than \$23.7 million annually in non-ad valorem revenues for Miami-Dade County as shown at the top of the next page:



Mr. Jack Osterholt, Director  
Department of Regulatory and Economic Resources  
Miami-Dade County  
December 14, 2015  
Page 7

Revenue Source	Amount
Franchise Fees and Utility Taxes	\$ 1,637,338
Stormwater Fees	\$ 183,953
Communication Service Tax	\$ 228,739
Local Option Sales Tax	\$ 16,009,000
Tourism Tax	\$ 4,599,000
Business Tax Receipts	\$ 13,233
Annual Water & Sewer Utility Profit	\$ 1,032,662
<b>Total</b>	<b>\$ 23,703,915</b>

Source: Munilytics

American Dream Miami is also expected to generate more than \$79.3 million annually in sales tax revenue once it commences operations. Sales tax will also need to be paid on at least a portion of the \$1.76 billion spent on materials used to construct the project; however, there is insufficient data currently available to estimate that amount.

### Closing

In summary, MEAI believes that the CDMP application filed by International Atlantic, LLC should be approved because it will satisfy a deficiency on the Plan Map, thereby enabling American Dream Miami to be developed. Development of the project will be highly beneficial to Miami-Dade County economically and fiscally.

Sincerely,  
Miami Economic Associates, Inc.



Andrew Dolkart  
President

**Miami Economic Associates, Inc. 6861 S.W. 89<sup>th</sup> Terrace Miami, Florida 33156**  
**Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net**



## **Appendix A**



### Question 10, Part 3

American Dream Miami will include no residential uses; accordingly, Table 10.3.1 has not been prepared. Table 10.3.2, immediately below, provides information on the estimated employment at the project both during the period in which it is being developed and on a permanent basis after construction is completed. For the purpose of this table, construction employment is expressed in terms of the total number of worker-years of employment that will be required to complete the proposed project during the three-year period in which it will be constructed in its entirety, which is assumed to extend from 2017 to late 2019. The estimate of permanent employment represents the number of workers that will be employed on-site annually on a full-time equivalent (FTE) basis in its first full year of operations, which is assumed to be 2020. However, it is likely that more people will work on-site annually than the number of FTE's shown because part-time workers comprise significant percentages of the people employed in the retail, food and beverage, entertainment and hospitality industry sectors. The table further assumes that all the construction workers as well as all the FTE's employed on a permanent basis annually will earn wages and salaries at or above minimum wage which currently equates to \$16,744 in the State of Florida for workers who record 40 hours a week for 52 weeks a year.

<b>Table 10.3.2</b> <b>Estimated Employment by Income Range</b> <b>American Dream Miami</b> (2014 Dollars)							
Type of Employment	\$16,744 – \$19,999**	\$20,000 – \$24,999	\$25,000 – \$29,999	\$30,000 – \$34,999	\$35,000 – \$39,999	\$40,000 or more	Total
Construction***	150	100	173	400	500	21,700	23,023
Permanent ****	4,677	4,563	2,419	1,396	387	1,088	14,530

\*\* \$16,744 equates to the annual earnings of minimum wage worker in Florida who works 40 hours a week for 52 weeks.  
\*\*\* Total worker years over the three-year period in which construction of the project occurs.  
\*\*\*\* Full-time equivalents on an annual basis.

Source: International Atlantic, LLC; Annual Census of Employment and Wages for Miami-Dade County, 2014; Miami Economic Associates, Inc.

The above estimate of workers-years of construction employment assumes that it will cost \$3.2 billion to construct American Dream Miami in terms of hard costs (material and labor). This figure does not include the cost of off-site infrastructure improvements that may be required but for which no estimates are currently available. It further assumes that 45 percent of the stated amount, or \$1.44 billion will be expended in the form of wages and salaries with the remainder being spent on materials. Finally, it assumes that the average construction worker building a non-residential project in Miami-Dade County will earn \$62,545. This figure is consistent with the data shown for NAICS Code 2362 in the Annual Census of Employment and Wages for Miami-Dade County for 2014, which is the most current annual wage data issued by the Florida Department of Economic Opportunity.

The above estimate of the number of FTE's that will be employed at the American Dream Miami on an annual basis assumes that all but 20,000 of the 3.5 million square feet of retail space will house 2.5 employees per 1,000 square feet, a ratio consistent with industry averages for high-volume retail facilities. A ratio of 4 employees per 1,000 square feet was assumed for the 20,000



square feet of retail space that is expected to be occupied by banks (NAICS code 522). In the absence of data from facilities comparable to the 1.5 million square feet of entertainment space, the ratio of 2.5 employees per 1,000 square feet was also applied to that use. Employment for the proposed hotels was estimated at 0.75 workers per room. This figure is also consistent with industry averages for full-service lodging units, which is the type being proposed. Finally, based on discussions with a representative of the Applicant, it was assumed that approximately 500 people would be employed at American Dream Miami in facility support services (NAICS Code 5612) to operate the entertainment retail, itself. This portion of the on-site workforce will include property management, leasing and promotional personnel as well as maintenance, security and janitorial personnel and parking attendants. The table below shows the distribution of permanent FTE's by NAICS Code as well as the average earnings of the workers in each NAICS Code based on data contained in the Annual Census of Employment and Wages for Miami-Dade County in 2014.

<b>Distribution of Permanent Workforce FTE's By Industry Sector and NAICS Code American Dream Miami</b>			
<b>Industry Sector</b>	<b>NAICS Code</b>	<b>Employees (FTE's)</b>	<b>Average Annual Earnings</b>
Retail Space			
Furniture and Home Furnishings	442	375	\$34,696
Electronics and Appliances	443	250	\$40,547
Specialty Food Stores	4452	125	\$24,025
Health and Personal Care	446	250	\$33,350
Clothing	4481	2,500	\$21,961
Shoes	4482	625	\$20,628
Jewelry, Leather Goods and Luggage	4483	250	\$39,568
Sports, Hobbies, Musical Instruments, Books	451	175	\$21,479
Department Stores	4521	2,875	\$21,377
Miscellaneous Store Retailers	453	125	\$30,614
Credit intermediaries (Banks)	522	80	\$79,248
Fitness Center	7139	112	\$23,350
Food and Beverage	722	850	\$21,561
Personal Services	8121	188	\$24,677
Subtotal		8,780	
Entertainment Space	713	3,750	\$25,374
Hotels	7211	1,500	\$32,775
Facilities Support Services	5612	500	\$32,324
<b>Total</b>		<b>14,530</b>	
Source: Annual Census of Employment and Wages for Miami-Dade County, 2014; Miami Economic Associates, Inc.			



With respect to the average wage information provided above, two points should be noted, as follows:

- The distribution of employment by NAICS code for retail space is based on a review of the tenant mix at the Mall of Americas in the Minneapolis/St. Paul metropolitan area, which was developed by the Applicant, and the Aventura Mall. It is provided for illustrative purposes; however, the actual distribution once American Dream Miami commences operations may be different and the variances could be significant.
- The Annual Census of Employment and Wages does not account for gratuity income of food and beverage workers, personal service workers, parking attendants, etc.
- The average figure takes into account the earnings full-time workers as well as that portion of part-time workers who are eligible for unemployment insurance. The inclusion of part-time workers probably understates the incomes of FTE's.



## **Appendix B**



# **Local Government Revenue Generation Analysis American Dream Miami Proposed Mixed-Use Development**

**Miami Dade County, Florida**

October 5, 2015





## **Report Commission**

International Atlantic, LLC, commissioned this report, in support of the company's proposed mixed-use development in unincorporated Miami Dade County, Florida. The development contemplates the addition of 2,000 hotel rooms, and approximately 3,500,000 square feet of retail, a 1,400 seat movie theater complex, a 1,000 live venue facility, and amusement attractions that include a theme park, water park, Tivoli garden, submarine lake, art deco village, ski slope, sports center, outdoor fishing, miniature golf, all totaling 1,500,000 square feet, and common space area of 600,000 square feet.

This study is designed to estimate the annual revenues that will accrue to the various taxing authorities once the project is complete.





## Study Conclusions

The proposed project, once complete, would provide the following annual revenues to various taxing authorities:

<b>Taxing Authority</b>	<b>Annual Revenue</b>
Miami Dade County	\$ 34,352,996
Unincorporated Area MSTU	2,622,490
School Board of Miami Dade County	10,352,329
South Florida Water Management District	482,936
Florida Inland Navigation District	46,920
Children's Trust	680,001
<b>Totals</b>	<b>\$ 48,537,673</b>

- The State of Florida can expect to receive approximately \$93,624,595 annually from sales taxes and gross receipt taxes.
- The project will produce \$1,600,900,000 in sales of goods and services and leases of property.
- The project would add \$1,360,001,222 in additional taxable value to the tax base of the taxing jurisdictions.





## **Fiscal Impact To Political Subdivisions**

International Atlantic, LLC, is proposing a substantial mixed-used development that provides extensive retail, hotel, and amusement and entertainment venues. The following taxing authorities will benefit from the revenues provided by the proposed development: Miami Dade County, Unincorporated Area MSTU, School Board of Miami Dade County, South Florida Water Management District, Florida Inland Navigation District, and the Children's Trust.

Table A summarizes the various annual revenue streams that the proposed development will directly contribute the these various taxing authorities:

(continued)





**Table A**  
**Summary of Annual Revenues**  
**Various Taxing Authorities**

	Use	Number of Units	Or Square Footage	Assumed Number of Structures	Taxable Value	Property taxes	Stormwater Fee	Electric Franchise Taxes	Garbage Franchise Taxes
Retail	Retail		3,500,000	1.00	790,870,390	14,441,372	108,527.13	293,676.07	0.00
Theme Park	Appurtenant		370,000	1.00	37,000,000	675,624	11,472.87	7,761.44	0.00
Water Park	Appurtenant		370,000	1.00	37,000,000	675,624	0.00	7,761.44	0.00
Tivoli Garden	Appurtenant		35,000	1.00	3,500,000	63,910	1,085.27	2,936.76	0.00
Submarine Lake	Appurtenant		110,000	1.00	11,000,000	200,861	0.00	2,307.45	0.00
Art Deco Village	Appurtenant		120,000	1.00	12,000,000	219,121	3,720.93	10,068.89	0.00
Movie Theaters	Movie Theater	1,400	35,000	1.00	11,405,946	208,274	1,085.27	2,936.76	0.00
Live Venue Theater	Live Venue Theater	1,000	25,000	1.00	8,147,105	148,767	775.19	2,097.69	0.00





## Annual Sales and Gross Receipts Taxes Paid To the State of Florida

The State of Florida receives sales tax revenues on the sales of goods and services, including commercial leases and rents. It also receives Gross Receipts taxes on utilities and telecommunications. Table B summarizes the annual tax revenue from these sources:

**Table B**  
**Annual Tax Revenue To the State of Florida By Source**

<b>Source of Tax</b>	<b>Estimated Annual Amount</b>
Sales Taxes, Retail Sales, State Portion	\$ 79,316,160
Sales Taxes, Rentals of Property, State Portion	6,572,125
Gross Receipts Tax on Utilities	7,725,925
Gross Receipts Tax on Telecommunications	10,385
<b>Total Recurring Annual Revenue</b>	<b><u>\$ 93,624,595</u></b>

Retail taxes were calculated \$350//sf for retail operations. Property rentals were based upon \$35/sf for the retail. Gross Receipt taxes were based upon the latest energy costs per square foot by use and the current tax rate levied by the State of Florida.





## **Property Tax Base**

The property tax base is anticipated to grow by about \$1,360,001,222 million in current dollars if the project were completed in the current year.

Retail and theater space, together with the common area space taxable values were based upon \$226/sf for the retail portion of the project.

Hotel values were based upon an average of \$135,000 per room, while amusement and entertainment spaces were calculated using \$100/square foot assumptions.

## **Stormwater Fees**

Miami Dade County levies stormwater fees for the collection and treatment of stormwater. This is in addition to any onsite treatment and retention that may be required due to the development. The fee is \$48.00/year/ERU. An ERU is an Equivalent Residential Unit based upon an average impervious area of a single-family home in the County. Using the program elements provided, the County is expected to receive \$183,953.49 in stormwater fees annually. These funds are used exclusively for stormwater systems and maintenance.

## **Franchise and Utility Taxes**

Miami Dade County levies taxes on utilities and solid waste services in the unincorporated areas. The County levies a 5.9% electric franchise fee and a 10% utility tax on electric, water, and fuel oils, propane, and natural gas consumption. Using current estimates of consumption by square footage and use of property and then applying the applicable tax rates, we estimate that the County will receive \$1,637,337.69 annually from the taxes on these services and products.





## **Intergovernmental Revenue**

The State of Florida provides local governments with various revenues on a recurring basis. One of these revenue streams is the Communications Services Tax. The County sets the rate for this tax and it is collected by the State of Florida and the majority of it is remitted back to the County. Our estimate for taxes on these services is \$228,738.57

## **Local Option Sales Tax**

The County levies an addition \$.01 (one cent) sales tax. Based upon our estimates of sales of merchandise, rentals, and leases, our estimates is that the project will have sales that will generate \$16,009,000 annually in local option sales taxes.

## **Tourism Tax**

The County levies on customers of hotels at tourism and convention center tax of \$.06 (6 cents). Based upon our estimates of hotel room sales, the County should receive \$4,599,000 annually in this Tourism Tax.

## **Business Tax Receipts**

The County levies an annual business tax. The tax in the County varies with the use and the County's annual levy is low. Retail establishments pay \$30 plus \$3/employee. Hotels are taxed at \$40 per hotel plus \$2 per room. Based upon these factors and the current building plan, the County is expected to receive \$13,223 annually from taxes on businesses.

## **Utility Profits**

The County operates a water and sewer utility system. This system is operated on a proprietary, or for profit, basis. Much of the County's costs of operating its utility system are fixed costs. We used the County's last audited comprehensive annual financial report to calculate the





operating margin for water to be 39.5% for water and sewer. Based on our estimates of consumption (itself derived from use) we estimate that the County would net \$1,032,662 annually.





# APPENDIX E

## Correspondence Related to Transfer of Application

<u>Item</u>	<u>Appendix Page</u>
• Applicant's Letter Requesting Transfer of Application	209
• Miami-Dade County's Letter Granting Transfer of Application	211



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Miguel Diaz De la Portilla  
305.428.4543  
mdportilla@arnstein.com

March 18, 2016

Mr. Jack Osterholt, AICP  
Director, Department of Regulatory and Economic Resources  
Miami-Dade County  
111 N.W. 1st Street, 29th Floor  
Miami, FL 33128

Re: Transfer of Application Number 1 of the November 2015 Cycle to the May 2016 Cycle

Dear Mr. Osterholt:

Please accept this letter on behalf of American Dream Miami, the Applicant for Application Number 1 (the "Application") of the November 2015 Cycle for an amendment to the Miami Dade County Comprehensive Development Master Plan ("CDMP"), as its request for the transfer of the Application (including associated application forms, documentation and filing fees) to the May 2016 Cycle of CDMP amendments.

This request is being made in order to provide the Applicant with sufficient time and opportunity to prepare and submit additional and more detailed information for the County boards, staff, other local regional and state agencies to consider and allow staff sufficient time to perform its review of the Application. The intent of the transfer of the Application to the May 2016 Cycle is to enable staff to conduct a comprehensive analysis and recommendation report for the Application and enable the elected and appointed boards to consider a complete application file.

If you have any questions, please do not hesitate to contact me at (305) 428-4543 or mdportilla@arnstein.com.

Very truly yours,



Miguel Diaz De la Portilla  
Partner

mdp:tfj

cc: Ms. Carol Wyllie  
Mr. Stuart Wyllie  
Mr. Luis Martinez  
Ms. Lourdes Gomez  
Mr. Mark Woerner, AICP  
Mr. Garrett Rowe  
Dennis Kerbel, Esq.  
Tracy R. Slavens, Esq.

CHICAGO MIAMI FORT LAUDERDALE WEST PALM BEACH BOCA RATON SPRINGFIELD



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CARLOS A. GIMENEZ  
MAYOR

## OFFICE OF THE MAYOR MIAMI-DADE COUNTY, FLORIDA

March 21, 2016

Miguel Diaz De la Portilla  
Arnstein & Lehr, LLP  
200 South Biscayne Blvd., Suite 3600  
Miami, Florida 33131

Subject: Transfer of Application No. 1 of the November 2015 Cycle to the May 2016 Cycle

Dear Mr. Diaz De la Portilla:

This letter confirms receipt of your request made by letter dated March 18, 2016, to transfer Application No. 1 of the November 2015 Cycle to the May 2016 Cycle of Comprehensive Development Master Plan (CDMP) amendments. Your letter states that the request is in order to provide the Applicant sufficient time to prepare and submit additional and more detailed/complete information for review and consideration by the County boards, Staff, and other agencies.

The requested transfer of the application to the May 2016 amendment cycle, including associated documentation and filing fees, is granted. Should you have any questions regarding the transfer, please do not hesitate to contact me or Mark R. Woerner, AICP, Assistant Director for Planning, Miami-Dade County Department of Regulatory and Economic Resources at (305) 375-2835 or [mwoerner@miamidade.gov](mailto:mwoerner@miamidade.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Jack", is written over a horizontal line.

Jack Osterholt, Deputy Mayor/Director  
Department of Regulatory and Economic Resources

c: Lourdes Gomez, Deputy Director, Department of Regulatory and Economic Resources  
Mark R. Woerner, Assistant Director, Department of Regulatory and Economic Resources

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# APPENDIX F

## Existing and Proffered Declarations of Restrictions

### Item

### Appendices Page

- Existing Declaration of Restrictions
- Proffered Declaration of Restrictions



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CFN 2006R0468102  
OR Bk 24479 Pgs 0689 - 6967 (8pgs)  
RECORDED 05/02/2006 11:49:10  
HARVEY RUVIN, CLERK OF COURT  
MIAMI-DADE COUNTY, FLORIDA

This instrument was prepared by:

Name: Kerri L. Barsh, Esq.  
Address: 1221 Brickell Avenue  
Miami, Florida 33131

A/1

(Space reserved for Clerk)

### DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned Owner, The Graham Companies, Cynthia Graham Gordon, Elizabeth Graham Martinez and Carol Graham Wyllie (collectively the "Owner") hold the fee simple title to the land described in Exhibit "A," attached hereto and hereinafter called the "Property," and

WHEREAS, the Owner seeks to have the Miami-Dade County, Florida, Urban Development Boundary expanded to include the Property and to have the land use designation of the Property re-designated from "Open Land" to "Industrial and Office (the Owner's Request);" and

NOW, THEREFORE, IN ORDER TO ASSURE Miami-Dade County, Florida (the "County") that the representations made by the Owner during consideration of Comprehensive Development Master Plan Standard Amendment Application No. 5 (April 2005 Cycle) ("the Application") relative to the Property will be abided by the Owner freely, voluntarily and without duress, Owner makes the following Declaration of Restrictions covering and running with the Property:

1. **Prohibition on Residential Uses.** Owner agrees not to develop or maintain any residential uses within or on the Property.
2. **Maximum Trip Threshold.** Owner agrees to limit development of the Property to land uses that will generate no more than 2,582 net external P.M. peak hour trips (Property Trip Threshold).
3. **Water Conservation and Re-Use.** Owner hereby agrees to use its reasonable good-faith efforts to work with the City of Hialeah and the applicable State of Florida, regional, and Miami-Dade County agencies charged with regulating potable water consumption and quality to address the issue raised by the State of Florida Department of the Community Affairs in the Objections, Recommendations, and Comments Report for Miami-Dade County Amendment 06-1 dated February 20, 2006, relative to the availability of an adequate potable water supply to serve the Property, to the extent that development of the Property pursuant to Owner's Request will result in increased water consumption. The Owner also agrees that, prior to site plan approval for development of the Property, Owner shall provide the County with reasonable assurances, satisfactory to the County, that there is adequate potable water supply available to serve the development of the Property pursuant to its site plan approval application.
4. **Covenant Running with the Land.** This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at Owner's expense, in the Public Records of Miami-Dade County, Florida and shall remain in full force and



effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of Miami-Dade County and the public welfare. Owner, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

5. **Term.** This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by Miami-Dade County.
6. **Modification, Amendment, Release.** This Declaration may be modified, amended, added to, derogated or released as to the land herein described, or any portion thereof, by a written instrument executed by the, then, owner(s) of the Property, including joinder of all mortgagees, if any. In the event that there is a recorded homeowners association covering any portion of the Property, said homeowners association may, on behalf of its members and in accordance with its articles of incorporation and bylaws, consent to any proposed modification, amendment, or release by a written instrument executed by the homeowners association. Any consent made pursuant to a vote of the homeowners association shall be evidenced by a written resolution of the homeowners association and a sworn certification executed by the secretary of the homeowners association's board of directors affirming that the vote complied with the articles of incorporation and the bylaws of the association and that the homeowners association is authorized pursuant to the articles of incorporation and the bylaws of the association to make such consent. Any modification, amendment or release must also be approved by the Board of County Commissioners of Miami-Dade County, Florida. However, any modification, amendment, derogation, or release of this Declaration shall only be made pursuant to the provisions governing amendments to comprehensive plans as set forth in Section 2-116.1 of the Code of Miami-Dade County, Chapter 163, Part II, of the Florida Statutes (the Local Government Comprehensive Planning and Land Development Regulation Act), Section 2-116.1 of the Miami-Dade County Code of Ordinances, and any successor legislation which may, from time to time, govern the amendment of Miami-Dade County's Comprehensive Development Master Plan. Should this Declaration be so modified, amended, added to, derogated or released by the Miami-Dade Board of County Commissioners or any of its successor entities, after a public hearing, the Director of the Miami-Dade County Planning and Zoning Department, or the executive officer of the successor of such Department, or in the absence of such director or executive officer by the Director's assistant in charge of the office in his absence, shall forthwith execute a written instrument effectuating and acknowledging such modification, amendment, derogation, or release.
7. **Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners and/or any appropriate Community Zoning Appeals Board retains its full



power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.

8. **Enforcement.** Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.
9. **Authorization for Miami-Dade County to Withhold Permits and Inspections.** In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this declaration is complied with.
10. **Election of Remedies.** All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.
11. **Severability.** Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions which shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion.
12. **Recording.** This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owner following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Planning and Zoning Department or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.
13. **Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners and/or any appropriate Community Zoning Appeals Board retains its full power and authority to deny each such application in whole or in part and to decline to accept any conveyance or dedication.
14. **Owner.** The term Owner shall include the Owner, and its heirs, successors and assigns.

[Execution Pages Follow]



(Space reserved for Clerk)

ACKNOWLEDGMENT CORPORATION

Signed, witnessed, executed and acknowledged on this 25<sup>th</sup> day of APRIL, 2006.

IN WITNESS WHEREOF, THE GRAHAM COMPANIES (Corporate name) has caused these presents to be signed in its name by its proper officials.

Witnesses:

Dianne W. Kushi  
Signature

DIANNE W. KUSHI  
Print Name

[Signature]  
Signature

Isbela Castellanos  
Print Name

THE GRAHAM COMPANIES  
6843 Main Street  
Miami Lakes, Florida 33014

By:

[Signature]  
Stuart S. Wyllie, President

[\*Note: All others require attachment of original corporate resolution of authorization]

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me by STUART S. WYLLIE, as President of THE GRAHAM COMPANIES on behalf of the corporation.

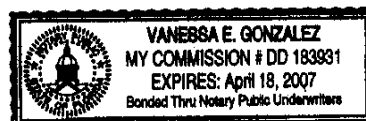
He is personally known to me or has produced \_\_\_\_\_, as identification.

Witness my signature and official seal this 25<sup>th</sup> day of April, 2006, in the County and State aforesaid.

[Signature]  
Signature

Vanessa E. Gonzalez  
Print Name

Notary Public-State of Florida  
My Commission Expires: April 18, 2007





Covenant Running with the Land

(Space reserved for Clerk)

Witnesses:

[Signature]  
Signature

LARA KOENIG  
Print Name

By: [Signature]  
Cynthia Graham Gordon

[Signature]  
Signature

Ryan Caswell  
Print Name

STATE OF COLORADO  
COUNTY OF Summit

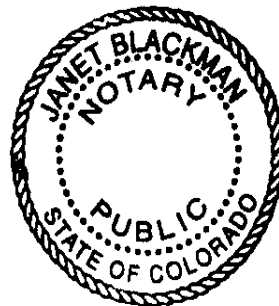
The foregoing instrument was acknowledged before me by CYNTHIA GRAHAM GORDON.

She is personally known to me or has produced Drivers License as identification.

Witness my signature and official seal this 21st day of April, 2006, in the County and State aforesaid.

[Signature]  
Signature  
Janet Blackman  
Print Name

Notary Public-State of Colorado  
My Commission Expires: 5-18-09





**Covenant Running with the Land**

(Space reserved for Clerk)

**Witnesses:**

Signature

Print Name

Signature

Print Name

By:

Elizabeth Graham Martinez

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me by ELIZABETH GRAHAM MARTINEZ.

She is personally known to me or has produced \_\_\_\_\_, as identification.

Witness my signature and official seal this 20<sup>th</sup> day of April, 2006, in the County and State aforesaid.



Signature

Print Name

Notary Public-State of Florida

My Commission Expires: April 6<sup>th</sup>, 2008



Covenant Running with the Land

(Space reserved for Clerk)

**Witnesses:**

Signature

LEIS O. MARTINEZ

Print Name

Signature

Steven L. Style

Print Name

By:

Carol Graham Wyllie

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me by CAROL GRAHAM WYLLIE.

She is personally known to me or has produced \_\_\_\_\_, as  
identification.

Witness my signature and official seal this 21<sup>st</sup> day of April, 2006, in the County and  
State aforesaid.

Signature

Vanessa E. Gonzalez

Print Name

Notary Public-State of Florida

My Commission Expires: April 18, 2007





**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

**PARCEL 1:**

That portion of the Plat of CHAMBERS LAND COMPANIES SUBDIVISION, in Section 8, Township 52 South, Range 40 East, according to the Plat thereof recorded in Plat Book 2, at Page 68, of the Public Records of Miami-Dade County, Florida, lying Southeasterly of the Homestead Extension of the Florida Turnpike, (State Road 821), less the East 1/2 of the Southeast 1/4 of said Section 8 and less the South and West 60 feet thereof for canal right-of-way.

**PARCEL 2:**

The East 1/2 of the Southeast 1/4 of Section 8, Township 52 South, Range 40 East, less the South 60 feet thereof, as shown on that Plat of CHAMBERS LAND COMPANIES SUBDIVISION, according to the Plat thereof recorded in Plat Book 2, at Page 68, of the Public Records of Miami-Dade County, Florida.

MIA-FS\1789540v01\02055.430600



This instrument was prepared by  
and return to:

Elinette Ruiz, Esq.

Arnstein & Lehr LLP

200 S. Biscayne Blvd., Suite 3600

Miami, Florida 33131

2016 MAR -4 A 10: 00

PLANNING & ZONING  
METROPOLITAN PLANNING SECT

(Space reserved for Clerk)

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**DECLARATION OF RESTRICTIONS**

*WHEREAS*, the undersigned International Atlantic LLC, a Delaware limited liability company, Tract 29, LLC, a Florida limited liability company, The Graham Companies, a Florida corporation and TGC SEC 8-9 North Point LLC, a Florida limited liability company (hereinafter collectively referred to as the “**Owners**”) hold the fee simple title to their respective parcels of land in Miami-Dade County, Florida, described in **Exhibit "A"**, attached hereto, and hereinafter called the “**Property**”, which is supported by an Opinion of Title; and

*WHEREAS*, the Owners have applied for an amendment to the Miami-Dade County Comprehensive Development Master Plan (the “**CDMP**”) in the November 2015 Cycle and said amendment is identified as Application No. 1 (the “**Application**”); and

*WHEREAS*, the Application seeks to re-designate the Property from “**Industrial and Office**” to “**Business and Office**” on the Miami-Dade County Comprehensive Development Master Plan adopted Land Use Plan (“**LUP**”) map.

*NOW, THEREFORE*, in order to assure Miami-Dade County that the representations made by the Owners during consideration of the Application will be abided by the Owners freely, voluntarily and without duress, the Owners make the following Declaration of Restrictions covering and running with the Property:



1. **Limitation of Uses.** Notwithstanding the re-designation of the Property to "Business and Office" on the County's LUP map, the Owners will limit development on the Property to a maximum of 3,500,000 SF of Retail; maximum of 1,500,000 SF of Entertainment; maximum of 1,200,000 SF of Common Area/Back of the House (hallways, rest areas, bathrooms and related support areas); and a maximum of 2,000 Hotel rooms pursuant to Section 33-1(58), Miami-Dade County, Florida-Code of Ordinances. There will be no residential development on the Property.

2. **Covenant Running with the Land.** This Declaration on the part of the Owners shall constitute a covenant running with the land and may be recorded, at Owners' expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owners, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during the Term shall be for the benefit of, and limitation upon, all present and future Owners of the Property and for the benefit of Miami-Dade County and the public welfare. The Owners, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

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

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



the provisions governing amendments to the CDMP as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulations governing modifications to the CDMP. In the event that the Property is incorporated within a new municipality or annexed into an existing municipality, and the successor municipality amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Miami-Dade County Code, then modifications, amendments or releases of this Declaration shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes. It is provided, however, that in the event that the successor municipality approves a modification or deletion of this Declaration of Restrictions, such modification or deletion shall not be effective until approved by the Board of County Commissioners, in accordance with applicable procedures. Should this Declaration be so modified, amended, or released, the Director of the Department of Regulatory and Economic Resources or the executive officer of a successor department, or, in the absence of such Director or executive officer, by his or her assistant in charge of the office in his/her absence, shall execute a written instrument effectuating and acknowledging such modification, amendment, or release.

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

6. **County Inspections.** As further part of this Declaration, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.



7. **Authorization for Miami-Dade County (or successor municipality) to Withhold Permits and Inspections.** In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County (or successor municipality) is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.

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

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

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

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



instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

**12. Acceptance of Declaration.** The Owners acknowledge that acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owners to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners retains its full power and authority to deny each such application in whole or in part and decline to accept any conveyance.

**13. Owners.** The term Owners shall include all heirs, assigns, and successors in interest.

*[Execution Pages Follow]*



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# **APPENDIX G**

## **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. 5 of the May 2016 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 (PWWM) assesses capacity on a system-wide basis, it is not practical or necessary to make determinations concerning the adequacy of solid waste disposal capacity on a case-by-case basis. Instead, the PWWM issues a periodic assessment of the County's status in terms of 'Concurrency' that is, the ability to maintain the adopted level of service (LOS) system-wide.

The adopted 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 2015-16, the PWWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the application reviewed here, which is not anticipated to have a negative impact on disposal service.

#### 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, litter collection in selected corridors, waste collection at non-sheltered bus stops, trash and recycling center operations, curbside recycling and code enforcement.

#### Waste Disposal Capacity and Service

The cost of providing disposal capacity for WCSA customers, municipalities and private haulers is paid for by System users. In FY 2015-16, the PWWM charges a contract disposal rate of \$66.27 per ton to PWWM Collections and those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$87.38 per ton in FY 2015-16.

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, remediation and long-term care are funded by a portion of the Utility Service Fee charged to all 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 \$1.3982 per 1,000 gallons for water and \$1.9789 per 1,000 gallons for sewer.

The applicant requests a change to the CDMP Land Use Plan map to redesignate a ±174.827-gross acre site from "Industrial and Office" to "Business and Office." The subject application states the applicant proposes to develop the application site with 3,500,000 square feet (sq. ft.) of retail, 1,500,000 sq. ft. of entertainment uses, a hotel with 2,000 rooms and 1,200,000 sq. ft. of back of house use. If the application site is developed as described in the proposed development program, the water connection charges/impact fees would total \$1,403,900; the sewer connection charges/impact fees would total \$5,432,000; and the water service line and meter connection fees would total \$5,200. The annual operating and maintenance costs would total \$1,216,076.

The estimated cost of installing the required 6,300 linear feet of 16-inch water main and 2,200 linear feet of 12-inch water main for the proposed development to connect to the County's regional water system is estimated at \$4,072,555. The estimated cost of installing the required 11,140 linear feet of 24-inch sanitary sewer force main; the 3,000 linear feet of 16-inch sanitary sewer force main; and the 2,000 linear feet of 8-inch sanitary sewer force main is \$10,551,636. In addition, 2 public pump stations are required at an estimated cost of \$2,000,000. The total potential cost for connecting to the regional water and sewer system including engineering fees (10%) and contingency fees (15%) is estimated at \$16,624,191.

### **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 applicant, International Atlantic, LLC, has proffered a covenant that would prohibit residential development on the application site should the application be approved with acceptance of the covenant. Therefore, Miami-Dade County Public Schools would not be impacted by the application as proposed.

### **Fire Rescue**

Approval of the application would generate a severe impact to fire-rescue facilities and services. Because of the locations of existing fire rescue facilities in the vicinity of the application site, Miami-Dade Fire and Rescue (MDFR) would be unable to conform to the performance objectives of national industry, which require the assembly of 15-17 firefighters on scene within 8 minutes at 90% of all incidents. Therefore, MDFR require the dedication of a 2-acre parcel of land for the construction of a fire rescue facility to serve the application site.



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# **APPENDIX H**

## **Photos of Site and Surroundings**



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View of application site from I-75



Northeast area of application site adjacent to I-75





Residential area adjacent to the northeast of application site



Retail operations east of I-75