

Application No. 8

Countywide

APPLICATION SUMMARY

Applicant/Representative:	26 Princeton LLC/Jeffrey Bercow, Esq., Graham Penn, Esq. and Maritza Haro, Esq. Bercow Radell Fernandez & Larkin, PLLC
Location:	Countywide
Requested Text Changes:	Amend the "Agriculture" text in the Land Use Element of the Comprehensive Development Master Plan to allow existing industrially-zoned parcels that are immediately adjacent to the Urban Development Boundary to be developed with typical industrial uses as long as adequate buffering is provided to limit the impacts to adjacent properties located outside of the Urban Development Boundary.
Amendment Type:	Standard Text Amendment

RECOMMENDATIONS

Staff:	TRANSMIT WITH CHANGE AND ADOPT (October 2017)
Community Council:	NOT APPLICABLE
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TO BE DETERMINED (November 6, 2017)
Transmittal Action of Board of County Commissioners:	TO BE DETERMINED (November 8, 2017)
Final Action of Board of County Commissioners:	TO BE DETERMINED (February/March 2018)

Staff recommends to **TRANSMIT WITH CHANGE AND ADOPT** the proposed text amendment to the “Agriculture” land use category text within the Land Use Element of Comprehensive Development Master Plan (CDMP) based on the following reasons:

Principal Reasons for Recommendation:

1. The application proposes to amend the interpretive text for the “Agriculture” land use category of the CDMP Land Use Element to allow existing industrially-zoned parcels that abut the Urban Development Boundary (UDB) to be developed with the typical industrial uses where adequate buffering is provided to limit the impacts to adjacent properties outside the UDB. The Applicant’s intent as expressed in the application is to develop a cohesive industrial development on a ±24.8-acre parcel zoned predominantly IU-1 (Light Manufacturing) that is bisected by the UDB. Approximately 10.5 acres of the ±24.8-acre parcel are located outside the UDB depicted on the CDMP Adopted 2020 and 2030 Land Use Plan map while the remaining ±14.3 acres are inside the UDB and zoned IU-1 on ±9.6 acres and PCUC (Princeton Community Urban Center) on the southern ±4.7 acres. The proposed text amendment as proposed by the Applicant would be applicable to ±44.6 acres of Agriculture-designated land, including ±10.5-acres owned by the applicant. The “Agriculture” text currently imposes limitations on new uses in requiring such new uses on “Agriculture” designated lands to be directly supportive of Agriculture. Therefore, the proposed text amendment would allow industrially zoned properties adjacent to the UDB to be developable with industrial uses that would no longer be required to be supportive of agriculture.

Staff’s proposed changes to the application are presented on page 8-3 below, and require industrially zoned parcels to be partly within ¼ mile of an urban center and bifurcated by the UDB in addition to demonstrating to the satisfaction of the Department that adequate buffering and drainage will be provided to protect adjacent agricultural properties. These changes are to limit and minimize the potential negative impacts to adjacent agricultural properties.

2. The application begins to address instances where individual land parcels proximate to an urban center that have a single zoning classification are bisected by the UDB and thereby have dual CDMP LUP map designations but are limited in their development potential by the fact a portion of the parcel is outside the UDB and designated “Agriculture”. The application with the proposed changes would allow such industrially zoned parcels having dual LUP map designations including the “Agriculture” on any portion of the parcel to be developed under a unified development without the need of having the development being directly supportive of agriculture.

REQUESTED TEXT AMENDMENT ¹

The proposed amendment to the "Agriculture" text, Page I-62, in the Land Use Element of the CDMP with staff's recommended changes are as follows:

In order to protect the agricultural industry, uses incompatible with agriculture, and uses and facilities that support or encourage urban development are not allowed in this area. Residential development that occurs in this area is allowed at a density of no more than one unit per five acres. Creation of new parcels smaller than five acres for residential use may be approved in the Agriculture area only if the immediate area surrounding the subject parcel on three or more sides is predominately parceled in a similar manner, and if a division of the subject parcel would not precipitate additional land division in the area. Unless expressly permitted elsewhere in this section, no ~~No~~ business or industrial use should be approved in the area designated Agriculture unless the use is directly supportive of local agricultural production, and is located on an existing arterial roadway, and has adequate water supply and sewage disposal in accordance with Chapter 24 of the County Code, and the development order specifies the approved use(s); however, packing houses for produce grown in Florida are not restricted to locating on an existing arterial roadway. ~~Existing industrially zoned parcels located immediately adjacent to the UDB may be developed with typical industrial uses as long as adequate buffering is provided to limit impacts on adjacent properties outside of the UDB.~~ Other uses compatible with agriculture and with the rural residential character may be approved in the Agriculture area only if deemed to be a public necessity, or if deemed to be in the public interest and the applicant demonstrates that no suitable site for the use exists outside the Agriculture area.

* * *

Also included in the Agriculture area are enclaves of estate density residential use approved and grandfathered by zoning, ownership patterns and platting activities which predate this Plan. The grandfather provisions of the Miami-Dade County Zoning Code shall continue to apply in this area except that lots smaller than 15,000 square feet in area are not grandfathered hereby. Moreover, all existing lawful uses and zoning are deemed to be consistent with this Plan unless such a use or zoning: (a) is found through a subsequent planning study, as provided in Policy LU-4E, to be inconsistent with the foregoing grandfather provisions or with the CDMP as provided in the section of this chapter titled "Concepts and Limitations of the Land Use Plan Map". This paragraph does not, however, authorize the approval or expansion of any use inconsistent with this plan. To the contrary, it is the intent of this Plan to contain and prevent the expansion of inconsistent development in the Agriculture area. It is provided, however, that existing parcels that: a) have existing lawful zoning of IU-1 (Industry-Light); and b) are bifurcated by the UDB; and c) have any portion of the parcel located within, or within ¼ mile of, a designated urban center, may be developed with any of the industrial uses permitted in the IU-1 zoning district, as long as adequate buffering and drainage is provided to limit impacts to adjacent agriculturally-designated properties.

¹ Words single underlined are proposed additions by the applicant and words double ~~stricken through~~ and double underlined are proposed changes of the Department of Regulatory and Economic Resources. All other words are adopted text of the CDMP Land Use Element and remain unchanged.

STAFF ANALYSIS

Background

The application proposes to amend the “Agriculture” text of the Comprehensive Development Master Plan (CDMP), Land Use Element, to allow parcels having an “Agriculture” land use designation, but retaining an “Industrial” zoning classification and located immediately adjacent to the Urban Development Boundary (UDB), to be developed with typical industrial uses as long as adequate buffering is provided to limit the impacts to adjacent properties located outside of the UDB.

The impetus for the proposed text amendment, as outlined in the application, is a ±24.8-acre parcel that is bifurcated by the UDB, thus placing the northern ±10.5-acre portion of the parcel outside of the UDB and the southern ±14.3 acres of the parcel inside of the UDB. The Land Use Plan (LUP) map of the CDMP designates the ±10.5-acres located outside of the UDB as “Agriculture” and the remaining ±14.3 acres inside the UDB are designated as “Industrial and Office”. Of the ±14.3 acres, ±9.6-acres are zoned IU-1 and the southernmost ±4.7 acres of the parcel are zoned PCUC (Princeton Community Urban Center) and are designated “ID” (Industrial District) on the Land Use Plan on the PCUC district regulations. The remainder of the parcel including the ±10.5-acres located outside of the UDB is zoned “IU-1” (Industry-Light) zoning classification.

In 1956, an application was filed to change the zoning for the area generally bounded by SW 232 Street, SW 242 Street, SW 132 Avenue and the Florida East Coast Railroad right-of-way, and SW 137 Avenue from AU (Agriculture) to IU-2 (Heavy Manufacturing), which included the above-mentioned ±24.8-acre parcel. On July 12, 1956 the Board of County Commissioners (BCC) adopted Resolution No. 10011, which approved the zoning change request, but from AU to IU-1 (Light Manufacturing). The resolution was subsequently amended on October 4, 1956 (Resolution No. 10409) and was again amended on November 14, 1957 (Resolution No. 540). On November 22, 2005, the southernmost approximately 4.7-acres of the property were included within the boundaries of the Princeton Community Urban Center as recorded in Resolution No. Z-26-05.

In 2006, the then property owner requested a Letter of Interpretation from the Planning Division to advise of the development potential on the northern ±10-acres of the parcel, to describe vested rights, and to inform whether the entire parcel may be developed for industrial uses. The Division advised the applicant of the types of land uses allowed in “Agriculture” and “Industrial and Office” designated areas, and stated that the northern portion of the parcel that is located outside of the UDB and designated “Agriculture” and zoned “IU-1” could only be developed for packing houses, but the remainder of the parcel could be developed for industrial uses. The Division also informed that Section 2-114(c)(1)a of the Code of Miami-Dade County stated that vested rights “...shall vest upon a demonstration to an appropriate County board or agency that the provisions of Section 163.3167(8), Florida Statutes, (1987) apply or that the applicant (1) has relief in good faith (2) upon some act or omission of the government and (3) has made a substantial change in position or incurred such extensive obligations and expenses to their detriment that it would be highly inequitable to deny relief. The mere existence of zoning contrary to the CDMP shall not be determined to vest rights.”

The application states the “...proposed text amendment will allow underutilized agricultural land to be utilized as much-needed industrial land to serve the area’s projected demand...permit the Property to be used in accordance with its underlying zoning designation which has been

established since 1956,” and to “...permit the development of the Property cohesively as it is currently bisected by the UDB and multiple land use categories.”

Land Use and Zoning Analysis

Agriculture Land Use Designation in the CDMP

The Agriculture text currently states that “[I]n order to protect the agricultural industry, uses incompatible with agriculture, and uses and facilities that support or encourage urban development are not allowed in this area.” The text further states that “[N]o business or industrial use should be approved in the area designated Agriculture unless the use is directly supportive of local agricultural production, and is located on an existing arterial roadway, and has adequate water supply and sewage disposal...”

The CDMP interpretive text for the “Agriculture” land use category prohibits the expansion of land uses that are not ancillary to agriculture. The CDMP also recognizes that “...all existing lawful uses and zoning are deemed to be consistent with this Plan unless such a use or zoning: (a) is found through a subsequent planning study, as provided in Policy LU-4E, to be inconsistent with the foregoing grandfather provisions or with the CDMP as provided in the section of this chapter titled “Concepts and Limitations of the Land Use Plan Map.” The Planning Division has not conducted a planning study in accordance with Policy LU-4E, therefore, the existing zoning classifications for those parcels having an “Agriculture” land use designation are deemed to be consistent with the CDMP. The “Agriculture” text imposes limitations on new uses and states that “...[t]his paragraph does not authorize the approval or expansion of any use inconsistent with this plan. To the contrary, it is the intent of this Plan to contain and prevent the expansion of inconsistent development in the Agriculture area”.

Industrial Zoning Classification

As previously discussed, the applicant's parcel was rezoned from AU (Agriculture) to IU-1 (Industrial-Light) in 1956. The IU-1 zoning classification [Section 33-259(89.1)(a-h)] currently provides for industrial uses that are ancillary to agriculture, as well as a variety of light industrial uses ranging from: automotive, banks, garages, hotels, office buildings and warehouses, aircraft hangars and repair shops, auto painting and body work, auto and truck sales, wholesale bakeries, fertilizer storage, commercial chicken hatcheries, dog kennels, livery stables, hotels and motels, lumberyards, parking lots, radio and television stations, sales rooms, show rooms, warehouses and other uses. However, as discussed above, the uses allowed on industrially zoned parcels are limited to uses supportive of agriculture.

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

The following CDMP goals, objectives, policies, concepts and guidelines would be furthered if the proposed text amendment is approved:

- LU-10. 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.
- Obj. LU-4 Miami-Dade County shall continue to reduce the number of land uses, which are inconsistent with the uses designated on the LUP map and interpretive text, or with the character of the surrounding community.
- 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-5B. All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map."
- LU-9E. Miami-Dade County shall enhance and formalize its standards for defining and ensuring compatibility among proximate uses, and requirements for buffering.

The following CDMP goals, objectives, policies, concepts and guidelines would be impeded if the proposed text amendment is approved:

- LU-1R. Miami-Dade County shall take steps to reserve the amount of land necessary to maintain an economically viable agricultural industry
- LU-8C. Through its planning, capital improvements, cooperative extension, economic development, regulatory and intergovernmental coordination activities, Miami-Dade County shall continue to protect and promote agriculture as a viable economic use of land in Miami-Dade County.
- LU-9L. Miami-Dade County shall formulate and adopt zoning overlay or other regulations applicable to land outside the Urban Development Boundary to orient the uses allowed in business and industrial zoning districts to those which support the rural and agricultural economy of the area. Uses permitted by right would relate exclusively to agricultural or mining industries, and other uses would be approvable as special exceptions upon demonstration that the use supports the non-urban economy of that area or is required by residents of the immediate area.

APPENDICES

	Appendices Page
Appendix A: Amendment Application.....	3
Appendix B: Applicant's Economic Analysis	19
Appendix C: Applicant's Traffic Study (Excerpt).....	31

This Page Intentionally Left Blank

APPENDIX A

Amendment Application

This Page Intentionally Left Blank

**AMENDMENT REQUEST TO THE
LAND USE ELEMENT & LAND USE PLAN MAP
MAY 2017 AMENDMENT CYCLE
MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

RECEIVED
2017 MAY 31 P 4: 24
PLANNING DIVISION

1. APPLICANT

26 Princeton LLC
7735 NW 146TH Street
Suite 306
Miami Lakes, FL 33016

2. APPLICANT'S REPRESENTATIVES

Jeffrey Bercow, Esq.
Graham Penn, Esq.
Maritza Haro, Esq.
Bercow Radell Fernandez & Larkin, PLLC
200 South Biscayne Boulevard, Suite 850
Miami, Florida 33131
(305) 374-5300

By: _____

Jeffrey Bercow, Esq.

Date: May 31, 2017

By: _____

Graham Penn, Esq.

Date: May 31, 2017

By: _____

Maritza Haro, Esq.

Date: May 31, 2017

3. DESCRIPTION OF REQUESTED CHANGES

A. The Applicant respectfully requests the following changes:

1. Amendment to the CDMP Land Use Element text (Item A.2 in the fee schedule)

Current Land Use Designation: Agriculture

B. Description of Application Area

The Application Area is a portion of a parcel consisting of approximately 24.8 acres located south of the theoretical SW 236 Street between the C-102 Canal and theoretical SW 134 Avenue and north of theoretical SW 242 Street in Section 23, Township 56, Range 39 (the "Property"). A legal description of the Property is attached as Exhibit A. The Application Area includes the approximately northern 10.53 acres of the Property which are currently designated

Agriculture. The remaining approximately 14.27 acres are designated Industrial and Office. The Application Area is more accurately described on the attached location map.

C. Acreage

Application Area: approximately 10.53 acres

Acreage owned by Applicant: Applicant owns the entire Property which is approximately 24.8 acres.

D. Requested Changes

1. The Applicant respectfully requests a revision of the Agriculture section within the "Interpretation of the Land Use Plan Map: Policy of the Land Use Element."

*

*

*

FROM:

In order to protect the agricultural industry, uses incompatible with agriculture, and uses and facilities that support or encourage urban development are not allowed in this area. Residential development that occurs in this area is allowed at a density of no more than one unit per five acres. Creation of new parcels smaller than five acres for residential use may be approved in the Agriculture area only if the immediate area surrounding the subject parcel on three or more contiguous sides is predominantly and lawfully parcelized in a similar manner, and if a division of the subject parcel would not precipitate additional land division in the area. No business or industrial use should be approved in the area designated Agriculture unless the use is directly supportive of local agricultural production, and is located on an existing arterial roadway, and has adequate water supply and sewage disposal in accordance with Chapter 24 of the County Code, and the development order specifies the approved use(s); however, agricultural processing facilities for produce grown in Florida and uses that promote ecotourism and agritourism consistent with Policy LU-1P are not restricted to locating on an existing arterial roadway. Other uses, including utility uses compatible with agriculture and with the rural residential character may be approved in the Agriculture area only if deemed to be a public necessity, or if deemed to be in the public interest and the applicant demonstrates that no suitable site for the use exists outside the Agriculture area.

TO:

In order to protect the agricultural industry, uses incompatible with agriculture, and uses and facilities that support or encourage urban development are not allowed in this area. Residential development that occurs in this area is allowed at a density of no more than one unit per five acres. Creation of new parcels smaller than five acres for residential use may be approved in the Agriculture area only if the immediate area surrounding the subject parcel on three or more contiguous sides is

predominantly and lawfully parcelized in a similar manner, and if a division of the subject parcel would not precipitate additional land division in the area. No business or industrial use should be approved in the area designated Agriculture unless the use is directly supportive of local agricultural production, and is located on an existing arterial roadway, and has adequate water supply and sewage disposal in accordance with Chapter 24 of the County Code, and the development order specifies the approved use(s); however, agricultural processing facilities for produce grown in Florida and uses that promote ecotourism and agritourism consistent with Policy LU-1P are not restricted to locating on an existing arterial roadway. Existing industrially zoned parcels located immediately adjacent to the UDB may be developed with typical industrial uses as long as adequate buffering is provided to limit impacts on adjacent properties outside of the UDB. Other uses, including utility uses compatible with agriculture and with the rural residential character may be approved in the Agriculture area only if deemed to be a public necessity, or if deemed to be in the public interest and the applicant demonstrates that no suitable site for the use exists outside the Agriculture area.

4. REASONS FOR AMENDMENTS

Property. The Property consists of approximately 24.8 acres located south of the theoretical SW 236 Street between the C-102 Canal and theoretical SW 134 Avenue and north of theoretical SW 242 Street. Currently, the northern portion of the Property is bisected by the UDB causing approximately 10.53 acres of the Property - the Application Area - to be located outside the UDB. The Application Area is designated by the CDMP LUPM as Agriculture while the remaining approximately 14.27 acres are designated as Industrial and Office. The proposed text amendment will allow underutilized agricultural land to be utilized as much-needed industrial land to serve the area's projected demand. In addition, the proposed text amendment will permit the Property to be used in accordance with its underlying zoning designation which has been established since 1956. The proposed text amendment will also permit the development of the Property cohesively as it is currently bisected by the UDB and multiple land use categories.

Amendments to LUPM. Although this application is not technically a Land Use Plan Map (LUPM) amendment, it does propose an amendment to the text that interprets the LUPM. Therefore it would be appropriate to analyze the Application using the requirements of Land Use Element Policy LU-8E. This policy indicates that applications requesting amendments to the CDMP LUPM must 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;
- 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.

Plan Map Deficiency. The Property is located in Minor Statistical Area ("MSA") 7.2. The most recent Industrial Land Supply and Demand data for MSA 7.2 is published in Table 2 of the 2017 Initial Recommendations report. MSA 7.2 contains 288.40 acres of in-use industrial uses in 2017 and an additional 45.40 acres of vacant land designated for industrial uses. The annual average absorption rate for the 2017-2030 period is 4.53 acres per year. At the projected rate of absorption the data indicates that the projected depletion date within MSA 7.2 is 2027, three (3) years short of the 2030 plan horizon. In accordance with the CDMP, if the property is the subject of an application for rezoning, zoning approval or a plan amendment and is located in an MSA with less than a 15-year supply of industrial land, in order to receive approval for a non-industrial use, the applicant must demonstrate that such use will not have a significant adverse impact on future industrial development. See I-39, CDMP. The approval of this application would extend the projected depletion date and satisfy a deficiency in the supply of industrially designated land beyond the year 2027, therefore, this application advances the goals and objectives of the CDMP. Additionally, permitting the Property, which is industrially zoned, to be developed with typical industrial uses would allow the property owner to develop the Property in a cohesive and comprehensive manner. Development of the Property would allow the owner to maximize the use of the currently underutilized land and, in turn, contribute to the economic growth of the County by providing employment opportunities and an increase in the County's tax base.

Infrastructure. The Applicant does not anticipate that the approval of this application will result in a deficiency in the LOS standards. The Applicant has submitted a traffic analysis which demonstrates compliance with traffic LOS standards. Further, the Applicant will work with other Departments and agencies to address any potential concerns.

Compatibility. The proposed text amendment to permit industrially zoned parcels located immediately adjacent to the UDB to be developed with typical industrial uses is entirely compatible with abutting and nearby land uses. The remainder of the Property is already designated Industrial and Office so permitting the development of the Property in accordance with its industrial zoning designation would be complementary to the existing land use designation and zoning at the Property. The surrounding areas to the east and south are also designated Industrial and Office, while the areas to the north are outside the UDB and designated Agriculture. A majority of the Property is not only designated Industrial and Office but also zoned Industrial, Light Manufacturing District ("IU-1") and Princeton Community Urban Center ("PCUC"). The Property's IU-1 zoning dates back to 1956 when the Property was rezoned from Agricultural ("AU") to IU-1. Additionally, there are no established residential neighborhoods in the vicinity of the Property. Accordingly, the proposed text amendment is compatible with the abutting and nearby land uses and will not disturb the character of established neighborhoods.

Historical and Environmental Resources. To Applicant's knowledge, there are no historically or archeologically significant resources located on the Property. Moreover, this property has been used as a tree farm and plant nursery for many years. Therefore, this application will have no impact on the County's historical or environmental resources.

Urban Center. This criterion is not applicable to this application.

The Property is located within MSA 7.2 where the supply of industrial land is expected to deplete in the year 2027. The Land Use Element text refers to the 1988 Support Components Report ("Support Components") as supporting material. The Support Components state that "it should be recognized that the industrial base and growth of a metropolitan area's industry is of vital importance to the economic well-being of its citizens, and consequently, decisions related to industrial location, operation or land use compatibility should be considered on a par with residential, commercial or other types of development." See Page 183, Support Components. Policy LU-8F of the CDMP states that the UDB should contain developable land having capacity to sustain projected countywide residential demand for a period of 15 years. See Page I-16, CDMP. In addition, as stated above, the CDMP states that if the land is the subject of an application for rezoning, zoning approval or a plan amendment and is located in an MSA with less than a 15-year supply of industrial land, in order to receive approval for a non-industrial use, the applicant must demonstrate that such use will not have a significant adverse impact on future industrial development. See Page I-39, CDMP. Clearly, a 15 year supply of industrial land is required to be maintained in accordance with the CDMP and the Support Components. Accordingly, the 10 year supply available in MSA 7.2 is inadequate.

In addition, MSA 7.2 has the earliest projected supply depletion year in the South Tier. The Property is contiguous to the UDB and a portion of the Property is zoned PCUC, and necessary facilities can be readily extended to the Property. The Support Components further emphasize that "frequently, other types of development can easily use space reserved for industry, but the reverse is not true. Thus, special attention should be given to assuring adequate amounts of space suitable for industrial and related uses in a variety of locations and with different characteristics." See Page 184, Support Components. The proposed text amendment would permit the entirety of the Property to be used for industrial uses in accordance with its IU-1 and PCUC zoning.

Zoning Not Depicted. In accordance with the CDMP, all existing lawful uses and zoning are deemed to be consistent with the CDMP. See Page I-40, CDMP. The land use categories used on the Land Use Plan ("LUP") map are necessarily broad, and there are numerous instances where existing uses and parcels zoned for a particular use, are not specifically depicted on the LUP map. "This is due largely to graphic limitations as the Adopted LUP map has a scale of one inch to one mile (1":1 mile) and is a generalized land use plan." Miami-Dade County encompasses more than 1,549,792 acres (2,420 square miles) of land and water, of which about 346,859 acres (541 square miles) were developed for urban or agricultural uses as of 2013. Accordingly, a countywide land use plan map for an area the size of Miami-Dade County cannot readily depict specific land use, let alone parcel-specific density or intensity of use, without broadly defining the land use categories and areas.

It is well-founded that the LUP does not readily depict specific land use, let alone parcel-specific density or intensity of use, without broadly defining the land use categories and areas. See Page I-76, CDMP. Similarly, many existing uses and zoning classifications are not specifically depicted on the LUP map. The CDMP further states that all existing lawful uses and zoning are deemed to be consistent with the CDMP unless such a use or zoning (a) is found through a subsequent planning study to be inconsistent with the criteria in Policy LU-4E; and (b) the implementation of such a finding will not result in a temporary or permanent taking or in the abrogation of vested rights as determined by the Code of Miami-Dade County, Florida.

The Application Area is currently zoned IU-1 and the remaining southern portion of the Property is zoned a combination of IU-1 and PCUC. The properties to the south and east are

designated Industrial and Office, and zoned for industrial uses. Thus the Application Area is "zoning not depicted" by the LUPM and there has been no "subsequent planning study" finding the zoning to be inconsistent with the CDMP as required by policy LU-4E. Thus the zoning of the Application Area is "deemed to be consistent with the CDMP." The proposed amendment clarifies this consistency and is consistent with the CDMP's "Zoning Not Depicted" provisions and the "Concepts and Limitations of the Land Use Plan Map" found on CDMP pages I-76 and J-77.

Consistency with CDMP Objectives and Policies. This application addresses several policies and objectives within the Land Use Element of the CDMP. Approval of this application promotes or is consistent with the following Objectives and Policies of the CDMP Land Use Element:

- **Objective 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.**

The instant application would permit the use of the Property in accordance with the underlying zoning designation of IU-1 and PCUC. This directly advances the concentration and intensification of development in the PCUC and encourages urban expansion within the UDB by permitting the entire Property, including those portions within the UDB, to be developed uniformly.

- **Policy 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.**

The Property is located near South Dixie Highway, a major roadway in Miami-Dade County. Additionally, a portion of the Property is already designated Industrial and Office and directly relates to adjacent land use designations. The proposed amendment will unify the Property by allowing the entire Property to be developed in accordance with its underlying zoning designation.

- **Objective LU-4. Miami-Dade County shall continue to reduce the number of land uses, which are inconsistent with the uses designated on the LUP map and interpretive text, or with the character of the surrounding community.**

The proposed text amendment would reduce the number of land uses which are inconsistent with the LUP designation. The Property is currently zoned IU-1 and PCUC and the LUP designation is partially Agriculture and partially Industrial and Office. The proposed amendments would make the existing use and zoning of the Property consistent with the LUP interpretive text. The proposed amendment will also improve consistency with the

character of the surrounding neighborhood which is primarily zoned and designated for industrial uses.

- **Policy 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.**

The proposed text amendment promotes the placement of supportive industrial and office uses within a functional neighborhood which is already zoned and designated for industrial uses. Proper design solutions will be used to integrate the proposed compatible and complementary use into the existing neighborhood. In addition, proper buffering will be implemented to protect any potentially incompatible elements.

- **Objective LU-8. Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map consistent with the adopted Goals, Objectives and Policies of this plan, which will provide that the Land Use Plan map accommodates projected countywide growth.**

The proposed amendment will accommodate countywide growth by adequately ensuring that the Industrial land supply is sufficient to meet the demand. If the entire Property is developed in accordance with the IU-1 and PCUC zoning the use of the Property will be maximized. This will increase the County's tax base and will aid in the added expenses brought on by countywide growth.

- **Objective LU-9. Miami-Dade County shall continue to maintain, update and enhance the Code of Miami-Dade County, administrative regulations and procedures, and special area planning program to ensure that future land use and development in Miami-Dade County is consistent with the CDMP, and to promote better planned neighborhoods and communities and well designed buildings.**

The proposed text amendment is directly in line with this policy as it aids to update and enhance the CDMP and improve its compatibility with the County Code. Specifically, the proposed amendment attempts to unite the existing zoning at the Property with the land use designation.

The instant application requests a text amendment to the Land Use Element in order to address the inconsistency between the underlying zoning and the CDMP land use designation.

5. ADDITIONAL MATERIAL SUBMITTED

- 1) Legal Description and Location Map of Application Area
- 2) Survey
- 3) Traffic Study

The Applicant reserves the right to supplement the application with additional documentation within the time permitted by the Code of Miami-Dade County.

6. COMPLETE DISCLOSURE FORMS: See attached.

DISCLOSURE OF INTEREST

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

1. APPLICANT (S) NAME AND ADDRESS:

APPLICANT (A): 26 Princeton LLC
7735 NW 146TH Street
Suite 306
Miami Lakes, FL 33016

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.

<u>APPLICANT</u>	<u>OWNER OF RECORD</u>	<u>FOLIO NUMBER</u>	<u>ACRES IN SIZE (net)</u>
		30-6923-000-0532	24.8
A	26 Princeton LLC	Total:	24.8

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

<u>APPLICANT</u>	<u>OWNER</u>	<u>LESSEE</u>	<u>CONTRACTOR FOR PURCHASE</u>	<u>OTHER (Attach Explanation)</u>
A	X			

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

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

<u>INDIVIDUAL'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
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 (5), 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: 26 Princeton LLC

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF STOCK</u>
<u>Lewis V. Swezy</u>	<u>100%</u>
<u>7735 NW 146 Street</u>	
<u>Suite 306</u>	
<u>Miami Lakes, FL 3016</u>	

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

TRUSTEES NAME: N/A

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	

- 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 (5) trust (5) 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

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	

- 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>PERCENT AGE OF INTEREST</u>
-------------------------	--------------------------------

N/A

Date of Contract: _____

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

N/A

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.

- 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>
--------------------------------------	-------------------------------

N/A

- 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: N/A

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF STOCK</u>
--	----------------------------

N/A

- 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: N/A

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	

- 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: N/A

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF OWNERSHIP</u>
<u>N/A</u>	

- 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].

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF INTEREST</u>
--	-------------------------------

N/A

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

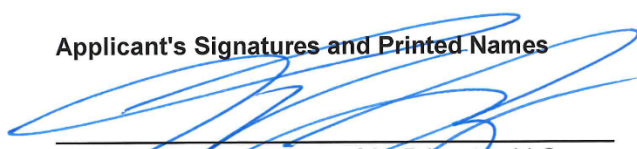
N/A

For any changes of ownership or changes in contract 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.

[Signature Page Follows]

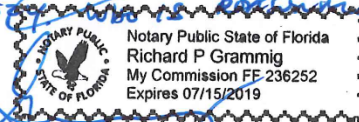
The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

Applicant's Signatures and Printed Names


Lewis Swezy as Manager of 26 Princeton LLC

Sworn to and subscribed before me this 31 day of MAY, 20 17.

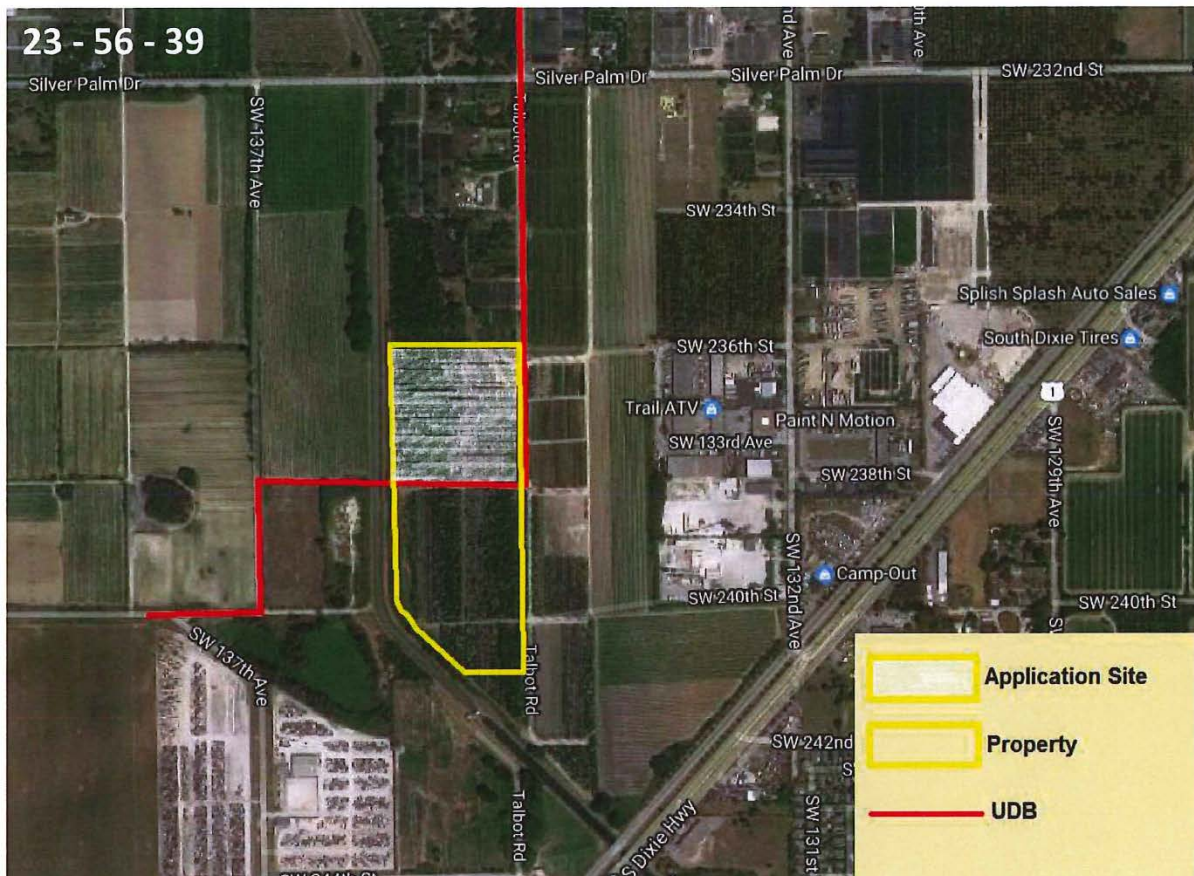
Notary Public, State of Florida at Large (SEAL)
My Commission Expires: 7/15/19



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

Location Map



Property Legal Description

The East $\frac{1}{2}$ of the S.W. $\frac{1}{4}$ of the N.W. $\frac{1}{4}$; and the North $\frac{1}{2}$ of the N.E. $\frac{1}{4}$ of the N.W. $\frac{1}{4}$, of the S.W. $\frac{1}{4}$, lying Northeasterly of the C-102-1 Canal Right-of-Way, both in Section 23, Township 56 South, Range 39 East, lying and being in Miami-Dade County, Florida.

Application Site Legal Description

The North $\frac{1}{2}$ of the East $\frac{1}{2}$ of the S.W. $\frac{1}{4}$ of the N.W. $\frac{1}{4}$ in Section 23, Township 56 South, Range 39 East, lying and being in Miami-Dade County, Florida.

This Page Intentionally Left Blank

APPENDIX B

Applicant's Economic Analysis

This Page Intentionally Left Blank

**Miami Economic
Associates, Inc.**

RECEIVED

2017 JUN 26 A 9 55

RER-PLANNING DIVISION

May 31, 2017

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 Kendall Associates I, LLLP
May 2017 Cycle**

Dear Mr. Osterholt:

Miami Economic Associates, Inc. (MEAI) has updated its analysis with respect to the application to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP) that will be filed on behalf of Kendall Associates I, LLLP ("the Applicant") in the May 2017 Cycle. The purpose of our updated analysis is to evaluate whether the proposed amendment should be adopted based on need as well as consistency with the Goals, Objectives and Policies of the CDMP. Our updated analysis also considers the fiscal and economic benefits that would accrue to Miami-Dade County and/or its residents and businesses if the amendment is adopted and the Subject Property, which is the former Calusa Golf located at 9400 SW 130th Avenue in Unincorporated Miami-Dade County, is redeveloped with 550 single-family detached units. This letter report summarizes the findings of our updated analysis.

The Calusa Golf Club was a privately-owned pay-for-play facility that ceased to operate in 2011. The proposed amendment seeks to remove the Parks and Recreation designation that currently applies to the property and replace it with a designation that will allow for the development of 550 single-family detached units. Based on the analysis MEAI performed, we believe that the proposed amendment should be adopted. We base this conclusion on the following findings:

- Operation of the property as a golf course is not economically viable. Accordingly, sale of the property with the Parks and Recreation designation is not possible. Re-designation of the property for residential use would allow the Applicant to make beneficial use of the former golf course.

6861 S.W. 89th 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
May 31, 2017
Page 2

- If the Subject Property is re-designated for residential development, it would be one of the largest vacant properties, if not the largest, within the County's Urban Development Boundary available for the construction of new residential units. In fact, there are less than five vacant residentially-designated properties available within the UDB currently that are more than 100 acres in size and less than fifty comprised of 25 or more acres. Larger properties allow developers of single-family detached units to operate more efficiently and realize the economies of scale to a greater degree.
- Re-designation of the Subject Property for the development of 550 single-family detached units would be generally compatible with the existing development in the surrounding area. Hence, it would be in compliance with Land Use Policy 8E (iii). It would also be consistent with other Objectives and Policies of the CDMP including Land Use Objective LU-1, Land Use Policy LU-1C, Land Use Policy 8E. Appendix 1 provides the text of the referenced Objectives and Policies.
- Land Use Policy 8E(i) states that a factor to be considered in regard to the re-designation of a property is whether doing so would satisfy a shortage on the County's Plan map. Land Use Policy 8F mandates that the County have the residential capacity available to accommodate population growth for fifteen years from the date of the last EAR, which currently means until 2026. In May 2015, the County estimated that capacity existed to accommodate growth through 2030, which would mean that no shortage exists. However, that conclusion was based on population projections prepared by the County's planners in 2013. Population estimates released by the U.S. Census Bureau and the Bureau of Business and Economic Research at the University of Florida for 2015 indicate that the population projections prepared by the County in 2013 have significantly underestimated the rate at which the County's population is growing and that a shortage may, in fact, exist. Prudence would suggest that appropriate steps be taken to assure that a shortage does not materialize, or to mitigate it if it does exist. Re-designating the Subject Property for residential use in the manner proposed by the Applicant would be one such step.
- The 550 single-family detached units being proposed for the Subject Property would sell at asking prices in the range between \$425,000 and \$1,000,000, with the "average" unit priced at \$625,000 after lot premiums and options are accounted for. We estimate that development of these units would be economically beneficial to the County, creating approximately 2,735 jobs during the development period and providing support for nearby businesses once development is completed as a result of the expenditures of residents. Their development would also be fiscally beneficial, providing building permit and impact fee revenues as well as water and sewer connection fees to the County during the development period exceeding \$7.8 million. Once the project is completed, annual ad valorem revenues would be generated for the County and the Miami-Dade County Public School District in the amounts approximating \$2.45 and \$1.93 million, respectively. MEAI estimates that the annual ad valorem tax amounts just stated are more than 90 times greater than what County and the School District are currently receiving from the Subject Property. Development of the Subject Property would also provide increased non-ad valorem revenues to the

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

Mr. Jack Osterholt, Director
Department of Regulatory and Economic Resources
Miami-Dade County
May 31, 2017
Page 3

County in the form of utility taxes and franchise fees, sales taxes, water and sewer usage charges and revenue sharing proceeds.

- MEAI does not expect that development of the Subject Property will adversely impact the finances of Miami-Dade County in terms of either capital costs or annual service costs. We base this opinion on the following factors:
 - Development of the Subject Property in the manner envisioned will generate nearly \$6.9 million in impact fees for roads, police, fire and parks. The traffic analysis prepared for the Applicant indicates that the proposed project will not require the construction of any new roadways. Further, it will be an infill project in an area where police, fire and park facilities already exist to serve the residents. Efforts to buffer the new units from surrounding development will also potentially create new park space. Finally, the Applicant will be responsible for the cost of upgrading the water and sewer systems that serve the area, if any.
 - The primary public sector costs associated with the proposed project will be those related to the provision of police and fire services. Given that police and fire service are already provided to the area in which the Subject Property is located, MEAI believes that the increased ad valorem and non-ad valorem revenues that it will be generated by the proposed single-family detached units will be sufficient to cover any incremental increase in the costs of those services.

The remainder of this letter report provides the bases for the conclusions stated above.

Analytical Findings

- Golf operations on the Subject Property ceased in the fall of 2011. Since then, efforts, which were unsuccessful, were made to convince the owners of residential units surrounding the former golf course to voluntarily agree to release the Subject Property from the 1968 covenant restricting the use of it to golf operations in return for monetary compensation. The issue of the covenant has also been litigated at the both State Circuit and Appellate Court level. During the course of the Circuit Court proceedings, Dr. Henry H. Fishkind, a noted economist based in Orlando, testified via a sworn affidavit dated November 4, 2013 that the Calusa Golf Club is not economically viable as a golf course nor is it marketable as golf course. His affidavit, which is contained in Appendix 2, further states that "there is no market for a property in Miami-Dade County that can only be used as a golf course. Nor is any such market likely to develop in the foreseeable future."

Dr. Fishkind based the opinions set forth in his affidavit on the following factors:

- The Calusa Golf Club lost money every year between 2003 and 2010 with the amount of the losses suffered increasing during that period from less

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

than \$100,000 to approximately \$750,000 (Page 4 of the affidavit). The continuing losses were the results of fewer rounds of golf being played locally and nationally, rising operating costs and inability to increase revenue. Data contained in the affidavit shows that operating expense at the Calusa Golf Club decreased between 2005 and 2008 and remained approximately level thereafter. However, revenues, which were not sufficient to cover operating expenses in 2005, also declined between 2006 and 2010 ... and at a faster rate (Page 5).

- The financial losses suffered by Calusa Golf Club between 2003 and 2010 were not unique to that facility. In 2004, there were 24 public golf courses operating in Miami-Dade County including twelve that were municipally-owned and an equal number that were privately-owned pay-for-play facilities similar to Calusa. By 2015, four of these in addition to Calusa had closed including one municipal course (Haulover) and three privately-owned facilities including California North, Presidential and Williams Island. Further, the 12 municipal facilities operating in Miami-Dade County since 2008 collectively lost \$6.0 million, with only three making any profit (Page 5).
- The financial problems of the municipal and privately-owned pay-for-play golf courses in Miami, inclusive of Calusa Golf Club, reflected fundamental and material changes in the national marketplace for golf. According to the National Golf Foundation, the number of people playing golf peaked in 2003 but then declined by 16 percent by 2010. Most of the losses were among occasional players who are those most likely to use municipal or privately-owned pay-for-play golf courses. As a result, the number of rounds per 18 holes dropped from 40,000 in 1988 to just 31,300 by 2011, with the decline even more pronounced between 2003 and 2011. Due to that, the number of golf courses closing exceeded the number opening every year throughout the 2006 to 2011 period. Further, the gap widened throughout the period, with the result that in 2011, 158 courses closed and only 19 opened (Page 7).

It should also be noted that golf course closings have continued to outpace golf course openings on a national basis since 2011. In 2012, 141 more golf courses closed than opened nationally while the number of closings exceeded openings by 143 in 2013, 164 in 2014, 148 in 2015 and by approximately 200 in 2016.

- If the property is re-designated to allow for the development of 550 single-family detached units, it would be one of the largest vacant properties, if not the largest, in Miami-Dade County available for future residential development. Based on information provided to MEAI by the Planning Division of the County's Department of Regulatory and Economic Resources (Planning), we estimate that there are currently fewer than five individual vacant parcels available for future residential development in the County that are greater than 100 acres in size and less than fifty greater than 25 acres in size.

Mr. Jack Osterhoit, Director
Department of Regulatory and Economic Resources
Miami-Dade County
May 31, 2017
Page 5

Land Use Objective LU-1 encourages the development of well-designed communities that offer, among other things, a variety of housing types. If new single-family detached units are to be among the unit types available in such communities in the future, it is critical that larger tracts be available because they allow the builders involved in constructing such units to operate more efficiently and achieve important economies of scale.

- Land Use Policy LU-1C states that "Miami-Dade County shall give priority to Infill development on vacant sites in currently urbanized areas, and redevelopment of substandard and underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services are projected to accommodate additional demand". The proposed re-designation of the Calusa Golf Club property for Low Density Residential use would be completely consistent with this policy.

Re-designation of the Calusa Golf Club property would also be consistent with Land Use Policy LU-8E which states that consideration should be given to the extent to which a requested re-designation of a property on the County's Land Use map would: (1) be compatible with abutting and nearby land uses; and 2) not adversely impact environmental and historic resources.

- A wide range of residential densities exist in close proximity to the former Calusa Golf Club property. In this regard, the residential areas bordering the property on its east, south and western sides, are generally comprised of the single-family detached units and those units abut other single-family detached units --- generally on smaller lots --- on their side facing away from the former golf course. The units on the north side of the former golf course are also single-family detached units which, in turn abut properties developed with multi-family units. The preliminary plan referenced above for the Subject Property would result in development at densities generally consistent with the existing single-family development abutting the property. Further, it envisions that the proposed units would be separated from the existing adjacent units by a landscaped buffer.
 - Development of the former golf course in the manner described above will not degrade any environmental or historic resources.
- Land Use Policy 8E (i) states that another factor that should be considered in evaluating the re-designation of a property on the County's Land Use map is whether doing so would satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County. In this regard, Land Use Policy 8F mandates that the County should have sufficient residential capacity to accommodate fifteen years of the population growth from the date of the last EAR, which currently means through 2026. In a report issued in May 2015, the Miami-Dade County Planning Department estimated that the County had sufficient residential capacity to accommodate population growth through 2030, which, if true, would mean that no

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

deficiency exists that needs to be addressed. They further estimated that vacant land in the portion of the County where the Subject Property is located would already be depleted

It is, however, noted that the Planning Department's May 2015 estimate of residential capacity was based on estimates of population growth for the period from 2010 to 2030 prepared in 2013 which projected the population in the County in 2015 to total 2,607,198 residents. Both the U.S. Census and Bureau (Census) and the Bureau Business and Economic Research at the University of Florida (BBER) believe that Miami-Dade County had a significantly larger number of residents in 2015 than Planning anticipated, with the former estimating 2,693,117 residents as of April 2015 and the latter estimating 2,653,934 residents as July 2015. Based on the BBER's figure, the depletion year of the County's residential capacity would now be 2028 rather than 2030. Based on the Census' figure, depletion would now occur prior to 2028, which means that a deficiency on the Plan map does, in fact, exist.

The concept of having enough capacity to accommodate fifteen years of future population growth is to assure that supply is not constrained to that point that there is an adverse impact on land, and, ultimately, housing prices. In the absence of another full-blown census being performed, it is not possible to know with any certainty which of the entities discussed --- Planning, Census or BBER --- most accurately estimated the 2015 population. However, prudence would indicate that appropriate steps be taken to assure that a shortfall in the amount of capacity available does not occur and/or is mitigated as soon as possible. Re-designation of the former Calusa Golf Club property for Low-Medium Residential use would be one such step.

- As discussed previously, the proposed 550 single-family detached units, which would average 2,900 square feet in size would sell for an average price of \$625,000. MEAI further understands, based on information provided to us by the Applicant that the proposed project would cost approximately \$190.0 million to develop in terms of "hard" costs and approximately \$80.0 million in terms of "soft" costs, inclusive of sales commissions and interest. Accordingly, project costs would total approximately \$270.0 million, exclusive of the amount expended to acquire the property. Based on this information, MEAI estimates that the proposed development will generate significant economic and fiscal benefits for Miami-Dade County and/or its residents and businesses.
 - The term "economic benefits" refers to the positive impacts that the proposed project will have on the economy of Miami-Dade County. These benefits will be generated on a non-recurring basis during the period in which the project is being constructed or on an annual recurring basis once development has been completed. The economic benefits that will be generated by the development of the proposed 550 single-family detached units would include the following:
 - Approximately 2,735 jobs will be created on a non-recurring basis during the construction period which will pay a total of \$144.8 million in

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

Mr. Jack Osterholt, Director
Department of Regulatory and Economic Resources
Miami-Dade County
May 31, 2017
Page 7

wages and salaries throughout the construction period. Included among the jobs would be 1,650 direct construction jobs. Also included, due to the multiplier effect, will be: 1) 460 indirect jobs in business sectors related to the construction industry such as building supplies and trucking; and 2) 625 induced jobs in businesses throughout the economy such as grocery stores and professional service providers' offices where those employed in direct and indirect jobs spend their earnings.

- Retail and restaurant expenditures on an annual recurring basis after the project is fully developed in the amount of \$19.3 million. These expenditures will support a total of 120 full-time direct jobs in the sectors indicated and an additional number of indirect and induced jobs.
- The term "fiscal benefits" refers to the positive impacts that the proposed project will have on the finances of Miami-Dade County and the Miami-Dade County Public School District. As with the economic benefits discussed above, fiscal benefits generated by the proposed project will be both non-recurring and recurring in nature.
 - The non-recurring fiscal benefits generated by the project will include the following:
 - Basic building permit fees and water and sewer connection fees will be paid to Miami-Dade County in the amount of \$969,155. Additional fees may be collected for swimming pools and other specific unit features.
 - Impact fees will be paid to Miami-Dade County for roads, police, fire and parks in an amount totaling \$6,895,968. Of this total amount, road impact fees will account for \$4,874,941, police impact fees for \$297,568, fire impact fees for \$228,031 and park impact fees for \$1,495,428.
 - School impact fees will be paid to the Miami-Dade School Public School District in the amount of \$1,800,810.
 - The primary annual recurring fiscal benefit generated by the proposed project after development is completed will be ad valorem taxes paid into various funds of both the Miami-Dade County and the Miami-Dade Public School District. For the purpose of estimating ad valorem taxes, it is assumed that the completed units are placed on the tax rolls at an assessed value equal to 80 percent of their average sales price. It is further assumed that 80 percent of the units will qualify for the Homestead Exemption. Based on these assumptions, it is estimated that the taxable value of the project when fully completed will total

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

\$253.0 million for all Miami-Dade County funds and \$264.0 million for the funds of the Miami-Dade County Public School District. The table below shows the current millage rate levied by each County and School District fund and the amount of ad valorem taxes that would be generated for each.

Entity	Rate/\$1000 Taxable Value	Taxes
Miami-Dade County		
General Fund	4.6669	\$ 1,180,726
Debt Service Fund	0.4000	\$ 101,200
Fire Fund	2.4207	\$ 612,437
Fire Debt Service Fund	0.0075	\$ 1,897
Library Fund	0.2840	\$ 71,852
UMSA Fund	1.9283	\$ 487,860
Total		\$ 2,455,972
Miami-Dade County Public Schools		
Operating	7.1380	\$ 1,884,432
Debt Service	0.1840	\$ 48,576
Total		\$ 1,933,008
Source: Kendall Associates I, LLP; Miami-Dade County Property Appraiser; Miami Economic Associates, Inc.		

The amounts of ad valorem taxes generated for the County and the School District that are shown in the table above are more than 90 times greater than the amounts collected on the Subject Property in the current fiscal year.

- The proposed units would also generate increased non-ad valorem revenues for the County in the form utility taxes and franchise fees, sales taxes, water and sewer usage charges and revenue sharing proceeds. There is insufficient information currently available to estimate the amounts that will be generated with specificity.
- MEAI does not expect that development of the Subject Property will adversely impact the finances of Miami-Dade County in terms of either capital costs or annual service costs. We base this opinion on the following factors:
 - As discussed above, development of the Subject Property in the manner envisioned will generate nearly \$6.9 million in impact fees for roads, police, fire and parks. The traffic analysis prepared for the Applicant indicates that the proposed project will not require the construction of any new roadways. Accordingly, the approximately \$4.87 million paid for road impact fees will be available for use elsewhere in the County. Further, as an in-fill project, it will be developed in area in which police, fire and park facilities already exist to serve

Mr. Jack Osterholt, Director
Department of Regulatory and Economic Resources
Miami-Dade County
May 31, 2017
Page 9

the residents. Finally, the Applicant will be responsible for the cost of upgrading the water and sewer systems that serve the area, if any.

- o The primary public sector costs associated with the proposed project will be those related to provision of police and fire services. Given that police and fire service are already provided to the area in which the Subject Property is located, MEAI believes that the increased ad valorem and non-ad valorem revenues that the proposed project will generate will be sufficient to cover any incremental increase in the costs of police and fire services.

Closing

Based on the analysis summarized above, MEAI believes that the application to re-designate the former Calusa Golf Club to allow for the development of 550 single-family detached units should be approved.

Sincerely,
Miami Economic Associates, Inc.



Andrew Dolkart
President

This Page Intentionally Left Blank

APPENDIX C

Applicant's Traffic Study (Excerpt)

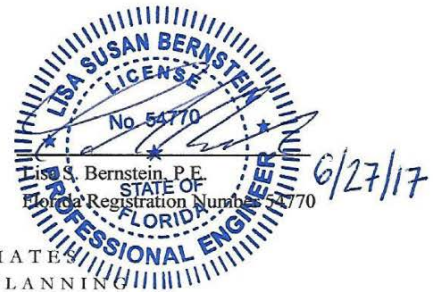
This Page Intentionally Left Blank

CDMP AMENDMENT TRAFFIC IMPACT STUDY

26 Princeton

Prepared for:
26 Princeton, LLC

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING



101 North Gordon Road, Fort Lauderdale, Florida 33301
954-463-8878 office 954-525-4303 fax Email: csweet@bellsouth.net

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

26 Princeton – CDMP Amendment Traffic Impact Study

Table of Contents

Introduction and Site Location.....	1
Trip Generation for the Amendment Site	4
CDMP Amendment Transportation Analysis.....	6
Programmed Transportation Improvements	6
Planned Transportation Improvements	8
Existing Transit Service.....	9
Traffic Concurrency Analysis - Year 2020 Short Term Planning Horizon.....	11
Traffic Concurrency Data and Analysis	12
Adopted LOS Standards and the Maximum Service Volumes	12
Traffic Count Data	12
Development Order Trips	12
Project Traffic Assignment	13
Traffic Concurrency Analysis	13
Model Derived Growth Rates	22
Findings and Conclusions to the Traffic Concurrency Analysis.....	25

26 Princeton, LLC
CDMP Amendment Traffic Impact Study

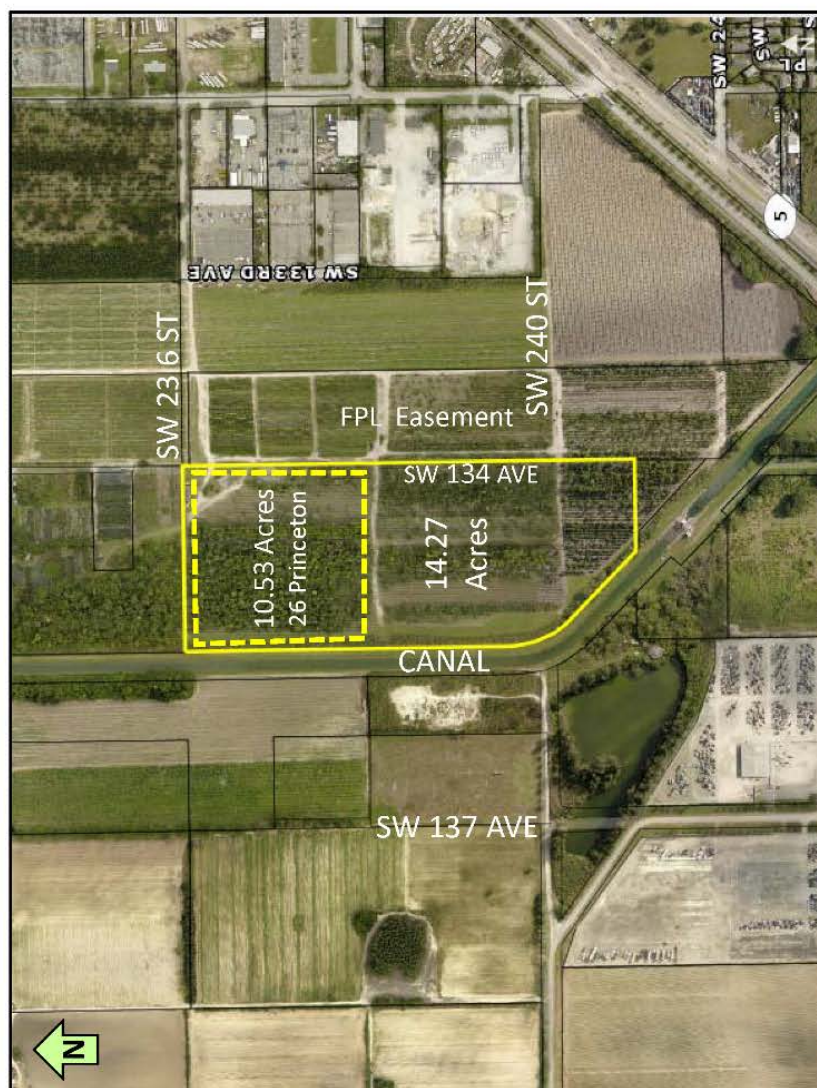
May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Introduction and Site Location

This proposed change to the Miami-Dade County Comprehensive Development Master Plan (CDMP) "*Land Use Element Text*" has been submitted by 26 Princeton, LLC for 10.53 acres of land owned by the Applicant and located in Section 23, Township 56 South and Range 39 East, and which is bounded by SW 236 Street on the north, the C-102 Canal on the west, theoretical SW 134 Avenue and the FP&L easement on the east as depicted in attached **Figure 1A**. This 10.53-acre parcel is part of a larger (contiguous) 24.8-acre parcel also owned by the Applicant (see **Figure 1A**) which collectively has been zoned Industrial and Light Manufacturing dating back to 1956. The land use designation for this 10.53-acre parcel is Agriculture, while the remaining contiguous 14.27 acres is designated Industrial and Office by the CDMP. The 10.53-acre parcel is separated from its companion (and contiguous) 14.27 acres by the Urban Development Boundary line.

The Applicant seeks to amend the Land Use Element Text contained within the Agriculture Section of the document Titled "Interpretation of the Land Use Plan Map: Policy of the Land Use Element." The Applicant has proposed text modifications that would enable "Existing Industrially Zoned Parcels located immediately adjacent to the UDB, to be developed with typical industrial uses as long as adequate Buffering is provided to limit impacts on adjacent properties outside of the UDB."

This unique area reflects a growing demand for industrial and office business operations consistent with similar development located on adjacent properties (see **Figure 1B**). With this proposed change to the CDMP Land Use Element Text, the Applicant seeks to expand the industrial and office job creation within this immediate study area.



24.8 Acres
Owned by
Applicant

10.53 Acres
Designated
Agriculture
[Outside the
UDB]

14.27 Acres
Designated
Industrial
and Office
and Inside
the UDB

Site

Figure 1A
26 Princeton, LLC
Site Location



Figure 1B
Expanded Site Location

May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Trip Generation for the Amendment Site

A trip generation analysis has been prepared for the proposed land use designation for the daily, AM peak hour and PM peak hour timeframes using the rates and equations from *ITE Trip Generation, 9th Edition*. The analysis uses ITE LUC 130 for Industrial Park and calculates trip generation using acreage as the variable. The Applicant has provided the trip generation for the 10.53 Acre amendment site, the contiguous 14.27 vacant acres and the combined impact of both properties at 24.8 Acres. The trip generation for the 10.53 acres and the trip generation for the total combined 24.8 acres is incorporated into the Traffic Concurrency Impact Analysis to evaluate the adequacy of the adjacent and surrounding roadway network.

See attached Tables 1A, 1B and 1C which reflect the Daily, AM Peak Hour and PM Peak Hour Gross Trip Generation for the Uses Proposed as outlined below:

See Table 1A – Industrial uses proposed on the 10.53 Acres;
See Table 1B – Industrial uses currently allowed on the 14.27 Acres;
See Table 1C– Industrial uses allowed and proposed on the 24.8 Acres.

Note 1-2-3-4:

1. **ITE LUC 130** has been used to establish trip generation for the development of Industrial acreage.
2. **ITE LUC 130 - Daily** - The Weighted Average Rate is used to calculate trip generation since data from 46 studies are provided with more than 20 data points and the fitted curve equation has an R^2 value = 0.52 (less than 0.75);
3. **ITE LUC 130 - AM Peak Hour** – The Weighted Average Rate is used to calculate trip generation since data from 42 studies are provided with more than 20 data points and the fitted curve equation has an R^2 value = 0.57 (less than 0.75);
4. **ITE LUC 130 – PM Peak Hour** – The Weighted Average Rate is used to calculate trip generation since data from 42 studies are provided with more than 20 data points and the fitted curve equation has an R^2 value = 0.54 (less than 0.75).

Table 1A - Trip Generation for the Uses Proposed on the 10.53 Acre Parcel

6/25/2017

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
Industrial Park	DAILY	10.53 Acres	130	T = 61.17 (X)	644	50%	322	50%	322
Industrial Park	AM PEAK HOUR	10.53 Acres	130	T = 8.2 (X)	86	83%	72	17%	14
Industrial Park	PM PEAK HOUR	10.53 Acres	130	T = 8.53 (X)	90	21%	19	79%	71

Cathy Sweetapple & Associates

Table 1B - Trip Generation for the Uses Permitted on the Adjacent 14.27 Acre Parcel

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
Industrial Park	DAILY	14.27 Acres	130	T = 61.17 (X)	873	50%	436	50%	437
Industrial Park	AM PEAK HOUR	14.27 Acres	130	T = 8.2 (X)	117	83%	97	17%	20
Industrial Park	PM PEAK HOUR	14.27 Acres	130	T = 8.53 (X)	122	21%	26	79%	96

Cathy Sweetapple & Associates

Table 1C - Trip Generation for the Uses Proposed for the Total 24.80 Acre Parcel

LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 9TH EDITION	TOTAL	% IN	TRIPS IN	% OUT	TRIPS OUT
Industrial Park	DAILY	24.80 Acres	130	T = 61.17 (X)	1,517	50%	759	50%	758
Industrial Park	AM PEAK HOUR	24.80 Acres	130	T = 8.2 (X)	203	83%	169	17%	34
Industrial Park	PM PEAK HOUR	24.80 Acres	130	T = 8.53 (X)	212	21%	44	79%	168

Cathy Sweetapple & Associates

Tables 1A - 1B - 1C
26 Princeton, LLC
CDMP Amendment Traffic Impact Study

May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

CDMP Amendment Transportation Analysis

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the proposed modifications to the CDMP Text Element, examining the adequacy of the transportation infrastructure within the short term (Year 2020) and long term (Year 2040) planning horizons. The transportation analysis includes a Concurrency analysis for an evaluation of short term traffic conditions and a roadway network analysis for an evaluation of long term traffic conditions. The study area includes the arterial and collector roadway network bounded generally by:

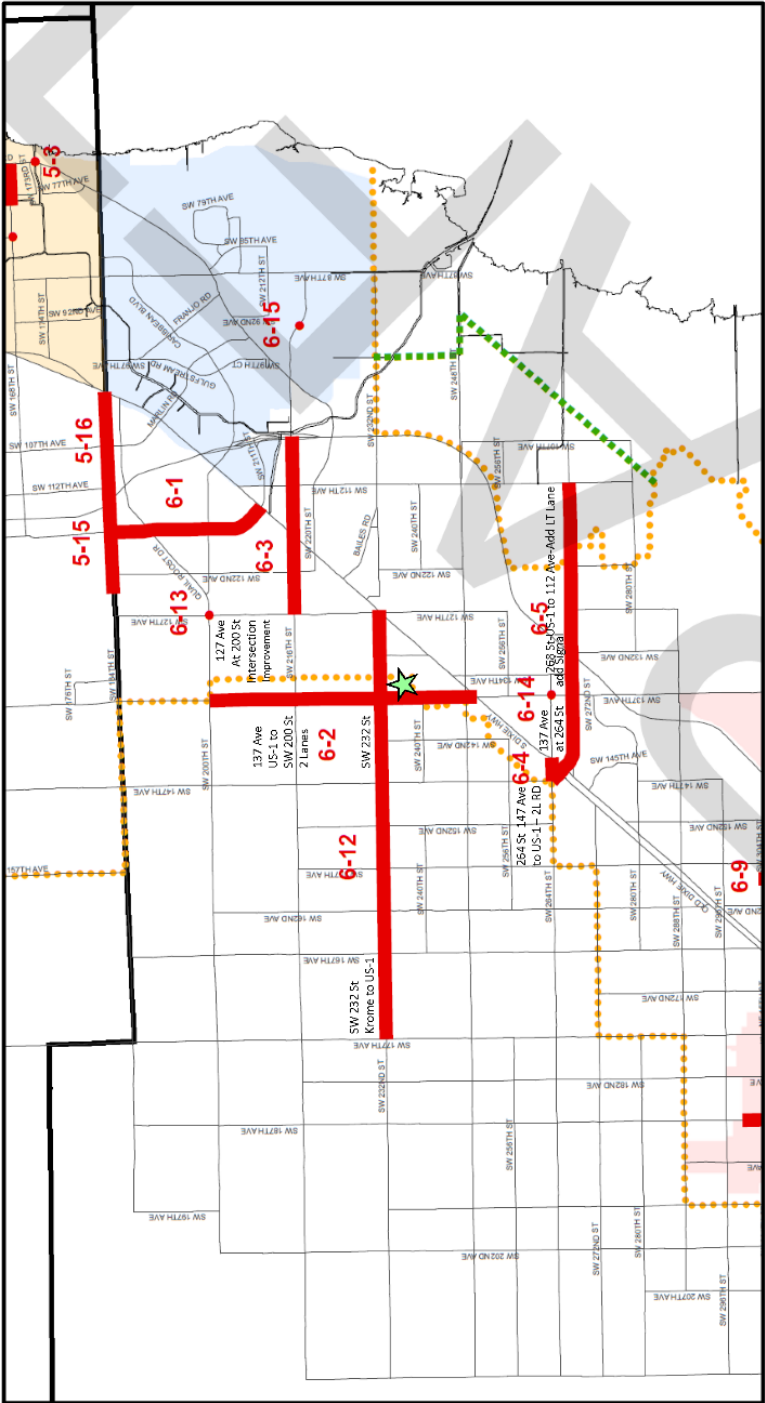
- US-1 and 216 Street on the north;
- SW 248 Street to 264 Street on the south;
- SW 112 Avenue to 127 Avenue on the east; and
- SW 132 Avenue to SW 147 Avenue on the west.

The transportation analysis evaluates the adequacy of the existing, committed and planned public facilities to support the infrastructure demand for the proposed Amendment incorporating the following:

- Transportation improvements from TIP 2018 identifying funded improvements for the Short-Term Planning Horizon identifying roadway, intersection and signal improvements (in the study area) which are funded with Impact Fee dollars as outlined and presented in **Table 2A and Figure 2A**.
- Planned Transportation improvements from the LRTP 2040 for the Long-Term Planning Horizon; and
- Existing local and regional transit service in the study area.

Programmed Transportation Improvements - Programmed transportation improvements from TIP 2018 reflect funded roadway projects that will result in network lane expansion between the Years 2017/2018 and 2021/2022. The improvements identified on Table 2A (within the study area) are largely funded by MDC Roadway Impact Fees.

Table 2A – Programmed Transportation Improvements from TIP 2018 Adopted by the TPO Board on 6/22/2017					
TIP Page No.	TIP Project No.	Limits	Improvement	Activity	Timeframe
A5-89	PW000993	SW 137 Ave – US-1 to SW 200 St	2 Continuous Lanes	Construction	Prior Year Funding
A5-90	PW000215	SW 264 St – SW 147 Ave to US-1	New 2L Road with Center TL	Construction	Prior Year Funding
A5-91	PW000149	SW 268 St – US-1 to SW 112 Ave	Continuous LT on SW 268 St	Construction	Prior Year Funding – 2017-19
A5-95	PW000950	SW 127 Ave at SW 200 St Avenue	Intersection Improvement	Construction	Prior Year Funding
A5-95	PW000996	SW 137 Ave and SW 264 St	Traffic Signal	Construction	Prior Year Funding
Source: TIP 2018 adopted by the Miami-Dade TPO on June 22, 2017					



Roadway Impact Fee Funding – TIP 2018 ☆ Site Location Figure 2A
Programmed Improvements
26 Princeton, LLC

May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Planned Transportation Improvements

Planned transportation improvements from Priorities I, II, III and IV of the Long- Range Transportation Plan (LRTP) 2040 have been established as the cost feasible transportation infrastructure that are anticipated to be in place by the Year 2040. The planned transportation improvements within or adjacent to the study area are identified on **Table 2B**.

Table 2B – Planned Transportation Improvements (2021 – 2040)					
LRTP Page No.	Roadway	Limits	Improvement	Timeframe	LRTP Priority
6-12-33	SR 821-HEFT	SW 288 St to SW 216 St	Add Lanes and Reconstruct	2015-2020	I
6-14-57	SW 137 Ave	US-1 to SW 200 St	Complete as 2 continuous lanes	2015-2020	I
6-14-58	SW 137 Ave	SR 821/HEFT to US-1	Add 2 Lanes and Reconstruct	2015-2020	I
16-20-32	SW 200 St	US-1 to Quail Roost Drive	Add 2 Lanes and Reconstruct	2021-2025	II
6-20-34	SW 312 St	SW 152 Ave to SW 137 Ave	Add 2 lanes with LTL and Reconstruct	2021-2025	II
6-20-35	SW 320 St	SW 197 Ave to SW 187 Ave	Add 2 lanes with LTL and Reconstruct	2021-2025	II
6-24-18	SR 821-HEFT	SW 137 Ave to SW 216 St	Widen to 8 L with Express Lanes	2026-2030	III
6-24-20	SR 821-HEFT	SW 288 St to SW 137 Ave	Widen to 8 L with Express Lanes	2026-2030	III
6-24-19	SW 312 St	SW 288 St	Widen to 6 Lanes	2026-2030	III
6-30-26	SW 137 Ave	US-1 to SW 184 St	Add 2 Lanes and Reconstruct	2031-2040	III
Source: 2040 Long Range Transportation Plan adopted by the Miami-Dade MPO on October 23, 2014.					

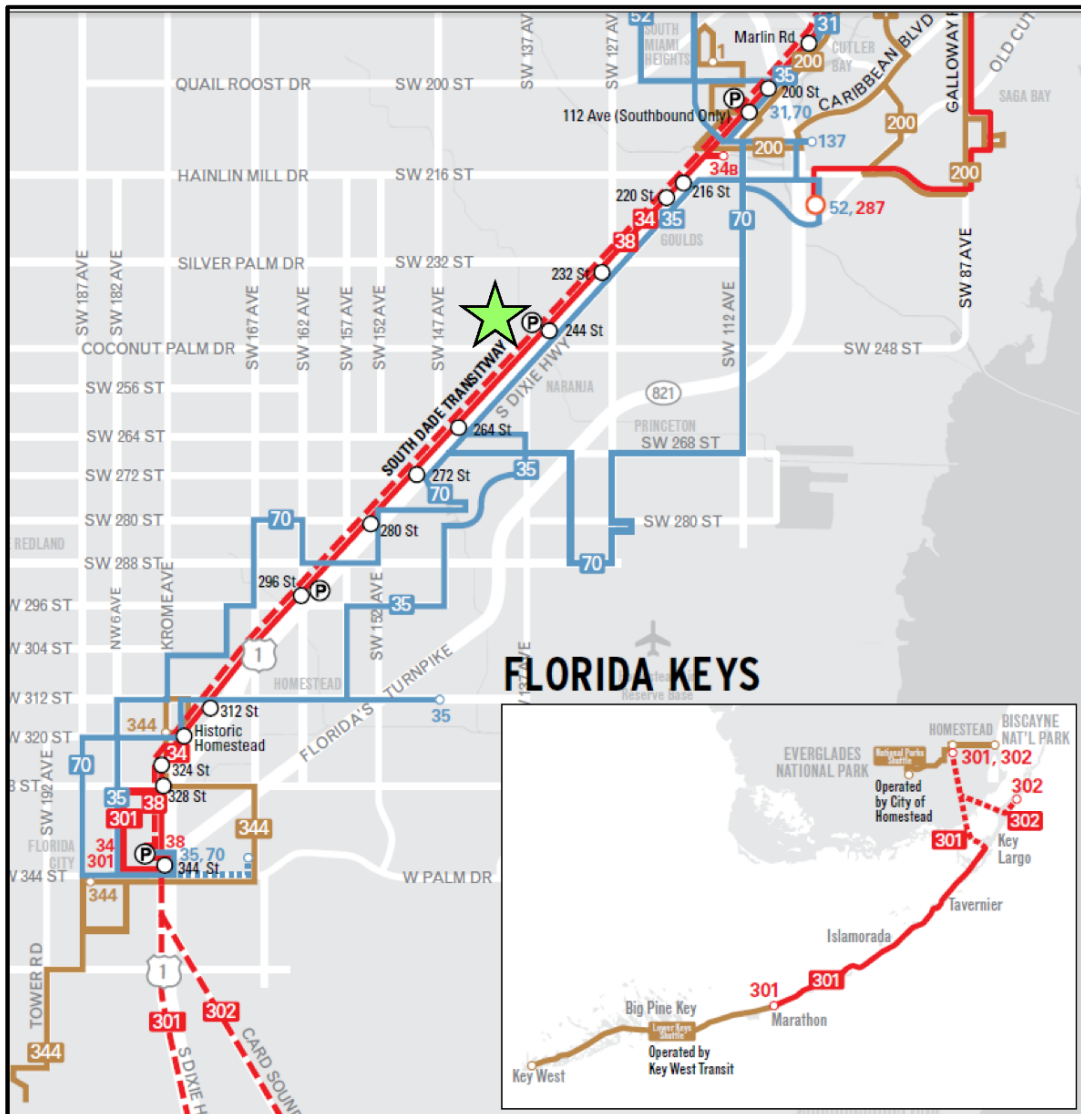
May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Existing Transit Service

Miami-Dade Transit provides local and regional transit access via Routes 34, 35, 38 and 70 which run along US-1 and the South Dade Transitway (formerly known as the South Dade Busway) to provide Express Bus and local access adjacent to the Amendment Site. Express Service with 10 minute headways are provided during the AM and PM peak hours for MDT Routes 34 and 38. Routes 35 and 70 provide local and regional connections with 30 to 40 minute headways. Routes 35, 38 and 70 provide weekend service at 60 minute headways as indicated on Table 2C.

See Figure 2B (from Miami-Dade Transit) which illustrates the location of Routes 34, 35, 38 and 70. See Attachment 5 for the Detailed Route Maps for 34, 35, 38 and 70.

Table 2C – Existing Transit Service in the Study Area			
Transit Routes Serving the Amendment Site	Major Roadways Served by Transit	Weekday AM and PM Peak Hour Service Headways	Saturday/Sunday Service Headways
Route 34 Express	US-1 – South Dade Transitway	Weekday Rush Hour Service 10 minute Headways	N/A
Route 35	US-1 and the Busway	Weekday Service 40 minute Headways	60 / 60 minute Headways
Route 38 Busway Max	US-1 – South Dade Transitway	Weekday Service 10 minute Headways	10 / 20 minute Headways
Route 70	US-1 and SW 132 Avenue	Weekday Service 30 minute Headways	60 / 60 minute Headways



South Dade Transitway - Routes 34 and 38 **Routes on SR-5 – US-1 – Routes 35 and 70**



Figure 2B
Transit Access in the Study Area
26 Princeton, LLC

May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Traffic Concurrency Analysis – Year 2020 Short Term Planning Horizon

A traffic concurrency infrastructure analysis for the Year 2020 short term planning horizon has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County Traffic Concurrency Criteria and guidelines. Pursuant to the analysis performed herein, adequate capacity has been found to exist at the first directly accessed and secondary traffic count stations located adjacent to and surrounding the project site. Each traffic count station has been found to maintain adequate available capacity for the short-term planning horizon to accommodate the development of the parcels outlined below.

Parcel 1 – The Applicant has analyzed the traffic impacts of the industrial development proposed for **10.53 Acres** of Vacant Industrial land generating **90 PM Peak Hour Trips**.

Parcel 2 – The Applicant has also analyzed the traffic impacts of the industrial development proposed for the adjacent **14.27 Acres** of Vacant Industrial land (also owned by the Applicant) which generates **122 PM Peak Hour Trips**. **Parcel 2** already permits industrial use pursuant to existing land use and zoning.

The Applicant has analyzed the combined traffic impact of **Parcels 1 and 2** totaling **212 gross PM peak hour trips on 24.8 Acres** of vacant land owned by the Applicant and approved for industrial use pursuant to underlying zoning. The addition of the total **212 gross PM peak hour trips** does not exceed the available roadway capacity assigned to the surrounding traffic count stations by the MDC Public Works Department using their Traffic Count Station database and count data updated for Years 2015 and 2016. The combined traffic impact analysis of the **24.8 Acres** demonstrates that available roadway capacity exists on the adjacent and surrounding roadway network to support the uses proposed.

May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Traffic Concurrency Data and Analysis

This traffic concurrency infrastructure analysis is presented in **Tables 5A and 5B** and includes the information outlined below.

Adopted LOS Standards and the Maximum Service Volumes

Adopted level of service standards for County Roadways are provided by Miami-Dade County in the CDMP Transportation Element and in the traffic concurrency count station database. The maximum service volumes for the County count stations have been obtained from the Miami-Dade County ArtPlan calculations provided in the Traffic Concurrency Count Station Database obtained from Miami-Dade County RER on February 3, 2017. The maximum service volumes for the State count stations are based upon Table 4 for the Two-Way Peak Hour from the FDOT 2012 Quality/LOS Handbook (see **Attachment 1**).

Traffic Count Data

Traffic counts for roadways under both County and State jurisdiction reflect peak hour period traffic count data from the year 2015 or 2016 using the most recent data available from Miami-Dade County and FDOT. Traffic count data was also collected by the Applicant in May of 2017 to evaluate traffic operations at the signalized intersection of SR-5-US1 and SW 132 Avenue. See **Attachment 2** for the traffic count data collected or assembled to support this CDMP Amendment Traffic Impact Study.

Development Order Trips

The development order trips for each count station has been obtained from Miami-Dade County using the Committed Development Data included in the updated Traffic Concurrency Count Station Databases for County and State Roadways obtained from Miami-Dade County RER on February 3, 2017.

May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Project Traffic Assignment

Project traffic assignment to the surrounding study area roadways has been established using the Miami-Dade County Cardinal Distribution for Project Zone 1332 as obtained through interpolation for the Year 2020 using the Year 2010 and Year 2040 Cardinal Directions from the 2040 Long Range Transportation Plan (LRTP). The assignment and distribution of the **90 gross PM Peak Hour Trips** and the **212 gross PM peak hour trips** are provided using the figures listed below.

- **Figure 3A** - Location of Project Zone 1332
- **Figure 3B** – Cardinal Distribution for Zone 1332 from Year 2010 of the 2040 LRTP
- **Figure 3C** – Cardinal Distribution for Zone 1332 from Year 2040 of the 2040 LRTP
- **Figure 3D** - AM Peak Hour Assignment and Interpolated Distribution for Year 2020 for TAZ 1332 using the Cardinal Distribution for 2010 and 2040 from the LRTP.
- **Figure 3E** – PM Peak Hour Assignment and Interpolated Distribution for Year 2020 for TAZ 1332 using the Cardinal Distribution for 2010 and 2040 from the LRTP for **90 PM Peak Hour Trips** (for the 10.53 Acre Site);
- **Figure 3F** – PM Peak Hour Assignment and Interpolated Distribution for Year 2020 for TAZ 1332 using the Cardinal Distribution for 2010 and 2040 from the LRTP for **212 PM Peak Hour Trips** (for the 24.8 Total Site Acres);
- **Figure 4A** – Miami-Dade County and State Traffic Concurrency Count Stations
- **Figure 4B** – First Directly Accessed and Secondary Traffic Concurrency Count Stations

Traffic Concurrency Analysis

The concurrency analysis presented in **Tables 5A and 5B** identify the total peak hour period traffic at each of the Eight first directly accessed traffic count stations and at each of the Eight secondary traffic count stations within the project study area bounded generally by

- US-1 and 216 Street on the north;
- SW 248 Street to 264 Street on the south;
- SW 112 Avenue to 127 Avenue on the east; and
- SW 132 Avenue to SW 147 Avenue on the west.

26 Princeton
CARDINAL DISTRIBUTION

26 Princeton

TAZ #	# 1332
Trips	86
NNE	29.20%
ENE	10.77%
ESE	8.10%
SSE	16.13%
SSW	19.50%
WSW	1.30%
WNW	0.27%
NNW	14.73%
	100.00%

AM Trips

25

9

7

14

17

1

0

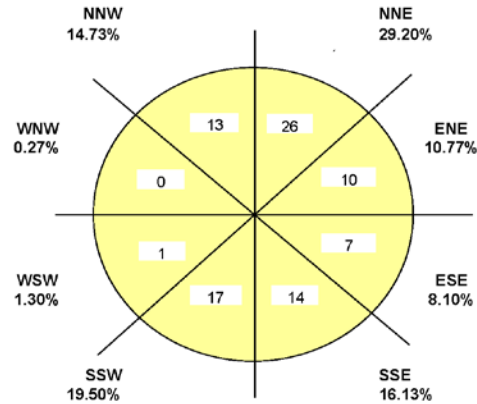
13

86

TAZ 1332

CARDINAL DISTRIBUTION FOR YEAR 2020

TRIP DISTRIBUTION



Cardinal Direction	2010 Zone 1332 Cardinal Distribution	2040 Zone 1332 Cardinal Distribution	2040-2010 Difference	Rate Per Year 30 Years	10 Years	2020 Zone 1332 Cardinal Distribution	Gross AM Peak Hour Project Trips 86
NNE	26.30%	35.00%	8.70%	0.29%	2.90%	29.20%	25
ENE	9.80%	12.70%	2.90%	0.10%	0.97%	10.77%	9
ESE	7.30%	9.70%	2.40%	0.08%	0.80%	8.10%	7
SSE	22.40%	3.60%	-18.80%	-0.63%	-6.27%	16.13%	14
SSW	17.10%	24.30%	7.20%	0.24%	2.40%	19.50%	17
WSW	0.00%	3.90%	3.90%	0.13%	1.30%	1.30%	1
WNW	0.00%	0.80%	0.80%	0.03%	0.27%	0.27%	0
NNW	17.10%	10.00%	-7.10%	-0.24%	-2.37%	14.73%	13
	100.00%	100.00%				100.00%	86

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

Project Zone = TAZ 1332 from the 2010 TAZ Map
Cardinal Distribution for Year 2020
AM Peak Hour Trips = 86

Figure 3D

Project Assignment Using the Cardinal Distribution for TAZ 1332 – AM Peak Hour
26 Princeton, LLC

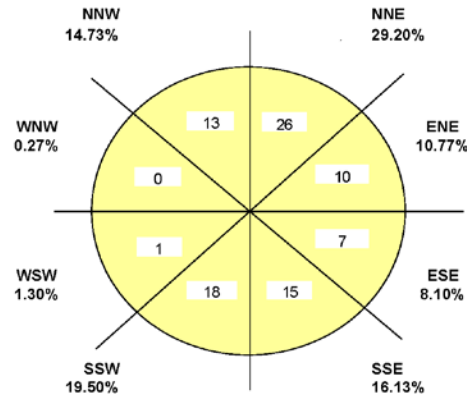
Source: Cathy Sweetapple & Associates

26 Princeton
CARDINAL DISTRIBUTION

26 Princeton

TAZ #	# 1332	
Trips	90	PM Trips
NNE	29.20%	26
ENE	10.77%	10
ESE	8.10%	7
SSE	16.13%	15
SSW	19.50%	18
WSW	1.30%	1
WNW	0.27%	0
NNW	14.73%	13
	100.00%	90

TRIP DISTRIBUTION



TAZ 1332
CARDINAL DISTRIBUTION FOR YEAR 2020

Cardinal Direction	2010 Zone 1332 Cardinal Distribution	2040 Zone 1332 Cardinal Distribution	2040-2010 Difference	Rate Per Year 30 Years	10 Years	2020 Zone 1332 Cardinal Distribution	Gross PM Peak Hour Project Trips 90
NNE	26.30%	35.00%	8.70%	0.29%	2.90%	29.20%	26
ENE	9.80%	12.70%	2.90%	0.10%	0.97%	10.77%	10
ESE	7.30%	9.70%	2.40%	0.08%	0.80%	8.10%	7
SSE	22.40%	3.60%	-18.80%	-0.63%	-6.27%	16.13%	15
SSW	17.10%	24.30%	7.20%	0.24%	2.40%	19.50%	18
WSW	0.00%	3.90%	3.90%	0.13%	1.30%	1.30%	1
WNW	0.00%	0.80%	0.80%	0.03%	0.27%	0.27%	0
NNW	17.10%	10.00%	-7.10%	-0.24%	-2.37%	14.73%	13
	100.00%	100.00%				100.00%	

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

90

Project Zone = TAZ 1332 from the 2010 TAZ Map
Cardinal Distribution for the Year 2020
PM Peak Hour Trips = 90

Figure 3E
Project Assignment Using the Cardinal Distribution for TAZ 1332 – PM Peak Hour
26 Princeton, LLC

Source: Cathy Sweetapple & Associates

26 Princeton
CARDINAL DISTRIBUTION

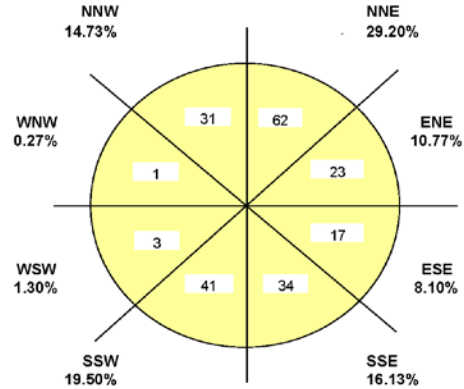
26 Princeton

TAZ #	# 1332	
Trips	212	PM Trips
NNE	29.20%	62
ENE	10.77%	23
ESE	8.10%	17
SSE	16.13%	34
SSW	19.50%	41
WSW	1.30%	3
WNW	0.27%	1
NNW	14.73%	31
	100.00%	212

TAZ 1332

CARDINAL DISTRIBUTION FOR YEAR 2020

TRIP DISTRIBUTION



Cardinal Direction	2010 Zone 1332 Cardinal Distribution	2040 Zone 1332 Cardinal Distribution	2040-2010 Difference	Rate Per Year 30 Years	10 Years	2020 Zone 1332 Cardinal Distribution	Gross PM Peak Hour Project Trips 212
NNE	26.30%	35.00%	8.70%	0.29%	2.90%	29.20%	62
ENE	9.80%	12.70%	2.90%	0.10%	0.97%	10.77%	23
ESE	7.30%	9.70%	2.40%	0.08%	0.80%	8.10%	17
SSE	22.40%	3.60%	-18.80%	-0.63%	-6.27%	16.13%	34
SSW	17.10%	24.30%	7.20%	0.24%	2.40%	19.50%	41
WSW	0.00%	3.90%	3.90%	0.13%	1.30%	1.30%	3
WNW	0.00%	0.80%	0.80%	0.03%	0.27%	0.27%	1
NNW	17.10%	10.00%	-7.10%	-0.24%	-2.37%	14.73%	31
	100.00%	100.00%				100.00%	

Source: Miami-Dade 2040 Long Range Transportation Plan - Directional Trip Distribution Report, October 23, 2014.

212

Project Zone = TAZ 1332 from the 2010 TAZ Map
Cardinal Distribution for the Year 2020
PM Peak Hour Trips = 212 – 24.8 Acre Site

Figure 3F
Project Assignment Using the Cardinal Distribution for TAZ 1332 – PM Peak Hour
26 Princeton, LLC

Source: Cathy Sweetapple & Associates

Table 4 - Model Derived Growth Rates					
Based on the 2010 and 2040 LRTP Model Output Files					
					6/22/2017
Roadway	Segment	DIR	2010 AADT	2040 Model Volumes	Growth Rate
US-1	TPKE to SW 216 ST	NE/SW	47,000	58,300	0.72%
	SW 216 ST to SW 228 ST	NE/SW	45,700	56,800	0.73%
	SW 228 ST to SW 232 ST	NE/SW	40,900	41,100	0.02%
	SW 232 ST to SW 248 ST	NE/SW	29,600	45,300	1.43%
	SW 248 ST to SW 264 ST	NE/SW	27,600	41,500	1.37%
	SW 264 ST to SW 288 ST	NE/SW	29,800	36,500	0.68%
	TOTAL:		220,600	279,500	0.79%
SW 232 ST	US-1 to SW 137 Ave	E/W	7,900	6,700	-0.55%
	SW 137 Ave to SW 147 Ave	E/W	2,900	4,900	1.76%
	SW 147 Ave to SW 157 Ave	E/W	500	600	0.61%
	TOTAL:		11,300	12,200	0.26%
SW 248 ST	US-1 to SW 142 Ave	E/W	1,800	2,100	0.52%
	SW 142 Ave to SW 147 Ave	E/W	700	300	-2.78%
	SW 147 Ave to SW 157 Ave	E/W	500	1,500	3.73%
	TOTAL:		3,000	3,900	0.88%
SW 264 ST	SW 127 Ave to SW 137 Ave	E/W	9,700	15,900	1.66%
	SW 137 Ave to SW 147 Ave	E/W	9,200	15,700	1.80%
	SW 147 Ave to SW 157 Ave	E/W	2,300	7,500	4.02%
	TOTAL:		21,200	39,100	2.06%
SW 288 ST	SW 127 Ave to SW 137 Ave	E/W	600	14,200	11.12%
	SW 137 Ave to SW 147 Ave	E/W	1,300	25,800	10.47%
	SW 147 Ave to SW 157 Ave	E/W	9,900	18,300	2.07%
	TOTAL:		11,800	58,300	5.47%
OVERALL ESTIMATED AVERAGE GROWTH RATE			267,900	393,000	1.29%

Note 1 The 2010 and 2040 Average Annual Daily Traffic (AADT) Modeling Plots have been provided by the MDC TPO as presented in Attachment 4.

Background Growth Rate Calculations

Model derived linear growth rates have been calculated using the SERPM Model AADT Outputs for the Years 2010 and 2040 which have been provided by the Miami-Dade County TPO as detailed in Table 4 and as provided in Attachment 4. The model derived annual growth rate of 1.29% has been used to grow traffic count data to the Year 2020 to evaluate Traffic Concurrence.

Cathy Sweetapple & Associates

Table 4
Model Derived Growth Rates
26 Princeton, LLC

26 Princeton, LLC
Table 5A - Traffic Concurrency Capacity Analysis - 90 PM Peak Hour Trips for the 10.53 Acre Site

6/27/2017

Count Station	Existing Lanes	Two Way	[1]	[2]	[3]	[4]	[5]	[6]	[7]	Project Traffic		[8]	Estimated Year	Meets Standard
										Zone	Total			
										Cardinal Dist %	Gross PM Trips	Capacity Available	2020 LOS	Adopted Standard
												With Project	LOS	Yes/No
First Directly Accessed Count Stations														
9900	2	2,330	560	11/8-10/16	1.01	566	1.29%	1,735	49	1,686	26	671	C	Yes
9910	2	830	408	11/17-19/15	1.05	478	1.29%	373	34	339	13	504	C	Yes
9842	2	1,040	663	12/6-8/16	1.00	663	1.29%	698	342	119	0	817	C	Yes
9916	2	780	479	11/8-10/16	1.01	484	1.29%	509	271	46	1	556	D	Yes
9822	2	940	454	12/6-8/16	1.00	454	1.29%	478	266	196	18	761	D	Yes
9971	4	4,188	2,146	2015	1.00	2146	1.29%	2,288	1,900	135	15	2,438	D	Yes
9914	2	1,670	1,040	11/8-10/16	1.01	1050	1.29%	1,120	550	135	7	1,262	D	Yes
9908	2	2,870	490	11/8-10/16	1.01	495	1.29%	521	2,349	12	10	543	D	Yes
Total with Project										100.00%	90			
Secondary Count Stations:														
9920	2	860	320	2015	1.00	320	1.29%	341	100	419	1	442	C	Yes
9912	2	1,050	340	2015	1.00	340	1.29%	363	15	672	0	378	C	Yes
9862	2	800	391	2015	1.00	391	1.29%	417	383	4	13	434	C	Yes
9790	2	750	245	2015	1.00	245	1.29%	261	489	106	26	393	D	Yes
9103	2	2,780	100	2015	1.00	100	1.29%	107	2,673	44	10	160	D	Yes
9736	4	3,580	1,836	2015	1.00	1836	1.29%	1,958	1,622	307	7	2,272	D	Yes
9922	4	2,270	848	2015	1.00	848	1.29%	904	1,366	252	15	1,171	D	Yes
9924	4	3,130	851	2015	1.00	851	1.29%	907	2,223	513	18	1,438	D	Yes
Total with Project										100.00%	90			

Notes:

- [1] Lane geometry has been obtained from site visits, aerial photography, and the Miami-Dade County Public Works Concurrency Database.
- [2] Source for the maximum service volumes and adopted LOS for County Count Stations are based on the MDC Public Works Concurrency Database where available.
- [3] Source for the maximum service volumes for State Count Stations are based on Table 4 of the 2012 FDOT QualityLOS Handbook last updated 12/18/2012.
- [4] Source for the PHP counts: Miami-Dade County Public Works for County Stations and the 2015 or 2016 Florida Transportation Information DVD for the State Count Stations.
- [5] PSCF have been obtained from the 2015 or 2016 Florida Transportation Information DVD.
- [6] A 1.29% per year positive historic growth rate has been calculated and used in the analysis to grow the study area traffic counts to the Year 2020. See data in Attachment 4.
- [7] The previously approved DO Trips have been obtained from the Miami-Dade County Traffic Concurrency Database obtained in February of 2017.
- [8] See Figures 3A-3B-3C-3D-3E-3F for the 2010 and 2040 Cardinal Distribution for TAZ 1332 to establish the Cardinal Directional Distribution for the Year 2020. Source for the Adopted LOS for County and State Roads are based on the MDC Transportation Element (see Attachment 1).
- Cathy Sweetapple & Associates

Table 5A - Traffic Concurrency Capacity Analysis

26 Princeton, LLC
Table 5B-Traffic Concurrency Capacity Analysis - 212 PM Peak Hour Trips for the 24.8 Acre Site = [14.27 Ac + 10.53 Ac]
 6/27/2017

		[1]	[2]	[3]		[4]		[5]		[6]		Project Traffic				[8]		
		Two Way						Growth	Adjusted	Capacity	MDC	Capacity	Zone	Total	Total	Capacity		
		Peak						Rate	Volume	Available	D.O.	After	Cardinal	Gross	PHP	With	Estimated	
Count	Existing	Hour	PHP	Count	Year	PCSF	Season	Per	to 2020	after 2020	TRIPS	TRIPS	Dist %	PM Trps	with	Project	2020	Adopted
Station	LOCATIONS	Lanes	MSV	Vol	Year	PCSF	Vol	Year	PHP Vol	PHP Vol	TRIPS	DO TRIPS		212	Project	Project	LOS	LOS
	First Directly Accessed Count Stations												[7]					
9900	SW 216 St, WO SW 134 Ave	2	2,330	560	11/8-10/15	1.01	566	1.29%	595	1,735	49	1,686	29.20%	62	706	1,624	C	C
9910	SW 232 St, WO SW 137 Ave	2	830	408	11/7-19/15	1.05	428	1.29%	457	373	34	339	14.73%	31	522	308	C	B
9842	SW 147 Ave SO 232 St	2	1,040	663	12/5-8/16	1.00	663	1.29%	698	342	119	223	0.27%	1	817	223	C	B
9916	SW 248 WO US-1	2	780	479	11/8-10/15	1.01	484	1.29%	509	271	46	225	1.30%	3	558	222	D	B
9822	SW 137 Ave SO US-1	2	940	454	12/5-8/16	1.00	454	1.29%	478	462	266	196	19.50%	41	785	155	D	D
9971	US-1 SO SW 248 ST	4	4,188	2,146	2015	1.00	2146	1.29%	2,288	1,900	135	1,765	16.13%	34	2,457	1,731	D	D
9914	SW 248 St EO US-1	2	1,670	1,040	11/8-10/15	1.01	1050	1.29%	1,120	550	135	415	8.10%	17	1,272	398	D	D
9908	SW 232 St, WO US-1	2	2,870	490	11/8-10/15	1.01	495	1.29%	521	2,349	12	2,337	10.77%	23	556	2,314	D	C
	Total with Project												100.00%	212				
	Secondary Count Stations:																	
9920	SW 164 St EO 177 Ave	2	860	320	2015	1.00	320	1.29%	341	519	100	419	1.30%	3	444	416	C	B
9912	SW 232 St EO 177 Ave	2	1,050	340	2015	1.00	340	1.29%	363	687	15	672	0.27%	1	378	672	C	B
9862	SW 167 Ave SO 216 St	2	800	391	2015	1.00	391	1.29%	417	383	4	379	14.73%	31	452	348	C	C
9790	SW 127 Ave SO 216 St	2	750	245	2015	1.00	245	1.29%	261	489	106	383	29.20%	62	429	321	D	D
9103	SW 232 St EO US-1	2	2,780	100	2015	1.00	100	1.29%	107	2,673	44	2,629	10.77%	23	173	2,607	D	B
9736	SW 112 Ave NO 232 St	4	3,580	1,836	2015	1.00	1836	1.29%	1,958	1,622	307	1,315	8.10%	17	2,282	1,298	D	C
9922	SW 268 St WO 127 Ave	4	2,270	848	2015	1.00	848	1.29%	904	1,366	252	1,114	16.13%	34	1,190	1,080	D	B
9924	SW 268 St WO 142 Ave	4	3,130	851	2015	1.00	851	1.29%	907	2,223	513	1,710	19.50%	41	1,462	1,668	D	C
	Total with Project												100.00%	212				

Notes:

- [1] Lane geometry has been obtained from site visits, aerial photography, and the Miami-Dade County Public Works Concurrency Database
- [2] Source for the maximum service volumes and adopted LOS for County Stations are based on the MDC Public Works Concurrency Database where available
- [3] Source for the maximum service volumes for State Count Stations are based on Table 4 of the 2012 FDOT QualityLOS Handbook last updated 12/18/2012
- [4] Source for the PHP counts: Miami-Dade County Public Works for County Stations and the 2015 or 2016 Florida Transportation Information DVD for the State Count Stations.
- [5] PSCF have been obtained from the 2015 or 2016 Florida Transportation Information DVD
- [6] See **Table 4** for the model derived growth rate calculations for the study area based upon Year 2010 and 2040 AADT provided by the MDC TPO.
- [7] A **1.29% per year** positive historic growth rate has been calculated and used in the analysis to grow the study area traffic counts to the Year 2020. See data in Attachment 4.
- [8] The previously approved DO Trips have been obtained from the Miami-Dade County Traffic Concurrency Database obtained in February of 2017.
- [9] See **Figures 3A-3B-3C-3D-3E-3F** for the 2010 and 2040 Cardinal Distribution for TAZ 1332 to establish the Cardinal Directional Distribution for the Year 2020.
- [10] Source for the Adopted LOS for County and State Roads are based on the MDC Transportation Element (see Attachment 1).
- Cathy Sweetapple & Associates

Table 5B - Traffic Concurrency Capacity Analysis

May 2017 CDMP Amendment Traffic Impact Study - 26 Princeton, LLC

Findings and Conclusions to the Traffic Concurrency Analysis

The Traffic Concurrency Infrastructure Analysis provided in **Table 5A** evaluates adequacy of the study area roadway network with the impact of the **90 PM Peak Hour Trips** for the **10.53 Acre Text Amendment Site**.

The analysis provided in **Table 5B** evaluates adequacy of the study area roadway network for the **24.8 Acres** of industrial use which represents the combined impact of the **10.53 Acre Text Amendment Site** and the adjacent **14.27 Acres** (owned by the Applicant) which already permits industrial use pursuant to existing land use and zoning. The **24.8 Acres** generates a total of **212 PM Peak Hour Trips** which is thoroughly analyzed for compliance with traffic concurrency in the analyses provided herein.

Pursuant to the Miami-Dade Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment Site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan. Based upon these findings, adequate existing and funded transportation infrastructure are maintained for the short-term planning horizon to support the Industrial development program proposed by this Text Amendment.