

Application No. 8

Commission Districts 11 and 12

Community Councils 5, 10 and 11

APPLICATION SUMMARY

Applicant/Representative: Jack Osterholt, Deputy Mayor/Director; Miami-Dade County Regulatory and Economic Resources Department

Location: Generally between NW/SW 137 Avenue and Krome Avenue and between NW 12 Street and SW 136 Street

Requested Land Use Plan Map designation and other Changes: Amend the LUP map to Include the SR-836/Dolphin Expressway southwest extension as an Expressway

Amendment Type: Standard

Amend the Transportation Element map series in the Traffic Circulation Subelement and Mass Transit Subelement to include the SR-836/Dolphin Expressway southwest extension

RECOMMENDATIONS

Staff Final **ADOPT AS TRANSMITTED WITH CHANGE** and approve the related Interlocal Agreement (September 2018)

Staff Initial: **TRANSMIT WITH FURTHER CHANGE AND ADOPT** (April 2018)

Country Club of Miami Community Council (5): **TRANSMIT WITH CHANGE AND ADOPT WITH THE CONDITION THAT A TOLL ROAD NOT BE ALLOWED** (March 21, 2018)

Westchester Community Council (10): **TRANSMIT WITH CHANGE AND ADOPT WITH THE CONDITION THAT THE SR 836 EXTENSION BE STUDIED IN CONJUNCTION WITH FUTURE PLANNING AND EXPANSIONS OF THE URBAN EXPANSION AREAS (UEA), TAKING INTO CONSIDERATION THE CAPACITIES THAT WILL RESULT FROM UEA EXPANSIONS** (March 22, 2018)

West Kendall Community Council (11): **TRANSMIT WITH CHANGE AND ADOPT WITH THE ADDITIONAL CHANGE THAT THE CORRIDOR BE ALIGNED IMMEDIATELY EAST OF KROME AVENUE** (April 3, 2018)

Planning Advisory Board (PAB) acting as the Local Planning Agency: **TRANSMIT AND ADOPT WITH CHANGE AND WITH THE CONDITION THAT THE SR 836 EXTENSION BE STUDIED IN CONJUNCTION WITH FUTURE PLANNING AND EXPANSIONS OF THE URBAN EXPANSION AREAS (UEA), TAKING INTO CONSIDERATION THE CAPACITIES THAT WILL RESULT FROM UEA EXPANSIONS** (April 9, 2018)

Board of County Commissioners (BCC) Transmittal Action: **TRANSMIT WITH FURTHER CHANGE AND ADOPT** [Further changes include a policy requiring the alignment of the SR 836 south extension remain outside and to the east of the boundary of the 10 day travel time contour of the west wellfield area; and all drainage shall be subject to DERM approval for conformance to Chapter 24 of the Code; prior to the construction of the roadway, or any phase thereof, MDX shall prepare a surface water sheet flow analysis to demonstrate that the wetlands hydrology in this area shall be adequately retained; and (2) Figure 1 entitled "Planned Year 2030 Roadway Network – Arterials, Collectors and other Significant Paved Roads" be corrected to reflect that the roadway portion between 8 Street and 88 Street was 6 lanes and not 4 lanes. (April 25, 2018)]

BCC Final Action: **TO BE DETERMINED** (September 27, 2018)

Staff recommends to **ADOPT AS TRANSMITTED WITH CHANGE** the application to amend the Comprehensive Development Master Plan (CDMP) Land Use Element text and approve the related Interlocal Agreement based on the following reason:

- A. The change to the application is a revision to the alignment of the proposed SR-836/Dolphin Expressway southwest extension corridor to address comments made on the application at the Board of County Commissioners' June 20, 2018 transmittal public hearing. The comments raised concerns with the shift in the alignment of the southern segment of the proposed SR-836 southwest extension corridor between SW 104 Street and SW 136 Street to be along SW 177 Avenue/Krome Avenue, rather than being aligned as originally proposed along the west side of SW 162 Avenue and west of, but close to, the Urban Development Boundary (UDB). The recommended change to the application presents an alignment for the corridor having the segment south of SW 104 Street aligned along the west side of SW 162 Avenue, while the corridor segment north of SW 104 Street follows the alignment of the previously recommended "Alternative to the Preferred Alignment" further discussed below. This recommended alignment, the 'Final Recommended Alignment', is depicted on the Proposed CDMP Land Use map and map series of the CDMP Transportation Element, pages 8-11 through 8-20.

In the staff report titled "Initial Recommendations, October 2017 Cycle Applications to Amend the Comprehensive Development Master Plan", dated April 2018 staff presented the alignment of the proposed SR-836 extension corridor as originally filed (the Original Alignment) and an alternative to the Original Alignment identified as the Preferred Alignment was added to the application. The Preferred Alignment followed the alignment of the Original Alignment north of SW 104 Street, but, was aligned along Krome Avenue south of SW 104 Street to SW 136 Street. Staff subsequently published a document titled "Further Recommended Changes, October 2017 CDMP Amendment Cycle: Application No. 8", dated June 8, 2018 wherein an additional alignment was recommended for the proposed expressway extension corridor to address residents' concerns with the alignment including those concerns expressed at an April 18, 2018 public meeting. Those concerns were regarding the alignment of the corridor along SW 167 Avenue between SW 40 Street and SW 80 Street and the recommended change moved that segment of the corridor alignment west to approximately SW 170 Avenue and this alternative alignment was identified as the "Alternative to the Preferred Alignment". Staff now recommends the Final Recommended Alignment which is aligned as the "Alternative to the Preferred Alignment" north of SW 104 Street and aligned as the Original Alignment south of SW 104 Street.

- B. As required in the Policy ICE-2F proposed herein, on page 8-10, staff has worked with representatives of the Miami-Dade Expressway Authority (MDX) to develop an Interlocal Agreement for the approval upon adoption of the CDMP amendment application. The Interlocal Agreement provides for implementation of the CDMP policies recommended for adoption with and as part of the application. See Appendix A herein.
- C. The Miami-Dade Board of County Commissioners on June 20, 2018 heard and transmitted the application for state and regional agency review. The Florida Department of Economic Opportunity (DEO) and other state and regional agencies (reviewing agencies) reviewed and issued correspondence addressing the transmitted application in August 2018. The Florida Department of Environmental Protection offered technical comments on the application while the Florida Department of Transportation (FDOT), the South Florida Water Management

District, and the South Florida Regional Planning Council requested additional information in order to determine the full impacts the application would have on facilities and resources within their respective jurisdictions. The other reviewing agencies including the DEO issued no comments on the application. The comments from the above mentioned reviewing agencies are addressed herein beginning on page 8-21.

The Principal Reasons presented in the [April 2018 Initial Recommendations](#) report are presented below and are maintained as basis for the staff's recommendation on the application.

1. The application seeks to allow the future construction of the southwest extension of SR-836/Dolphin Expressway from its current terminus at approximately NW 12 Street and NW 137 Avenue to SW 136 Street, consistent with Objective TC-1 and Policies TC-4A and TC-4B of the CDMP Traffic Circulation Subelement. Objective TC-1 provides that the County should strive to operate its roadway network at levels of service (LOS) better than the adopted LOS standards contained within the CDMP. The purpose of the SR-836/Dolphin Expressway southwest extension is to relieve existing traffic congestion within the west Kendall area. As discussed in the Existing Traffic Conditions section on page 8-26 [of the Initial Recommendations report], multiple roadways in southwest Miami-Dade County are congested and operating at levels of service below their adopted LOS standards. The congested roadway conditions are also documented in the Traffic Impact Study, Corridor Evaluation Traffic Technical Memorandum dated February 2017 of the Miami-Dade Expressway Authority ("MDX") SR 836/Dolphin Expressway Southwest Extension PD&E Study prepared by Jacobs Engineering Group, Inc., and Alternative Corridor Evaluation (ACE) Report dated February 2017 prepared by Stantec Consulting Services, Inc. (see Appendix B & Appendix C: Traffic Impact Study and Alternative Corridor Evaluation (ACE) Report). The Technical Memorandum evaluated the area between NW 12 Street and SW 152 Street and between Krome Avenue and SW/NW 97 Avenue (the Area of Impact), and identified that the SR-836 southwest extension would significantly improve traffic conditions within the study area.

Traffic Circulation Subelement Policies TC-4A and TC-4B require consistency of the Traffic Circulation Subelement with the Land Use Element and that the Adopted 2020 and 2030 Land Use Plan (LUP) map of the CDMP Land Use Element shall be used to guide the planning of future transportation corridors and facilities. Therefore, for the SR-836 southwest extension to be implemented, the LUP map and Traffic Circulation Subelement must first be amended to include the expressway extension, as requested in the application and consistent with these provisions of the CDMP.

2. The SR-836 southwest extension is proposed in response to the existing transportation capacity needs within southwestern Miami-Dade County, consistent with Traffic Circulation Element Policy TC-3, which requires the County's transportation system to emphasize safe and efficient management of traffic flow, protect the safety of pedestrians and bicyclists, and enhance and encourage the use of mass transit. The extension is not intended to serve as an impetus for urban development or for expansion of the Urban Development Boundary (UDB).

Public health, safety, and welfare are paramount concerns of governments, and the efficiency of the roadway network may affect a community's wellbeing in varying ways. The SR-836 southwest extension proposes to add capacity to the roadway network and significantly improve travel times between the southwest portion of the County and centers

of employment, such as the Miami International Airport and the Doral areas, which provides a benefit to the public health, safety, and welfare.

While roadways facilitate long-distance and local travel and provide access to real property, they also significantly affect the use and development of land in their immediate and general vicinity. In high growth areas such as Miami-Dade County, any reduction in travel time between centers of population and commerce directly increases competition in the land market between urban uses, including residential and commercial uses. This could generate increased demand for development of land adjacent to the proposed expressway corridor. Because the proposed alignment is generally adjacent to but outside the UDB, the SR-836 southwest extension could have the unintended consequence of increasing development pressure on land outside the UDB, including current agricultural lands, if the proposed amendment only addressed the future construction of the roadway. Therefore, to counterbalance the possibility of increased development pressure and to discourage urban sprawl, additional policies to protect the current rural character of land outside the UDB are recommended as part of this proposed amendment.

3. To further ensure that the southwest extension does not contribute to an increase in development pressure on land outside the UDB, the Department recommends the adoption of the application with changes. The recommended changes are to the CDMP Land Use Element and Transportation Element to require that the capacity of the proposed expressway extension and the capacity it generates on the roadway network in the area of impact (outlined in Principal Reason No. 1 above) are not made available for concurrency roadway analysis purposes. The proposed policies are presented as 'Recommended Changes to the Application' on page 8-5 [of the Initial Recommendations Report] and further discussed below.
4. To further ensure that the project will not increase development pressure outside the UDB, the Department recommends that a new policy be added to the Land Use Element to require MDX to acquire development rights on land in the Bird Drive and North Trail Basins for preservation and for the wetlands mitigation of the project to be focused within these basins to the maximum extent feasible. The purchase and preservation of these lands will create a buffer between a significant portion of the planned roadway and the UDB, reducing the prospect of future development in that area and facilitating the preservation of important wetland resources in perpetuity.
5. CDMP Land Use Element Policy LU-8G(iii)(d) is proposed to be modified to recognize that public services and facilities that are limited by the CDMP, such as the SR-836 southwest extension as proposed herein, cannot form the basis for expansion of the UDB. In its current form, the policy identifies areas within which urban expansion could occur, if warranted, and specifies that areas having projected surplus capacity for public facilities and services may be considered for such expansion. The proposed amendment would ensure that the surplus capacity derived through implementation of the SR-836 southwest extension could not be used to support urban expansion.
6. CDMP Land Use Element Policy LU-8C requires the County to protect and promote agriculture as a viable economic use of land in the County. Therefore, the Department recommends that the MDX be required to preserve agricultural lands that are currently being used for agricultural production, commensurate with the amount of such lands that would be impacted by the roadway extension. The mitigation of impacts could be accomplished through participation in the County's Purchase Development Rights

program or other mechanism acceptable to the County, whereby the MDX would fund and cause agricultural lands to be preserved.

7. As proposed, the SR-836 southwest extension seeks to incorporate mass transit service and a multi-use recreational trail within the proposed corridor. These transit and recreational trail features are consistent with and furthers Traffic Circulation Subelement Objective TC-3, which requires the County's transportation system to enhance and encourage the use of transit. These features are also consistent with and furthers Traffic Circulation Subelement Policy TC-4F, which requires the County to improve strategies to facilitate a countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The application proposes to incorporate lanes having technologies that facilitate the safe travel of automated vehicles, including mass transit vehicles, at high rates of speed for a seamless connection with the transit service being implemented as part of the current SR 836 reconstruction generally east of the Turnpike. The application also includes park and ride locations and a multiuse recreational trail within the corridor of the proposed expressway extension and recognizes that the coordination of these features within the corridor would build on the transit opportunities in the SMART Plan for Miami-Dade County. These provisions for mass transit and recreational trail are consistent with Objective TC-3 and Policy TC-4F outlined above.

Moreover, the Department recommends a new policy requiring the coordination of the transit service with the County's Department of Transportation and Public Works, and a new policy to ensure that the multi-use trail is developed to an acceptable standard.

8. It is recommended that Miami-Dade County enter into an Interlocal Agreement with the Miami-Dade Expressway Authority for implementation of the policies proposed herein. Accordingly, it is recommended that the CDMP Intergovernmental Coordination Element be amended to require such an Interlocal Agreement. It is further recommended that the required agreement should be approved concurrently with the adoption of this application.

REQUESTED AMENDMENTS

Amend the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map and Transportation Element to include the SR-836/Dolphin Expressway southwest extension, from the SR-836 interchange at NW 137th Avenue to SW 136 Street, as follows:

1. Amend the LUP map to Include the SR-836/Dolphin Expressway southwest extension as an Expressway, as illustrated on the Proposed CDMP Land Use map on pages 8-12 and 8-13 below; and
2. Amend the Transportation Element map series in the Traffic Circulation Subelement and Mass Transit Subelement listed below to include the SR-836/Dolphin Expressway southwest extension, as illustrated on pages 8-15 to 8-22:
 - a. Traffic Circulation Subelement
 - i. Figure 1 – Planned Year 2030 Roadway Network
 - ii. Figure 3 – Roadway Functional Classification 2030
 - iii. Figure 4 – Limited Access Roadway Facilities 2030
 - iv. Figure 5 – Planned Roadway Network Level Of Service (LOS) 2030
 - v. Figure 6 – Planned Non-Motorized Network 2030
 - vi. Figure 7 – Designated Hurricane Evacuation Route
 - b. Mass Transit Subelement
 - i. Figure 1 – Future Mass Transit System 2030 Metrobus Service Area and Rapid Transit Corridors
 - ii. Figure 2 – Future Mass Transit System 2030 Rapid Transit Corridors
 - iii. Figure 3 – Premium Transit Corridors 2030

RECOMMENDED CHANGES TO THE APPLICATION ¹

Add the following new proposed Policies and modify the existing policies of the Land Use Element, Transportation Element and Intergovernmental Coordination Element of the CDMP as outlined below:

LU-1U. Notwithstanding the designation of the SR-836/Dolphin Expressway southwest extension as an Expressway on the CDMP Land Use Plan map and as depicted in the Traffic Circulation Subelement map series, no construction associated with the SR-836 southwest extension shall occur that would restrict farm vehicle and equipment access to agricultural properties adjacent to the SR-836 southwest extension corridor. Moreover, to minimize the impacts of the expressway's southwest extension, the design and construction shall be conducted in a manner that does not cause drainage or the spillage of lighting from the expressway onto adjacent agricultural lands.

LU-1V. To mitigate the impacts of the SR-836 southwest extension on the agricultural area, the Miami-Dade Expressway Authority (or successor agency) shall preserve agricultural lands outside the UDB commensurate to impacts to agricultural lands that would be taken out of production by the project. Said preservation may be through participation in the County's

¹ Words single underlined are proposed additions and words single ~~stricken through~~ are proposed deletions. All other words are adopted text of the CDMP and remain unchanged.

Purchase Development Rights program or other mechanism acceptable to the Miami-Dade County Department of Regulatory and Economic Resources (or successor Department).

- LU-1W. The alignment of the SR-836 southwest extension shall remain outside and to the east of the boundary of the 10 day travel time contour of the west wellfield area, and all drainage shall be subject to DERM approval for conformance to Chapter 24 of the Code. In addition, prior to the construction of the roadway, or any phase thereof, MDX shall prepare a surface water sheet flow analysis to demonstrate that the wetlands hydrology in this area shall be adequately retained.
- LU-3Q. Any zoning action or amendment to the CDMP that would approve any use other than direct agricultural production, the sale of agricultural produce, and permitted residential and Bed and Breakfast uses of property, in an area designated as Agriculture, whether as a primary use or as an accessory or subordinated use to an agricultural use, or action that would liberalize standards or allowances governing such other uses on land that is a) outside the Urban Development Boundary (UDB) and b) within one mile of the right-of-way line of any portions of SR-836 southwest extension designated in this Plan, shall require an affirmative vote of not less than five members of the affected Community Zoning Appeals Board and two-thirds of the total membership of the Board of County Commissioners then in office, where the applicable board issues a decision.
- LU-3R. Any modification or amendment to this and other policies within this Plan adopted or modified as part of the October 2017 cycle amendment Application No. 8 (SR-836/Dolphin Expressway southwest extension), enumerated below, shall require an affirmative vote of not less than two-thirds of the total membership of the Board of County Commissioners then in office. Policies subject to this supermajority requirement include Land Use Element Policies LU-1U, LU-1V, LU-3Q, LU-3T, and LU-8G, Transportation Element Policy TE-3C, Traffic Circulation Subelement Policies TC-1B, TC-1L, TC-1M, and TC-1N, Mass Transit Subelement Policies MT-4D and MT-4E, Parks, Recreation and Open Space Element Policy ROS-3F, and Intergovernmental Coordination Element Policy ICE-3I.
- LU-3T. The SR-836/Dolphin Expressway southwest extension corridor from NW 12 Street to SW 136 Street is planned to traverse and impact wetlands within the Bird Drive and North Trail Wetland Basins and elsewhere along its alignment and will require environmental approval and wetland mitigation. To the maximum extent feasible, mitigation for the SR-836 southwest extension shall be accomplished through the acquisition, preservation, and restoration of wetlands within the Bird Drive and North Trail Basins outside the Urban Development Boundary. At a minimum, preservation of wetlands within the Bird Drive Basin shall be included as a component of the wetlands mitigation for this project. The mitigation shall also include a plan to preserve the hydrological connection and surface water flow of the wetlands remaining in these basins through the use of culverts or bridges.
- LU-8G. When considering land areas to add to the UDB, after demonstrating that a need exists, in accordance with the foregoing Policy LU-8F:

* * *

- ii) The following areas shall be avoided:
- a) Future Wetlands delineated in the Conservation and Land Use Element and land designated Agriculture on the Land Use Plan map, except where located in designated Urban Expansion Areas (UEAs);

- b) Coastal High Hazard Areas east of the Atlantic Coastal Ridge;
 - c) Comprehensive Everglades Restoration Plan project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports; and
- iii) The following areas shall be given priority for inclusion, subject to conformance with Policy LU-8F and the foregoing provision of this policy:
- a) Land within Planning Analysis Tiers having the earliest projected supply depletion year; and
 - b) Land within the UEAs and contiguous to the UDB; and
 - c) Locations within one mile of a planned urban center or extraordinary transit service; and
 - d) Locations having projected surplus service capacity that is unrestricted by this Plan or where necessary facilities and services can be readily extended.

* * *

- v) Furthermore, lands within the Area of Impact of the SR-836 southwest extension, as defined in Policy TC-1M, shall not be considered for addition to the UDB if the roadway capacity created by the SR-836 southwest extension is included as a basis for the addition of such lands to the UDB.

TE-3C. It is the policy of Miami-Dade County to develop all the transportation facilities identified in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and the CDMP Transportation Element as soon as feasible, in accordance with the LRTP phasing program. It is the policy of the County that the non-cost-feasible projects listed in the MPO's LRTP and the CDMP Transportation Element shall be retained in these plans solely as identified future priorities of the County for which the County shall pursue additional funding, and which shall be advanced into the cost-feasible components of the respective plans at the earliest feasible opportunities. It is, further, the policy of the Board of County Commissioners that, a) non-cost-feasible transportation projects may be advanced into the cost-feasible component of the referenced plans only after demonstration that the project appropriately supports, and is supported by, related services such as transit feeders and/or the type and intensity of planned surrounding land development, and b) the Governing Board of the MPO is urged to support this policy.

With the exception of the SR-836 southwest extension, Only only the transportation projects contained in the cost-feasible components of the LRTP, the TIP and the CDMP shall be considered in the administration of the County's concurrency management program and, after the next update of the CDMP Transportation Element to reflect the next update of the MPO's LRTP, the presentations of future levels of service in the CDMP shall reflect only these facility improvements. It is the policy of Miami-Dade County that the SR-836 southwest extension is to only address existing roadway capacity deficiencies in the southwest portion of the County, as of the date of opening of the extension, and is not intended to provide capacity to support or encourage future development.

TC-1B. The minimum acceptable peak period operating level of service for all State and County roads in Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be LOS C. The minimum acceptable peak-period LOS for all State and County roads inside the UDB shall be the following:

* * *

4. Notwithstanding any provision to the contrary, the minimum acceptable peak period operating level of service for the SR-836/Dolphin Expressway southwest extension from NW 137 Avenue to SW 136 Street shall be and remain LOS C.

TC-1L. Miami-Dade County shall coordinate with Miami-Dade Expressway Authority and the Transportation Planning Organization (or successor agencies) in the planning and construction of SR-836/Dolphin Expressway southwest extension from NW 12th Street to SW 136th Street and determination of associated park and ride facilities and interchange locations. The general alignment of the SR-836 southwest extension is depicted in the CDMP LUP map and the map series of the Traffic Circulation Subelement and the Mass Transit Subelement, and the associated park and ride facilities and interchanges will be determined as part of the project's future project development and environment (PD&E) study.

TC-1M. Miami-Dade County approves the new SR-836/Dolphin Expressway southwest extension only to the extent necessary to relieve existing traffic congestion in the southwestern parts of the County and to provide a reliable, robust, and faster connection to Downtown Miami and other major trip attractors across the County. To discourage urban sprawl within the Area of Impact of the SR-836 southwest extension, defined as the area bounded by NW 12th Street to the north, SW 152nd Street to the south, SR-997/Krome Avenue to the west, and NW/SW 97 Avenue to the east, the County's Concurrency Management System shall be amended to remove the additional LOS/capacity generated by the SR-836 southwest extension in the Area of Impact. Accordingly, any increase in LOS/capacity that the roadways in the Area of Impact would experience due to the diversion of trips resulting from the construction of this new expressway facility could not be used to demonstrate concurrency. The purpose of this policy is to assure that the additional capacity attributable to the SR-836 southwest extension cannot be used to support further development in the Area of Impact.

TC-1N. Within one year prior to the opening of the SR-836/Dolphin Expressway southwest extension, or any phase thereof, the Miami-Dade Expressway Authority (or successor agency) shall provide the County with an analysis of increase in the peak hour trip capacity on all roadway links and intersections within the Area of Impact (as defined in Policy TC-1M) as required by the County.

MT-4D. Pursuant to Traffic Circulation Subelement Policy TC-4F, the Miami-Dade Expressway Authority (or successor agency) ("MDX") shall provide for mass transit service in the SR-836/Dolphin Expressway southwest extension corridor, to be funded by MDX. The mass transit service shall incorporate lanes having technologies that facilitate the safe travel of automated vehicles, including mass transit vehicles, at high rates of speed for a connection with the transit service being implemented as part of the current SR 836 reconstruction generally east of the Turnpike. MDX shall coordinate the mass transit service with Miami-Dade County through the Department of Transportation and Public

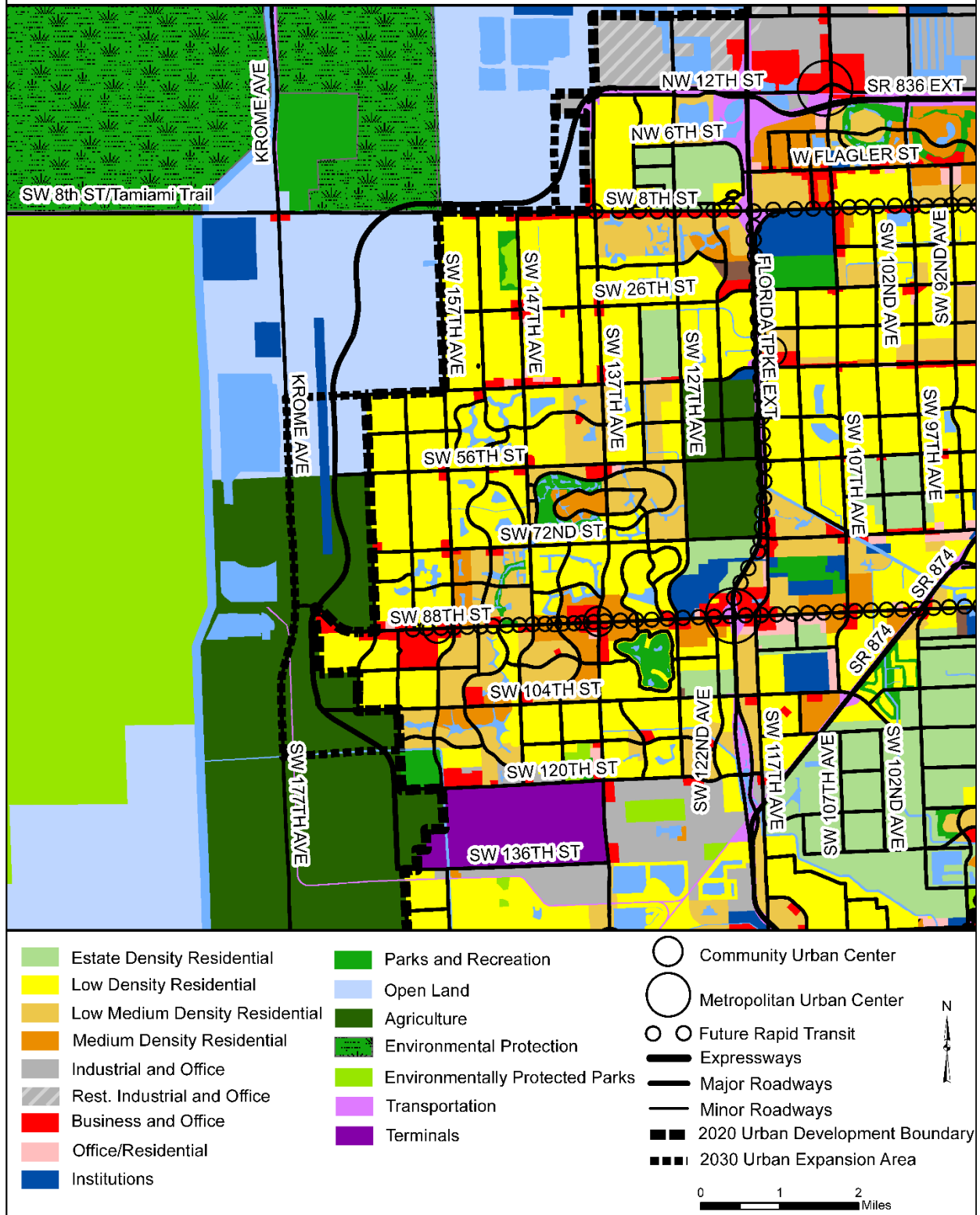
Works (or successor department). Said coordination shall occur prior to the earlier of the issuance of the first permit for construction of the expressway extension or prior to the commencement of any construction of the expressway extension.

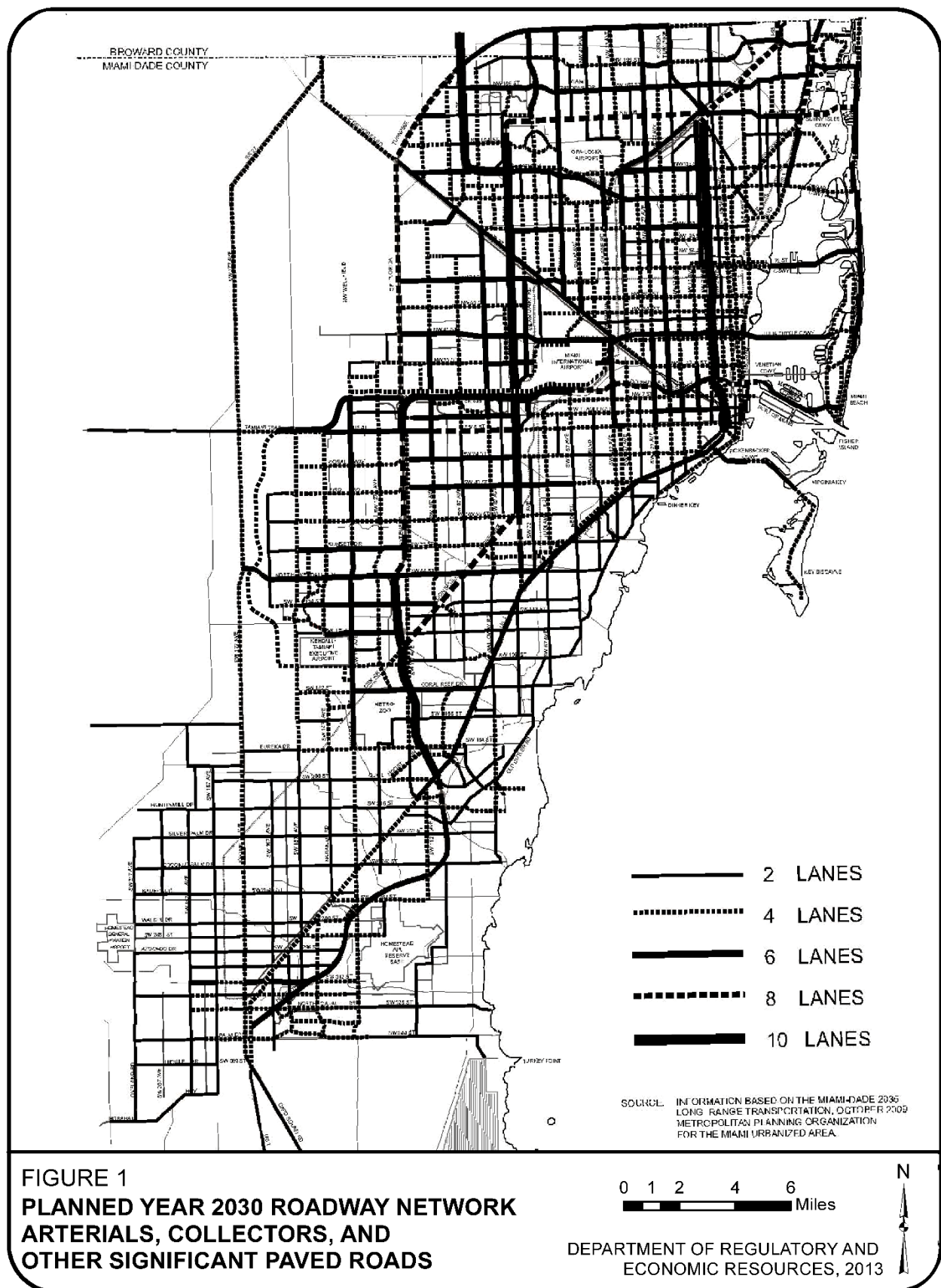
MT-4E. In coordination with the Miami-Dade County Parks, Recreation and Open Space Department and the Miami-Dade Transportation Planning Organization (or successor agencies), the Miami-Dade Expressway Authority (or successor agency) shall design a multi-use recreational trail within the corridor of the SR-836/Dolphin Expressway southwest extension. The recreational trail shall be designed to promote a safe and comfortable environment for walking, cycling, horseback riding, and passive recreational uses, such as observing nature, in a manner complementary and sensitive to the areas it traverses. Additionally, to the maximum extent feasible, the multi-use recreational trail shall be designed to provide for seamless connections to the County's existing and planned trails and greenways network proximate to the corridor. Said coordination shall occur prior to the earlier of the issuance of the first permit for construction of the expressway extension or prior to the commencement of any construction of the expressway extension, and the trail shall be built and open to the public concurrent with the opening of the expressway extension, or phases thereof.

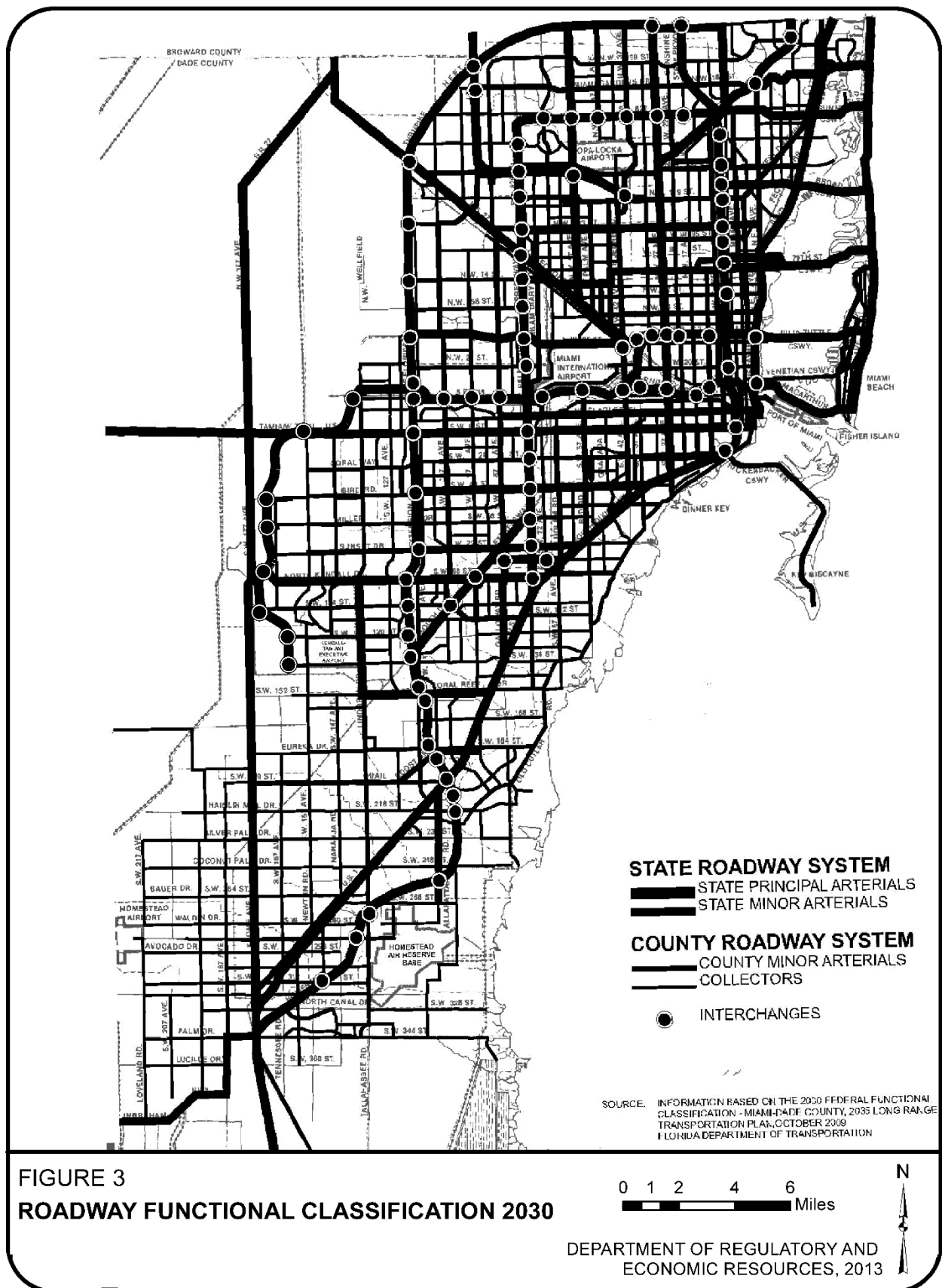
ROS-3F. In conjunction with the opening of the SR-836/Dolphin Expressway southwest extension, or any phase thereof, the Miami-Dade Expressway Authority (or successor agency) shall provide a parallel, multi-use recreational trail facility designed for walking, cycling, horseback riding, and passive recreational uses, such as observing nature, in a manner complementary and sensitive to the areas it traverses. Additionally, to the maximum extent feasible, the multi-use recreational trail shall be designed to provide for seamless connections to the County's existing and planned trails and greenways network proximate to the corridor.

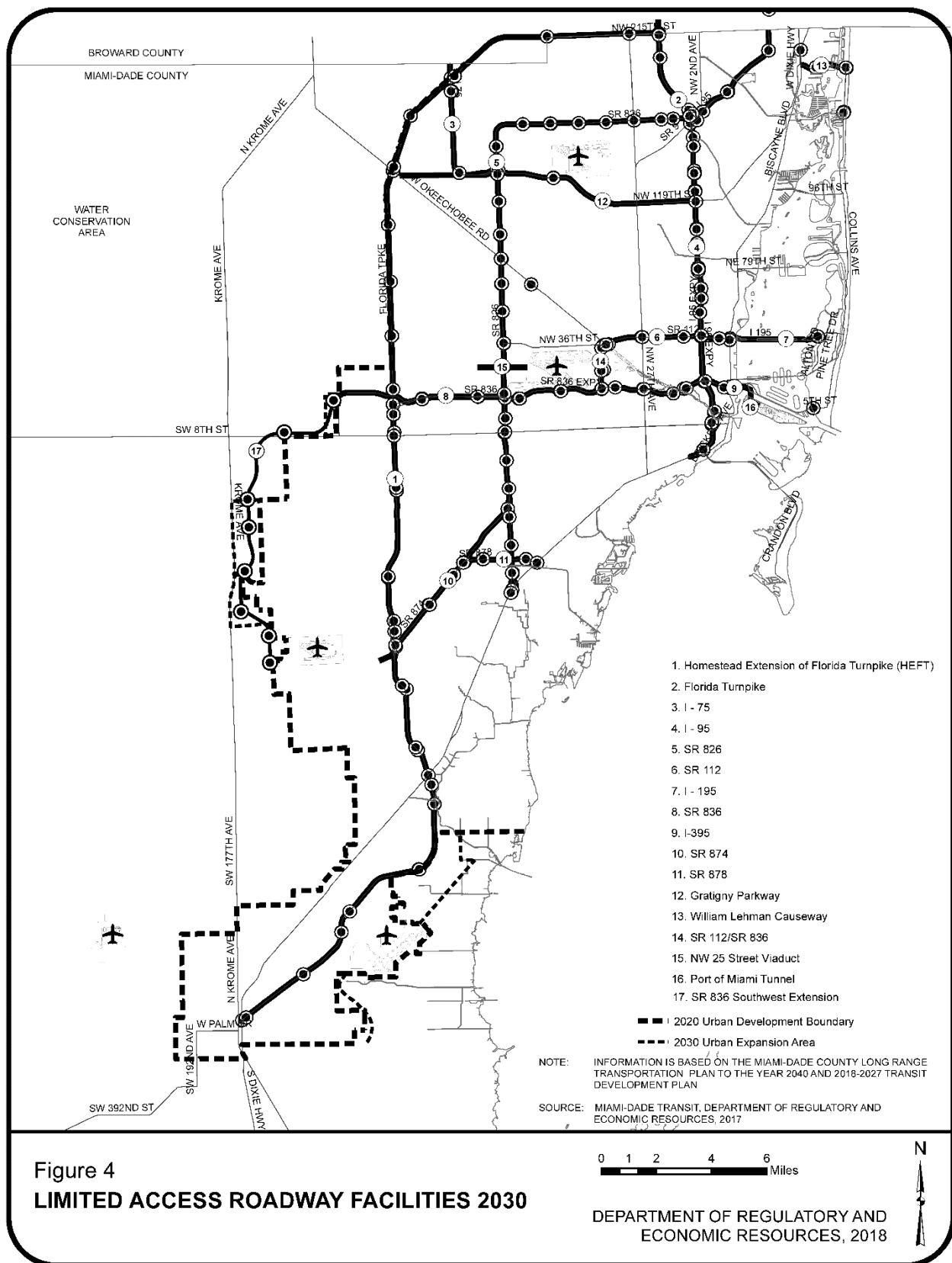
ICE-2F. Miami-Dade County shall enter into an Interlocal Agreement with the Miami-Dade Expressway Authority to further implement the policies set forth in this Plan related to the SR-836/Dolphin Expressway southwest extension.

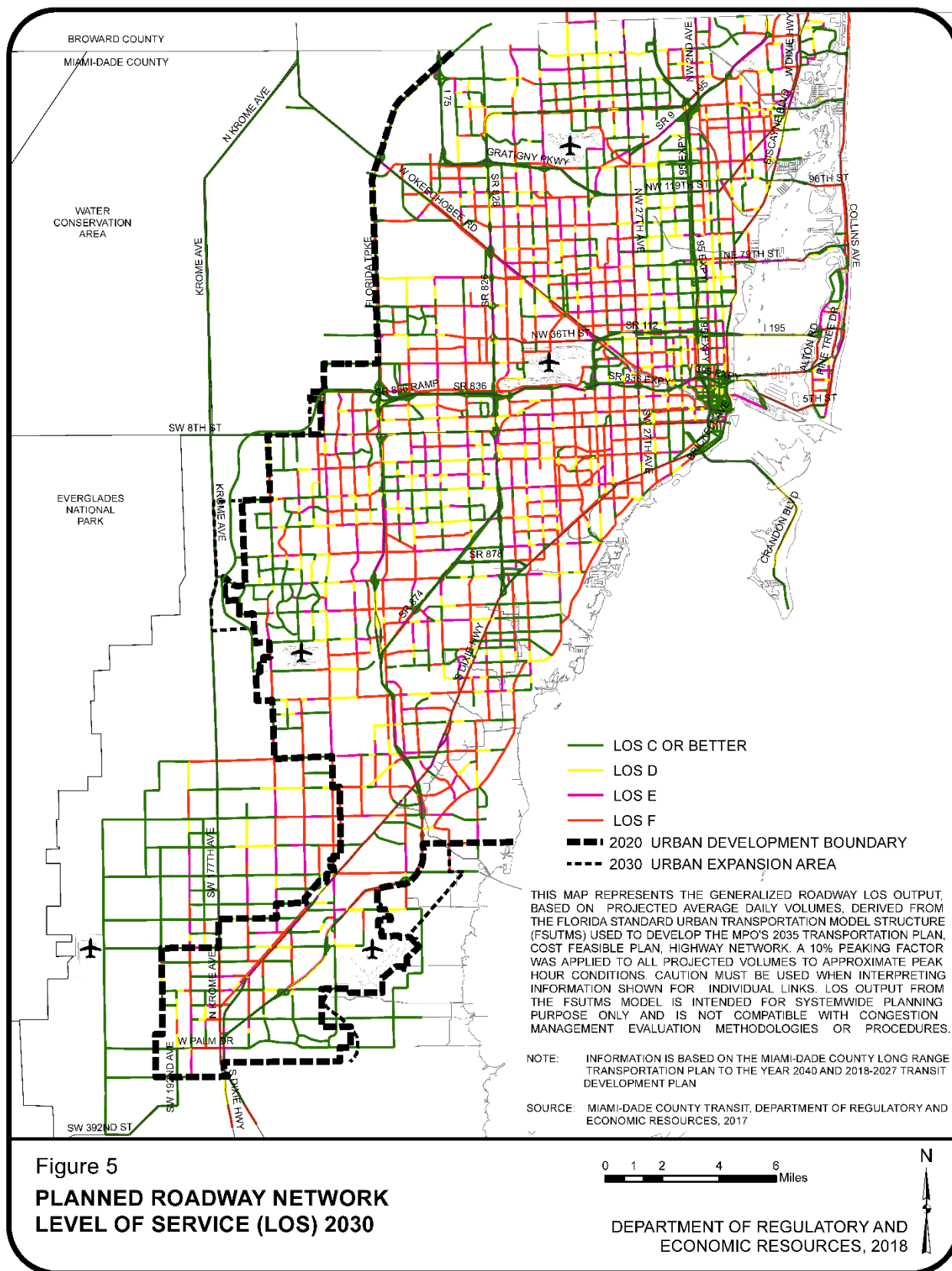
PROPOSED CDMP LAND USE

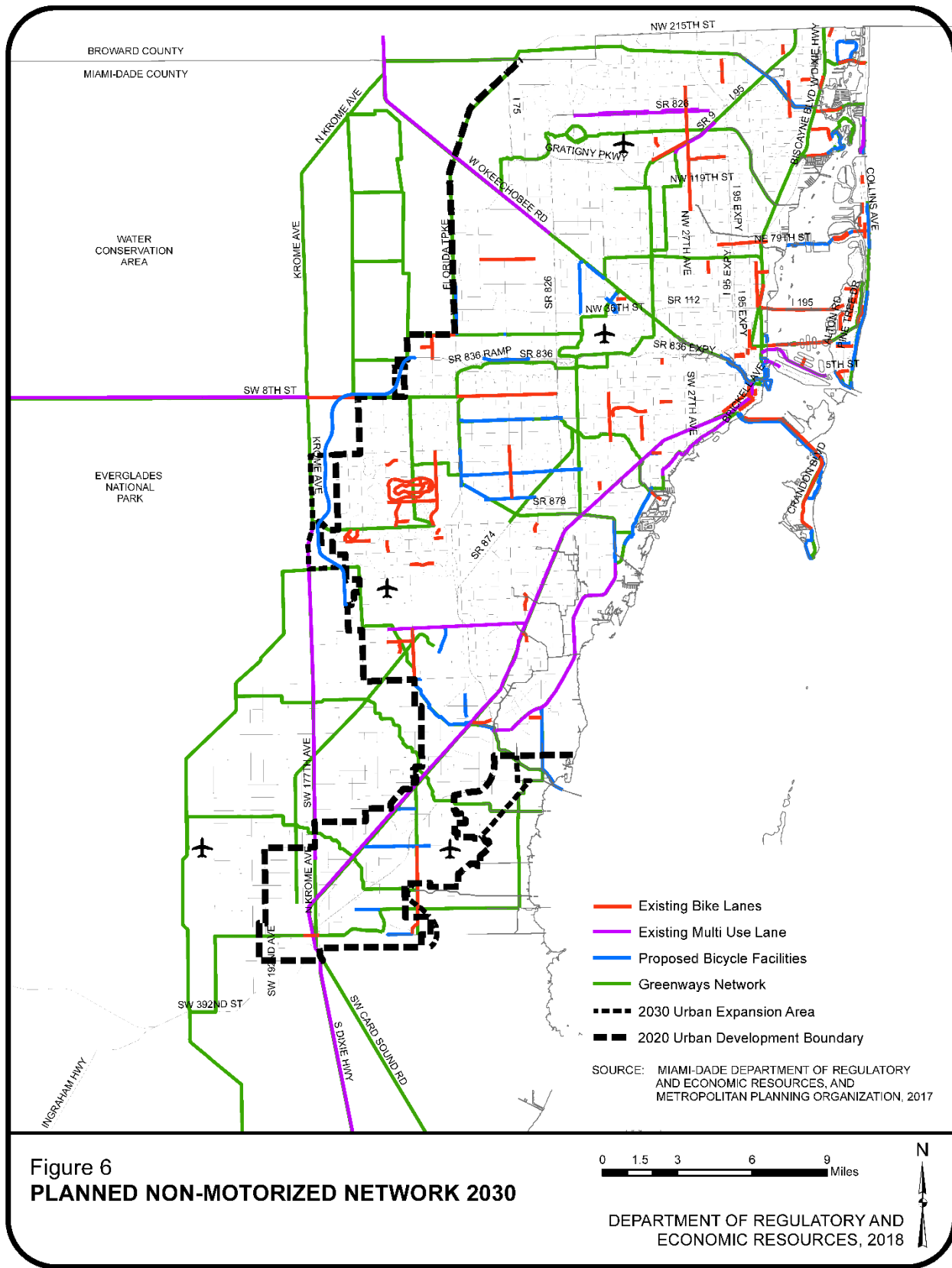


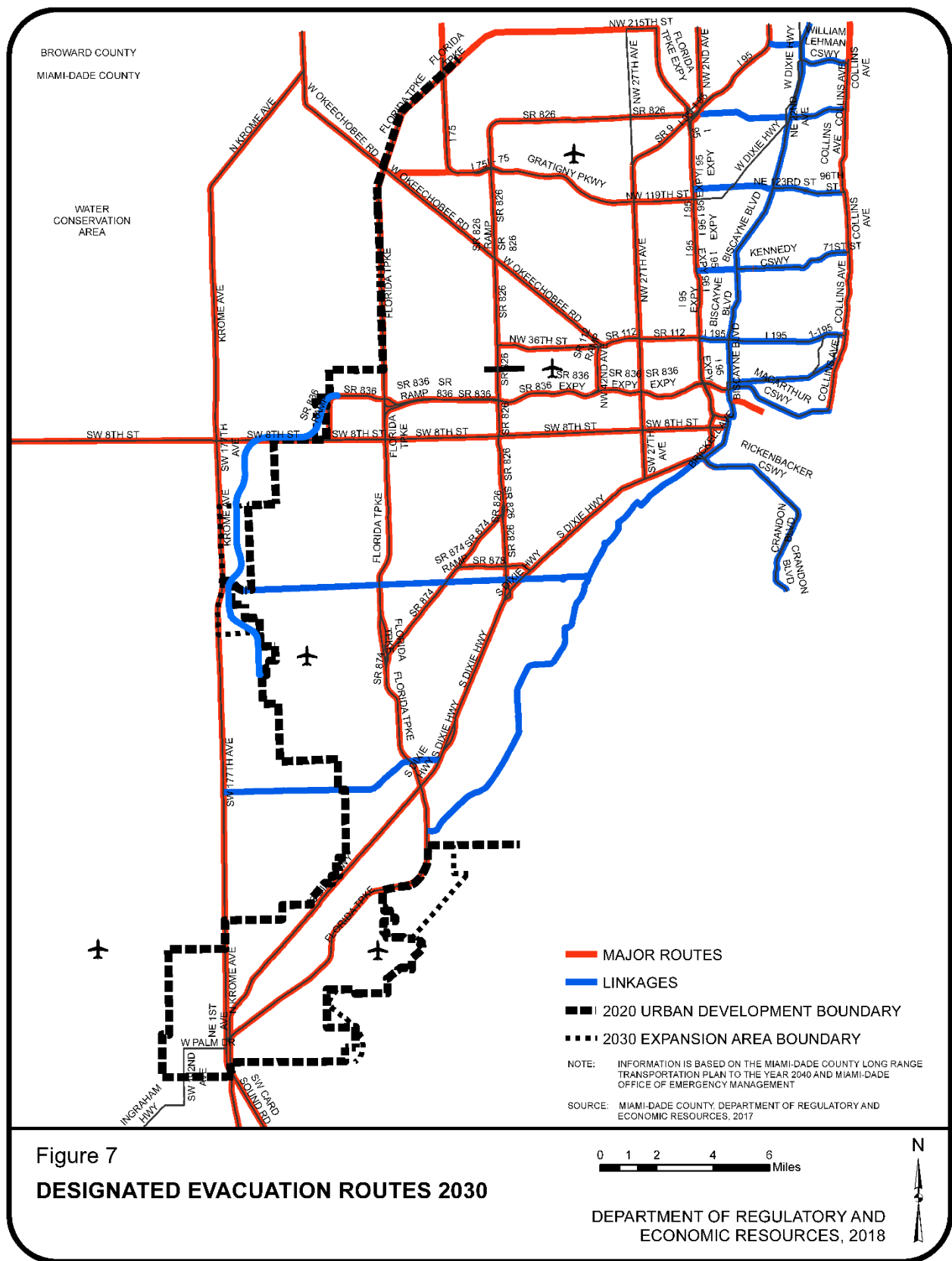


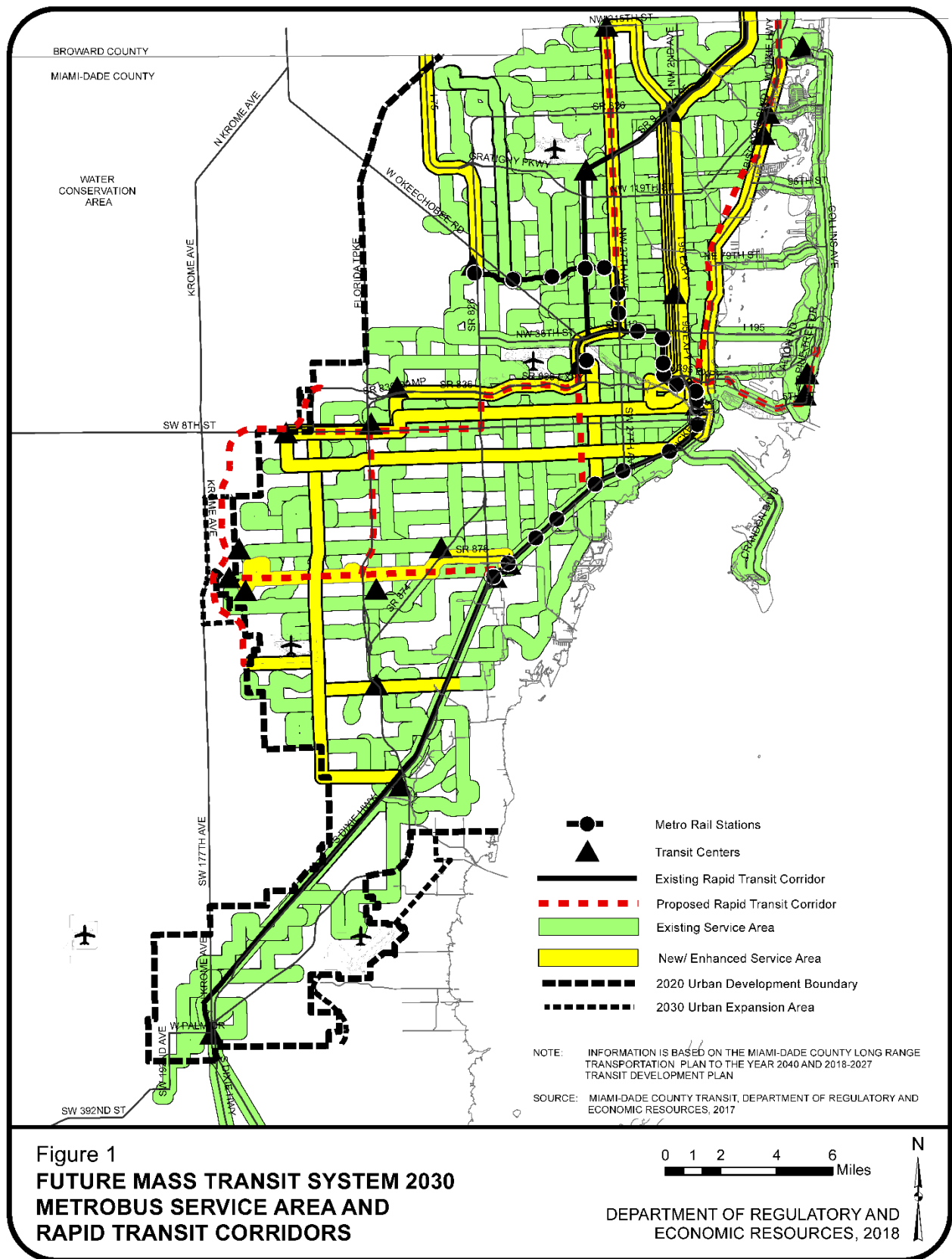


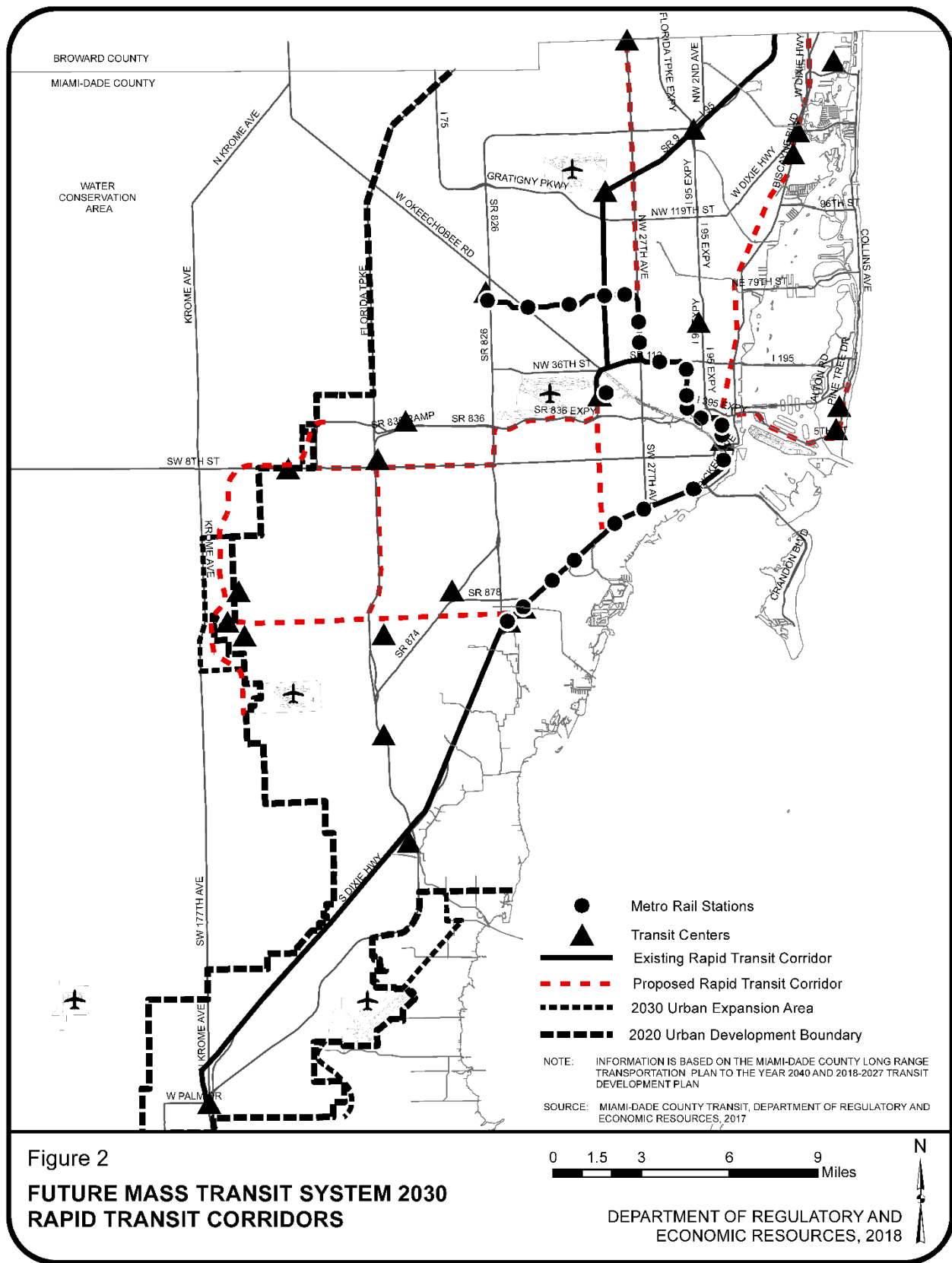


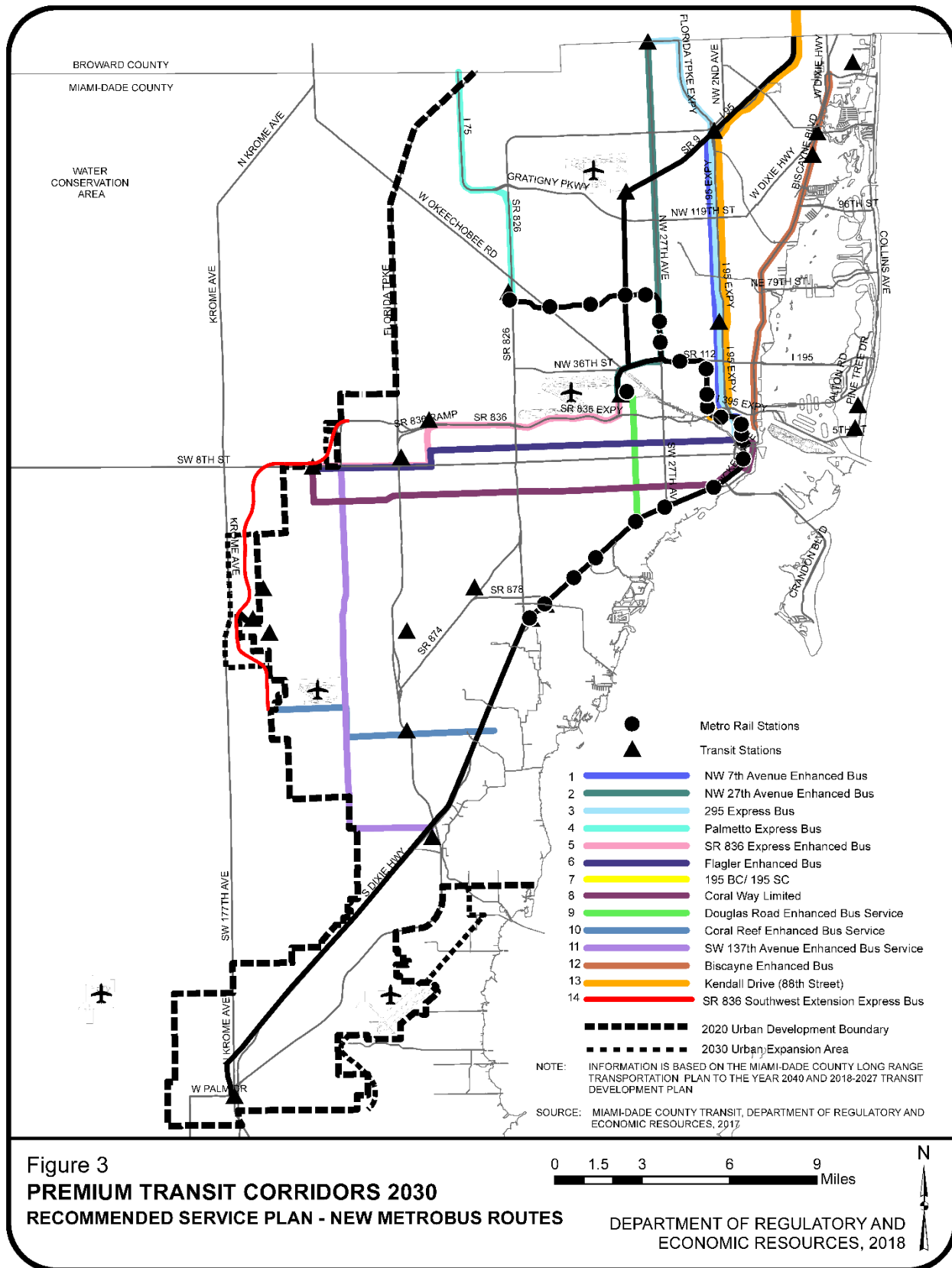












REVIEWING AGENCY COMMENTS AND DEPARTMENT RESPONSES

The Florida Department of Economic Opportunity (DEO) and other state and regional agencies (reviewing agencies) reviewed the application pursuant to Section 163.3184(3) of the Florida Statutes. Of the reviewing agencies, the Florida Department of Environmental Protection offered technical comments on the application while the Florida Department of Transportation (FDOT), the South Florida Water Management District, and the South Florida Regional Planning Council requested additional information in order to determine the full impacts the application would have on facilities and resources within their respective jurisdictions. The other reviewing agencies including the DEO issued no comments on the application. The comments from the above mentioned reviewing agencies are presented and addressed below.

Florida Department of Transportation (FDOT) Comments

FDOT Comment 1:

"An analysis of traffic at potential interchanges at State Road (SR) 41/SW 8 Street, SR 94/SW 88 Street and at SR 997 /Krome Avenue at SW 136 Street is necessary to make an informed determination of impacts."

Response:

A PD&E Study (Corridor Evaluation Traffic Technical Memorandum) dated February 2017 has analyzed the existing traffic conditions (Counts, Speed, Directional Distribution, V/C ratios, & LOS) for AM and PM peak for the three roadways mentioned above, see Figures 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, & 14 and Tables 4, 5, 6, 7, & 8 (see Appendix B). Also, the applicant's traffic study dated April 2018 submitted along with the CDMP application analyzed the future 2050 projected traffic conditions for SW 88 Street and SW 8 Street for the build and no-build scenarios, see Tables 10 & 11 of the traffic study. The future 2050 projected traffic condition for Krome Avenue has not been analyzed yet. The initial two traffic reports mentioned above have only analyzed traffic impacts on the roadways within the study area considering the SR 836 Extension as a six lane facility from the existing terminus at NW 137 Avenue to SW 8 Street and as a four lane facility from SW 8 Street to SW 136 Street.

FDOT Comment 2:

"If new interchanges are proposed at these locations, an Interchange Access Request, in accordance with FOOT procedures, will be required."

Response:

It is understood that an Interchange Access Request is necessary at locations where interchanges are proposed across State maintained roadways per State procedures. The appropriate Interchange Access Request will be submitted by the MDX after the CDMP amendment is adopted.

FDOT Comment 3:

"It should be noted that this review was based on the conceptual alternatives provided with this submittal. No preferred alternative has been selected to the FDOT's knowledge. In addition, if new, or modified alternatives are selected subsequent to this submittal, the FDOT requests that the application be re-submitted for review to determine if these will impact transportation resources of State importance."

Response:

The Alternative Corridor Evaluation Report (ACER) dated February 2017 recommended two alternatives after conducting a thorough review of nine alternative alignments evaluating each on parameters such as social impacts, environmental impacts, cultural impacts, physical impacts, constructions costs, right of way costs, and user benefits. The traffic analysis was done for preferred alternative 6. The MDX understands that there have been discussions about potential changes in the final alignment; if there is a material change in alignment then the MDX will submit updated data and analysis for the new alignment identifying impacts on State roadways including potential interchanges. The ACER was included as Appendix C in the "Initial

Florida Department of Environmental Protection’s (FDEP) Comments

FDEP Comment 1:

“The proposed amendment will need to demonstrate how impacts to the wetlands will be minimized and mitigated, and ensure that the alignment of the extension does not adversely impact CERP project areas and state lands. Should SR-836 be extended, the Department encourages project elements to be constructed and maintained so as to not adversely affect adjacent lands with regards to water quantity, water quality, and/or flooding.”

Response:

Response: As part of the PD&E process, detailed analysis of the environmental impacts, including wetlands, associated with each alternative are being evaluated and documented. If the application is approved then the proposed expressway extension would be moved forward into the design phase, continued efforts to incorporate avoidance and minimization strategies for impacts to natural resources will be implemented and documented as part of the process. Furthermore, as part of the local, State and federal environmental regulatory permitting processes, specific project details, such as site specific placement of the final alignment, stormwater management features, design elements required for maintaining wetlands hydrology, and a detailed wetlands mitigation plan will all be required to ensure that there are no adverse effects to CERP project areas or state lands with regard to water quality and/or flooding.

In Addition, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

FDEP Comment 2:

“The state-owned parcels within the proposed corridors may have been acquired for the purpose of conservation with funds provided by the Secretary of the Department of the Interior (DOI) pursuant to Federal Agriculture Improvement and Reform Act of 1996 (Section 390, Pub.L.104-127, 110 Stat. 1022). These parcels were intended to be managed for the restoration of the Everglades, and should they become encumbered by the proposed corridor, coordination with DOI will be required.”

Response:

Coordination with the DOI is on-going and is being documented as part of the PD&E process. Interagency coordination will determine the feasibility of the project to include features that provide benefits that are both compatible and consistent with the restoration of the Everglades and the intent of the CERP. In addition, the Miami-Dade Expressway Authority (MDX), in coordination with SFWMD and the DOI, will seek to purchase lands currently in private hands within the ½ mile area of Krome Avenue and provide those to SFWMD and the DOI in exchange for release of lands previously purchased by them within the proposed MDX corridor. This would help support the development of the planned Bird Drive Recharge Area Conveyance Concept consists of a new canal along the east side of Krome Avenue, among other features within the ½ mile area east of Krome Avenue while releasing properties that have been identified by the CERP program as not feasible for their initial intended use. The DOI has entered into similar land exchanges in the past to promote the CERP program.

FDEP Comment 3:

“It is the Department's understanding that the Miami-Dade Expressway Authority is in the process of conducting a Project Development and Environment Study, to be followed by the completion of a Project Environmental Impact Report. The Department recommends that a thorough environmental suitability analysis and environmental impact assessment be conducted as a part of this process, including a rigorous analysis of other planned roadway improvements and the implementation of coordinated growth management and transportation demand management strategies.”

Response:

As part of the PD&E process, detailed analyses of the environmental impacts associated with each alternative are being evaluated and documented. The purpose and need of the project are also defined as part of the PD&E Study. Consistency with the County's Comprehensive Development Master Plan is required for a project, such as the proposed SR-836 southwest extension, to be implemented. This process will include information of the coordinated growth management and transportation demand strategies implemented as part of the proposed project and will be documented in the PD&E Study reports.

FDEP Comment 4:

"In addition to the comments provided above, the Department has enclosed comments provided in June 2009 and January 2011 on this project. The Department suggests that careful consideration be given to these comments as well to ensure the proposed amendment will not adversely impact Florida's land, water and natural resources. Additionally, close coordination with the South Florida Water Management District is encouraged to ensure that the full environmental benefits of Everglades restoration projects will not be constrained by the proposed alignments."

Response:

MDX is coordinating with several state, federal and local agencies, including FDEP and SFWMD, during the PD&E process. All agency comments are being carefully considered to ensure that the project does not adversely affect Florida's land, water and natural resources. The proposed SR-836 southwest extension project is anticipated to be both compatible and consistent with the restoration of the Everglades and the intent of the CERP. This is being accomplished through extensive interagency coordination throughout the PD&E, design and permitting phases of the proposed project.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved

South Florida Regional Planning Council's (SFRPC) Comments**SFRPC Comment 1:**

"The SR 836/Dolphin Expressway Southwest Extension's PD&E Study references the SMART Plan but lacks adequate data and analysis regarding how coordination and consistency with the County's holistic transportation needs and planning programs will be achieved. The success of the SMART Plan's Kendall Corridor is predicated on transit-oriented development occurring in the designated activity centers along the designated corridors so that hubs with convenient and safe access to premium transit are built over time. Studies of the proposed SR 836/Dolphin Expressway Southwest Extension should include data and analysis demonstrating that, if ultimately approved, its approval will not impede future transit-oriented development along the Kendall Corridor, or the County's long term, sustainable vision for long lasting traffic congestion relief."

Response:

It is unclear how completion of the proposed southwest extension of the SR 836/Dolphin Expressway would impede future transit-oriented development along the SMART Plan's Kendall corridor. As stated in the Application, the SR-836 southwest extension is proposed in response to the existing transportation capacity needs within southwestern Miami-Dade County, consistent with Traffic Circulation Element Policy TC-3, while the purpose of the SMART Plan is to provide transit oriented development within the SMART Plan corridors to support existing and future transit development. The proposed CDMP policies are intended to prevent new development that might otherwise result from the proposed expressway extension to occur inside or outside of the UDB, and will therefore not draw any potential development or redevelopment away from the SMART Plan's Kendall Corridor.

The extension is proposed as an integral part of a complete system of mobility and transportation infrastructure, and will incorporate mass transit service and a multi-use recreational trail within the proposed corridor. These transit and recreational trail features are consistent with and further Traffic Circulation Subelement Objective TC-3, which requires the County's transportation system to enhance and encourage the use of transit. These features are also consistent with and further Traffic Circulation Subelement Policy TC-4F, which requires the County to improve strategies to facilitate a countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The application proposes to incorporate lanes having technologies that facilitate the safe travel of automated vehicles, including mass transit vehicles, at high rates of speed for a seamless connection with the transit service being implemented as part of the current SR 836 reconstruction generally east of the Turnpike. The application also includes park and ride locations and a multiuse recreational trail within the corridor of the proposed expressway extension and recognizes that the coordination of these features within the corridor would build on the transit opportunities in the SMART Plan for Miami-Dade County. These provisions for mass transit and recreational trail are consistent with Objective TC-3 and Policy TC-4F outlined above.

SFRPC Comment 2:

"How the proposed extension supports, furthers, and integrates with the SMART Plan and other studies and plans, including whether the proposed dedicated transit lane for regional express buses and perhaps rail in the future will be committed to in perpetuity."

Response:

The Parkway is identified as a future transit corridor and will connect and integrate with the transit service along the East West and Kendall SMART Plan corridors. The proposed Interlocal Agreement commits the Miami-Dade Expressway Authority (MDX) to provide the funding to fully implement express bus service along the proposed SR-836 Extension which would include the planning, design, acquisition, construction of necessary park-and-ride facilities, rolling stock, and operation and maintenance costs of the transit services and facilities. Bus stations built to support transit service within the Facility corridor shall provide protection from the elements, be climate controlled, and be designed in a manner that encourages and promotes the use of the transit service. These funding requests comply with Florida State Statute 348.0004.

SFRPC Comment 3:

"Comparative impacts between MDX Red Corridor versus MDX Red/Blue Corridor on wetlands, wellfields, agricultural lands..."

Response:

As part of the PD&E process, detailed analysis of the environmental impacts, including wetlands, associated with each alternative are being evaluated and documented. Once an alternative is determined to be able move forward into the design phase, continued efforts to incorporate avoidance and minimization strategies for impacts to natural resources will be implemented and documented as part of the process. Furthermore, as part of the local, State and federal environmental regulatory permitting processes, specific project details, such as site specific placement of the final alignment, stormwater management features, design elements required for maintaining wetlands hydrology, and a detailed wetlands mitigation plan, will all be designed to ensure that there are no adverse effects to CERP project areas or state lands with regard to water quality and/or flooding. Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMF policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

The proposed Interlocal Agreement also commits MDX to preserve agricultural lands located outside the UDB at a ratio of one acre preserved for every acre of land within the Facility corridor that is designated "Agriculture" on the Adopted 2020 and 2030 Land Use Plan (LUP) map and was in active agricultural use, or use ancillary to and directly supportive of agriculture, for any period within the last 5 years. Further, the

Interlocal Agreement includes provisions that will avoid or mitigate obstruction of access to farmlands, overspill of lighting onto farmlands, and/or the bifurcation of farmland.

SFRPC Comment 4:

"While the proposed SR 836/Dolphin Expressway Southwest Extension does not directly intersect SRPP Natural Resources of Regional Significance, the northern parts of the extension do intersect or encroach upon Everglades National Park Seepage Management East Coast Buffer, the C-4 Detention Reservoir, East Bird Drive Basin, West Bird Drive Basin, and the Pennsuko Wetlands. The proposed Extension, up until it passes south of SW 67th Terrace, poses impacts to wetland habitats and Comprehensive Everglades Restoration."

Response:

Detailed analysis of the anticipated impacts to wetlands and other surface waters associated with the proposed expressway extension will be evaluated and documented as part of the PD&E and permitting processes, and impacts to wetlands will be avoided, minimized and mitigated to ensure that there are not adverse impacts to CERP project areas including the Bird Drive Recharge Area. If feasible, the project may be able to include features, including the consideration of elevated portions of the roadway and/or conveyance features, which provide benefits that are both compatible and consistent with the intent of the CERP. The feasibility will continue to be determined through interagency coordination with the project stakeholders, such as SFWMD, and other environmental regulatory agencies. The project is currently being designed to avoid the proposed pump station and encroachment into the ½ mile buffer area east of Krome Avenue identified by the District for CERP north of SW 88th Street. In areas where the corridor may traverse the ½ mile buffer area identified by the District south of 88th Street, the improvements will be coordinated with the District and the DOI to minimize the project's footprint and potential impacts. In addition, MDX, in full coordination with SFWMD and the DOI, will seek to purchase lands currently in private hands within the ½ mile buffer area and provide those to SFWMD and the DOI in exchange for release of lands previously purchased by them within the proposed MDX corridor. This approach intends to support the development of the planned CERP conveyance concept within the ½ mile buffer area east of Krome Avenue while releasing properties that have been identified by the CERP program as not feasible for their initial intended use. The DOI has entered into similar land exchanges in the past to promote the CERP program.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFRPC Comment 5:

"Roadways are impervious surfaces which not only impede groundwater seepage but place polynudeic aromatic hydrocarbons and other contaminants into the ecosystem, both of which undermine the goals of Comprehensive Everglades Restoration Plan. The proposed project has the potential to reduce aquifer recharge and diminish the quality of the water which does seep into the aquifer."

Response:

It is important to note that there are presently several thousand miles of roadways running throughout all areas of Miami-Dade County. Similar to other impervious surfaces such as sidewalks, walkways, concrete pads, driveways, or parking lots, roadways also include areas of impervious surface that prevent direct seepage to groundwater. However, roadway systems also include pervious areas as well. When properly designed, roadways typically include drainage systems that capture and treat stormwater prior to onsite discharge into these pervious areas. In many cases this includes use of catch basins with exfiltration trenches, adjoining grassy swale areas, and/or stormwater retention ponds. Design and construction of the proposed MDX roadway system will be required to comply with regulations governing wellfield protection and stormwater management system design.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as

other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFRPC Comment 6:

"All wetland impacts must be mitigated. Impacts to the Pennsuco Wetlands must be approached with the appropriate complexity. The Pennsuco Wetlands was acquired for wetland loss elsewhere, and as such, any loss of this wetland is doubly impactful as it is the replacement for the historic loss of wetlands elsewhere."

Response:

Detailed analysis of the anticipated impacts to wetlands and other surface waters associated with each alternative will be evaluated and documented. Efforts to incorporate avoidance and minimization strategies for impacts to wetlands and other surface waters will be implemented and documented as part of the process. For unavoidable impacts, a mitigation plan will be prepared. If feasible, the project may be able to include features that provide benefits that are both compatible and consistent with the intent of the CERP. The feasibility will continue to be determined through interagency coordination with the project stakeholders, such as SFWMD, and other environmental regulatory agencies.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

South Florida Water Management District's (SFWMD) Comments

SFWMD Comment 1. Natural Resources:

"Sufficient data and analysis to determine the final alignment of the expressway extension, potential impacts to natural resources, and potential impacts to restoration projects will be necessary. Exhibits-6 and 7 primarily contain transportation data and analysis and are missing environmental data and analysis. Appendix C of Exhibit 7, Alternative Corridor Evaluation (ACE) Report Project Development and Environment (PD&E) Study, includes evaluations of numerous potential expressway extension alternatives and options for the alignment of the extension. The Appendix contains summaries of transportation data and analysis, and in two charts references an environmental analysis, but supporting environmental data and analysis was not provided. The District cannot make recommendations to address these items until the County:

- Provides relevant environmental information and studies.*
- Determines the final alignment of the expressway extension.*
- Revises the remainder of the plan amendment package, as applicable, to reflect all completed studies and the final extension alignment."*

Response:

As part of the PD&E process, detailed analysis of the environmental impacts, especially to sensitive areas, associated with each alternative are currently being evaluated and documented in a set of technical project documents that will be available for public review and comment. This includes an EA/EIS assessment of impacts to both natural and sensitive environmental resources. Acreages of existing wetlands and classifications are being prepared in a Wetland Evaluation Report, along with protected species habitat assessments in an Endangered Species Biological Assessment Report. Upon approval of the CDMP amendment application, the proposed SR-836 southwest extension will move forward to the design phase, continued efforts focused on additional avoidance and minimization strategies for impacts to these sensitive natural resources are being coordinated, implemented and fully documented. In coordination with the SFWMD and other regulatory agencies, a mitigation plan will be developed adequately address unavoidable impacts, such as wildlife crossings underneath the roadway to support movement and habitat access for native and protected species. Other project features are being considered that include elevated

sections of the road and water conveyance structures. This information will be provided in detail as part of the Environmental Resource Permit (ERP) application and/or as supporting documentation to the permit application(s) for the proposed project and will meet all necessary permitting requirements and to the satisfaction of the SFWMD.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFWMD Comment 2. Wetlands and Other Surface Waters:

"An analysis of the existing wetlands and other surface waters located in the area of the proposed southwest extension of the SR-836/Dolphin Expressway, or information on measures to avoid, minimize and mitigate wetland impacts will be necessary. The County will need to address the following:

- The proposed general distribution, location and extent of the wetlands and other surface waters to be impacted, including the approximate acreage.
- Applicable surveys, studies, and data, including the character of undeveloped land.
- An analysis to demonstrate the suitability for the proposed use considering the character of the undeveloped land, soils, topography, and natural resources.
- How the natural functions of wetlands will be protected, conserved and mitigated."

Response:

As part of the PD&E process, detailed analysis of the anticipated impacts to wetlands and other surface waters associated with each alternative are being evaluated and documented. In the design phase, continued efforts to incorporate avoidance and minimization strategies for impacts to wetlands and other surface waters are being implemented and documented as part of the process. This information is currently being developed and will be provided in the ERP application and/or as supporting documentation to the permit application for the proposed project. The on-going analysis includes detailed technical information on acreages, land use, soils, topography and information on undeveloped lands and sensitive resources. For unavoidable impacts, a compensatory mitigation plan is being prepared in full coordination with the regulatory agencies and to the satisfaction of the requirements of the SFWMD. Key factors considered by MDX in its impact avoidance and minimization strategy are the avoidance of impacts to tree islands; maintaining hydrological connectivity along the corridor and prevent altering the hydrology/hydroperiod functionality on-site. Wildlife crossings underneath the roadway are being proposed to support movement and habitat access for wetland dependent native and protected species. Hydrological conveyance features are also being considered, where feasible. The mitigation plan is being prepared to address unavoidable impacts and is proposing on-site mitigation to the maximum extent feasible. The plan also takes into consideration the restoration and preservation of existing wetlands adjacent to the proposed corridor. Conservation easements are intended to be placed on these areas to preserve them in perpetuity. Proposed wetland restoration also includes removal of dense exotic infestation which promotes the re-establishment of desirable native wetland vegetation and provides improvement to the ecological quality of the habitat for wetland dependent species.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFWMD Comment 3. Water Supply:

"An analysis of impacts to the regional water supply will be necessary. The County will need to address the following:

- Water supply will be needed for the transportation hubs. Because both proposed hubs are outside the Urban Development Boundary and public water supply utility services, it appears a new water supply and new water use permits may be required. Data and analysis indicating the water supply sources and potential water demands for each transportation hub are needed.
- Water use permits for agricultural permittees within the footprint of the roadway may need to be modified. The shift in withdrawal locations may not have a significant effect on withdrawal impacts but should be reviewed to identify any potential localized or regional effects.”

Response:

Should the transportation hubs be designed with restroom facilities, MDX will be required to obtain all necessary permits and will, as necessary, apply to the SFWMD for a water use permit concurrently with the application to SFWMD for an ERP. Current water use permits, including agricultural permits, over the project area are being researched, the demands will be calculated and the water supply demand/need and potential source(s) will be determined for the permit application submittal.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFWMD Comment 4. Stormwater Management:

“An analysis of storm water management needs and flooding issues for the proposed expressway will be necessary. The County will need to address the following:

- An analysis of storm water management needs, including a demonstration that there will be no adverse offsite impacts.
- An identification of the appropriate stormwater management infrastructure needed for the proposed expressway extension.”

Response:

Stormwater Management is currently being evaluated to be included with the ERP application for the proposed project. Details of the proposed stormwater management system infrastructure and the potential for offsite impacts are under evaluation. Adverse offsite impact conditions will not be proposed as part of the stormwater management plan. The project will be designed to retain the required storm event and to maintain storage within the basin to meet the North Lake and Bird Drive flood compensation requirements. The design shall, at a minimum, meet water quality treatment requirements and comply with all applicable requirements for the wellfield protection area.

The proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement will be adopted alongside the proposed Amendment, and transmitted to the State and review agencies as part of the adopted amendment package.

SFWMD Comment 5. Coordination with the District – Rights of Way:

“It appears that a portion of the C-4 Impoundment Area and the C-1W Canal right of way fall within the proposed construction area for the proposed expressway extension. Any planned use of District rights of way or lands must be coordinated with the District to ensure that operation and maintenance of the flood control system is not adversely impacted and to ensure compliance with District rules and policies for use of such rights of way and lands.”

Response:

MDX's application for a Right of Way Occupancy Permit is concurrent with the ERP application for any work that affects SFWMD right of way, access or easements. It is anticipated that right of way access may be needed at the C-4 (Tamiami Canal), the C-4 impoundment Area and the C-1W Canal. Interagency coordination meetings for determining the proposed project's need for SFWMD right of way access is being implemented into the PD&E, design and permitting processes. The project improvements will continue to

be coordinated with the SFWMD to provide adequate clearances to accommodate the SFWMD's operations. Should the improvements result in a requirement to provide additional storage, options to provide this, including additional adjacent storage, will be proposed.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFWMD Comment 6. Coordination with the District – Environmental Resource Permits:

“The proposed expressway extension project will require an Environmental Resource Permit from the District in accordance with Rule 62-330.054, Florida Administrative Code (F.A.C.). This is a separate process from the Comprehensive Plan Amendment as outlined under the Community Planning Act, Chapter 163, F.S. Miami-Dade County and their designated representatives are currently coordinating with the District's Environmental Resource Bureau staff on Environmental Resource Permitting rules associated with the proposed project.”

Response:

MDX acknowledges that an ERP is required from the SFWMD for the proposed expressway extension project in accordance with 62-330.054, F.A.C. Extensive coordination and communication with SFWMD Environmental Resource Bureau staff is on-going regarding the applicable rules and regulations associated with the proposed project. This coordination is being documented as part of the PD&E process and agency comments are being addressed.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFWMD Comment 7. Coordination with the District – Bird Drive Recharge Area:

“The Bird Drive Recharge Area (BDRA) features identified in the original CERP Restudy were deemed not feasible by the CERP Project Delivery Team due to the highly transmissive project site and possible flooding impacts to urban areas. As a result, the District, Army Corps of Engineers and Department of Interior developed a BDRA Conveyance Concept that includes seepage collection, groundwater recharge and conveyance to provide benefits consistent with the intent of the CERP Restudy features. The BDRA Conveyance Concept consists of a new canal along the east side of Krome Ave from the C-4 Canal south to the C-1W Canal, a new gated structure at the intersection of the new canal and the C-4 Canal, a new pump station at the intersection of the new canal and C-1W Canal, and a half mile buffer area to facilitate water conveyance. The District owns lands in this area associated with this future CERP project.

Both corridor alignments identified in the proposed amendment are located in or adjacent to the CERP Conveyance Concept. A portion of the proposed alignment of the MDX Kendall Parkway runs through the BDRA project lands. Some portions of the proposed alignment appear to run adjacent to the buffer area and some portions of the alignment are located within the buffer area. A portion of proposed corridor #2 is located near the location of the proposed pump station. The proposed interchanges would also be adjacent to and within the buffer area.

At this time, the District does not yet have detailed enough information, such as the potential for elevated roadways and conveyance features that would help the District evaluate the proposed project's compatibility with the CERP BDRA Conveyance Concept.”

Response:

As part of the PD&E and permitting processes, impacts to wetlands will be avoided, minimized and mitigated to ensure that there are not adverse impacts to CERP project areas including the Bird Drive Recharge Area. If feasible, the project may be able to include features, including the consideration of elevated portions of the roadway and/or conveyance features that provide benefits that are both compatible and consistent with the intent of the CERP. The feasibility will continue to be determined through interagency coordination with the project stakeholders, such as SFWMD, and other environmental regulatory agencies. The project is currently being designed to avoid the proposed pump station and encroachment into the ½ mile buffer area east of Krome Avenue identified by the District for CERP north of SW 66th Street. In areas south of the ½ mile buffer, the improvements will be coordinated with the SFWMD and the DOI to minimize the project's footprint and potential impacts to the noted canal and pump station near the C-1W. In addition, MDX, in full coordination with SFWMD and the DOI, will seek to purchase lands currently in private hands within the ½ mile buffer area and provide those to the SFWMD and the DOI in exchange for release of lands previously purchased by them within the proposed MDX corridor. This approach intends to support the development of the planned CERP conveyance concept within the ½ mile buffer area east of Krome Avenue while releasing properties that have been identified by the CERP program as not feasible for their initial intended use. The DOI has entered into similar land exchanges in the past to promote the CERP program.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

SFWMD Comment 8. Coordination with the District – Dade Broward Levee/Pennsuco Wetlands:

"The Dade Broward Levee/Pennsuco Wetlands is a CERP project that includes water control structures and modifications to the Dade-Broward Levee and associated conveyance system located in Miami-Dade County. The purpose of this feature is to reduce seepage losses to the east from the Pennsuco Wetlands, enhance wetland hydroperiods and provide groundwater recharge to Miami-Dade's Northwest Wellfield.

Based on the information provided, it appears that a proposed alignment runs through the southeast corner of the Pennsuco Wetlands. The District does not yet have sufficient information to determine the proposed project's compatibility with the CERP Dade Broward Levee/Pennsuco Wetlands Component."

Response:

Detailed analysis of the anticipated impacts to wetlands and other surface waters associated with each alternative will be evaluated and documented. Efforts to incorporate avoidance and minimization strategies for impacts to wetlands and other surface waters will be implemented and documented as part of the process. This includes elevating the segment of the project that runs through the Pennsuco wetlands where feasible. For unavoidable impacts, a mitigation plan will be prepared. If feasible, the project may be able to include features that provide benefits that are both compatible and consistent with the intent of the CERP. The feasibility will continue to be determined through interagency coordination with the project stakeholders, such as SFWMD, and other environmental regulatory agencies.

Furthermore, the proposed Interlocal Agreement between Miami-Dade County and the Miami-Dade Expressway Authority (MDX) memorializes the required evaluation and mitigation requirements, as well as other actions to be taken by MDX to comply with the associated CDMP policies. This Interlocal Agreement is recommended for approval alongside the proposed Amendment, and will be transmitted to the State and review agencies as part of the adopted amendment package, if approved.

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

Approval of the proposed Application would further the implementation of the following CDMP objectives and policies:

- 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-10. Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.
- TE-2A. The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the Miami-Dade Bicycle Facilities Plan.
- TE-2B. The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.
- TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.
- TC-1. It is desirable that all roadways in Miami-Dade County operate at the adopted level of service (LOS) standards or better. Miami-Dade County should strive to operate its roadway network at a level of service better than the base level of service standards contained herein.
- TC-1K. The County shall utilize the Miami-Dade County MPO transportation planning and project review processes to evaluate and implement roadway and transit II-14 improvements that will improve access to, and connections between, the County's major aviation, rail and port facilities.
- TC-3. The County's transportation system will emphasize safe and efficient management of traffic flow, the safety of pedestrians and bicyclists, and enhance and encourage the use of transit.
- TC-3D. The County shall design new roadways in a way that supports transit usage and incorporates planned rapid transit corridors, dedicated bus lanes and other transit improvements to further incentivize and facilitate the use of transit, wherever feasible.
- TC-4B. The adopted Land Use Plan map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns.

TC-4C. Miami-Dade County's priority in construction, maintenance, and reconstruction of roadways, and the allocation of financial resources, shall be given first to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas. Second priority shall be given to serve the area within the Urban Development Boundary and the Urban Infill Area. And third priority in transportation allocations shall support the staged development of the urbanizing portions of the County within the Urban Expansion Area. Transportation improvements which encourage development in Agriculture and Open Land areas shall be avoided, except for those improvements which are necessary for public safety and which serve the localized needs of these non-urban areas. Areas designated Environmental Protection shall be particularly avoided.

TC-4F. The County shall consistently improve strategies to facilitate a Countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The priority for transportation infrastructure expenditures shall be to insure that pedestrian, bicycle and transit features are incorporated into roadway design.

Approval of the proposed Application could impede the implementation of the following CDMF objectives and policies:

TE-1A. As provided in this section and the Mass Transit Subelement, the County shall promote mass transit alternatives to the personal automobile, such as rapid transit (i.e. heavy rail, light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services

LU-2B. Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas. Second priority shall be given to serve the area between the Urban Infill Area and the Urban Development Boundary. And third priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban areas. Areas designated Environmental Protection shall be particularly avoided.