

# **Application No. 4**

## **Commission District 9 Community Council 11**

### **APPLICATION SUMMARY**

Applicant/Representative:	Lennar Homes, LLC/Juan J. Mayol, Jr., Esq., Hugo P. Arza, Esq., and Pedro Gassant, Esq., Holland and Knight LLP
Location:	North of SW 184 Street (Eureka Drive), between SW 147 Avenue and the CSX railway corridor
Total Acreage:	±11.65 Gross Acres/±11.50 Net Acres
Current Land Use Plan Map Designation:	"Low Density Residential" (2.5 – 6 dwelling units per acre)
Requested Land Use Plan Map Designation and other changes:	Redesignate the application site on the LUP map:  From: "Low Density Residential" (2.5 to 6 dwelling units per acre)  To "Low-Medium Density Residential" (6 to 13 dwelling units per gross acre)
Amendment Type:	Standard
Existing Zoning District/Site Condition:	AU (Agricultural District)/Vacant

### **RECOMMENDATIONS**

Staff:	<b>TRANSMIT AND ADOPT</b> (May 2018)
West Kendall Community Council (11):	<b>NO QUORUM</b> (May 31, 2018)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	<b>TO BE DETERMINED</b> (June 6, 2018)
Transmittal Action of Board of County Commissioners:	<b>TO BE DETERMINED</b> (July 25, 2018)
Final Action of Board of County Commissioners:	<b>TO BE DETERMINED</b> (October/November 2018)

Staff recommends to **TRANSMIT AND ADOPT** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the ±11.65 gross-acre application site from “Low Density Residential” (2.5 to 6 dwelling units per gross acre) to “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre) for the following reasons:

**Principal Reasons for Recommendation:**

1. The application proposes infill residential development at a higher density than currently allowed on the subject site consistent with Objective LU-1, Policy LU-1C and Policy LU-10A of the CDMP Land Use Element. These provisions of the CDMP require the County to give priority to infill development and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development, where urban services and facilities have the capacities to accommodate additional demand. The subject property is located adjacent to and within the Urban Development Boundary (UDB) in an urbanized area characterized by single family development. The site remains one of a few vacant parcels of land in the area, making it suitable for infill development. It is surrounded by low-density residential development to the north, east and west, and a neighborhood shopping plaza to the southeast. As discussed in Principal Reason No. 2(ii) below, existing public services and facilities have adequate capacities to accommodate the impacts that would be generated by the application, if approved.

Under the current CDMP land use designation of “Low Density Residential” (2.5 to 6 dwelling units per gross acres), the site could be developed with a maximum of 69 single family detached residential units. The Applicant’s requested CDMP land use designation of “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre) would allow the site to be developed with a maximum of 151 single-family attached residential units. This request is generally compatible with the surrounding properties as discussed in Principal Reason No. 2iii.

2. Approval of the application would be generally consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.
  - i. *Need to Accommodate Economic or Population Growth:* The application, if approved, would increase the capacity of residential land within Minor Statistical Area (MSA) 6.2, where the application site is located. An analysis of the residential capacity by type of dwelling units in MSA 6.2 shows the depletion of single-family type units occurring in 2018 and for multi-family beyond 2030. The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2020. The application, if approved, would increase the residential land capacity by 82 units and thus add approximately 2 months of supply of single-family type units (see Supply and Demand Analysis on page 4-11). An increase in the number of residential units, as would result from the proposed application, would provide additional residential capacity in the subject MSA and be of benefit to the area.

- ii. *Public Facilities and Services:* Approval of the application would be generally consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use decisions not to cause a violation in adopted level of standards for public facilities and services. The impacts that would be generated from the maximum development allowed on the application site, if the application is approved, would not cause a violation in the adopted level of service standards for public facilities and services.

It should be noted that the traffic impact analysis of roadways serving the amendment site shows that two roadway segments are currently operating in violation of the adopted roadway level of service (LOS) standards and would continue to operate in violation of the LOS standards with the projected impacts of the application. These include SW 184 Street west of SW 147 Avenue, and SW 147 Avenue south of SW 184 Street. However, these roadway segments are not deemed to be significantly impacted by the project traffic as the projected traffic impact is less than five percent of the maximum service volume (MSV) of the adopted roadway LOS standard. pursuant to the provisions of the CDMP Capital Improvements Element (See "Roadways" section on page 4-19). No mitigation or roadway improvements are required for projects having traffic impacts of less than five percent.

- iii. *Compatibility:* The requested "Low-Medium Density Residential" land use designation would be generally compatible with the adjacent residential properties to the west, north and east of the application site. Though the application is proposing a higher density than the "Low Density Residential" designation that characterizes the surrounding area, the existing uses that abut the subject property serve to establish buffers around the application site and separate the proposed development from the adjacent residential uses. These include the CSX railroad corridor to the northwest, the neighborhood shopping center to the southeast, SW 147 Avenue to the east, and SW 184 Street to the south.
- iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact any historic or archaeological resources on the site. However, the Miami-Dade County Division of Environmental Resources Management (DERM) identified tree resources on the property, including specimen tree resources (trees with a trunk diameter 18 inches or greater). In accordance with Policy CON-8A of the CDMP and Section 24-49.2(II) of the Miami-Dade County Code, specimen trees shall be preserved whenever reasonably possible. In addition, the property was formerly used for agriculture; thereby, a Phase 1 and Phase 2 Environmental Site Assessment will be required prior to development of the site. (See "Environmental Conditions" section on page 4-12).
- v. *Transit Ridership and Pedestrianism:* The application, if approved, could support transit ridership and pedestrianism pursuant to CDMP Land Use Element Policy LU-8E(v) (page I-16). The site is currently served by Metrobus Route 147, which provides the general area where the application site is located with local route service and feeder service to Metrorail. Metrobus Route 147 provides 30-minute AM/PM peak period headway service, and 60-minute evening (after 8 pm) service on weekdays, as well as 45 minute service on weekends. The nearest bus stop for Route 147 is located approximately 0.1 miles away from the application site, which is within walking distance of the application site.



# LENNAR HOMES, LLC. - APPLICATION NO. 4

## AERIAL PHOTO



**APPLICATION AREA**

Source: Department of Regulatory and Economic Resources  
May 2018

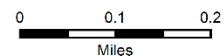




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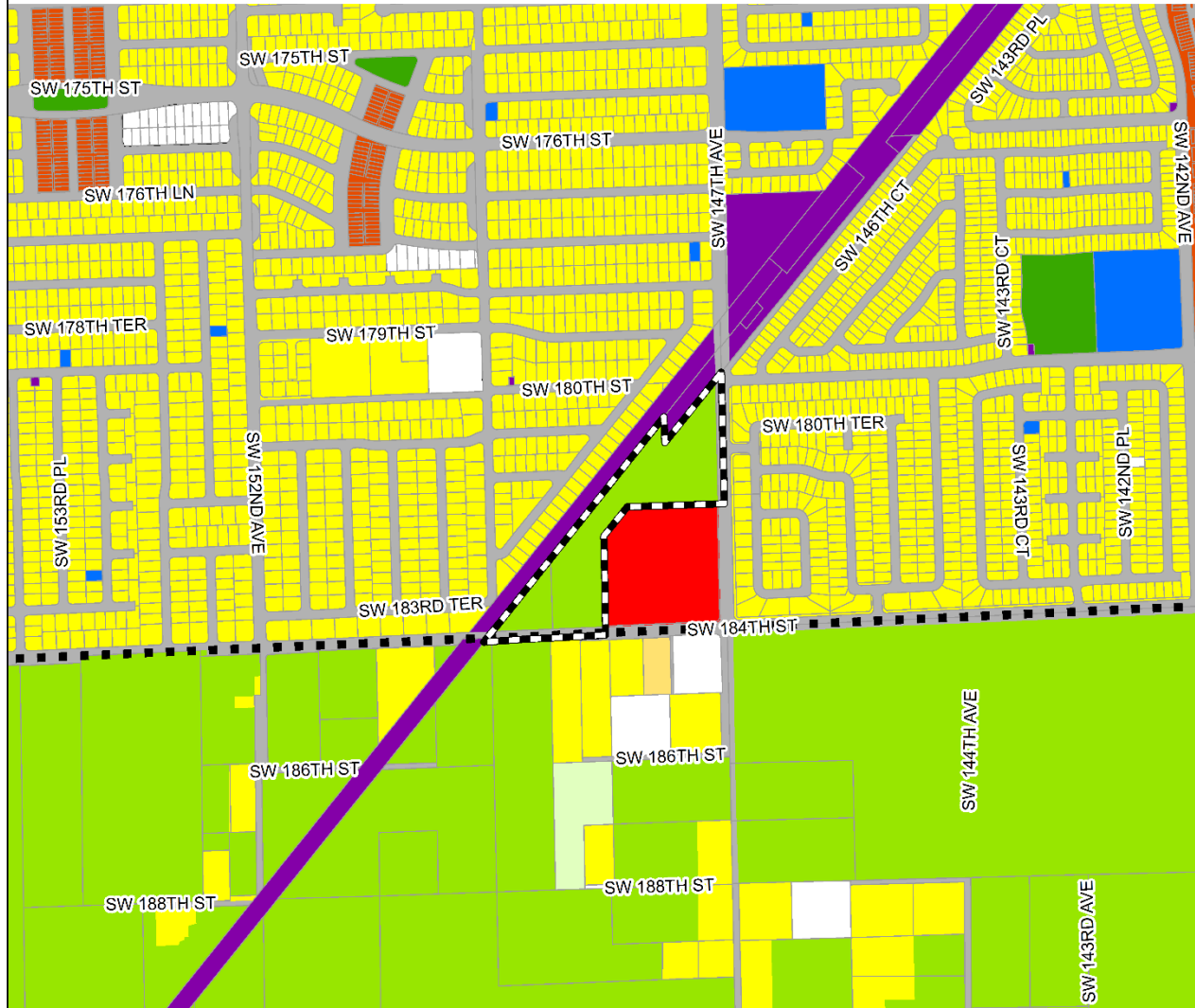
**MIAMI-DADE ZONING DISTRICTS**

AU	AGRICULTURAL / RESIDENTIAL 5 ACRES GROSS
BU-1A	BUSINESS DISTRICTS, LIMITED
EU-M	ESTATES MODIFIED, SINGLE-FAMILY, MINIMUM LOT AREA 15,000 FT2 NET
GU	INTERIM DISTRICT
RU-1	SINGLE-FAMILY RESIDENTIAL DISTRICT 7,500 FT2 NET
RU-1MA	MODIFIED SINGLE-FAMILY RESIDENTIAL DISTRICT 5,000 FT2 NET
RU-1MB	MODIFIED SINGLE-FAMILY RESIDENTIAL DISTRICT 6,000 FT2 NET
RU-1Z	SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE 4,500 FT2 NET
RU-4L	LIMITED APARTMENT HOUSE DISTRICT, 23 UNITS / NET ACRE
RU-TH	TOWNHOUSE DISTRICT, 8.5 UNITS/NET ACRE

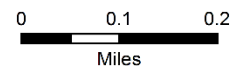
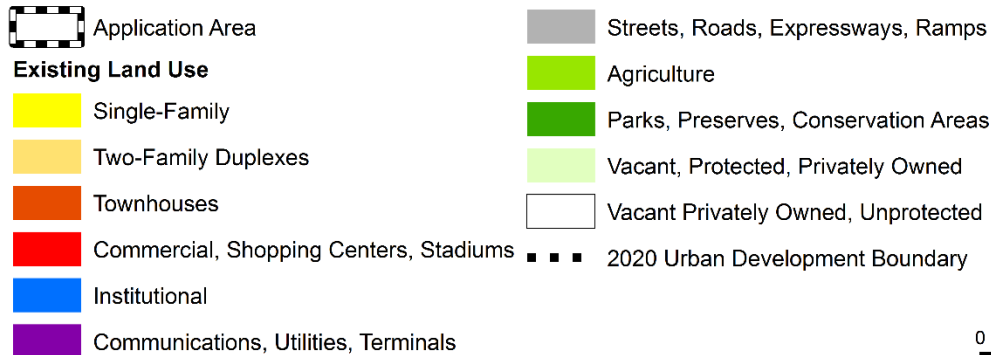


# LENNAR HOMES, LLC. - APPLICATION NO. 4

## EXISTING LAND USE

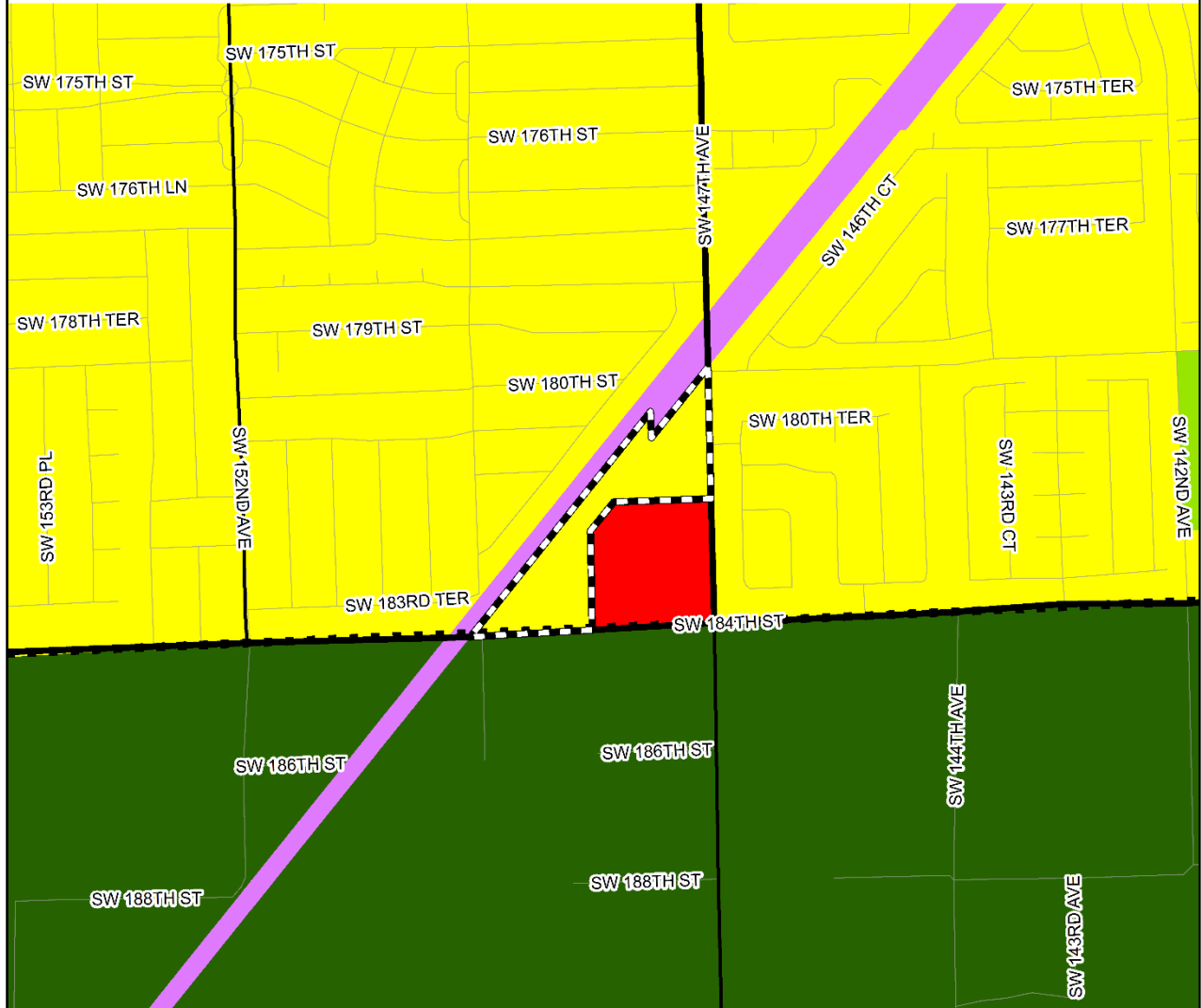


Source: Department of Regulatory and Economic Resources  
May 2018



# LENNAR HOMES, LLC. - APPLICATION NO. 4

## CDMP LAND USE



Source: Department of Regulatory and Economic Resources  
May 2018



APPLICATION AREA

### CDMP LAND USE



LOW DENSITY (LDR) 2.5-6 DU/AC



BUSINESS AND OFFICE



AGRICULTURE



ENVIRONMENTALLY PROTECTED PARKS



TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)



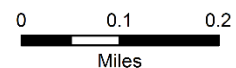
2020 URBAN DEVELOPMENT BOUNDARY



MAJOR ROADWAYS (3 OR MORE LANES)

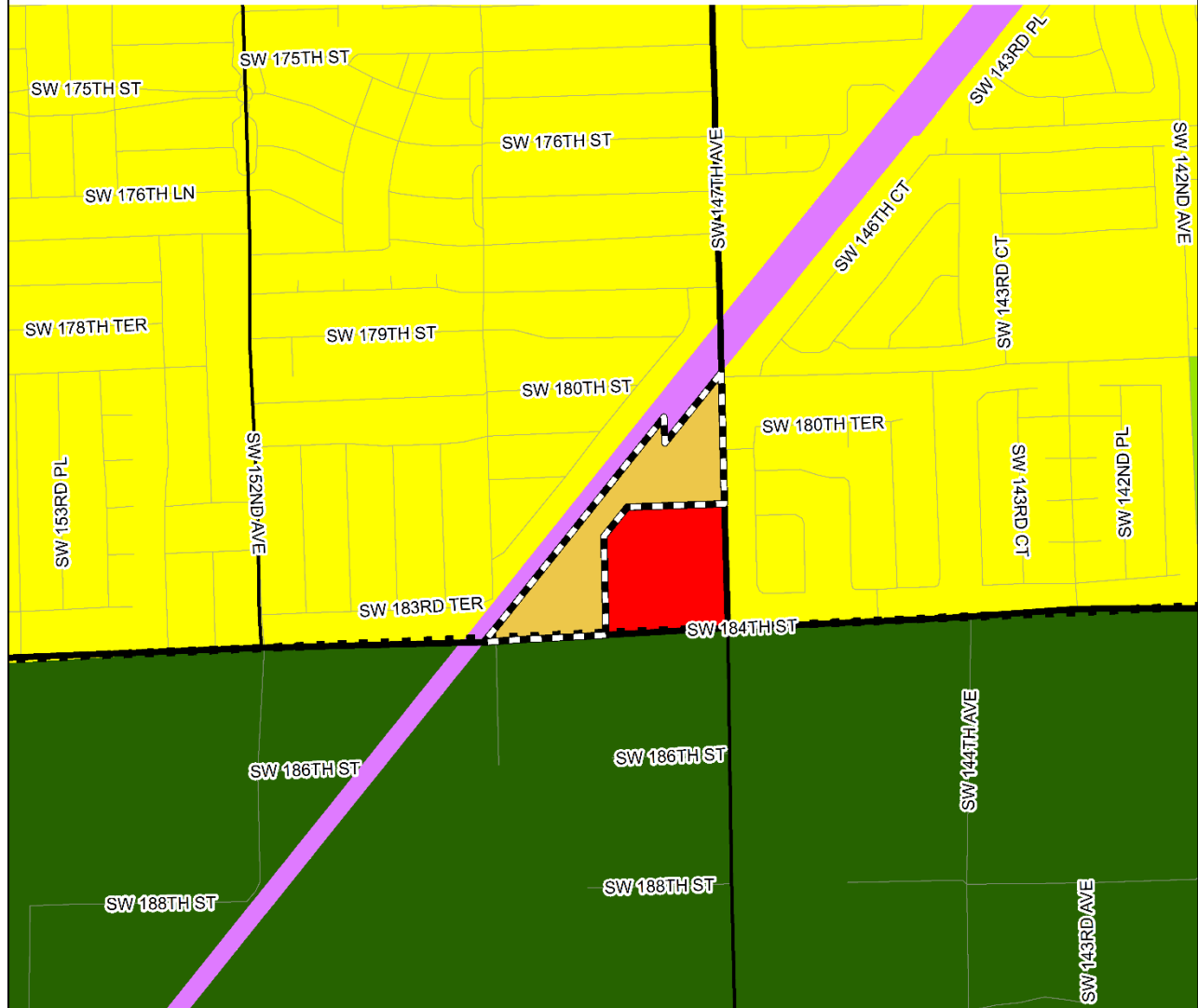


MINOR ROADWAYS (2 LANES)



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## PROPOSED CDMP LAND USE



Source: Department of Regulatory and Economic Resources  
April 2018

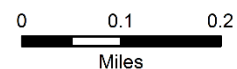


APPLICATION AREA

### CDMP LAND USE

- LOW DENSITY (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
- BUSINESS AND OFFICE
- AGRICULTURE
- ENVIRONMENTALLY PROTECTED PARKS
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

- 2020 URBAN DEVELOPMENT BOUNDARY
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)





# STAFF ANALYSIS

## Application Site

### Background

The application site has been subject to several CDMP amendment applications in the past, but as part of a larger property. The first application was filed during the April 1998 Amendment Cycle as Application No. 7. This application requested to redesignate over 20 acres of land from “Low Density Residential” (2.5 to 6 dwelling units per gross acres) to “Business and Office”, but was later withdrawn. Similar applications were filed during the April 1999 Cycle (Application No. 7) and the October 2001 Cycle (Application No. 8), but were also withdrawn. Another attempt to redesignate the property to “Business and Office” was made during the April 2005 Cycle with Application No. 15. This time, the application was adopted, but only after the application site was reduced to 10 net acres. The approval of Application No. 15 resulted in the “Business and Office” designation of the parcel located to the southeast of the current application site. This 10-acre parcel was later developed into a neighborhood shopping plaza with a Publix supermarket. The remainder of the property remained designated “Low Density Residential” and represents the general area which is now being considered for a CDMP amendment.

### Location

The ±11.65-gross acre site is located north of SW 184 Street between SW 147 Avenue and the CSX railway corridor in unincorporated Miami-Dade County (see “Aerial Photo” on page 4-4). It is an irregularly shaped property consisting of two adjoining triangular parcels that form a bow-tie like shape.

### Existing Land Use

The application site is currently vacant land, formerly utilized for agriculture. (See “Existing Land Use” map on page 4-6).

### CDMP Land Use Designation

The application site is designated “Low Density Residential” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map, (see “CDMP Land Use” map on page 4-7). The “Low Density Residential” land use category allows for a density ranging from 2.5 to 6 dwelling units per gross acre, which would permit 69 single family detached residential units on the site. The “Low Density Residential” designation permits single family detached homes, cluster housing, and townhomes.

The application requests to redesignate the subject site to “Low-Medium Density Residential” (see “Proposed CDMP Land Use” map on page 4-8), which allows a density ranging from 6 to 13 dwelling units per gross acre, as prescribed in the CDMP. The “Low-Medium Density Residential” designation would permit a development with a maximum of 151 attached single family units. Housing structures permitted under this designation include single family homes, townhomes, and low-rise apartments.

### Zoning

The application site is currently zoned AU (Agricultural District) (See “Zoning Map” on page 4-5). The AU zoning district permits agricultural uses and residences at a density of one dwelling unit per 5 gross acres.

### Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. According to County zoning records, the subject property was zoned AU since 1949. There are no records of zoning district boundary changes or variances for the property since that time.

## **Adjacent Land Use and Zoning**

### Existing Land Uses

To the northwest of the subject property, a segment of the CSX railway corridor that ranges from 100 to 200 feet in width, abuts the application site, serving as a buffer from the single family residences beyond the CSX railway corridor. To the east of the application site, across SW 147 Avenue, is the Coral Estates residential community, which is characterized by low-density single family homes. It should be noted these homes do not front SW 147 Avenue; therefore, the back of the homes faces the subject property. Abutting the application site, along the southeast boundary, is the Eureka Promenade shopping plaza, which includes a Publix Supermarket, restaurants, and other neighborhood serving retail establishments. South of the property, across SW 184 Street, is the Urban Development Boundary, and further south are agricultural uses, including a residential property on a 2.5-acre lot.

### Land Use Plan Map Designations

As was discussed previously, the application site abuts the CSX railroad corridor to northwest. This railroad corridor is depicted as "Transportation" on the CDMP Adopted 2020 and 2030 LUP map. Beyond the railroad corridor are residential properties designated "Low Density Residential". Properties adjacent to the application site on the east, across SW 147 Avenue, are also designated "Low Density Residential" on the LUP map. To the southeast of the application site, the subject site abuts a property designated as "Business and Office", which is the site of the Eureka Promenade shopping plaza and the Publix Supermarket. The southern boundary of the application site is adjacent to the Urban Development Boundary, and further south the land is designated Agriculture on the LUP map (see the "CDMP Land Use" map on page 4-7).

The subject site remains one of the few underdeveloped properties in the area. Approval of the proposed CDMP amendment would allow for infill development and intensification consistent with Policy LU-1C and Policy LU-10A of the CDMP Land Use Element. These provisions of the CDMP require the County to give priority to infill development and redevelopment of substandard or underdeveloped environmentally suitable urban areas. Furthermore, the subject property is generally compatible with the adjacent uses. The lands to the west, north and east of application site are developed with residences and are for the most part residentially designated on the Land Use Plan map. The fact that the subject property is separated from the surrounding residential uses by the CSX railroad corridor to the northwest, the UDB to the south, and the abutting commercial shopping center to the south east ensures a transitional buffer between the higher density proposed by the applicant and the surrounding low density residential development.

### Zoning

To the northwest of the application site, the abutting CSX railroad corridor is zoned GU (Interim) zoning district, and the single-family properties beyond the railroad, are zoned RU-1M(b) (Modified Single Family Residential District on 6,000 square foot net lots). Properties to the east of the application site, across SW 147 Avenue, are zoned RU-1M(a) (Modified Single Family Residential District on 5,000 square foot lots). The property that abuts the application site on the southeast is zoned BU-1A (Limited Business District). This zoning district allows grocery stores, restaurants, retail and service convenience facilities that serve the needs of the adjacent residential

neighborhoods. To the south of SW 184 Street, the properties are zoned AU (Agricultural) (see “Zoning Map” on page 4-5).

## Supply and Demand Analysis

The capacity of the CDMP Adopted 2020 and 2030 LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. In the context of this application, land capacity is analyzed at the localized or Minor Statistical Area (MSA) level.

### Residential

The combined vacant land for single-family and multi-family residential development in the analysis area (Minor Statistical Area 6.2) in 2018 was estimated to have a capacity for about 1,357 dwelling units, with about 81 percent of these units intended as multi-family. The annual average residential demand in this analysis area is projected to increase from 496 units per year in the 2018-2020 period to 523 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family type units occurring in 2018 and for multi-family by 2030 (See Table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by 2020.

Residential Land Supply/Demand Analysis  
2018 to 2030: Application 4 (MSA 6.2)

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI- FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2018	259	1,098	1,357
DEMAND 2015-2020	407	89	496
CAPACITY IN 2020	0	920	365
DEMAND 2020-2025	414	90	504
CAPACITY IN 2025	0	470	0
DEMAND 2025-2030	429	94	523
CAPACITY IN 2030	0	0	0
<b>DEPLETION YEAR</b>	<b>2018</b>	<b>2030</b>	<b>2020</b>

Residential capacity is expressed in terms of housing units.

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

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Division, Planning Research and Economic Analysis Section, May 2018.

The table above addresses the residential land supply and demand in the analysis area without the effect of the projected CDMP amendment. Application #4 could increase the supply of single-family type units by approximately 82 net units. Given the existing capacity in the analysis area, this application, if approved, will potentially extend the depletion year for single-family units by about two months.

## Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

### Flood Protection

Federal Flood Zone	X
Stormwater Management Permit	DERM Surface Water Mgmt General Permit
County Flood Criteria, (NGVD)	8.75 feet

### Biological Conditions

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

### Other Considerations

Within Wellfield Protection Area	No
Contaminated Site	No DERM records. However, former Agricultural Use

### Pollution Remediation

There are no DERM records of current or historical contamination issues on the property or on sites directly abutting the application site. However, based on the former agricultural use of the site, DERM requires that a Phase 1 and Phase 2 Environmental Site Assessment prepared in accordance with ASTM Standards be conducted on the site prior to development. Any construction, development, drainage and dewatering at the site will also require approval from DERM Environmental Monitoring and Restoration Division as it relates to environmental contamination issues.

### Drainage and Flood Protection

For any new development within the site, stormwater drainage systems are required to provide flood protection and stormwater quality treatment. Miami-Dade County has been delegated the authority to issue Surface Water Management General Permits on behalf of the South Florida Water Management District for developments that propose more than 2 acres of impervious surface.

The subject property is not located within a Special Flood Hazard Area according to the FEMA Flood Insurance Rate Maps (FIRM). Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.

The site shall be filled to a minimum elevation of 8.75 feet, NGVD (County Flood Criteria). For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for non-residential.



- County Flood Criteria 7.5 feet NGVD, plus 8 inches for residential, or plus 4 inches for non-residential.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for non-residential.
- The Base Flood Elevation for this area is found to be 9.0 feet N.G.V.D. (taken from the FIRM for Miami Dade County).
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event.

For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 25-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code and all State and Federal Criteria.

#### Natural Resources

Application No. 4 contains tree resources including specimen tree resources (trees with a trunk diameter 18 inches or greater). Please note that this property is subject to CON-8A of the CDMP and Section 24-49.2(II) of the Code, which requires that specimen trees be preserved whenever reasonably possible.

Application No. 4 does not include a site plan and DERM has no information to assure that a site plan would comply with the requirements of the CDMP or the Code. Site plan development must be consistent with the requirements to preserve specimen trees except in cases where DERM has determined that a specimen tree cannot be preserved pursuant to Section 24-49.2(4)(II)(2) of the Code. Please note that this amendment, if approved, shall not diminish or affect the enforceability of the Chapter 24 of the Code and shall not be construed as an approval to remove specimen trees due to a determination of unreasonable loss of usable space pursuant to Section 24-49.2(4)(II)(2)(b) of the Code.

In accordance with Section 24-49.9 of the Code and CON-8I of the CDMP, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species.

#### Endangered Species

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

### **Water and Sewer**

#### Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of MDWASD Hialeah Reverse Osmosis, Hialeah, Preston, and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent

above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The rated treatment capacity of the Miami-Dade Water and Sewer Department regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional system shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 71.19 MGD. This is calculated using the available plant capacity (449.74 MGD), subtracting 102% of the maximum day flow (346.6 MGD) and subtracting the water that is reserved through development orders (31.95 MGD).

As noted in the “Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario” table below, the maximum water demand for residential development (Scenario 1) under the current CDMP Land Use designation is estimated at 15,180 gallons per day (gpd). The maximum water demand for residential development (Scenario 1) under the Requested CDMP Land Use designation is estimated at 27,180 gpd. This represents an increase of up to 12,000 gpd over the demand under the current CDMP land use designations. A Water Supply Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

Estimated Water Demand/Sewer Flow  
For Proposed Development by Land Use Scenario

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
1	Single Family Res	69 units	220gpd/unit	15,180 gpd
Requested CDMP Designation				
1	Townhomes	151 units	180gpd/unit	27,180 gpd

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; April 2018

#### Water Supply and Connectivity:

Application No. 4 is located within the MDWASD franchised sewer service area. The source of potable water for this area is the Alexander-Orr Water Treatment Plant which is owned and operated by MDWASD. Currently, there is adequate treatment and water supply capacity for the proposed project consistent with Policy WS-2 A (1) of the County’s CDMP. The plant is presently producing water that meets Federal, State, and County drinking water standards.

The proposed land use would be required to connect to the public water system pursuant to Chapter 24 of the Code. There is an existing 16-inch water main along SW 147<sup>th</sup> Avenue, abutting the eastern boundary of the property, to which the developer may connect and extend an 8-inch water main southwesterly in an access easement within the property to SW 184<sup>th</sup> Street, and then extend a 16-inch water main easterly in SW 184<sup>th</sup> Street, as required to interconnect to an existing 16-inch water main in SW 184<sup>th</sup> Street west of SW 147<sup>th</sup> Ave.

Any public water main extension within the property shall be 8-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection.

At this time, there is a planned project with a WASD Agreement No. 23955 for the construction of 8 new single family residences replacing vacant land.

#### Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

The Miami-Dade County Water and Sewer Department regional wastewater treatment system capacity is the sum of the daily treatment capacity of the three wastewater treatment plants. The regional wastewater treatment system can treat up to 375.5 MGD. The Sanitary Sewer Level of Service (LOS) standard presented in the CDMP requires the regional system to have sufficient capacity to treat 102% of the average daily sewage demand of the preceding 5 years. The available capacity is calculated by subtracting 102% of the annual average flow (310.62 MGD) for the preceding 5 years and the capacity reserved for development orders (40.64 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 24.24 MGD.

#### Sewer System Connectivity:

Application No. 4 is located within the MDWASD franchised sewer service area. The wastewater flows for this application will be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

There is an existing 8-inch sanitary gravity sewer system in SW 147<sup>th</sup> Avenue to which the developer may connect and extend the same at full depth into the project site as required to provide sewer service. The sanitary sewer system in this area directs the sewage flow to pump station 30-1086 and then to the South District Wastewater Treatment Plant. The aforementioned sanitary sewer pump station as well as the South District Wastewater Treatment Plant are owned and operated by MDWASD; in addition, they are currently working within the mandated criteria set forth in the Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 6, 2013.

### **Solid Waste**

The Miami-Dade County Department of Solid Waste Management (DSWM) oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements, and regulations. In addition, the Department directs the countywide effort to comply with State regulations concerning recycling, household chemical waste management and the closure and maintenance of solid waste sites no longer in use.

#### Level of Service Standard

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient

waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The DSWM assesses the solid waste capacity on a system-wide basis since it is not practical or necessary to make a determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2017-2018, the DSWM is in compliance with the Countywide Waste Management System's adopted LOS standard.

#### Application Impacts

The application requests redesignation of the site from "Low Density Residential" to "Low-Medium Density Residential." The "Low-Medium Density Residential" land use category allows densities from 6 to 13 dwelling units per acre. The type of housing structures typically permitted in this category includes single family homes, townhouses and low-rise apartments. Townhomes or two story condominiums with separate means of ingress and egress that are constructed at the site would meet the definition of residential units as defined in Chapter 15 of the Code of Miami-Dade County. Because these future homes would fall within the DSWM service area, the DSWM would provide waste collection and recycling service. If, on the other hand, a multifamily residential establishment with common means of ingress and egress is constructed, waste collection and recycling services would most likely be provided by a private waste hauler.

Should the requested amendment be adopted, the current collection fee would cover all associated costs for residential units constructed at the site, while the development of multifamily establishments would have no impact or any associated costs relative to Solid Waste Collection and Disposal services and facilities. Therefore, the DSWM has no objection to the proposed changes.

#### **Parks**

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 2 (PBD-2), which generally encompasses the area of the County between SW 8 Street and SW 184 Street.

#### Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-2 has a surplus capacity of 473.18 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The "County Local Parks" table below lists the parks within a 3-mile radius of the application site; five parks (Chuck Pezoldt, Eureka Villas, Kings Grant, Oak Creek and Serena Lakes) are larger than the required minimum provision of five-acres of local recreational open space.



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

Park Name	Acreage	Classification
Charles Burr Park	3.80	Neighborhood Park
Chuck Pezoldt Park	39.88	Community Park
Eureka Park	4.42	Community Park
Eureka Villas Park	5.30	Neighborhood Park
Kings Grant Park	6.42	Neighborhood Park
Losner Park	0.55	Mini Park
MedSouth Park	4.48	Neighborhood Park
Oak Creek Park	5.03	Neighborhood Park
Serena Lakes Park	5.14	Neighborhood Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, April 2018.

### Application Impacts

The potential development of the site under the existing CDMP land use designation is estimated at 69 single-family detached dwelling units, with a potential population of up to 223 persons, resulting in an Impact of 0.61 acres based on the Level of Service standard for the provision of local recreational open space.

The potential for residential development under the proposed land use designation is estimated at 151 single-family attached dwelling units with an estimated population up to 488 persons. The concurrency analysis for this scenario results in an impact of 1.34 acres based on the minimum Level of Service standard for the provision of local recreation open space and therefore meets concurrency.

### **Fire and Rescue Service**

The application area is currently served by Miami-Dade Fire Rescue (MDFR) Station No. 43 (Richmond) located at 13390 SW 152 Street. The station is equipped with a Rescue and an Aerial totaling seven (7) firefighter/paramedics 24 hours a day, seven days a week. The average travel time to incidents in the vicinity of the application site exceeds 8:00 minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8 minutes at 90% of all incidents. Currently, travel time to the vicinity of the application site does not conform to the performance objective of national industry standards.

The MDFR Department has determined that the current “Low Density Residential” will allow a potential development which will generate 19 annual alarms. The proposed CDMP designation (Low-Medium Density Residential) will allow a proposed potential development which is anticipated to generate 42 annual alarms. The 42 annual alarms will result in a moderate to severe impact on existing fire rescue service. However, this area has experienced a rise in residential and retail developments prompting the need for additional fire and medical service.

Although existing fire stations can respond to fire and medical emergencies in the area, in an effort to improve response time and conform to the performance objective of national industry, MDFR is searching for a parcel of land along Eureka Drive (SW 184 Street) between SW 147 and 157 Avenue for the construction of planned Eureka Fire Station No. 71. The property search has been challenging due to the lack of adequately sized parcels and properties for sale.

MDFR anticipates that the additional number of alarms will be mitigated upon completion of Station No. 71. Negotiations are currently underway between MDFR and a private land owner for a parcel of land along Eureka at approximately SW 152 Avenue. Due to land purchase negotiations including the design, permitting and construction process, completion of Station No. 71 is undetermined at this time.

#### Level of Service Standard for Fire Flow and Application Impacts

CDMP Policy WS-2A establishes the County's minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. The required fire flow for the proposed CDMP designation (Low-Medium Density Residential) shall be 1,500 gallons per minute (GPM). Fire hydrants shall be spaced a minimum of 300' from each other and shall deliver not less than 500 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application. The Miami-Dade Fire Rescue Department has no objection to Application No. 4.

### **Public Schools**

#### Level of Service Standard

The adopted Level of Service (LOS) standard for all public schools in Miami-Dade County is 100% utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This LOS standard, except for magnet schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by Miami-Dade County Public Schools.

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard for public schools, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries. If capacity is not available at the school of impact, the developments impact can be shifted to one or more contiguous CSA that have available capacity, located either in whole in part within the same Geographic Area, as defined in CDMP Policy EDU-2C.

Section 7.5 of the ILA provides for "Public Schools Planning Level Review" (Schools Planning Level Review), of CDMP amendments containing residential units. This type of review does not constitute a public school concurrency review and, therefore, no concurrency reservation is required. Section 7.5 further states that "...this section shall not be construed to obligate the County to deny or approve (or to preclude the County from approving or denying) an application."

#### Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 50 students. This number includes a reduction of 25.28% to account for charter and magnet schools (schools of choice). Of the 50 students, 22 are expected to attend elementary schools, 13 are expected to attend middle schools and 15 are expected to attend senior high schools. The students will be assigned to those schools identified in the "Concurrency Service Area (CSA) Schools" table below. At this time, the schools have sufficient capacity available to serve the application.

### **Concurrency Service Area (CSA) Schools**

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Miami Heights Elementary	328	22	22	Yes	Current CSA
Jorge Mas Canosa Middle	198	13	13	Yes	Current CSA
South Dade Senior	30	15	15	Yes	Current CSA

Source: Miami-Dade County Public Schools, April 2018

Miami-Dade County Department of Regulatory and Economic Resources, April 2018

Note: CSA means Concurrency Service Area

Section 9 of the ILA discusses implementation of school concurrency, indicating the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of CDMP amendment application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

### **Aviation**

Miami-Dade County Aviation Department (MDAD) does not object to the proposed CDMP amendment provided that all uses comply with federal, state and local aviation regulations, including Chapter 33 of the Code of Miami-Dade County as it pertains to airport zoning.

### **Roadways**

The application site is ± 11.65-acre property located on the northwest corner of SW 147 Avenue/ Naranja Road and SW 184 Street/Eureka Drive in unincorporated Miami-Dade County just north of the Urban Development Boundary (UDB). SW 184 Street from SW 137 Avenue to SW 157 Avenue and SW 157 Avenue north of SW 184 Street serve as the UDB boundary line. The property is located about 1.3 miles west of Miami Zoo.

The application site can be accessed from either SW 147 Avenue/ Naranja Road in the east or SW 184 Street in the south. SW 184 Street/ Eureka Drive is a four-lane divided roadway east of the project site and a two-lane undivided roadway west of the project site. SW 147 Avenue/ Naranja Road is a two-lane undivided roadway north and south of SW 184 Street. The major roadways that would cater to the mobility needs of the project, surrounding the project site are SW 157 Avenue/Newton Road about 1.0 miles to the west, and Florida's Turnpike/HEFT about 3.3 miles to the east. SW 157 Avenue/ Newton Road is a four-lane road north of SW 184 Street and a two-lane undivided road south of SW 184 Street. Florida's Turnpike/HEFT is an expressway having eight-lanes north and south of SW 184 Street and it has an interchange at SW 184 Street/Eureka Drive. Florida's Turnpike/HEFT provides connectivity for this location to other regions in the County.

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

### Existing Traffic Conditions

Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site, which are currently monitored by the State (Year 2017) and the County (Year 2017), were evaluated to identify if the roadways are operating at acceptable levels of service. The following roadways within the project site impact area are not operating at acceptable levels of service,

1. SW 184 Street/Eureka Drive west of SW 147 Avenue is operating at LOS 'F' but the adopted LOS is 'D'.
2. SW 147 Avenue south of SW 184 Street is operating at LOS 'D' but the adopted LOS is 'C'.

See "Traffic Impact Analysis on Roadways Serving the Amendment Site" table below for more details.

### Trip Generation

The maximum development potential scenarios under each the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Under the current CDMP land use designation of "Low Density Residential (2.5 - 6 du/ac)" the application site is assumed to be developed with 69 Single Family Detached units and under the requested CDMP land use designation of "Low Medium Density Residential (6 - 13 du/ac)" the application site can be developed with 151 Single Family Attached units. The potential development under the current CDMP land use designation of "Low Density Residential" is expected to generate approximately 75 PM peak hour trips and under the requested CDMP land use designation of "Low Medium Density Residential" it is expected to generate approximately 84 PM peak hour trips or approximately 9 more PM peak hour trips than the current CDMP designation. See "Estimated PM Peak Hour Trip Generation" table below.

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

Application No. 4	Current CDMP Designation and Assumed Use Estimated No. Of Trips	Requested CDMP Designation and Assumed Use Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Land Use	"Low Density Residential (2.5 - 6 du/ac)"	"Low Medium Density Residential (6 - 13 du/ac)"	
Maximum Development Potential	69 Single Family Detached units <sup>1</sup>	151 Single Family Attached units <sup>2</sup>	
Trips Generated	75	84	+9

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, February 2017.

Notes:

<sup>1</sup> – ITE Land Use Code used for Single Family Detached Housing is 210.

<sup>2</sup> – ITE Land Use Code used for Single Family Attached Housing is 230.



#### Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions was conducted as of May 2018, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted 2018 *Transportation Improvement Program (TIP)*, and the PM peak hour trips estimated to be generated by the proposed development scenario assumed to be developed under the requested CDMP LUP map designation. This evaluation determined that one roadway segment monitored for concurrency adjacent to and in the vicinity of the application site does not have available capacity to handle the additional traffic impacts that would be generated by the application. The "Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation" table below shows that two roadway segments are currently operating below the County's adopted level of service standards, in violation of the adopted roadway level of service (LOS) standards, and would continue to operate in violation of the LOS standards with the projected impacts of the application..

1. SW 184 Street/Eureka Drive west of SW 147 Avenue is operating at LOS 'F' but the adopted LOS is 'D'.
2. SW 147 Avenue south of SW 184 Street is operating at LOS 'D' but the adopted LOS is 'C'.

The two roadway segments that are failing the County's LOS standards are not significantly impacted by the project traffic, as the percentage traffic impact is less than five percent of the adopted roadway capacity. This was determined through a Significance Determination Analysis, which is performed to identify the roadway segments where the Amendment project traffic is less than 5.0% of the segment's maximum service volume (msv) of the adopted roadway LOS standard, pursuant to the provisions in the "Concurrency Management Program" of the CDMP (page IX-17) and the Transportation Element. No mitigation or roadway improvements are required for projects having traffic impacts of less than five percent.

#### Application Impact

The maximum development potential scenarios under each the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Under the current CDMP land use designation of "Low Density Residential (2.5 - 6 du/ac)" the application site is assumed to be developed with 69 Single Family Detached units and under the requested CDMP land use designation of "Low Medium Density Residential (6 - 13 du/ac)" the application site can be developed with 151 Single Family Attached units. The potential development under the current CDMP land use designation of "Low Density Residential" is expected to generate approximately 75 PM peak hour trips and under the requested CDMP land use designation of "Low Medium Density Residential" it is expected to generate approximately 84 PM peak hour trips or approximately 9 more PM peak hour trips than the current CDMP designation.

The concurrency analysis determined that two roadway segments are projected to operate below the County's adopted level of service standards. The failing roadway is currently operating below the acceptable level of service even without the project trips and the impact from the project is not significant since it is less than 5% of adopted LOS for the roadways.

Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)													
Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	% Impact	Total Trips With Amend.	Concurrency LOS with Amend.
<b>Requested CDMP Designation: "Low Medium Density Residential" – 151 SF Attached</b>													
SW 147 Avenue/ Naranja Road	South of SW 152 Street	2 DV	D	1,470	840	B	127	967	B	38	2.59%	1,005	B
SW 184 Street/Eureka Drive	West of SW 147 Avenue	2 DV	D	1,440	2,051	F	10	2,061	F	12	0.83%	2,073	F
SW 184 Street/Eureka Drive	West of SW 137 Avenue	4 DV	D	3,222	1,817	C	26	1,843	C	25	0.78%	1,868	C
SW 147 Avenue/ Naranja Road	South of SW 184 Street	2 DV	C	1,359	1,426	D	0	1,426	D	9	0.66%	1,435	D
Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, July 2017. Notes: DV= Divided Roadway; UD=Undivided Roadway. * County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA) ); E+50% (150% capacity for locations with extraordinary transit service)													

## Other Roadway Improvements

1. MDX is currently conducting a PD&E study for the western extension of SR 836 (Dolphin Expressway) from NW 137 Avenue to SW 136 Street.
2. SW 107 Avenue from NW 186 Street/Quail Roost Drive to SW 160 Street is a Priority 3 project in the Miami Dade TPO's 2040 Long Range Transportation Plan for widening from 2/3 lanes to 4/5 lanes.
3. SW 200 Street/Caribbean Boulevard from Quail Roost Drive to US-1 is a Priority 1 project in the Miami Dade TPO's 2040 Long Range Transportation Plan for widening from 2/3 lanes to 4/5 lanes.

## Applicant's Traffic Study

The traffic study addresses the impacts that would be generated on the roadways adjacent to and in the vicinity of the application site. The site is a vacant parcel abutting an existing Publix shopping plaza. The current CDMP land use designation of "Low Density Residential" allows the application site to develop 69 single family detached units but the study assumed development potential of 70 dwelling units. Based on the requested land use of "Low Medium Density Residential" the site can be developed to a maximum potential of 151 Single Family Attached dwelling units. The Traffic Study used the net trip increase between the trip generation potential of the existing and proposed land uses to determine the impact on the existing and future roadway network within the study area.

Table 1 of the traffic study shows the trip generation potential for the existing land use and Table 2 shows the trip generation potential for the proposed requested land use. See applicant's Table 1 and Table 2 below for trip generation analysis.

TABLE 1 Trip Generation Summary (Current Low Density Residential) Lennar / Bowtie Site at SW 184th Street and SW 147th Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
MF Condo/Apts.	70	548	38	8	30	56	36	20
External Trips		548	38	8	30	56	36	20

Source: ITE Trip Generation Manual (9th Edition)

TABLE 2 Trip Generation Summary (Proposed Low-Medium Density Residential) Lennar / Bowtie Site at SW 184th Street and SW 147th Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
MF Condo/Apts.	151	1,039	78	16	62	101	66	35
External Trips		1,039	78	16	62	101	66	35

Source: ITE Trip Generation Manual (9th Edition)

Difference in Trips (Proposed CDMP - Current CDMP)	491	40	8	32	45	29	16
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The site is located on TAZ 1309, the cardinal trip distribution for this TAZ was obtained from the MPO's 2040 Cost Feasible Plan. The Traffic Study includes a Short Term (2021) analysis and a Long Term (2030) analysis as required for CDMP amendment applications. The following four roadway segments were reviewed for short term and long term impacts.

1. SW 147 Avenue north of SW 184 Street.
2. SW 147 Avenue south of SW 184 Street.

3. SW 184 Street east of SW 147 Avenue.
4. SW 184 Street west of SW 147 Avenue.

See the applicant's Tables 4 & 5 below for the short term and long term roadway condition analysis.

<b>TABLE 4</b> <b>Short-Term (Year 2021) Concurrency Analysis</b> <b>Lennar / Bowtie Site at SW 184th Street and SW 147th Avenue</b>										
Station No.	Location	Peak Hour Capacity	Existing Peak Hour Period	DO Trips	Growth (1)	Year 2021 Peak Hour Trips	Development Trips = 45		Total Peak Hour Trips	Reserve Trips
							%	Trips		
834	SW 147 Ave - N/O SW 184 St	1,770	755	101	0.5%	774	40%	18	893	877
836	SW 147 Ave - S/O SW 184 St	1,110	915	8	0.5%	938	15%	7	953	157
878	SW 184 St - E/O SW 147 Ave	2,150	1,161	40	0.5%	1,190	43%	19	1,249	901
879	SW 184 St - E/O SW 147 Ave	1,420	1,072	0	0.5%	1,099	2%	1	1,100	320

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Based on FDOT Historical Traffic Volumes (Refer to Attachment B)

<b>TABLE 5</b> <b>Long-Term (Year 2030) Concurrency Analysis</b> <b>Lennar / Bowtie Site at SW 184th Street and SW 147th Avenue</b>										
Station No.	Location	Peak Hour Capacity	Existing Peak Hour Period	DO Trips	Growth (1)	Year 2035 Peak Hour Trips	Development Trips = 45		Total Peak Hour Trips	Reserve Trips
							%	Trips		
834	SW 147 Ave - N/O SW 184 St	1,770	755	101	0.5%	810	40%	18	929	841
836	SW 147 Ave - S/O SW 184 St	1,110	915	8	0.5%	981	15%	7	996	114
878	SW 184 St - E/O SW 147 Ave	2,150	1,161	40	0.5%	1,245	43%	19	1,304	846
879	SW 184 St - E/O SW 147 Ave	1,420	1,072	0	0.5%	1,150	2%	1	1,151	269

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Based on FDOT Historical Traffic Volumes (Refer to Attachment B)

### County Staff Comments

Staff of the Department of Regulatory and Economic Resources, Planning Division, reviewed the applicant's traffic study and provide the following comments:

1. The development allowed under the current CDMP Land Use designation should be 69 Single Family Detached units not 70 units as shown in the traffic study.
2. For the current development potential of 69 single family detached units, the ITE Land Use Code 230 (Apartments) used in the traffic study is incorrect. The correct ITE LU Code should be 210.
3. For the proposed development potential of 151 single family attached Units the ITE LU Code used in the report is 220 but the correct LU Code for this land use is 230 (Residential Condominium). Hence the PM Peak Hour trips should be 84 trips not 101 trips as shown in the traffic study.
4. For the existing, short term (Year 2021), and long term (Year 2030) analysis, 2014 traffic count data was used rather than the latest available 2017 traffic count data.

Staff of the Department of Transportation and Public Works, Traffic Engineering Division, reviewed the applicant's Traffic Study and provided the following comments:



1. Table 1 calculations should be corrected, the ITE Land Use Code 230 (Apartments) used in the traffic study is incorrect. The correct ITE LU Code should be 210.
2. Table 5 identifies 2030 as the long-range planning horizon but the column for the peak hour trips shows it as 'Year 2035.'
3. The growth rate of 0.5% shown in the traffic study seem a bit low for this developing area. The percentage was based on not only the 4 count stations included in the analysis, but other stations in the area which had a negative historical growth. Furthermore, the latest 2017 FDOT Traffic Online data is showing an increase in the volumes for some of these stations. A more accurate assessment is required to truly determine the growth rate.
4. A copy of the DO tables where the trips were taken from were not included in the analysis; therefore, this could not be confirmed in the review.

## Transit

### Existing Service

The closest Metrobus stop is located north of the application site, at the northwest corner of SW 147 Avenue and SW 180 Street. The service frequency of this route is shown in the "Metrobus Route Service Summary" table below.

Metrobus Route Service Summary							
Routes	Service Headways (in minutes)					Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 pm)	Saturday	Sunday		
137 (West Dade Connection)	30	45	60	45	45	0.1	L/F

Source: Draft 2018 *Transit Development Plan*, Miami-Dade Transit (March 2018 Line Up), April 2018.

Notes: L means Metrobus Local route service; F means Metrobus feeder service to Metrorail

### Recent Service Improvements

As described in the 2017 *Transit Development Plan (TDP)*, the following service changes were implemented for Metrobus Route 137 (West Dade Connection) in 2017:

Route	Improvement/Adjustment
137 (West Dade Connection)	Extend route to Dolphin Station Monday-Friday*

\*Extension of route will be implemented in 2018 to coincide with the opening of Dolphin Station

### Future Service Improvements

Service adjustments and improvements scheduled for implementation in 2018 are currently under development.

### Long-Term Vision: Major Transit Projects

There are no major transit project planned for the future in the immediate vicinity of the application area.

### Application Impacts

A preliminary analysis performed in the Traffic Analysis Zone (TAZ) 1309 where the subject application is located, indicates that if the application is approved, the expected incremental transit

impacts generated by the requested land use amendment are minimal and can be handled by the existing transit service in the area.

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

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

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-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-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated for consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
  - i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
  - ii) Enhance or impede provision of services at or above adopted LOS Standards;
  - iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
  - iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
  - v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.
- LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County

shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.

- CIE-3. CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.

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