

Application No. 3

Commission District 1 Community Council 5

APPLICATION SUMMARY

Applicant/Representative:	Miami-Dade County/Jack Osterholt, Deputy Mayor/Director, Department of Regulatory and Economic Resources; and Lester Sola, Director, Internal Services Department
Location:	Between NW 47 and NW 57 Avenues and between NW 199 Street and the Snake Creek Canal
Total Acreage:	±165.9 Gross Acres (±162.7 Net Acres)
Current Land Use Plan Map Designation:	"Institutions, Utilities and Communications"
Requested Land Use Plan Map Designation and Other Changes	<ol style="list-style-type: none">1. "Business and Office"2. Amend the Land Use Element text to limit development on the application site to a maximum floor area ratio (FAR) of 0.35
Amendment Type:	Standard
Existing Zoning/Site Condition:	AU/underdeveloped and underutilized site with some institutional uses

RECOMMENDATIONS

Staff:	TRANSMIT WITH CHANGE AND ADOPT (March 10, 2014)
Country Club of Miami Community Council:	TRANSMIT with Conditions, as follows: <i>Miami-Dade County to retain ownership of the application site for 99 years; conduct a Charrette for the site; a cohesive large scale development should be built on the site rather than several small projects; address the severe impact to fire and rescue service; prohibit residential development on the site; ensure funding for the widening of NW 47 Avenue from NW 186 Street to north of the County line and permit no development on site until roadway improvement is complete; County to provide a 99-year lease to His House and designate adequate area on the rear of the site to accommodate His House with its planned expansion; and County should not allow the property to be annexed (March 20, 2014).</i>
Planning Advisory Board (PAB) acting as Local Planning Agency:	TRANSMIT With CHANGE AND ADOPT with the condition that the County provide a 99-year lease to His House (April 14, 2014).
Board of County Commissioners:	TO BE DETERMINED (May 21, 2014)
Final Action of Board of County Commissioners:	TO BE DETERMINED (October 1, 2014)

Staff recommends to **TRANSMIT WITH CHANGE AND ADOPT** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) to redesignate the subject property from “Institutions, Utilities and Communications” (±165.9 acres) to “Business and Office” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map and to amend the Land Use Element text based on the staff analysis as summarized in the Principal Reasons below.

Principal Reasons:

1. The application as originally filed, sought to change the CDMP Adopted 2020 and 2030 Land Use Plan map designation for the subject property to “Business and Office” and to limit the intensity of development on the site to a maximum floor area ratio of 0.40 (see Proposed CDMP Land Use map on page 3-11). The recommended change to the application seeks to limit the intensity of future development on the application site to a maximum floor area ratio of 0.35. This change (presented on page 3-6) would limit the development that could be built on the site to a maximum of 2,475,493 square feet. A maximum of 2,834,606 square feet of development could be built at a maximum floor area ratio of 0.40. The change is to ensure that the maximum potential development on the site, in addition to being compatible with adjacent uses, can be adequately served by the existing and planned public services and facilities without causing such services and facilities to operate in violation of their respective adopted level of service standards. As discussed in Principal Reason No. 4(ii) below all public services and facilities have the capacity to serve the application with the recommended change, except for public schools in which case the impacts would be mitigated consistent with the provisions of the CDMP.

Through staff’s analysis of the application it was recognized that at a maximum floor area ratio of 0.40, in the original request, NW 199 Street would be impacted to the extent that it would operate in violation of its adopted level of service standard D. Reducing the potential development through a maximum floor area ratio of 0.35 reduces the impacts the application would generate and thereby not cause a level of service standard violation. It is important to note that the planned improvement of NW 47 Avenue to widen this roadway to 4-lanes from NW 183 Street/Miami Gardens Drive to north of NW 215 Street (into Broward County) is essential to the future development of the application site.

2. This application presents an opportunity for infill and redevelopment of the ±165.9-gross acre County owned subject property consistent with provisions of the CDMP. Land Use Element Objective LU-1, Policy LU-1C and Policy LU-10A require the County to 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 urban services and facilities have the capacities to accommodate additional demand. The western ±70 acres of the application site is currently undeveloped and the remaining ±95 acres are underdeveloped and underutilized (see Aerial Photo on page 3-7). The developed portion of the application site contains 58 buildings of which only 23 are currently being utilized. As discussed in Principal Reason No. 4(ii) below, existing public facilities and services have adequate capacities to accommodate the impacts that would be generated by the development of the subject property if the application is approved, and as discussed below in the unlikely case of impacts to schools, those impacts would be mitigated consistent with the CDMP.

3. The application seeks to facilitate economic development on an underdeveloped and underutilized County-owned property, to generate economic growth in the area. The intent is for the application site to be developed with commercial and/or a mixed use development through a public/private partnership to generate employment in the area. It should be noted that in 1990 the application site, also known as the Landmark Learning Center, was a significant employer in the area employing 875 persons in three shifts (see Background on page 3-12). Today, the site is predominantly vacant and underutilized. Current estimates indicate that the total employment on the site is 150 (InfoUSA, February 2014). Presently, the site could be developed with the full range of institutions, communications and utilities, offices, and internally integrated business areas smaller than 5 acres in size or up to 10 percent of the total floor area of an institutional, public facility or office use. The requested "Business and Office" land use category allows retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, residential uses, entertainment and cultural facilities. In addition, light industrial uses are also allowed in the "Business and Office" category when scaled and designed to be compatible with adjacent development. Approval of the application would designate the subject property "Business and Office", which would provide the greatest flexibility toward economic development on the site.
4. 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:* Approval of the application could facilitate economic development on the subject property that could enhance the economic growth of the area. The application site is located in Minor Statistical Area (MSA) 2.3, but based on the size of the site, an Analysis Area (MSAs 2.2, 2.3, 2.4 and 3.1) that includes several adjacent MSAs was utilized in analyzing the application. The Analysis Area contains 346.8 acres of vacant commercially zoned or "Business and Office" designated land. At the annual rate of absorption of commercial land (16.76 acres per year), the Analysis Area will deplete its supply of commercially zoned land beyond the year 2030 (see Supply and Demand, Commercial Land Analysis on page 3-14). Approval of the application would add approximately 9 years to the supply of commercial land within the Analysis Area, and specifically within MSA 2.3. Furthermore, approval of the application could facilitate economic development on the subject property that would enhance business creation and economic growth in the area, particularly as there are not many similar sized parcels currently available for development within the urbanized area of the County.

Under the requested "Business and Office" land use designation residential uses could be developed on the subject property. Based on the Residential Land Supply Analysis (page 3-15), the Analysis Area has the capacity for development of about 10,789 single and multi-family dwelling units combined. At the annual average rate of demand, ±642 units per year, the residential land capacity/supply can accommodate the demand for single and multi-family units to the year 2025. If the application were

approved, the subject property could be developed with a maximum of 4,147 multifamily units or approximately 6 years worth of residential land supply. However, it is not envisioned that the subject property would be developed into a single purpose residential development. As discussed in Principal Reason No. 3 above, it is anticipated that the site would be developed with commercial and/or a mixed use development.

- ii. *Public Facilities and Services:* The impacts that would be generated from the maximum allowable commercial development on the application site, if approved as recommended, would not cause a violation in the level of service standards for public services and facilities. However, if residential units were a significant component of the future development on the site then there could be impacts to schools that would have to be mitigated.

As discussed above, the site is identified for economic development and it is thereby not anticipated that the entire application site would be developed as a single purpose residential development. Nevertheless, the Miami-Dade County Public Schools indicates in its Preliminary Concurrency Analysis review that if the application is approved and the site developed in its entirety with the maximum potential of 4,147 residential units, there would be a shortfall of approximately 401 elementary school seats. Miami-Dade County Public Schools further indicates that final determination of Public School Concurrency and capacity reservation will be made during final plat approval, site planning, or a functional equivalent. If at that time there is insufficient school capacity the development impacts would be mitigated through proportionate share mitigation, as required pursuant to CDMP Educational Element Policy EDU-2C and the Interlocal Agreement for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools. (See Public Schools discussion on page 3-22 and Appendix B: Miami-Dade County Public Schools Analysis on appendices page 11.) Given that the site is identified for economic development it is anticipated that impacts to schools, if any, that would be generated by development on the site would be significantly less than the impacts analyzed.

- iii. *Compatibility:* The requested "Business and Office" designation for the subject property and the subsequent development of the site, if the were approved, would be generally compatible with the adjacent or surrounding properties. Properties to the north of the application site are designated "Institutions, Utilities and Communications" and developed with a warehouse that houses Al-Dan Trading and Daniel Club Wholesale operations, the Bay Point Schools (a facility of the Florida Department of Juvenile Justice), and the North Dade Landfill north of the Snake Creek Canal. Abutting the application site to the south and west are two mobile home parks designated as "Low-Medium Density Residential" and further south beyond NW 199 Street is a residential community designated "Low Density Residential". The area to the east of the application site is within the City of Miami Gardens and is designated by the City as 'Commerce' north of the Snake Creek Canal, 'Preservation' along the canal right-of-way and 'Neighborhood' south of the canal. The Commerce designated area is vacant and the 'Neighborhood' designate area is developed with a school, single family residences, and a strip shopping center at the northeast corner of NW 199 Street and NW 47 Avenue.

If residential uses were considered as part of the overall development plan for the application site, such uses should be located in areas of the site further away from the North Dade Landfill. Similarly, any non-residential uses on the property must be sensitive to the existing abutting residential areas west and south of the application site.

- iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact any historic or archaeological resources, but could impact environmental resources such as specimen sized trees and/or wetlands that may exist on the site. The subject property may contain specimen-sized trees (trunk diameter 18 inches or greater) that are required to be preserved where reasonably possible, pursuant to Section 24-49.2(II) of the County Code. Additionally, portions of the site may also contain wetlands and a Class IV Wetlands Permit would be required prior to any development in wetlands located on the site, pursuant to Section 24-5 of the Code.
- v. *Transit Ridership and Pedestrianism:* The application, if approved, would be supportive of transit ridership and pedestrianism. The application site is served by Metrobus Route 32 and Route 99. Route 32 provides local service at 24-minute AM/PM peak period headways on weekdays, while on Saturdays and Sundays service is provided at 40-minute and 60 minute headways, respectively. Route 99 provides local service at 30-minute AM and 60-minute PM peak period headways on weekdays and 30-minute headways on weekends. The site is accessible by sidewalks along NW 199 Street and the planned widening of NW 47 Avenue to a 4-lane roadway in the vicinity of the application site could improve the pedestrian environment along that roadway.

Additionally, the application site is adjacent to the Snake Creek Trail as identified in the Miami-Dade County Parks and Open Space System Master Plan within the Snake Creek Canal right-of-way. This presents a significant opportunity to form a recreational connection between development on the site and communities east through the Snake Creek Trail. This possible recreational connection could also enhance pedestrianism in the area.

Requested Amendment to the CDMP Land Use Element:

1. Revise the interpretive text of the CDMP Land Use Element to add a limitation on development on the application site to a maximum floor area ratio (FAR) of 0.35 as presented below. The recommended change to the application is shown with double strikethrough and double underlined text below.

Interpretation of the Land Use Plan Map: Policy of the Land Use Element

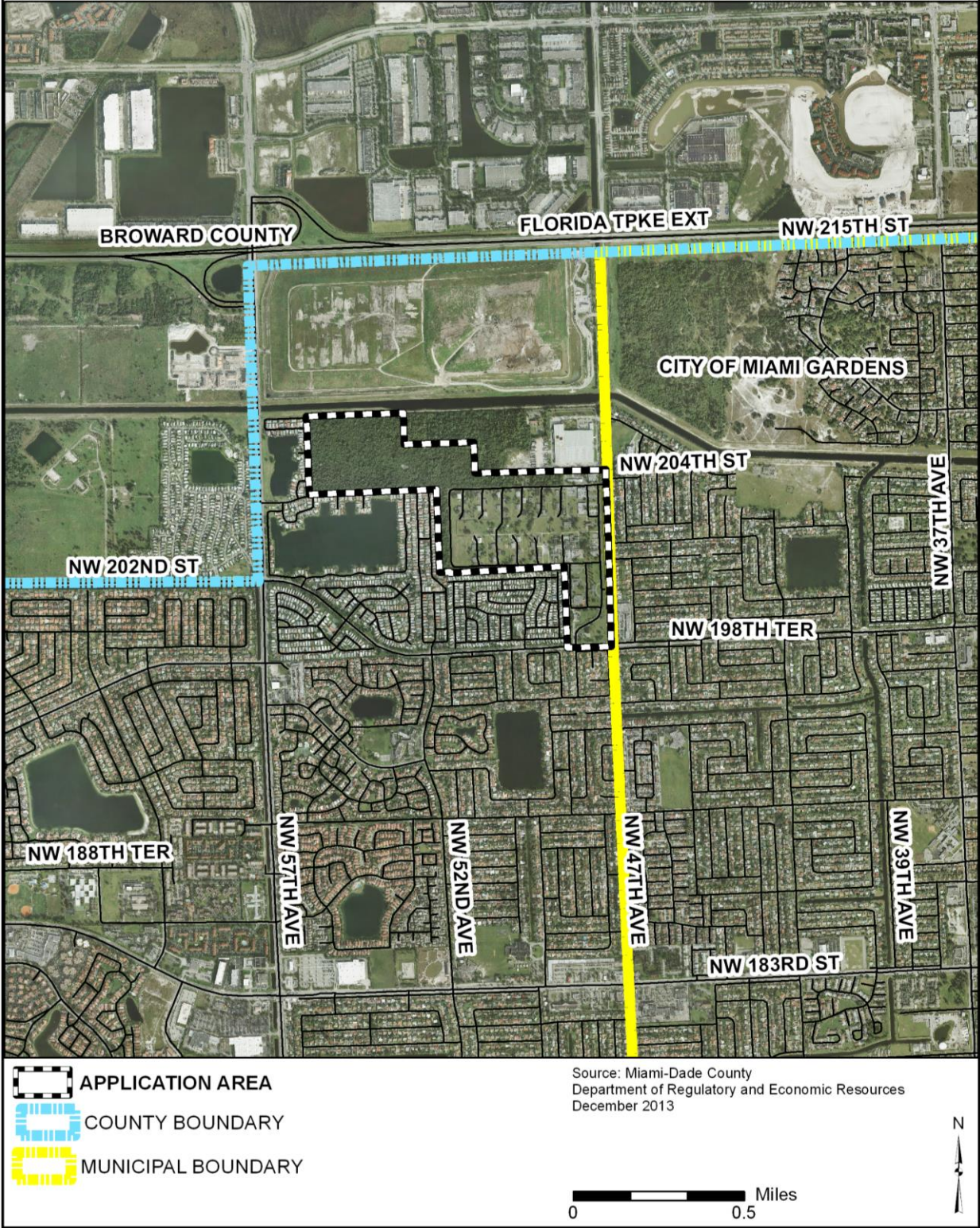
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Consistent with the forgoing, certain land uses are subject to further intensity restrictions, as expressed by FAR. For the area bounded by NW 154 Street on the south, NW 97 Avenue on the east, and the Homestead Extension of the Florida Turnpike (HEFT)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

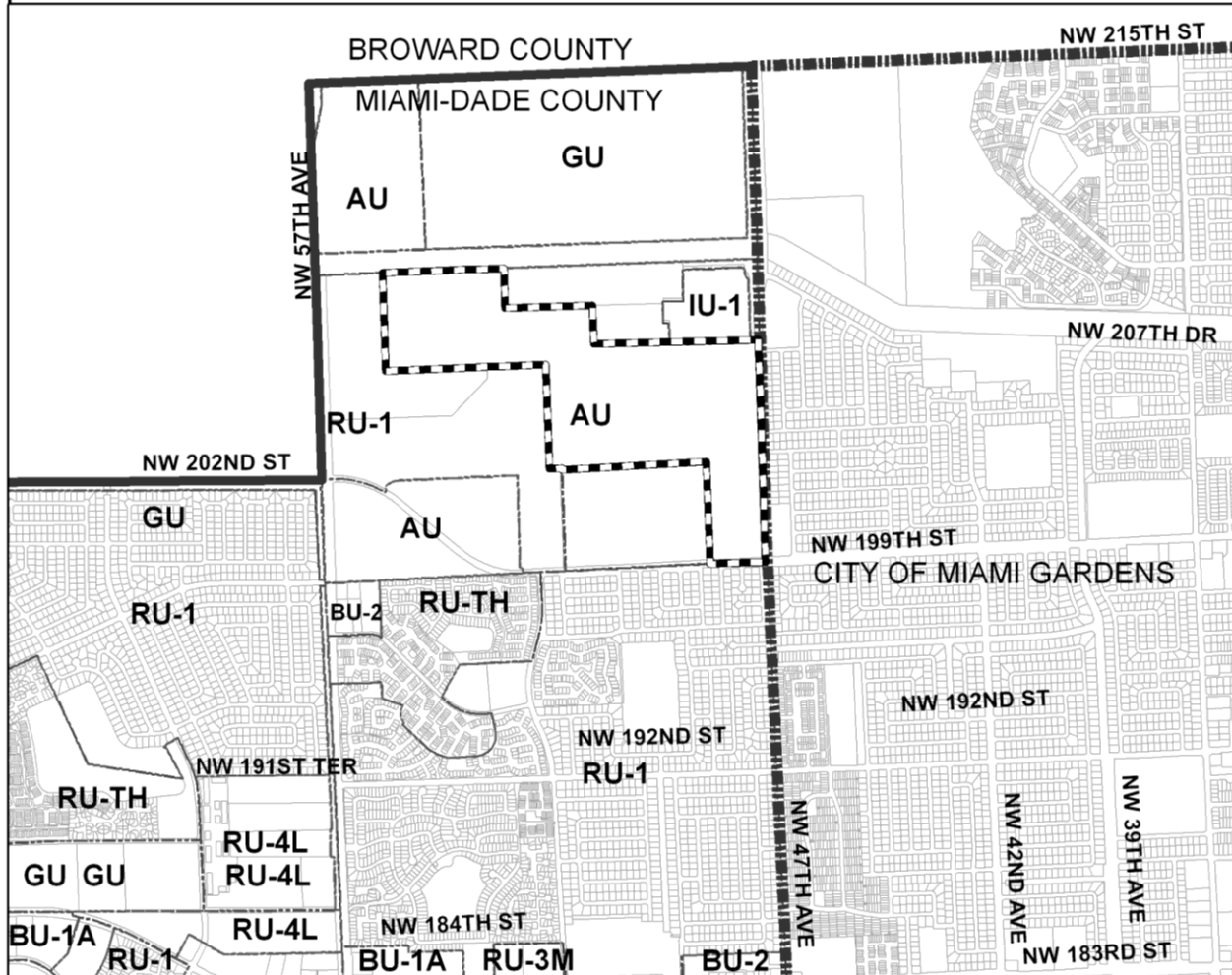
In order to maintain the County's adopted minimum level of service standards on all State and County roads adjacent to and in the vicinity of the October 2012 Cycle EAR-Based Amendment Application No. 1, Part C, Parcel 296 to amend the CDMP, which is generally bounded by NW 25 Street on the north, the Homestead Extension of the Florida Turnpike (HEFT) on the east, NW 12 Street on the south, and NW 132 Avenue on the west, the maximum allowable intensity under the CDMP shall be a FAR of 0.40 for the Application area.

In order to maintain the County's adopted minimum level of service standards on all State and County roads adjacent to and in the vicinity of the property subject of the November 2013 Cycle CDMP amendment Application No. 3, generally located on the northwest corner of NW 47th Avenue and NW 199th Street, the maximum allowable development intensity under the CDMP shall be a FAR of ~~0.40~~ 0.35 for the Application area.

APPLICATION NO. 3 AERIAL PHOTO



APPLICATION 3 ZONING MAP



APPLICATION AREA



COUNTY BOUNDARY

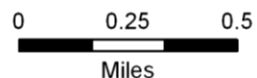


MUNICIPAL BOUNDARY

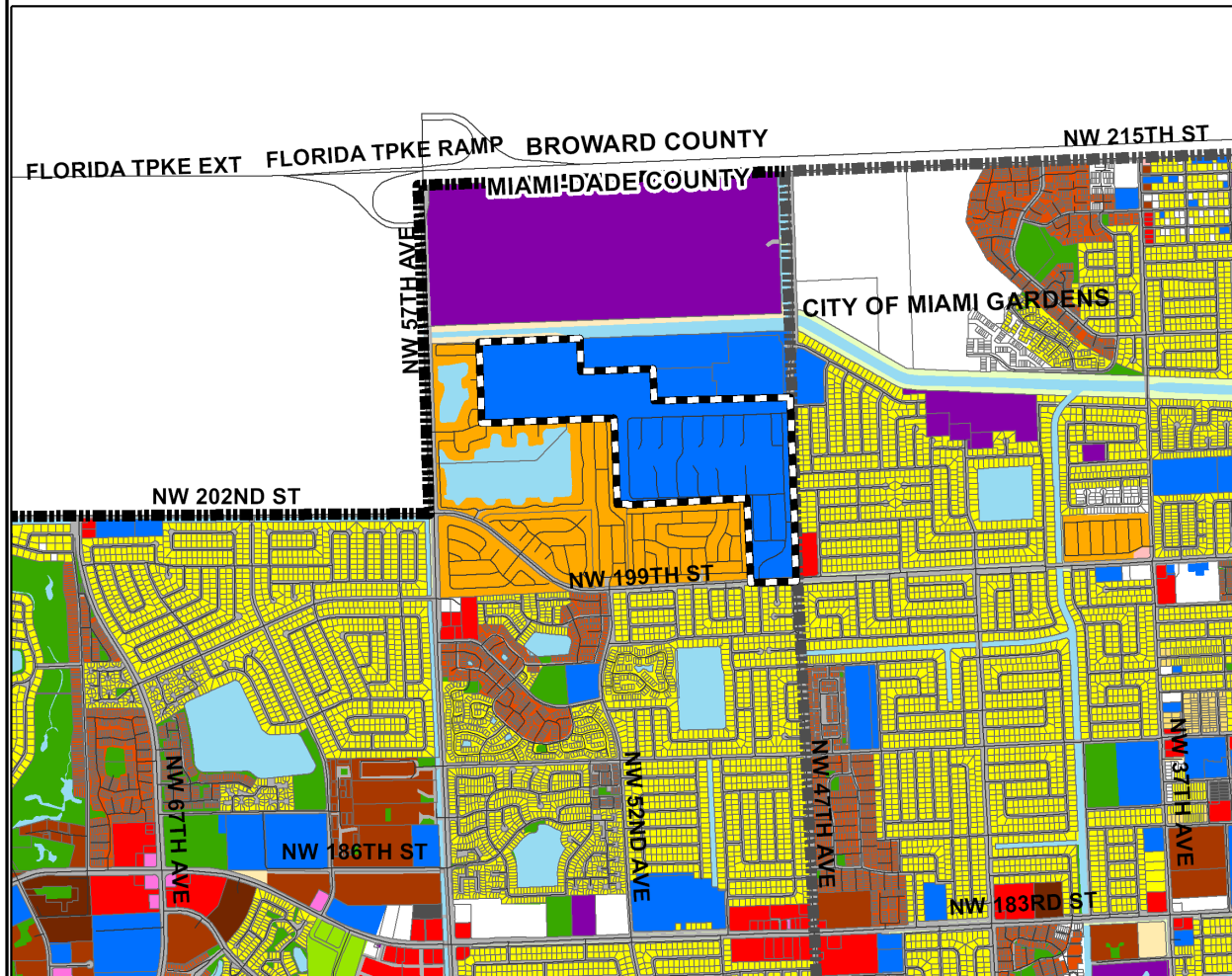
ZONING DISTRICTS

AU	AGRICULTURAL / RESIDENTIAL 5 ACRES GROSS
BU-1A	BUSINESS DISTRICTS, LIMITED
BU-2	BUSINESS DISTRICTS, SPECIAL
GU	INTERIM DISTRICT
IU-1	INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
RU-1	SINGLE-FAMILY RESIDENTIAL
RU-3M	MINIMUM APARTMENT HOUSE
RU-4L	LIMITED APARTMENT HOUSE DISTRICT
RU-TH	TOWNHOUSE

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2014



APPLICATION NO. 3 EXISTING LAND USE



APPLICATION AREA



COUNTY BOUNDARY



MUNICIPAL BOUNDARY

EXISTING LAND USE



SINGLE-FAMILY



MOBILE HOME PARKS



TOWNHOUSES



LOW-DENSITY MULTI-FAMILY



HIGH-DENSITY MULTI-FAMILY



COMMERCIAL, SHOPPING CENTERS



OFFICE



INSTITUTIONAL



COMMUNICATIONS, UTILITIES, TERMINALS



STREETS, ROADS, EXPRESSWAYS, RAMPS



STREETS, EXPRESSWAY



AGRICULTURE



PARKS, PRESERVES, CONSERVATION AREAS



VACANT PRIVATELY OWNED, UNPROTECTED

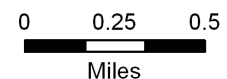


CANAL RIGHT-OF-WAY

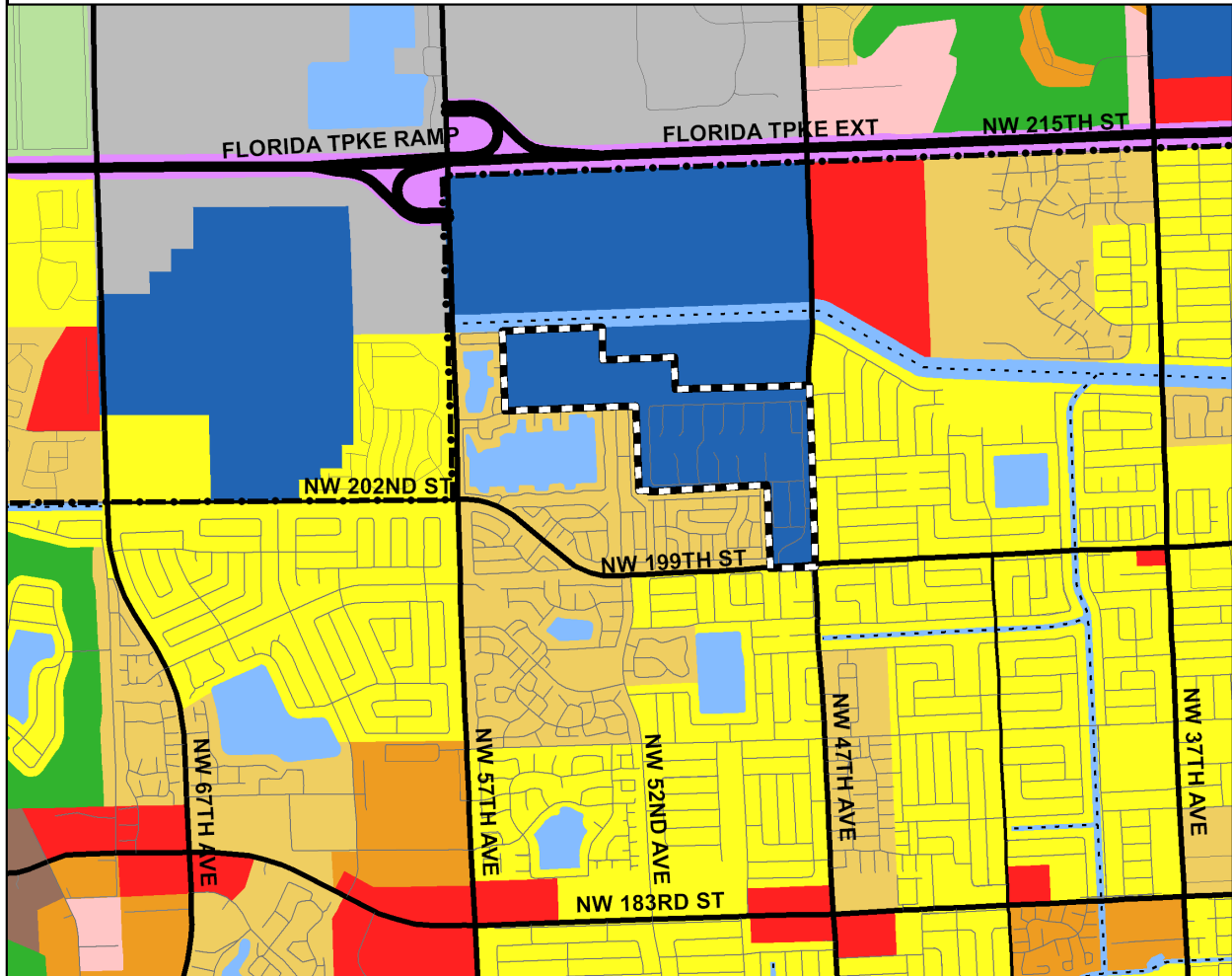


INLAND WATERS

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2014



APPLICATION NO. 3 CDMP LAND USE

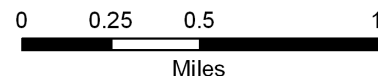


- APPLICATION AREA
- COUNTY BOUNDARY

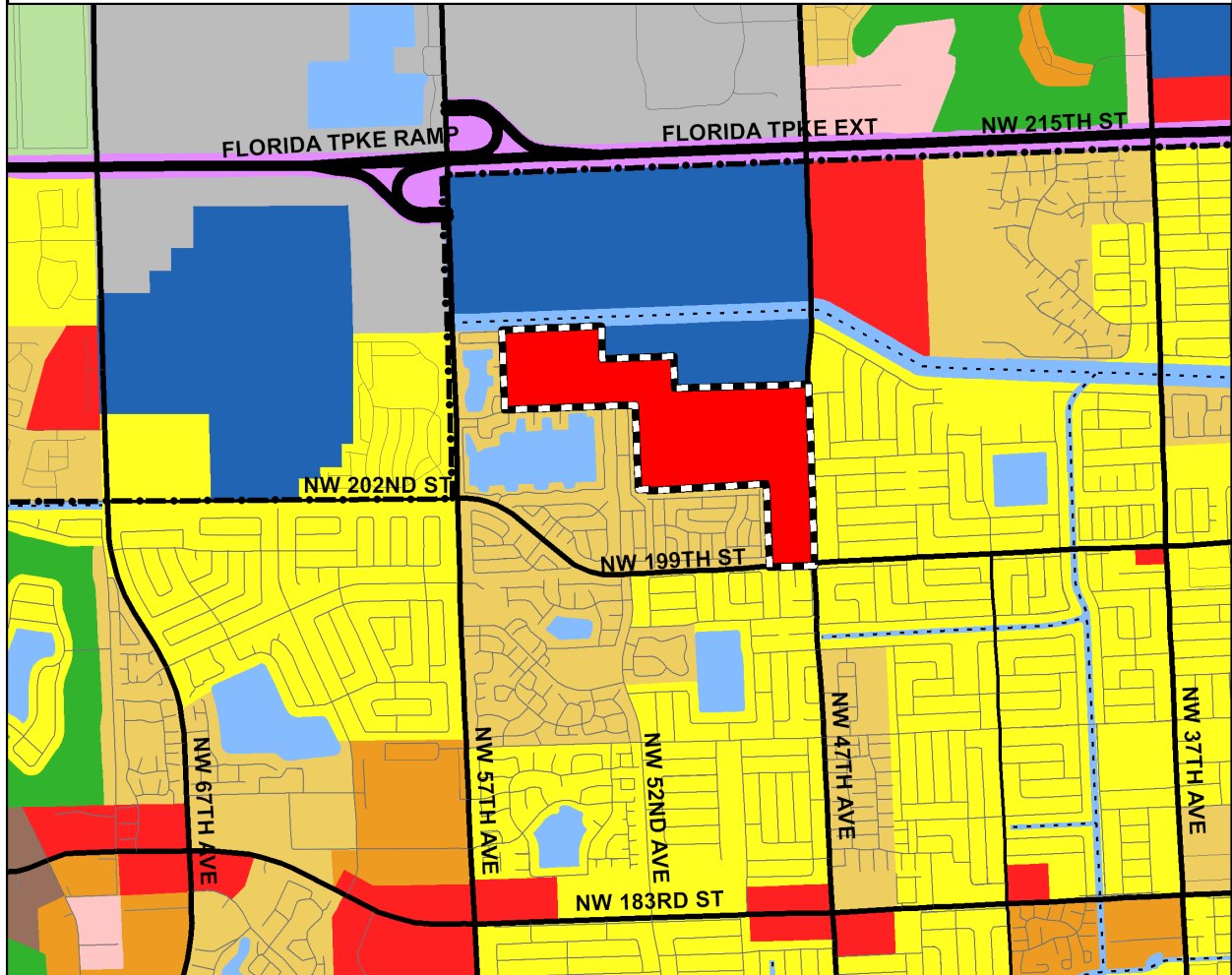
Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2014

CDMP LAND USE

- | | |
|---|---------------------------------------|
| ESTATE DENSITY (1-2.5 DU/AC) | TRANSPORTATION (ROW, RAIL, METRORAIL) |
| LOW DENSITY (2.5-6 DU/AC) | OFFICE/RESIDENTIAL |
| LOW-MEDIUM DENSITY (6-13 DU/AC) | PARKS AND RECREATION |
| MEDIUM DENSITY (13-25 DU/AC) | WATER |
| MEDIUM-HIGH DENSITY (25-60 DU/AC) | EXPRESSWAYS |
| INDUSTRIAL AND OFFICE | MAJOR ROADWAYS (3 OR MORE LANES) |
| BUSINESS AND OFFICE | MINOR ROADWAYS (2 LANES) |
| INSTITUTIONS, UTILITIES AND COMMUNICATION | CANAL |



APPLICATION NO. 3 PROPOSED CDMP LAND USE



APPLICATION AREA

COUNTY BOUNDARY

Source: Miami-Dade County
Department of Regulatory and Economic Resources
January 2014

CDMP LAND USE

ESTATE DENSITY (1-2.5 DU/AC)

LOW DENSITY (2.5-6 DU/AC)

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

MEDIUM DENSITY (13-25 DU/AC)

MEDIUM-HIGH DENSITY (25-60 DU/AC)

INDUSTRIAL AND OFFICE

BUSINESS AND OFFICE

INSTITUTIONS, UTILITIES AND COMMUNICATION

TRANSPORTATION (ROW, RAIL, METRORAIL)

OFFICE/RESIDENTIAL

PARKS AND RECREATION

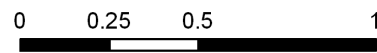
WATER

EXPRESSWAYS

MAJOR ROADWAYS (3 OR MORE LANES)

MINOR ROADWAYS (2 LANES)

CANAL



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STAFF ANALYSIS

Application Site

Background

The application site is a ±165.9 gross acre County owned property located at the northwest corner of NW 47 Avenue and NW 199 Street within the Carol City neighborhood in unincorporated Miami-Dade County. The subject property is just west of the City of Miami Gardens' western boundary along NW 47 Avenue and within approximately 700 feet of the boundaries of Broward County and the City of Miramar along NW 57 Avenue/Red Road (see Aerial Photo on page 3-7). The application site extends westward from NW 47 Avenue to NW 55 Court and south from the approximately 260 foot-wide easement of the Snake Creek Canal (C-9 East Canal) to NW 199 Street or Honey Hill Drive.

Miami-Dade County conveyed the application site (a.k.a., the Landmark property) on August 27, 1963 to the State of Florida's Board of Commissioners of State Institutions with a deed restriction limiting the use of the development of a Sunland Training Center. This site has a history of being used for institutional uses since at least 1965, when the first phase of the Sunland Training Center for the Miami area was constructed on the site. The application site was originally a large portion of the approximately 221-acre Sunland Training Center that was operated by the Florida Department of Health and Rehabilitative Services for developmentally disabled children. The name of the facility was changed later to Landmark Learning Center, which was closed down in June 2005. It should be noted that in 1990 the application site, also known as the Landmark Learning Center, was a significant employer in the area (Carol City neighborhood). According to the records of a 1990 zoning hearing (Resolution No. Z-236-90) for expanding a daycare facility on the site, the Landmark Learning Center had 875 employees in three shifts. The application site was conveyed back to the County on September 30, 2005. The Federal Emergency Management Agency (FEMA) operated the Landmark Learning Center as a disaster recovery center after Hurricane Wilma impacted the area in late October 2005. After the application site was conveyed in 2005 back to the County, additional efforts were made to plan for the future use of the property.

In September 2006 and January 2008 town hall meetings were held to hear from residents concerning development of the property. The result of these meetings was a conceptual plan and in May 2008, the Board of County Commissioners approved Resolution R-533-08 directing that an application to amend the Comprehensive Development Master Plan (CDMP) be filed to facilitate the development of Landmark property. The required CDMP amendment was filed in April 2008 to redesignate the property on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map to "Industrial and Office", "Business and Office" and "Low-Medium Density Residential" (6 to 13 dwelling units per gross acre). That application promoted a mix of uses for the site, but was eventually withdrawn due to impacts to public services and facilities, particularly roadway impacts (to NW 47 Avenue) that were not mitigated.

Existing Land Uses

Currently, the Honey Hill Fire Station, a Miami-Dade Fire Rescue Department's training facility, the Corrections Department and various tenant operations including His House Children's Home, Sandor Wiener School of Opportunity, Camp 33, North Dade Regional Academy, and Plant Place occupy the site. Residential cottages and various support facilities including a chapel, vocational workshop, laundry, medical facility, administration building, swimming pool, and ball field are located on the site. His House provides residential care for abused, neglected and drug exposed children in eleven cottages. The application site has extensive open space

and is entirely fenced. The property is underutilized as the ±165.9-acre application site contains 58 buildings/structures, excluding the fire station, of which only 23 are being utilized. Current estimates indicate that the total employment on the site is 150 (InfoUSA, February 2014).

Existing Zoning

The application site is currently zoned AU (Agricultural District), which allows agricultural uses and residential homes at a maximum density of one (1) single family home per five (5) gross acres, (see Zoning Map on page 3-8).

CDMP Land Use Designation

The application site is currently designated “Institutions, Utilities and Communications” on the LUP map (see CDMP Land Use map on page 3-10). Uses that may be allowed in this land use category include the full range of institutions, communications and utilities, offices, and internally integrated business areas smaller than 5 acres in size or up to 10 percent of the total floor area of an institutional, public facility or office use. If the owner of land designated as “Institutions, Utilities and Communications” chooses to develop the land for a different use and no public agency intends to use the site for a public facility, the land may be developed for a use or a density comparable to and compatible with surrounding development providing that such development is consistent with the goals, objectives and policies of the CDMP. The application site is adjacent to land on the east and south designated as “Low-Medium Density Residential Communities” (6 to 13 dwelling units per gross acre). Thus, the application site could be developed at a density of 6 to 13 dwelling units per gross acre under the current designation.

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. The subject property has been zoned AU (agricultural) since 1938. In 1985 Board of County Commissioners adopted Resolution No. Z-38-85 that approved an unusual use and a non-use variance of private school requirements for the Landmark Learning Center Day Care Center. The facility was to serve the Landmark Learning Center and the children of the 875 employees of the South Florida State Hospitals. The Board of County Commissioners approved in 1990 Resolution No. Z-236-90, which expanded the number of children permitted in the day care center and after-school care facility on the site from 50 to 75 children.

Adjacent Land Use and Zoning

Existing Land Uses

The property immediately north of the application site is a ±54.8-acre state-owned property that is partly developed, the eastern portion of the property along NW 47 Avenue, with a warehouse that houses Al-Dan Trading and Daniel Club Wholesale operations, and the Bay Point North Schools. This school is a facility of the Florida Department of Juvenile Justice that provides rehabilitation and treatment for youth classified as moderate risk to public safety. Further north beyond the Snake Creek Canal is the 268-acre North Dade Landfill. To the west and south, there are two mobile home parks in good condition, namely Royal Country with 864 licensed units on 174.17 acres and Honey Hill with 438 licensed units on 48.28 acres. Further west beyond NW 57 Avenue is a mobile home park within the City of Miramar further south beyond NW 199 Street are single-family homes, built largely in the early 1970's, in the Miami Gardens Manor Subdivision. The properties to the east beyond NW 47 Avenue are within the City of Miami Gardens

Northeast of the site and north of the Snake Creek Canal is an approximately 85-acre vacant property. A residential area is to the east and southeast of the subject property and generally

consists of detached single-family homes that were built in the 1970's and 1980's in the Carol City Gardens, Starlight and Inez Gardens subdivisions. Also in this area are the Skyway Elementary School at the intersection of NW 47 Avenue and NW 207 Drive, and an approximately 4-acre strip shopping center on the northeast corner of NW 199 Street and NW 47 Avenue. This shopping center contains such establishments as Central Supermarket, Dollar Plus and a Goodyear store.

Zoning

The abutting state owned property is zoned IU-1 on the portion developed with the warehouse and AU on the remainder of the property. The portion of the state-owned property developed with the warehouse was originally a resource recovery facility that was rezoned in 2000 from AU to IU-1 (Light Industrial) and limited by a declaration of restrictions to a warehouse and shipping distribution center. The site of the North Dade Landfill is zoned GU (Interim Use) and AU (Agricultural). The two mobile homes parks adjacent to the west and south of the application site are zoned RU-1 (Single-family Residential on 7,500 sq. ft. lots) and AU (Agriculture). The single-family homes in the Miami Gardens Manor Subdivision further to the south beyond NW 199 Street are also zoned RU-1. The areas east of the application site beyond NW 47 Avenue are within the City of Miami Gardens and are zoned I-1 (Special Industrial) north of the Snake Creek Canal, GP (Government Property) on the Skyway Elementary School site, NC (Neighborhood Commercial) on the strip shopping center at the intersection of NW 199 Street and NW 47 Avenue, and R-1 (Single Family) on the residential properties.

Land Use Plan Map Designations

The County's LUP map designates the land with the mobile homes as "Low-Medium Density Residential" (6 to 13 dwelling units per gross acre) and the area south of Honey Hill Drive as "Low Density Residential" (2.5 to 6 dwelling units per gross acre) and "Low-Medium Density Residential". The North Dade Landfill and the state-owned and the abutting state owned property as "Institutions, Utilities and Communications". The Future Land Use Plan Map of the City of Miami Gardens has broad future land use categories. The northeastern area is designated as "Commerce", which is defined in the City's comprehensive plan as mixed-use, primarily commercial-industrial areas with residential development at medium to high densities. The area along the Snake Creek Canal right-of-way is designated by the City as "Preservation", and the area south of the canal (including the residences and strip shopping center) is designated as "Neighborhood", primarily low to medium density residential with small-scale neighborhood commercial.

Supply and Demand

The application site is located in Minor Statistical Area (MSA) 2.3, but based on the size of the application an Analysis Area (MSAs 2.2, 2.3, 2.4 and 3.1) that includes several adjacent MSAs was utilized in analyzing the application. The application is analyzed for the impacts it could generate on the supply of commercial and residential land within the Analysis Area as presented below.

Commercial Land Analysis

The Analysis Area for Application 1 (MSAs 2.2, 2.3, 2.4, and 3.1) contained 1,953.2 acres of in-use commercial uses in 2014 and an additional 346.8 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2014-2030- period is 16.76 acres per year. At the projected rate of absorption, reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned land beyond the year 2030 (see Projected Absorption of Land for Commercial Uses table below). It should be noted that the

study area also contains approximately 70.9 acres zoned for mixed use development that could be utilized for commercial uses and would extend the depletion of commercial land further beyond the year 2030. Approval of the application would add approximately 9 years to the supply of commercial land within the Analysis Area, and specifically within MSA 2.3.

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

Analysis Area	Vacant Commercial Land 2014 (Acres)	Commercial Acres in Use 2014	Annual Absorption Rate 2014-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
2.2	21.0	248.60	.74	2030+	4.7	4.4
2.3	58.5	300.30	0.93	2030+	4.1	3.8
2.4	29.1	466.30	0.59	2030+	6.0	6.7
3.1	238.2	938.00	14.50	2030+	4.9	4.7
Total	346.8	1,953.2	16.76	2030+	4.9	4.7

Source: Miami-Dade County, Department Regulatory and Economic Resources, Planning Division, Research Section, February 2014.

Residential Land Analysis

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Areas 2.2, 2.3, 2.4, and 3.1) in 2014 was estimated to have a capacity for about 10,789 dwelling units, with about 63 percent of these units intended as single family. The annual average residential demand in this Analysis Area is projected to increase from 642 units per year in the 2014-2015 period to 990 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2026 and for multi-family by 2025 (see table below).

**Residential Land Supply/Demand Analysis
2014 to 2030: (MSAs 2.2, 2.3, 2.4, & 3.1)**

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 2014	6,761	4,028	10,789
DEMAND 2011-2010	396	246	642
CAPACITY IN 2015	5,969	3,536	9,505
DEMAND 2015-2020	522	343	865
CAPACITY IN 2020	3,359	1,821	5,180
DEMAND 2020-2025	550	359	909
CAPACITY IN 2025	609	26	635
DEMAND 2025-2030	602	388	990
CAPACITY IN 2030	0	0	0
DEPLETION YEAR	2026	2025	2025

Residential capacity is expressed in terms of housing units.

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

Source: Miami-Dade Department of Regulatory and Economic Enhancements, Planning Division, Planning Research Section, February 2014.

The supply of residential land for both single-family and multi-family units is projected to be depleted in 2025. As it relates to this application site, the Business and Office land use category

designation allows residential uses under certain conditions. The maximum number of residential units that could be built would be 4, 147 multifamily units. This could equate to approximately a 6 year capacity of residential land supply with a depletion year of 2031. However, it is not envisioned that the subject property would be developed into a single purpose residential use, but rather be utilized for economic development with commercial and/or mixed uses.

Environmental Conditions

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

Flood Protection

Federal Flood Zone	AE-7
Stormwater Management Permit	Surface water management standard permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	6.5 feet

Biological Conditions

Wetlands Permit Required	May be required
Native Wetland Communities	Might Contain
Specimen Trees	Might Contain
Endangered Species Habitat	No
Natural Forest Community	No

Other Considerations

Within Wellfield Protection Area	No
Hazardous Waste	No
Contaminated Site	No

Pollution Remediation

There are no records of current contamination assessment/remediation issues on the subject site. There is one record of a current contaminated site directly abutting the subject site (folio 30 1131 001 0020) under DERM file SW-1057/Al Dan. There is documentation that solid waste material from the Al Dan site has encroached upon the northeast portion of the subject site. Still, Al Dan, as the responsible party, is required to remove and remediate the solid waste, both on-site and off-site. The solid waste contaminated site is currently conducting assessment and remediation. Any development on the subject site shall require prior review and approval from the Environmental Assessment Section of DERM.

Drainage, Flood Protection and Stormwater Management

A DERM Class II permit may be required for the installation, modification, or connection to a drainage outfall into the existing canal. This permit is required prior to obtaining building permits.

The property is located in flood zone AE, where the Base Flood Elevation is 7 feet NGVD as determined by FEMA. Any new development has to comply with the requirements of Chapter 11C of the Code for flood protection. Flood protection is available through the C-9 Canal (Snake Creek Canal). The site shall be filled to a minimum elevation of 6.5 feet, NGVD (County Flood

Criteria). For construction of habitable structures 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 commercial.
- County Flood Criteria 6.5 feet NGVD, plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- The Base Flood Elevation for this area (taken from the Flood Insurance Rate Maps (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.

Wetlands

Although the subject property is not located within a designated wetlands basin, portions of the site may contain wetlands as defined by Section 24-5 of the Code. Therefore, it is recommended that an appropriate site survey be conducted in order to determine the presence and extent of any wetlands on this site prior to a development order. Please be advised that should wetlands resources be present on the property, a Class IV Wetlands Permit will be required prior to any work.

Tree Preservation

The subject property may contain specimen-sized trees (trunk diameter 18 inches or greater). Section 24-49.2(II) of the Code requires that specimen-sized trees be preserved whenever reasonably possible. A Miami-Dade County tree removal/relocation permit must be obtained prior to the removal and/or relocation of any trees that are subject to the tree preservation and protection provisions of the Code. Said permit shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code.

Also, the property contains prohibited trees and other vegetation as defined in Section 24-49.9 of the Code. Per Section 24-49 of the Code, all prohibited trees are exempt from permitting and these trees and all other prohibited vegetation must be removed from site prior to development or redevelopment, and their sale, propagation, planting, importation or transportation is prohibited. Pursuant to Section 24-49.9 of the Code, developed sites shall be maintained to prevent the growth or accumulation of prohibited species including grass, weeds and non-native undergrowth.

Water and Sewer

Water Supply

The water supply for this application will be provided by the Hialeah-Preston Water Treatment Plant. At the present time, there is adequate treatment and water supply capacity for this

application. The plant is presently producing water that meets Federal, State and County drinking water standards.

Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of Hialeah, Preston and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards. The regional water treatment system has a rated design capacity of 439.74 million gallons per day (MGD). The regional water treatment system shall operate no less than two percent, which is equivalent to 430.95 MGD. The total available water treatment plant capacity, 108 MGD, is calculated using the available plant capacity (430.95 MGD), subtracting the average of the actual water treated (304.15 MGD) and subtracting the water that is reserved through development orders (18.8 MGD, water that will be needed in the future). Pursuant to the CDMP, the water treatment plants can produce an additional 108 MGD, which is equivalent to 25% capacity remaining in the water treatment plants.

As noted in the "Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario" table below, the maximum water demand for Office (Scenario 1) development under the current CDMP Land Use designation is estimated at 177,180 gallons per day (gpd). The maximum water demand for Business (Scenario 1) or Residential (Scenario 2) development under the Requested CDMP Land Use designations, are estimated at 283,488 gpd and 622,050 gpd respectively. This represents an increase of up to 444,870 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	Office	3,543,606 sq. ft.	5 gpd/100 sq. ft.	177,180 gpd
Requested CDMP Designation				
1	Business	2,834,884 sq. ft. retail	10 gpd/100 sq. ft.	283,488 gpd
2	Residential	4,147 apartments	150 gpd	622,050 gpd

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; January 2014

Water System Connectivity

There is an existing 16-inch water main along NW 47th Avenue, a 12-inch water main north of theoretical NW 204th Street east of NW 52nd Avenue, an 8-inch water main on NW 204th Street west of NW 52nd Avenue, and an 8-inch water main on NW 55th Court. Future development within this application area will be addressed on a one-to-one basis and water main extensions may be required. There is one planned project in close proximity to this

application site. North of the application area, bounded by the Snake Creek Canal to the south, there is a MDWASD Agreement No. 20592 for the proposed North Dade Landfill – Gas to Energy Facility.

Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. The regional wastewater treatment system has a design capacity of 375.5 million gallons per day (MGD). The regional wastewater treatment system shall operate no less than two percent, which is equivalent to 368 MGD. The total available wastewater treatment plant capacity (23.16 MGD), is calculated subtracting the actual wastewater treated (312.59 MGD) and subtracting the wastewater that is reserved through development orders (32.24 MGD, wastewater that will need to be treated in the future). The sum of the 12-month average and all reserved flows (344.83 MGD) represents 93.71% of the regional system design capacity. Pursuant to the CDMP, the regional wastewater treatment system can treat an additional 23.16 MGD of wastewater which is equivalent to 6.29% capacity remaining in the wastewater treatment plants.

Sewer System Connectivity

There is no sanitary sewer infrastructure within the application area. The closest point of connection is an 8-inch force main at NW 57th Avenue and Honey Hill Drive. There is also an 8-inch sanitary sewer gravity system along NW 47th Avenue, south of NW 206th Terrace that may be available for connection provided there is sufficient depth. Future development within the application area will be addressed on a one-to-one basis. Public pump stations will be required, as well as extensions of sanitary sewer gravity lines and force mains. The WASD 8-in force main directs the sewage flow to pump stations 30-0416, 30-0300 or 30-1310, then to North District Wastewater Treatment Plant; the WASD 8-inch gravity main directs the sewage flow to pump station 30-0364, then to pump station 30-0415, then to pump station 30-0300 or 30-1310 and finally to the North District Wastewater Treatment Plant.

The aforementioned sanitary sewer pump stations as well as the North District Wastewater Treatment Plant are owned and operated by MDWASD; in addition, they are currently working within the mandated criteria set forth in the New Consent Decree Case No. 1:12-cv-24400-FAM, effective December 6, 2013. Currently, there is average wastewater treatment capacity at the North District Wastewater Treatment Plant for this application consistent with Policy WS-2A(2) of the CDMP. Please note that at the time of development, a capacity modeling evaluation may be required for all proposed development within the application area.

Solid Waste

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

The application site is located inside the PWWM Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and eight municipalities. It should be noted that the application site is located adjacent to the County's North Dade Landfill (Landfill is ±500 feet north of the site) and facility operations may impact property occupants.

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 PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2012-2013, the PWWM is in compliance with the adopted LOS standard.

Application Impacts

Application No. 3 requests to redesignate the ±165.9-acre subject property from "Institutions Utilities and Communications" to "Business and Office" on the CDMP Adopted 2020 and 2030 Adopted Land Use Plan map. The "Business and Office" designation will most likely result in a commercial development. Per Chapter 15 of the County Code, the PWWM does not actively compete for non-residential waste collection service; therefore waste collection services may be provided by a private waste hauler. The PWWM has determined that the requested amendment will have no impact or any associated costs to the County; therefore, the PWWM has no objections to the proposed amendment.

Due to the close proximity of the application site to the North Dade Landfill, residential uses within the northern portion of on the site may not be compatible with the landfill. The CDMP Land Use Element Policy LU-4B states "Uses designated on the Land Use Plan (LUP) map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses." This concept is also embodied in Policy SW-1C of the Solid Waste Subelement which states that "Miami-Dade County shall use all practical means to assure that land in the vicinity of solid waste disposal facilities is developed for a use that is compatible with the operations of said facilities. The County shall discourage changes to the Land Use Plan Map or land development regulations, which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses within the northern portion of the application site may not be compatible with the North Dade Landfill where spillovers, particularly noise and odor, can reasonably be expected. Therefore, consideration of residential uses on the northern portion of the property must adequately and appropriately address compatibility with the North Dade Landfill in order to be approved.

Parks

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

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-1 has a surplus capacity of 167.46 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 all the parks within a 3-mile radius of the application site; nine parks (indicated in table below) are smaller than the required five-acre park. Acadia Park is the closest local park to the application site, approximately 0.2 miles from the site.

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

Park Name	Classification	Acreage
Country Club of Miami South Park	Community Park	88.29
Lake Stevens Park	Neighborhood Park	11.75
North Pointe Community Center	Community Park	5.58
Country Village Park	Community Park	16.74
Country Club of Miami Tot Lot	Mini-Park	0.30
Country Lake Park	Community Park	19.20
Acadia Park	Neighborhood Park	5.99
North Glade Park	Community Park	3.98
Spanish Lake Park	Neighborhood Park	6.37
Norman & Jean Reach Park	Community Park	19.28

Source: Miami-Dade County Parks, Recreation and Open Space Department, January 2014

Application Impacts

The potential development under the proposed land use designation includes commercial and/or residential development. Under the residential development scenario, an estimated 4,147 multi-family-family dwelling units could be developed on the property with an estimated population of 11,611. The concurrency analysis for this scenario results in an impact of 32 acres based on the minimum Level of Service standard for the provision of local recreation open space. This impact would be accommodated by the 167.46 acres of surplus parkland within Park Benefit District 1. If on the other hand the application site were to be developed with non-residential uses, then there would be no increase in population and therefore no impact to the local recreation open space.

Fire and Rescue Service

Miami-Dade County Fire Rescue Station 51, Honey Hill, at 4775 NW 199th Street, is located on the southern corner of the application site. This station is equipped with an Advanced Life Support (ALS) Engine and a Rescue unit, and is continuously staffed with seven firefighters/paramedics. Currently, there are no additional planned fire station facilities near the application site.

According to 2007 Miami-Dade County Fire Rescue Department (MDFR) data, average travel time to incidents in the vicinity of the application site is approximately 5 minutes and 50 seconds for life threatening emergencies and 4 minutes and 27 seconds for structure fires. These average travel times are within an acceptable range for response times according to the National Fire Prevention Code.

The current CDMP designation allows a potential development that will generate a total of 794 annual alarms. Under the requested CDMP designation, potential development is anticipated to generate a total of 712 annual alarms. According to MDFR, this will result in a severe impact to existing fire rescue services. Under MDFR's evaluation system, 1 to 30 annual alarms would have minimal impact to Fire and Rescue services, 31 to 69 annual alarms would have a moderate impact, and 70+ annual alarms would have a severe impact.

A severe impact rating does not mean that Fire-Rescue cannot meet the demands with current staffing or equipment levels, it is only an indication of the average quantity of alarms expected from an application when built. If Fire-Rescue needs additional personnel or equipment to ensure level of service standards for fire protection are met, then that will be specifically mentioned in the analysis.

The required fire flows for the proposed CDMP designation for Industrial and Business uses are 3,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual on the system. Also, the required fire flows for Office and Low-Medium Density Residential are 1,500 gpm. Additionally, each fire hydrant shall deliver no less than 750 gpm. Fire flows in this area must meet the required pressures; however, testing of the water lines that will service this site will be performed at the development stage.

Public Schools

Level of Service Standard

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

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries.

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

Application Impact

It is anticipated that the County-owned application site will be utilized for an economic development project to include commercial and/or mixed uses. However, if the application is

approved, residential uses would be allowed on the subject property. While it is unlikely the property would be developed in its entirety with residential uses, such residential development (maximum of 4,147 multi-family units) would increase the student population of the schools serving the application site by an additional 2,068 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 2,068 students, 1,130 would attend elementary schools, 487 would attend middle schools and 451 would attend senior high schools. The students would be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” and the “Adjacent Concurrency Service Area Schools” as indicated in the table below. At this time, the senior high school level and the Middle school level have sufficient capacity available to serve the application; while the elementary school level does not meet school concurrency (there is a shortfall of 401 elementary school seats). However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. Given that the site is identified for economic development it is anticipated that impacts to schools, if any, that would be generated by development on the site would be significantly less than the impacts analyzed.

Concurrency Service Area (CSA) Schools					
Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Skyway Elementary	230	1130	230	No	Current CSA
Lake Stevens Middle	228	487	228	No	Current CSA
Miami Carol City Senior	936	451	451	Yes	Current CSA
Adjacent Concurrency Service Area Schools					
Charles David Wyche Jr. Elementary	225	900	225	No	Adjacent CSA/5Yr Plan
Miami Gardens Elementary	144	675	144	No	Adjacent CSA/5Yr Plan
Barbara Hawkins Elementary	130	531	130	No	Adjacent CSA/5Yr Plan
Carol City Middle	564	259	259	Yes	Adjacent CSA
Source: Miami-Dade County Public Schools, January 2014. Miami-Dade County Department of Regulatory and Economic Resources, 2014.					

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 application for a comprehensive plan land use amendment. 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 CDMP Educational Element Policy EDU-2C describe a proportionate share mitigation process that would be utilized to mitigate the impacts that would be generated by the proposed development.

Aviation

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

Transit

Existing Service

The closest Miami-Dade Transit Metrobus routes to the application site and surrounding area are Routes 32 and 99. The service frequencies (headways) of these routes are shown in the "Metrobus Route Service Summary" table below.

Metrobus Route Service Summary

Route	Service Headways (in minutes)						Proximity to Bus Stop (miles)	Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8 pm)	Overnight	Saturday	Sunday			
32	(24)/(24)	30	30	n/a	40	60	0	0	L
99	(30)/(60)	(24)/(60)	(45)/(60)	n/a	40	40	0	0	L

Source: 2013 Transit Development Plan, Miami-Dade Transit (November Line Up)

Notes: 'L' means Metrobus local route service

Future Conditions

The 2023 Recommended Service Plan within the 2013 Transit Development Plan does not identify any improvements to existing transit service or any new Metrobus routes being implemented in the immediate vicinity of the application site for the next ten years.

There is no major transit project planned within the vicinity of this application site.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zone (TAZ) where the application site is located. The application site is located in TAZ 49 and, if granted, the anticipated transit impact would be handled by the existing transit services in the area.

Roadways

CDMP Amendment Transportation Analysis

The Department of Regulatory and Economic Resources in cooperation with the Department of Public Works and Waste Management and the Metropolitan Planning Organization performed a short-term (Concurrency) and a long-term (Year 2035) traffic impact analyses, respectively, to assess the impact that the CDMP amendment application would have on the roadways adjacent to the application site and on the surrounding roadway network. The analyses were based on the maximum potential development that could occur under the current and requested CDMP land use designations.

The Transportation Analysis examines the adequacy of the existing and future transportation infrastructure to handle the impacts resulting from the proposed land use change to the CDMP. The transportation analysis incorporates the following:

- Transportation improvements from the adopted 2014 Transportation Improvement Program (TIP) for the short-term analysis;
- Planned transportation improvements from the adopted 2035 Long Range Transportation Plan (LRTP) for the long-term analysis;
- Trips reserved for approved development not yet built; and

- Existing and planned transit service in the study area.

A copy of the complete Transportation Analysis report is provided in Appendix C of this report.

Traffic Count Data

Traffic counts for State and County roadways were obtained from the Florida Department of Transportation (Year 2012) and Miami-Dade County Public Works and Waste Management Department (Year 2013), respectively.

Study Area

The Study Area (impact area) analyzed is bound by Hollywood Boulevard (SR 820) on the north; the Florida Turnpike (SR 91) and Interstate 95 (I-95) on the east; NW 135 Street (SR 916) on the south; and Interstate 75 (I-75) on the west.

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

Existing Conditions in Miami-Dade County

Currently, traffic conditions on most of the roadway network within the three-mile radius of the application site are acceptable, operating at or not exceeding the adopted LOS standards during the PM peak period.

In Miami-Dade County two roadway segments, NW 47 Avenue between NW 199 Street and NW 183 Street and NW 67 Avenue between NW 170 Street and NW 167 Avenue are operating at LOS F and LOS E+38%, exceeding their adopted LOS D and LOS E+20% standards, respectively. It should be pointed out that NW 47 Avenue between NW 199 Street and NW 183 Street –currently a two lane facility– is programmed for improvement (widening from two to four lanes) in the near future (FY 2017/2018). NW 67 Avenue between NW 170 Street and NW 167 Street is currently a six-lane arterial and there are no plans to improve this segment. All other arterials within the Study Area that are currently monitored show acceptable PM peak period LOS conditions.

In Broward County, current traffic conditions on the roadways within the study area, north of the application site, are acceptable. Most of roadways currently monitored are not exceeding their adopted LOS standards during the PM peak hour, except Interstate 95 (I-95) between the Miami-Dade/Broward County Line and north of the Hollywood Boulevard. Those segments of I-95 are currently exceeding their adopted LOS E standards with v/c ratios ranging from 1.37 (north of the County line) to 1.54 (north of Hollywood Boulevard). All other major arterials within the study area show acceptable PM peak period LOS conditions.

Proposed Development Program

Two potential development scenarios were analyzed under the current “Institutions, Utilities and Communications” land use designation. Scenario 1 assumes the application site developed with government offices (3,516,418 sq. ft. of office space), and Scenario 2 assumes the application site developed with residential use at a density of 13 dwelling units per gross acre (2,156 single-family attached dwelling units). Under the requested “Business and Office” land use designation, the application site is assumed to be developed also with two development scenarios. Scenario 1 assumes the application site developed with 2,834,606 sq. ft. of retail space, and Scenario 2 assumes the application site developed with residential use at a density

of 25 dwelling units per gross acre (4,147 apartments). The current and requested CDMP land use designations may also allow residential development.

The number of PM peak hour trips estimated to be generated by the potential development scenarios under the current and requested CDMP land use designations are presented in Estimated PM Peak Hour Trip Generation table below. Scenario 1 is projected to generate approximately 4,288 PM peak hour trips and 5,096 PM peak hour trips under the current and requested CDMP land use designations, respectively. Under this scenario, the requested land use designation would generate 808 more PM peak hour trips than the current land use designation. Scenario 2 is projected to generate approximately 1,121 PM peak hour trips and 2,571 PM peak hour trips under the current and requested CDMP land use designations, respectively. Under this scenario, the requested land use designation would generate approximately 1,450 more PM peak hour trips than the current CDMP land use designation.

Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Use Designations Development Scenarios			
Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	Institutions, Utilities, & Communications (162.37 net acres – Offices 0.50 FAR = 3,536,418 sq. ft.) 4,288 PM Peak Hour Trips	Business and Office (162.37 net acres – Retail 0.40 FAR = 2,834,606 SF) 5,096 PM Peak Hour Trips ¹	+ 808
Scenario 2	Institutions, Utilities, & Communications (165.90 gross acres – Residential at 13 DU/Ac.: 2,156 Single-family attached units) ⁴ 1,121 PM Peak Hour Trips	Business and Office (165.90 gross acres – Residential at 25 DU/Ac.: 4,147 Apartments) 2,571 PM Peak Hour Trips	+ 1,450

Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008; Miami-Dade County Department of Regulatory and Economic Resources, February 2014.

Notes: Scenario 1 assumes the application site developed with government office use under "Institutions, Utilities and Communications" land use designation, and with commercial (retail) uses under the requested "Business and Office" land use designation.

Scenario 2 assumes the application site developed with residential uses (2,156 single-family detached dwelling units) under the "Institutions, Utilities and Communications" land use designation, and 4,147 multifamily dwelling units under the requested "Business and Office" land use designation). This development scenario assumes the application site developed with residential use at a density to 13 DUs/net acres under the current CDMP land use designation and at density of 25 DUs/net acre under the requested CDMP land use designation.

¹ Trips adjusted to consider pass-by trips.

Short-term Traffic Impact Analysis

An evaluation of PM peak-period traffic impact analysis (Concurrency Analysis) was performed by Miami-Dade County Department of Regulatory and Economic Resources (RER) with the assistance from Public Works and Waste Management Department (PWWMD). The traffic concurrency analysis consider reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the adopted 2014 Transportation Improvement Program (TIP), and the application's traffic impact. The 2015 TIP currently under development proposes the widening of NW 47 Avenue between the Broward County Line and NW 183 Street from two to four lanes in FY 2017/2018. Therefore, the concurrency analysis considers this roadway capacity improvement. This traffic impact analysis shows that the two adjacent roadways to the application site, NW 47 Avenue and NW 199

Street, will operate at acceptable levels of service with the application's impacts. See Table 3-2 below.

Future Traffic Conditions

The future traffic conditions (Year 2035) analysis shows that numerous roadway segments adjacent to the application area and throughout the study area are projected to operate at or exceeding their adopted LOS standards without the application's traffic impact. The trips that will be generated by the application will further impact some of those failing roadways. Nineteen roadways segments are projected to exceed the adopted LOS standards in Miami-Dade County. Those roadway segments are along the following corridors:

- NW 67 Avenue between NW 202 Street and NW 186 Street and from NW 154 Street to NW 138 Street;
- NW 57 Avenue between NW 215 Street and NW 199 Street, from NW 199 Street to NW 183 Street and between NW 183 Street and SR 826;
- NW 37 Avenue between NW 215 Street and NW 199 Street, from NW 199 Street to NW 183 Street and between NW 183 Street and SR 826;
- NW 202 Street between NW 67 Avenue and NW 57 Avenue;
- NW 199 Street between NW 57 Avenue and NW 47 Avenue, from NW 47 Avenue to NW 37 Avenue, between NW 37 Avenue and NW 27 Avenue, and from NW 27 Avenue to the Florida Turnpike;
- NW 186 Street between I-75 and NW 87 Avenue;
- NW 154 Street between NW 87 Avenue and SR 826 and from SR 826 to NW 67 Avenue; and
- NW 138 Street between NW 92 Avenue and NW 87 Avenue, from NW 87 to SR 826, and from SR 826 to NW 67 Avenue.

The Traffic Impact Analysis table below lists the roadway segments exceeding the adopted LOS standard by 2035.

Traffic Impact Analysis on Roadways Serving the Amendment Application Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)
Potential Development Scenarios Under the Requested "Business and Office" Land Use Designation and Existing and Future Roadway Conditions

Sta. Num.	Roadway	Location/Link	Num. Lanes (1)	Adopted LOS Std. (2)	Roadway Capacity (3).	Peak Period Vol. (4)	Existing LOS	Approved D.Os Trips (5)	Conc. LOS w/o Amend.	Amendment PM Peak Hour Trips	Total Trips With Amend. (6).	Conc. LOS with Amend.
Scenario 1: Commercial Use: 0.40 FAR = 2,834,606 sq. ft. of retail space												
2515	SR 823/NW 57 Ave.	NW 215 St. to NW 202/199 St.	6 DV	E	5,390	3,203	C	0	C	338	3,541	C (2017)
2514	SR 823/NW 57 Ave.	NW 199 St. to NW 183 St.	6 DV	E	5,390	2,321	C	3	C	1,511	3,835	C (2017)
0032	SR 823/NW 47 Ave.	NW 215 St. to NW 199 St.	4 DV*	E	3,580	1,310	C	0	C	830	2,140	C (2018)
0632	SR 847/NW 47 Ave.	NW 199 St. to NW 183 St.	4 DV*	E	3,580	1,794	C	0	C	955	2,749	C (2018)
9562	NW 202 Street	NW 67 Ave. to NW 57 Ave.	2 UD	D	1,440	888	B	0	B	232	1,120	C (2017)
9560	NW 199 Street	NW 57 Ave. to NW 37 Ave.	4 DV	D	3,222	1,918	D	0	D	1,229	3,147	D (2017)
Scenario 2: Residential Use: 23 DUs/Acre = 4,147 Apartments												
2515	NW 57 Avenue	NW 215 Street to NW 201/199 St.	6 DV	E	5,390	3203	C	0	C	171	3,374	C (2017)
2514	NW 57 Avenue	NW 199 Street to NW 183 Street	6 DV	E	5,390	2321	C	3	C	763	3,087	C (2017)
0032	NW 47 Avenue	NW 215 Street to NW 199 Street	4 DV*	E	3,580	1,310	C	0	C	419	1,729	C (2018)
0632	NW 47 Avenue	NW 199 Street to NW 183 Street	4 DV*	E	3,580	1,794	C	0	C	482	2,276	C (2018)
9562	NW 202 Street	NW 67 Avenue to NW 57 Avenue	2 UD	D	1,440	888	B	0	B	117	1,005	B (2017)
9560	NW 199 Street	NW 57 Avenue to NW 37 Avenue	4 DV	D	3,222	1,918	D	0	D	619	2,537	D (2017)

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, February 2014; Florida Department of Transportation's 2012 traffic counts; Miami-Dade County Department of Public Works and Waste Management's 2013 traffic counts.

Notes: (1) Existing number of lanes both directions; DV = divided by median or center lane; UD = undivided.

(2) LOS Standard is the minimum acceptable peak-period LOS for all State and County roads adopted in Policy TC-1B of the Traffic Circulation Subelement of the Comprehensive Development Master Plan.

(3) Roadway Capacity is the maximum service volume based on the County's adopted LOS standard for the roadway segment: D (90% of the roadway capacity) between the Urban Infill Area (UIA) and the Urban Development Boundary (UDB); E (100% capacity of the roadway) on State Urban Minor Arterials (SUMA) between the UIA and UDB (Traffic Circulation Subelement Policy TC-1B). Maximum service volumes for State and County roadways were determined using the County's adopted LOS standards and FDOT's Generalized Peak Hour Two-way Volumes for Florida's Urbanized Areas Table (12/18/2012).

(4) Peak Period Volume is the average of the two highest consecutive hours of traffic volume in the PM peak period during a weekday or three-day weekdays.

(5) Reserved trips for approved developments not yet built.

(6) Include the Peak Period Volume plus the reserved trips for approved projects not yet built and the application's trips.

* FDOT has programmed the widening from two to four lanes of NW 47 Avenue from Miami-Dade/Broward County Line to NW 183 Street in FY 2017-2018 in the new 2015 Transportation Improvement Program.

() Year of projected Level of Service.

**Roadway Segments Exceeding the Adopted Level of Service Standards
And Significance Determination (>5.0%) For Miami-Dade County Roadways**

Roadway Segments	Year 2035 Lanes (1)	Adopted CDMP LOS Std. (2)	Bidirectional Capacity (MSV) (3)	Base Scenario With Current CDMP Land Use Designation			Development Scenario 1: Retail Use With Proposed Land Use Change			Difference in Bidirectional Traffic Volumes (6)	Percentage Difference	≥ 5% Of MSV Yes / No
				2035 Traffic Volume (4)	2035 V/C Ratio (5)	Projected LOS	2035 Traffic Volume (4)	2035 V/C Ratio (5)	Projected LOS			
Maximum Potential Development at FAR = 0.40: 2,834,606 sq. ft. of Commercial (Retail) Uses												
NW 67 Ave./Ludlam Road												
NW 202 St. to NW 186 St.	6 DV	D	53910	62376	1.16	F	63861	1.18	F	+ 1485	2.76	No
NW 154 Street to NW 138 St.	4 DV	E+50%	53730	54336	1.52	E+52%	54448	1.52	E+52%	+112	0.20	No
SR 823/NW 57 Ave./Red Rd.												
NW 215 St. to NW 199 St.	6 DV	D	59900	61185	1.02	F	63290	1.06	F	+2105	3.51	No
NW 199 St. to NW 183 St.	6 DV	D	59900	62292	1.04	F	63285	1.06	F	+993	1.66	No
SR 826 to NW 154 Street	6 DV	E+20%	71880	75066	1.25	E+25%	75237	1.26	E+26%	+171	0.29	No
NW 37 Ave.												
NW 215 St. to NW 199 St.	4 DV	D	35820	36080	1.01	F	36901	1.03	F	+821	2.29	No
NW 199 St. to NW 183 St.	4 DV	D	35820	40004	1.12	F	40494	1.13	F	+490	1.37	No
NW 183 St. to SR 826	4 DV	D	35820	42439	1.18	F	42593	1.19	F	+154	0.43	No
NW 202/199 St.												
NW 67 Ave. to NW 57 Ave.	2 UD	D	15930	15803	0.99	E	16448	1.03	F	+645	4.05	No
NW 57 Ave. to NW 47 Ave.	4 DV	D	35820	38851	1.08	F	40627	1.13	F	+1776	5.00	Yes
NW 47 Ave. to NW 37 Ave.	4 DV	D	35820	38015	1.06	F	39073	1.09	F	+3253	9.08	Yes
NW 37 Ave. to NW 27 Ave.	4 DV	D	35820	38428	1.07	F	39608	1.11	F	+1180	3.29	No
NW 27 Ave. to FL Turnpike	6 DV	D	53910	57390	1.06	F	58411	1.08	F	+1021	1.89	No
SR 860/NW 186 Street												
I-75 to NW 87 Avenue	4 DV	E+20%	47760	54582	1.37	E+37%	55072	1.38	E+38%	+490	1.23	No
NW 154 St./Miami Lakes Dr.												
NW 87 Ave. to SR 826	4 DV	D	35820	32813	0.92	E	32656	0.91	E	-157	- 0.44	No
SR 826 to NW 67 Ave.	4 DV	D	35820	34938	0.98	E	34956	0.98	E	+18	0.05	No
NW 138 Street												
NW 92 Ave. to NW 87 Ave.	2 UD	D	13320	21808	1.64	F	21507	1.61	F	-301	-0.84	No
NW 87 Ave. to SR 826	2 UD	D	13320	21901	1.64	F	21786	1.64	F	-115	-0.32	No
SR 916/NW 138 Street												
SR 826 to NW 67 Ave.	2 DV	E	17700	21611	1.22	F	21468	1.21	F	-143	-0.81	No

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, February 2014; 2035 Daily Volumes generated by Gannett Fleming Inc. using the 2035 LRTP Cost Feasible Plan and the SERPM multimodal travel demand model, February 2014.

Notes: (1) Lane geometry for Year 2035 reflects programmed and planned roadway improvements funded for construction in the 2014 Transportation Improvement Program (TIP), and in the 2035 Long Range Transportation Plan (LRTP), respectively.

(2) LOS standard established in Policy TC-1B of the Traffic Circulation Subelement in Adopted in the Miami-Dade County Comprehensive Development Master Plan.

(3) Capacity obtained using FDOT's Generalized Annual Average Daily Volumes for Florida's Urbanized Areas (Table 1) published 12/18/2012 and the adopted LOS standards.

(4) Daily Traffic Volumes generated by SERPM Multimodal Travel Demand Model for the Base Scenario and Development Scenario 1 for the Year 2035.

(5) Volume-to-Capacity ratios obtained using the 2035 volumes generate by Gannett Fleming Inc. divided by the maximum service volume for the adopted LOS standards.

(6) Difference in traffic volumes between potential Development Scenario 1 (Amendment Application) and the Base Scenario (without Amendment Application).

Significance Determination Analysis

A Significance Determination Analysis was performed to identify those roadway segments in Miami-Dade County where the Amendment Application trips would consume 5.0% or more of the adopted LOS maximum service volumes of the future roadway network.

For this exercise, the bidirectional daily volumes of the higher V/C ratios were used for both the Base Scenario and Amendment Scenario 1. The two-way roadway capacities were obtained from Table 1 of the Florida Department of Transportation's 2013 Quality/Level of Service Handbook Generalized Tables updated December 18, 2012.

The projected 2035 Daily Volumes were obtained from the plots generated by Gannett Fleming Inc. using the 2035 LRTP Cost Feasible Plan and the SERTP Model for the Base Scenario (without the Amendment Application) and for the Amendment Scenario 1 for commercial (retail) use (with the Amendment Application). The higher of the two volumes for the roadway segment for the Base Scenario and Amendment Scenario was used in the significance determination analysis.

Bidirectional Daily Capacities were obtained from the FDOT's 2013 Quality/LOS Handbook Generalized Tables updated 12/18/2012.

The Roadway Segments Exceeding the Adopted Level of Service Standards table above presents a summary of the significance determination. The significance determination analysis identified those roadway segments where Amendment traffic was found to exceed 5.0% of the maximum service volume at the adopted LOS standards. Two roadway segments in Miami-Dade County were found to exceed 5.0% of the maximum service volume at the adopted LOS standard:

- NW 202/199 Street between NW 57 Avenue and NW 47 Avenue
- NW 199 Street between NW 47 Avenue and NW 37 Avenue

One way of mitigating the impacts on these segments is to recommend the widening of the roadway segments identified as needing additional capacity. However, the County does not have to mitigate the traffic impact by widening roadways, it can also mitigate by improving transit service in the area or by limiting the intensity of development on the application site. Significance Determination table below provide a summary of the significance determination analyses with reduced development threshold in order to determine the maximum development that may be allowed on the site so that no roadway segment will exceed 5.0% of the maximum service volumes at the adopted LOS standards. For this significance analysis the application's 2035 trips (Difference in Daily Bidirectional volumes between the volumes of the Base and Development scenarios) were proportionally adjusted to reflect the reduction in the maximum potential development.

Application Impacts

The trip generation analysis (Estimated PM Peak Hour Trip Generation table above) indicates that if the application area were developed with 2,834,606 sq. ft. of retail space (Amendment Scenario 1) under the requested "Business and Office" land use designation, this scenario would generate approximately 5,096 PM peak hour vehicle trips, or 808 more trips than the 2,156 single-family attached dwelling units that may be developed under the current "Institution, Utilities and Communications" land use designation.

Significance Determination
For Miami-Dade County Roadways With Reduced Development Program

Roadway Segments	Year 2035 Lanes (1)	Adopted CDMP LOS Std. (2)	Bidirectional Capacity (MSV) (3)	Base Scenario With Current CDMP Land Use Designation			Development Scenario 1: Retail Use With Proposed Land Use Change			Difference in Bidirectional Traffic Volumes (6)*	Percentage Difference	≥ 5% Of MSV Yes / No (7)
				2035 Traffic Volume (4)	2035 V/C Ratio (5)	Projected LOS	2035 Traffic Volume (4)*	2035 V/C Ratio (5)	Projected LOS			
Reduced Maximum Potential Development With FAR = 0.35: 2,475,493 sq. ft. Commercial (Retail) Use												
NW 202/199 St.												
NW 57 Ave. to NW 47 Ave.	4 DV	D	35820	38851	1.08	F	40395	1.12	F	+1544	4.31	No
NW 47 Ave. to NW 37 Ave.	4 DV	D	35820	38015	1.06	F	38924	1.08	F	+909	2.53	No

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, February 2014; 2035 Daily Volumes generated by Gannett Fleming Inc. using the 2035 LRTP Cost Feasible Plan and the SERPM multimodal travel demand model, February 2014.

Notes: (1) Lane geometry for Year 2035 reflects programmed and planned roadway improvements funded for construction in the 2014 Transportation Improvement Program (TIP), and in the 2035 Long Range Transportation Plan (LRTP), respectively.

(2) LOS standard established in Policy TC-1B of the Traffic Circulation Subelement in Adopted in the Miami-Dade County Comprehensive Development Master Plan.

(3) Capacity obtained using FDOT's Generalized Annual Average Daily Volumes for Florida's Urbanized Areas (Table 1) published 12/18/2012 and the adopted LOS standards.

(4) Daily Traffic Volumes generated by SERPM Multimodal Travel Demand Model for the Base Scenario and Development Scenario 1 for the Year 2035.

(5) Volume-to-Capacity ratios obtained using the 2035 volumes generate by Gannett Fleming Inc. divided by the maximum service volume for the adopted LOS standards.

(6) Difference in traffic volumes between potential Development Scenario 1 (Amendment Application) and the Base Scenario (without Amendment Application).

* Bidirectional Traffic Volumes for Development Scenario 1 were adjusted to reflect reduced difference in trips using 0.87 (2,475,493/2,834,606) factor.

The Short-term (Year 2017) analysis presented in Traffic Impact Analysis table (page 3-28) above identifies the total traffic for each of the first directly accessed traffic count stations that will be impacted by the vehicle trips that would be generated by the subject application. The analysis shows that all roadways adjacent to and surrounding the application site analyzed are projected to operate at acceptable levels of service during the PM peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the application's traffic. Based upon these findings, it is determined that adequate transportation infrastructure will exist by 2017 to handle the additional traffic impact that would be generated by the amendment application. However, it should be pointed out that the subject application site is owned by Miami-Dade County and, therefore, it is reasonable to assume that the property may not be developed within the next three years but rather within a longer period.

Therefore, a long-term traffic impact analysis was performed to evaluate the adequacy of the future roadway infrastructure to handle the traffic impacts of the amendment application site and to meet the adopted LOS standards through the year 2035. The Year 2035 roadway infrastructure incorporates all roadways currently under construction, the funded transportation improvements listed in the adopted 2014 TIP, and the planned Priority I, II, III and IV roadway improvements funded in the Cost Feasible Plan of the adopted 2035 L RTP. The Year 2035 level of service analysis shows that some segments within the study area are projected to exceed the adopted LOS standards. Therefore, a significance determination analysis was performed to identify those roadway segments where Amendment traffic was found to exceed 5.0% of the maximum service volume at the adopted LOS standards. Two roadway segments were found to exceed 5.0% of the maximum service volume at the adopted LOS standard:

- NW 202/199 Street between NW 57 Avenue and NW 47 Avenue (currently 4-lane divided facility); and
- NW 199 Street between NW 47 Avenue and NW 37 Avenue (currently 4-lane divided facility).

One way of mitigating the impacts on these segments is to recommend the widening of the subject roadway segments from four to six lanes to provide for additional capacity. Even though the County owns the application site, the County will not be the developer of this site but rather will look for a private developer. However, other ways of addressing the application site's traffic impact is either to provide for enhanced transit service or to limit the intensity of the development on the site to a specific threshold in order to reduce the impact on the roadways found to exceed the 5.0% maximum service volumes. The Significance Determination table above provides a summary of significance determination analyses with reduced development threshold. The 2035 Daily Bidirectional volumes generated by the application, specifically the difference in traffic volumes between the Base and Development Scenario 1, were proportionally adjusted to reflect the reduction in the maximum potential development. Based on the analysis, it was determined that the maximum potential development that may be allowed on the application site should be 2,475,493 sq. ft. of commercial (retail, office, hotel, etc.) uses.

Consistent with the foregoing, the application site should be subject to intensity restrictions as expressed by FAR until such time NW 199 Street is widened to six lanes or existing transit service is improved. Therefore, the maximum allowed intensity in the application site, which is generally bounded by the Snake Creek Canal on the north, NW 47 Avenue on the east, NW 199 Street on the south, and NW 57 Avenue on the west, should be limited to a FAR of 0.35.

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

The following CDMP goals, objectives, policies, concepts, and guidelines will be enhanced if the proposed designations are approved:

- 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-1G: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.
- LU-2A: All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE), except as otherwise provided in the "Concurrency Management Program" section of the CIE.
- LU-8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.
- LU-10A: Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
- Guideline No. 4: Intersections of section line roads shall serve as focal points of activity, hereafter referred to as activity nodes. Activity nodes shall be occupied by any nonresidential components of the neighborhood including public and semi-public uses. When commercial uses are warranted, they should be located within these activity nodes. In addition, of the various residential densities, which may be approved in a section through density averaging or on an individual site basis, the higher density residential uses should be located at or near the activity nodes.
- Land Use Concept 1: Control the extent and phasing of urban development in order to coordinate development with the programmed provision of public services.
- Land Use Concept 11: Allocate suitable and sufficient sites for industrial and business districts to accommodate future employment needs.

The following CDMP goals, objectives, policies, concepts, and guidelines could be impeded if the proposed designations are approved:

SW-1C: Miami-Dade County shall use all practical means to assure that land in the vicinity of solid waste disposal facilities is developed for a use that is compatible with the operation of said facilities. The County shall discourage changes to the Land Use Plan Map or land development regulations which would permit land uses that are incompatible with the continued operation or planned expansion of these facilities. Residential uses shall be considered incompatible with these public facilities where spillovers, particularly noise and odor, can reasonably be expected.

LU-4B: Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.