



**BOARD OF COUNTY COMMISSIONERS
ZONING HEARINGS**

7-2-14 Version #1
Page 1 of 2

THURSDAY, JULY 17, 2014

PLACE OF MEETING: COUNTY COMMISSIONERS CHAMBERS
OF THE STEPHEN P. CLARK CENTER – 2ND FLOOR
111 NW 1 STREET, MIAMI

DATE: JULY 17, 2014
TIME OF MEETING 9:30 AM

<u>APPEAL:</u>	<u>HEARING #</u>	<u>DISTRICT(S)</u>
1. <u>TAMIAMI KENDALL INVESTMENTS, INC.</u>	13-083	09
Request(s): - The applicant is seeking to allow a zone change to RU-4, Apartment House District, modify a declaration of Restrictions and delete another Declaration of Restrictions in order to develop the parcel with a 240-unit multi-family residential development. Additionally, the applicant is seeking approval of several variances for parking, spacing, driveway width and setback.		
Location: Lying north of SW 136 Street and west of SW 127 Avenue, Miami-Dade County, Florida. Within the Urban Development Boundary (UDB)		

<u>CURRENT:</u>	<u>HEARING #</u>	<u>DISTRICT(S)</u>
2. <u>DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES</u>	13-092	10
Request(s): - The applicant is requesting a district boundary change from multiple zoning districts to Bird Road Corridor Urban Area District (BRCUAD).		
Location: Lying on both sides of SW 40 Street between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike, Miami-Dade County, Florida. Within the Urban Development Boundary (UDB)		



**BOARD OF COUNTY COMMISSIONERS
ZONING HEARINGS**

7-2-14 Version #1
Page 2 of 2

THURSDAY, JULY 17, 2014

CURRENT:

HEARING # DISTRICT(S)

3. ADVANCED LEARNING CHARTER SCHOOL, INC.

14-017

1

Request(s): - The applicant is seeking to permit a charter school grades K-1st for 125 students.

Location: 17701 NW 57 Avenue, Miami-Dade County, Florida.
 Within the Urban Development Boundary (UDB)

4. DT MIAMI, LLC

14-059

03 & 05

Request(s): - The applicant is requesting a special exception to permit approval of a general plan for a passenger rail system with 3,269,875 sq. ft. of development area consisting of a rail station mixed with commercial, office, residential, hotel, and open space.

Location: Lying East of the North Corridor Metrorail right-of-way, between NW 1st Street & NW 8 Street, Miami-Dade County, Florida.
 Within the Urban Development Boundary (UDB)



Official Zoning Agenda

BOARD OF COUNTY COMMISSIONERS

COUNTY COMMISSION MEETING OF THURSDAY, JULY 17, 2014

NOTICE: THE FOLLOWING HEARING IS SCHEDULED FOR 9:30 A.M., AND

ALL PARTIES SHOULD BE PRESENT AT THAT TIME

ANY PERSON MAKING IMPERTINENT OR SLANDEROUS REMARKS OR WHO BECOMES BOISTEROUS WHILE ADDRESSING THE COMMISSION SHALL BE BARRED FROM FURTHER AUDIENCE BEFORE THE COMMISSION BY THE PRESIDING OFFICER, UNLESS PERMISSION TO CONTINUE OR AGAIN ADDRESS THE COMMISSION BE GRANTED BY THE MAJORITY VOTE OF THE COMMISSION MEMBERS PRESENT.

NO CLAPPING, APPLAUDING, HECKLING OR VERBAL OUTBURSTS IN SUPPORT OR OPPOSITION TO A SPEAKER OR HIS OR HER REMARKS SHALL BE PERMITTED. NO SIGNS OR PLACARDS SHALL BE ALLOWED IN THE COMMISSION CHAMBER. PERSONS EXITING THE COMMISSION CHAMBER SHALL DO SO QUIETLY.

THE USE OF CELL PHONES IN THE COMMISSION CHAMBERS IS NOT PERMITTED. RINGERS MUST BE SET TO SILENT MODE TO AVOID DISRUPTION OF PROCEEDINGS. INDIVIDUALS, INCLUDING THOSE ON THE DAIS, MUST EXIT THE CHAMBERS TO ANSWER INCOMING CELL PHONE CALLS. COUNTY EMPLOYEES MAY NOT USE CELL PHONE CAMERAS OR TAKE DIGITAL PICTURES FROM THEIR POSITIONS ON THE DAIS.

THE NUMBER OF FILED PROTESTS AND WAIVERS ON EACH APPLICATION WILL BE READ INTO THE RECORD AT THE TIME OF HEARING AS EACH APPLICATION IS READ.

THOSE ITEMS NOT HEARD PRIOR TO THE ENDING TIME FOR THIS MEETING, WILL BE DEFERRED TO THE NEXT AVAILABLE ZONING HEARING MEETING DATE FOR THIS BOARD.

SWEARING IN OF WITNESS

1. TAMIAMI KENDALL INVESTMENTS, INC (14-5-CZ11-1 (13-083)

**14-55-39
BCC/District 9**

THE APPLICANT IS APPEALING THE DECISION OF COMMUNITY ZONING APPEALS BOARD #11, WHICH DENIED WITHOUT PERJUDICE THE FOLLOWING:

- (1) DISTRICT BOUNDARY CHANGE from BU-1A, RU-3M to RU-4.
- (2) MODIFICATION of Paragraph #1 and #2 of Declaration of Restrictions recorded in Official Record Book 24909 Pages 1820-1825, reading as follows:

FROM: "(1) Controlling Site Plan. The Twin Lake Shores East and 127th Avenue Project shall be developed substantially in accordance with the site plans entitled "Twin Lake shores East" (SP-1, SP-2, L-1, and A-1 through A-10) as prepared by Bellon Millanes Architects and Planners, dated, signed and sealed March 15, 2006. Said plans being on file with the Miami-Dade County Department of Planning and Zoning, and by reference made a part of this agreement (the "Plans")."

TO: "(1) Controlling Site Plan. The Three Lakes Project shall be developed substantially in accordance with the plans entitled "Three Lakes for: The Richman Group of Florida Inc." as prepared by MSA Architects, consisting of 17 sheets. Sheets A-0.1 & A-1.1 dated stamped received 3/26/14 and the remaining 15 sheets dated stamped received 1/29/14 and landscape plans entitled "Three Lakes" as prepared by Bruce Howard & Associates, Inc., consisting of 2 sheets. Sheet LP-1 dated stamped received 3/26/14 and sheet LD-1 dated stamped received 1/29/14, for a total of 19 sheets."

FROM: "(2) Residential Density Restriction. The maximum number of dwelling units on the Twin Lake Shores East Project shall be a total of 104 town home residential units."

TO: "(2) Residential Density Restriction. The maximum number of dwelling units on the Three Lakes Project shall be a total of 240 multi-family residential units."

- (3) DELETION of Declaration of Restrictions, recorded in Official Records Book 21213, Pages 3152-3168, only as it applies to the subject property.

The purpose of Request #2 & #3 is to allow the applicant to submit revised site plans showing a multi-family residential development and to increase the number of residential units in lieu of the previously approved townhouse development and to delete a Declaration of Restrictions on the approved commercial parcel which required, among other things that the commercial development be approved through the Administrative Site Plan Review Process, limit the commercial uses allowed and required a 25' landscape buffer.

- (4) NON-USE VARIANCE to permit a multi-family development with 370 parking spaces (399 parking spaces required).
- (5) NON-USE VARIANCE to permit spacing between building walls of living units spaced a minimum of 22' (30' required).

- (6) NON-USE VARIANCE to permit two carport buildings to setback 69'-5" (75' required) from the front (south) property line and to be located in front of the principal building (not permitted).
- (7) NON-USE VARIANCE to permit a clubhouse to be located in front of the principal building (not permitted).
- (8) NON-USE VARIANCE to permit one-way drives with a minimum width of 11' (14' required).

The aforementioned plans are on file and may be examined in the Department of Regulatory and Economic Resources. Plans may be modified at public hearing.

LOCATION: Lying North of SW 136 Street & West of SW 127 Avenue, MIAMI-DADE COUNTY, FLORIDA.

SIZE OR PROPERTY: 9.8 Acres

Department of Regulatory and
Economic Resources
Recommendation:

Approval of request #1, subject to the acceptance of the proffered covenant, and approval with conditions of requests #2 through #8.

Protests: 0

Waivers: 0

DENIAL OF APPEAL (SUSTAIN C.Z.A.B.): _____

APPROVAL OF APPEAL (OVERRIDE C.Z.A.B.): _____

DEFERRED: _____

2. DEPARTMENT OF REGULATORY (14-7-CC-1 (13-092) 15,16,17,18,20,21,22-54-40
& ECONOMIC RESOURCES. BCC/District 10

DISTRICT BOUNDARY CHANGE from RU-1, RU-2, RU-3B, RU-4, RU-4M, RU-5A, BU-1A, BU-2, BU-3, IU-1 to Bird Road Corridor Urban Area District (BRCUAD).

LOCATION: Lying on both sides of SW 40 Street between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike, MIAMI-DADE COUNTY, FLORIDA.

SIZE OF PROPERTY: 315 +/- Acres

Development Impact Committee
Recommendation:

Approval, as set forth in the Department of
Regulatory and Economic Resources'
recommendation.

Protests: _____ 0 _____

Waivers: _____ 0 _____

APPROVED: _____

DENIED WITH PREJUDICE _____

DENIED WITHOUT PREJUDICE: _____

DEFERRED: _____

3. ADVANCE LEARNING CHARTER (14-7-CC-2 (14-017)
SCHOOL, INC.

07-52-41
BCC/District 1

- (1) SPECIAL EXCEPTION to permit a Charter School.
- (2) MODIFICATION of Condition #2 of Resolution 4-ZAB-309-73, passed and adopted by the Zoning Appeals Board, last modified by Resolution CZAB5-14-04, passed and adopted by Community Zoning Appeals Board #5, reading as follows:

FROM: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'International Bible Baptist Church,' as prepared by Jerry Clawson, Architect, dated stamped received 8/25/04 and consisting of 12 sheets."

TO: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "Hive-Kindergarten/1st Grade" as prepared by Sol Arch, consisting of 5 sheets, a floor plan entitled "A New Church Facility for International Bible Baptist Church" as prepared by Jerry Clawson, Architect, consisting of 1 sheet and a landscape plan entitled "International Bible Baptist Church" as prepared by Land Form Design Group" consisting of 1 sheet, for a total of 7 sheets, with sheet A-100 dated stamped received 4/21/14 and the remaining 6 sheets dated stamped received 4/2/14.

The purpose of request #2 is to allow the applicant to submit a revised site plan showing a charter school in lieu of the previously approved private school, kindergarten and day care center.

The aforementioned plans are on file and may be examined in the Department of Regulatory and Economic Resources. Plans may be modified at public hearing.

LOCATION: 17701 NW 57 Avenue, MIAMI-DADE COUNTY, FLORIDA.

SIZE OF PROPERTY: 3.40 Acres

Development Impact Committee
Recommendation:

Approval with conditions, as set forth in the
Department of Regulatory and Economic
Resources' recommendation.

Protests: 0 Waivers: 0
APPROVED: _____ DENIED WITH PREJUDICE _____
DENIED WITHOUT PREJUDICE: _____ DEFERRED: _____

4. DT MIAMI, LLC. (14-7-CC-3 (14-059))

**37-53-41/37-54-41
BCC/Districts 3 & 5**

- (1) SPECIAL EXCEPTION to permit approval of a general plan for a passenger rail system located within the Rapid Transit Zone with a combination of commercial and multi-family residential development, retail, office space and ancillary uses.

Plans are on file and may be examined in the Department of Regulatory and Economic Resources entitled "All Aboard Florida Miami" as prepared by Zyscovich Architects, dated stamped received 5/21/14 and consisting of 12 sheets. Plans may be modified at public hearing.

LOCATION: Lying East of the North Corridor Metrorail right-of-way, between NW 1st Street & NW 8 Street, MIAMI-DADE COUNTY, FLORIDA.

SIZE OF PROPERTY: 8.93 +/- Acres

Rapid Transit Development Impact
Committee Recommendation (RTDIC):

Approval with conditions, as set forth in the
Department of Regulatory and Economic
Resources' recommendation.

Protests: 0 Waivers: 1
APPROVED: _____ DENIED WITH PREJUDICE _____
DENIED WITHOUT PREJUDICE: _____ DEFERRED: _____

THE END

NOTICE OF APPEAL RIGHTS

Decisions of the Community Zoning Appeals Board (CZAB) are appealed either to Circuit Court or to the Board of County Commissioners (BCC) depending upon the items requested in the Zoning Application. Appeals to Circuit Court must be filed within 30 days of the transmittal of the CZAB resolution. Appeals to BCC must be filed with the Zoning Hearings Section of the Department of Regulatory and Economic Resources (RER), within 14 days of the posting of the results in the department.

Further information and assistance may be obtained by contacting the Zoning Hearings Section for the Department of Regulatory and Economic Resources (RER), at (305) 375-2640. For filing or status of Appeals to Circuit Court, you may call the Clerk of the Circuit Court at (305) 349-7409.

**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Board of County Commissioners**

PH: Z13-083 (14-5-CZ11-1)

July 17, 2014

Item No. 1

Recommendation Summary	
Commission District	9
Applicants	Tamiami Kendall Investments, Inc.
Summary of Requests	The applicant is seeking to allow a zone change to RU-4, Apartment House District, modify a Declaration of Restrictions and delete another Declaration of Restrictions in order to develop the parcel with a 240-unit multi-family residential development. Additionally, the applicant is seeking approval of several variances for parking, spacing, driveway width and setback.
Location	Lying north of SW 136 Street and west of SW 127 Avenue, Miami-Dade County, Florida.
Property Size	9.8 acres
Existing Zoning	BU-1A, Limited Business District RU-3M, Minimum Apartment House District
Existing Land Use	Vacant
2015-2025 CDMP Land Use Designation	Industrial and Office (see attached Zoning Recommendation Addendum)
Comprehensive Plan Consistency	Consistent with the LUP map, and the interpretative text and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33-311(A)(4)(b) Non-Use Variance, Section 33-311, District Boundary Change, Section 33-311(A)(7) Generalized Modification Standards (see attached Zoning Recommendation Addendum)
Recommendation	Approval of request #1, subject to the acceptance of the proffered covenant, and approval with conditions of requests #2 through #8.

On May 13, 2014, the Community Zoning Appeals Board (CZAB) #11 denied without prejudice the subject application, contrary to staff's recommendation. On May 30, 2014, the applicant, Tamiami Kendall Investments, Inc., appealed the CZAB-11 decision to the Board of County Commissioners (BCC).

REQUESTS:

- (1) DISTRICT BOUNDARY CHANGE from BU-1A, RU-3M to RU-4.
- (2) MODIFICATION of Paragraph #1 and #2 of Declaration of Restrictions recorded in Official Record Book 24909 Pages 1820-1825, reading as follows:

FROM: "(1) Controlling Site Plan. The Twin Lake Shores East and 127th Avenue Project shall be developed substantially in accordance with the site plans entitled "Twin Lake shores East" (SP-1, SP-2, L-1, and A-1 through A-10) as prepared by Bellon Millanes Architects and Planners, dated, signed and sealed March 15, 2006. Said plans being on file with the Miami-Dade County Department of Planning and Zoning, and by reference made a part of this agreement (the "Plans")."

TO: "(1) Controlling Site Plan. The Three Lakes Shores shall be developed substantially in accordance with the plans entitled "Three Lakes for: The Richman Group of Florida Inc." as prepared by MSA Architects, consisting of 17 sheets and landscape plans entitled "Three Lakes" as prepared by Bruce Howard & Associates, Inc., consisting of 2 sheets, all sheets dated stamped received 1/29/13 for a total of 19 sheets."

FROM: "(2) Residential Density Restriction. The maximum number of dwelling units on the Twin Lake Shores East Project shall be a total of 104 town home residential units."

TO: "(2) Residential Density Restriction. The maximum number of dwelling units on the Three Lakes Project shall be a total of 240 multi-family residential units."

The purpose of Request #2 is to allow the applicant to submit a revised site plan showing a multi-family development in lieu of the previously approved town home development and to increase the number of residential units.

- (3) DELETION of declaration of Restrictions, recorded in Official Records Book 21213, Pages 3152-3168, only as it applies to the subject property.
- (4) NON-USE VARIANCE to permit a multi-family development with 370 parking spaces (399 parking spaces required).
- (5) NON-USE VARIANCE to permit spacing between building wall of living units spaced a minimum 24' (30' required) and to permit spacing varying from 13'-5" to 18'-4" (20' required) from other buildings.
- (6) NON-USE VARIANCE to permit two carport buildings to setback 69'-5" (75' required) from the front (south) property line and to be located in front of the principal building (not permitted).
- (7) NON-USE VARIANCE to permit a club house to be located in front of the principal building (not permitted).
- (8) NON-USE VARIANCE to permit one-way drives with a minimum width of 11' (14' required).

The aforementioned plans are on file and may be examined in the Department of Regulatory and Economic Resources. Plans may be modified at public hearing.

PROJECT DESCRIPTION AND PROJECT HISTORY:

The submitted plans depict the proposed 240 unit, multi-family garden style residential development consisting of the eight (8), three (3)-story apartment buildings, four (4) 1-story carport buildings, a clubhouse and surface parking areas on the approximately 9.8-acre parcel.

Pursuant to Resolution #CZAB11-30-06, 8.3 acres of the 9.8-acre subject parcel was rezoned from BU-1A, Limited Business District, to RU-3M, Minimum Apartment House District, along with ancillary requests for variances in 2006, in order to allow the establishment of a residential development on the property. Declarations of Restrictions were also approved restricting the

development to the approved use and site plans, which the applicant now seeks to modify and delete.

NEIGHBORHOOD CHARACTERISTICS		
	Zoning and Existing Use	Land Use Designation
Subject Property	BU-1A and RU-3M; vacant land	Industrial and Office
North	RU-3M; townhome development	Industrial and Office
South	RU-TH; townhome development	Low-Density Residential, (2.5 - 6 du)
East	GU; vacant land	Industrial and Office
West	RU-3M; townhome development	Industrial and Office

NEIGHBORHOOD COMPATIBILITY:

The subject property is a vacant parcel located in South Miami-Dade County. Vacant land and townhouses characterize the surrounding area.

SUMMARY OF THE IMPACTS:

The approval of this application will allow the applicant to develop the parcel in accordance with the proposed RU-4, Apartment House District regulations and provide the community with additional multi-family residences in this area. However, since the site is vacant the proposed development of the residential site could impact traffic and other services in the area including schools and emergency services.

COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

The applicant is seeking to allow a zone change to RU-4, Apartment House District, modify a Declaration of Restrictions and delete another Declaration of Restrictions in order to develop the parcel with a multi-family residential development. The Comprehensive Development Master Plan (CDMP) designates this property for **Industrial and Office** use on the Land Use Plan (LUP) Map of the CDMP. The CDMP Land Use Element Interpretative Text states that *residential development is incompatible with major industrial concentrations and shall not occur in areas designated as "Industrial and Office" on the LUP map to avoid use conflicts and for health and safety and residential planning reasons*. However, said text allows exceptions, one of which is that residential development may be granted for a portion of an industrially designated area where the portion is 10 acres or smaller and is bounded on two or more sides by existing residential development or zoning. The subject property is less than 10 acres in size, is bounded by an existing RU-3M zoned townhouse development to the north and west and an existing RU-TH zoned townhouse development to the south. Additionally, staff notes that the Industrial and Office designation does not specify a density range regarding the maximum number of residential units allowed. However, it does provide that the Director of the Department of Regulatory and Economic Resources may determine that the inclusion of residences that are designed to provide a compatible transition is the best means to maintain the quality of the adjoining residential areas in the industrial designated area. The submitted plans with the density requested by the applicant of 25 units per net acre, in staff's opinion, provides a compatible transition to the adjacent

residential development to the west and north, and therefore, the proposed development as presented is **consistent** with the CDMP Industrial and Office designation of the subject property on the LUP Map. Staff notes that the applicant has proffered a covenant restricting the development of the site to the submitted plans, which show a proposed 240 unit, multi-family garden style residential development consisting of the eight (8), three (3)-story apartment buildings, four (4) carport 1-story buildings and a variety of amenities, including a recreational club house, a swimming pool, cabanas, outdoor living areas, and a large green space that will serve in part as a "tot lot".

The criteria for determining compatibility is outlined in CDMP Land Use Element, **Policy LU-4A**, among which are noise, lighting, height, bulk, scale of architectural elements, landscaping and buffering as applicable. Staff notes that the subject property abuts an existing two-story townhouse development located to the north, south and west of the subject property. The submitted plans indicate that the proposed development will meet the setback requirements and will be adequately buffered on all sides by a continuous hedge and a staggered row of trees, which staff opines will mitigate the visual impact of the proposed three (3)-story development on the abutting properties. Additionally, in staff's opinion, the proposed maximum height of 28'-6" on the three (3)-story buildings shown in the plans is compatible with the maximum height (35') allowed by the surrounding existing zoning districts.

Based on the foregoing analysis, staff opines that the proposed development will be adequately buffered and will not have a negative visual impact on the surrounding properties or on passersby along SW 127 Avenue and SW 136 Terrace and would be **compatible** with the area based on the criteria set forth in the CDMP Land Use Element, **Policy LU-4A**. Therefore, subject to the acceptance of the proffered covenant, staff opines that approval of the application would be **consistent** with the CDMP Land Use Element interpretative text, which allows under certain conditions the approval of residential uses in areas designated **Industrial and Office** on the CDMP Land Use Plan (LUP) map.

ZONING ANALYSIS:

For the reasons stated above, staff opines that when the applicant's request to rezone the 9.8-acre parcel to RU-4 (request #1), is analyzed under Section 33-311, District Boundary Change, that the approval of the request would be **compatible** with the surrounding residential, uses in the area.

Staff notes that most of the subject property was previously approved to allow a residential development in 2006, pursuant to Resolution #CZAB11-30-06. The applicant now seeks to rezone the entire property to residential use in order to develop it with a 240 apartment units. The submitted site plan indicates that the majority of the three-story buildings will be placed away from property lines and streets (SW 136 Street and SW 127 Avenue). Also included in the site plan is a club house which will include indoor amenities and recreation space. One courtyard contains a swimming pool, cabanas and outdoor living areas. A green space/tot lot is shown in another courtyard. These courtyards are connected internally to the subject property and will be accessible to all residents. The arrangement of buildings away from the roadway and the integration of architecturally defined open space is much more pedestrian-friendly than conventional developments. Pedestrian paths and sidewalks are also provided throughout the site to connect to the aforementioned recreational areas. The proposed height of the residential buildings will be three (3) stories high with a maximum height of 28'-6" to the top of roof. These heights assure compatibility between the proposed architecture and the surrounding 2-story

townhouses to the south, north and west. The abundant fenestration applied to all facades precludes the formation of a "blank wall" condition on building walls. Landscaping plans show an assortment of plant species consisting of trees, palms and shrubs that will be used to shade parking areas and enhance the aesthetics of the development. As such, staff opines that approval of the rezoning to RU-4 (request #1), would permit residential uses that would not be out of character with, and would be more compatible with the existing residential developments located to the south, west and north of the subject property.

Staff notes that based on the memorandum from the Public Works and Waste Management Department, the approval of the aforementioned request would not result in excessive traffic. Their memorandum states that the application meets the criteria for traffic concurrency for an Initial Development Order. The memorandum from the Division of Environmental Resources Management (DERM) of the Department of Regulatory and Economic Resources (RER) indicates that the approval with conditions of the aforementioned requests will not have an unfavorable impact on the environmental resources of the County. Specifically, its memorandum indicates that a review of the application for compliance with the requirements of Chapter 24 of the Code indicated that the Level of Service standards as specified in the CDMP for potable water supply, wastewater disposal and flood protection are valid for this initial development order. The Miami-Dade Fire Rescue Department (MDFRD) memorandum indicates that approval of the aforementioned request will have a moderate impact on the MDFRD resources that exists or that are budgeted or planned for in this area.

In addition, staff notes that the subject property fronts SW 127 Avenue and SW 136 Street, which are both section line roadways. As such, based on the foregoing analysis and the memoranda from the Departments concerned, staff opines that the approval of the proposed development will be consistent with the CDMP, will not have an unfavorable impact on the economy of the County and would not have an unfavorable impact on the environmental and natural resources or create an unnecessary burden on the water, sewer, solid waste or recreational resources among others which have been constructed, planned or budgeted for. **Therefore, subject to the acceptance of the covenant, staff recommends approval of request #1 under Section 33-311, District Boundary Change.**

The applicant also seeks approval to modify paragraphs of a previously recorded declaration of restrictions (request #2) and to delete another declaration of restrictions (request #3) in order to remove a requirement that the property be developed in accordance with a site plan for a residential development and commercial site and to allow the applicant to submit a revised site plan showing a multi-family development in lieu of the previously approved uses. When the requests are analyzed under Section 33-311(A)(7), Generalized Modification Standards, staff opines that approval of same would be **compatible** with the residential uses in the surrounding area. The previously approved plan being modified showed a residential development with 104 townhome units housed in 15 separate buildings with a maximum height of 33'. Staff notes that the current site plans show a proposed 240 unit, multi-family garden style residential development consisting of the eight (8), three (3)-story apartment buildings, four (4) 1-story carport buildings and a variety of amenities, including a recreational club house, a swimming pool, cabanas, outdoor living areas, and a large green space that will serve in part as a "tot lot". Additionally, the Declaration of Restrictions that the applicant is requesting to delete required, among other things, that the commercial development be approved through the Administrative Site Plan Review process, limited the commercial uses allowed and required a 25' landscape buffer. Staff notes that the proposed site plan shows a 25' landscape buffer along the east and south property lines adjacent to SW 127 Avenue and SW 136 Street. Staff further notes that the main difference

between the previously approved plan and the proposed site plan is the mixed-use commercial and residential uses previously approved and the residential use only now proposed. Staff opines that the submitted plans do not indicate an increase in the intensity of the development that will have visual or traffic impacts on the surrounding area. Staff notes that based on the memorandum from the Public Works and Waste Management Department, the approval of the aforementioned request would efficiently use the roads, streets and highways which have been constructed, planned or budgeted for in this area and further, would not result in excessive traffic. **Therefore, based on the aforementioned analysis staff recommends approval with conditions of requests #2 and #3 under Section 33-311(A)(7) Generalized Modification Standards.**

When requests #4 through #8 are analyzed under Section 33-311(A)(4)(b), Non-Use Variance From Other Than Airport Standards, staff opines that approval of these requests would be **compatible** with the surrounding area. The applicant seeks to develop the residential development with 29 less parking spaces than the 399 parking spaces required by the RU-4 zoning regulations (request #4). Staff notes that the submitted plans show an additional 36 parking spaces located within detached carport buildings for a total of 406 parking spaces within the proposed development. However, the RU-4 zoning district regulations do not allow the use of these spaces in calculating the total available parking spaces for the proposed residential development. Staff's parking calculation only included the parking spaces marked on the site plan, resulting in the shortage that is the subject of request #4. Staff is supportive of the applicant's request to reduce the number of on-site parking spaces since this request is internal to the site and the likelihood of the spillage of parking onto the abutting roadways is very minimal. However, as a condition for approval, staff recommends that the aforementioned carports not be enclosed in any manner for habitable space and remain for the parking of vehicles only. Additionally, staff is also supportive of request #8, to permit one-way drives with a minimum width of 11' (14' required). Staff notes that said request is located at the southwestern portion of the subject site at a proposed turnabout. One of the drives with a width of 11' cuts through the middle of the proposed turnabout, while another drive with a width of 12' caresses said turnabout and provides a means for vehicles to exit the site. Staff further notes that there are other drives within this area of the site that allow for vehicular flow without any traffic disturbance. Therefore, staff opines that approval of this request (request #8) to permit one-way drives with a minimum width of 11' would not be detrimental to the area and would not have a negative traffic impact.

Staff is also supportive of requests #5 though #7, which seek to permit reduced spacing between buildings (request #5), reduced setbacks for the carport buildings (request #6), and permit said carport buildings and clubhouse to be located in front of the principal buildings (request #7). Staff opines that these requests are minimal, internal to the site and are not likely to have a visual impact on the surrounding area. Additionally, staff notes that in order to mitigate any negative visual impacts generated by these requests the applicant has submitted landscape plans which indicate extensive landscaping so as to lessen said impact that the development could have on the adjacent properties and to provide a pleasing environment for the residents. Staff, therefore, opines that the approval of these requests would maintain the basic intent and purpose of the zoning, subdivision and other land use regulations, which is to protect the general welfare of the public, particularly as it affects the stability and appearance of the community and provided that the non-use variances will be otherwise compatible with the surrounding land uses and would not be detrimental to the community. **As such, staff recommends approval with conditions of requests #4 through #8 under Section 33-311(A)(4)(b), Non-Use Variance From Other Than Airport Standards.**

ACCESS, CIRCULATION AND PARKING: The submitted plans indicate one (1) ingress/egress point along SW 136 Street and one (1) egress point on the northwestern portion of the site along SW 136 Street, too. Additionally, there is another egress point on the eastern portion of the site along SW 127 Avenue. The applicant has provided a total of 406 parking spaces. The applicant has also provided adequate drives to facilitate the flow of traffic within the proposed development.

NEIGHBORHOOD SERVICES PROVIDER COMMENTS: See attached.

OTHER: N/A

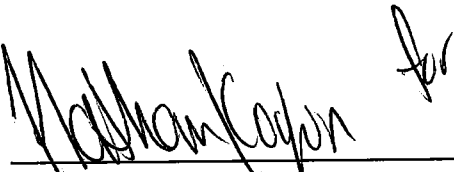
RECOMMENDATION:

Approval of request #1, subject to the acceptance of the proffered covenant, and approval with conditions of requests #2 through #8.

CONDITIONS FOR APPROVAL: For requests #4 through #8 only.

1. That all other paragraphs of Declaration of Restrictions, recorded in Official Records Book 24909 Pages 1820-1825 remain in full force and effect except as herein modified.
2. That the carports not be enclosed in any manner for habitable space and remain for the parking of vehicles only.
3. That the applicant shall install all the required landscaping along the property lines prior to obtaining a Certificate of Occupancy.

ES:MW:NN:CH:JV



Eric Silva, AICP, Development Coordinator
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

NDN

ZONING RECOMMENDATION ADDENDUM

Tamiami Kendall Investments, Inc.
Z13-083

NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resource Management (RER)	No objection
Public Works and Waste Management	No objection
Parks, Recreation and Open Spaces	No objection
Fire Rescue	No objection
Police	No comment
Schools	No objection
*Subject to conditions in their memorandum.	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

Industrial and Office (Page I-39)	<p>Manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, and similar uses are permitted in areas designated as "Industrial and Office" on the LUP map. Also included are construction and utility-equipment maintenance yards, utility plants, public facilities, hospitals and medical buildings. The full range of telecommunication facilities, including switching and transmission facilities, satellite telecommunications facilities, microwave towers, radar stations and cell towers is also allowed. Very limited commercial uses to serve the firms and workers in the industrial and office area are allowed dispersed as small business districts and centers throughout the industrial areas. Hotels and motels are also authorized. Freestanding retail and personal service uses and shopping centers larger than 10 acres in size are prohibited in these areas because they would deplete the industrial land supply and they are better located in commercially designated areas and in closer proximity to residential areas. Freestanding retail and personal service uses and shops that are approved in Industrial and Office areas should front on major access roads, particularly near major intersections. In addition, uncommon commercial uses such as amusement uses, and others with unusual siting requirements may also be considered at appropriate locations. Quarrying activities and ancillary uses may also be approved in areas designated Industrial and Office where compatible with the surrounding area and environment. The specific range and intensity of uses appropriate in a particular Industrial and Office area vary by location as a function of the availability of public services and access and, among other factors, compatibility with neighboring development. Through the zoning review process, use of particular sites or areas may be limited to something less than the maximum allowed in this category. Moreover, special limitations may be imposed where necessary to protect environmental resources.</p> <p>If the land is the subject of an application for rezoning, zoning approval or a plan amendment and is located in an MSA with less than a 15-year supply of industrial land, in order to receive approval for a non-industrial use, the applicant must demonstrate that such use will not have a significant adverse impact on future industrial development.</p> <p>In general, the typical residential development is incompatible with major industrial concentrations and shall not occur in areas designated as "Industrial and Office" on the LUP map to avoid use conflicts and for health and safety reasons. Exceptions may be granted for the following: (1) the development of live-work or work-live buildings or the adaptive reuse of existing structures for these purposes in areas of light industrial uses such as office, wholesale, distribution and the assembling of pre-manufactured parts; (2) the development of a TND as provided herein; and (3) the residential development of a portion of an industrially designated area where the portion is, a) 10 acres or smaller and is bounded on two or more sides by existing residential development or zoning, or is b) the perimeter of a Plan-designated industrial area which perimeter does not exceed a depth of 150 feet; and c) the subject portion of the industrially designated site immediately adjoins a currently developed or platted residential area and the Director of the Department of Planning and Zoning</p>
---	--

ZONING RECOMMENDATION ADDENDUM

Tamiami Kendall Investments, Inc.
Z13-083

	<p>determines that the inclusion of a residential component in the Industrially designated area, designed to provide compatible transition along the boundary, is the best means of maintaining the quality of the adjoining residential area. Notwithstanding the foregoing applications for residential zoning that were properly filed prior to August 25, 2000, can be considered where adjoining land is residentially zoned, designated or developed. Residential developments in this land use category may participate in the inclusionary zoning program. The properties utilized for residential development will be eligible within the limits provided in this paragraph for the density allowances of the inclusionary zoning program in the Residential Communities section.</p> <p>TNDs may be permitted in Industrial and Office areas where: 1) compatible with nearby development and with the objectives and policies of this Plan, 2) necessary services exist or will be provided by the developer, and 3) adjacent to land designated Residential Communities on the LUP map (including across an abutting major or minor roadway) along 30 percent or more of the total perimeter of the TND, provided that land designated Residential Communities exists along at least some portion of the two or more sides. (Multiple sides created by an out parcel shall count as one side only). TND located within Industrial and Office areas shall allocated to Workshop Uses a minimum of 15 percent and a maximum of 30 percent of the gross built up area planned for development within a TND, and shall have a residential density no greater than the average of the adjacent Residential Communities designations or ten units per acre, whichever is higher. Workshops Uses shall be oriented to adjacent non-residential areas, while the residential uses shall be oriented to the adjacent Residential Communities designations. All criteria for TNDs enumerated in the Residential Communities section of this Chapter, other than the provisions governing percent of built per area which may be devoted to workshop uses addressed herein and the maximum permitted residential density, shall govern the development of TNDs in areas designated Industrial and Office.</p>
Objective LU-4 (Pg. I-11)	Miami-Dade County shall, by the year 2015, reduce the number of land uses, which are inconsistent with the uses designated on the LUP map and interpretive text, or with the character of the surrounding community.
Land Use Element LU-4A (Pg. I-11)	When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.

PERTINENT ZONING REQUIREMENTS/STANDARDS

Section 33-311(A)(7) Generalized Modification Standards.	The Board shall hear applications to modify or eliminate any condition or part thereof which has been imposed by any final decision adopted by resolution; and to modify or eliminate any provisions of restrictive covenants, or parts thereof, accepted at public hearing, except as otherwise provided in Section 33-314(C)(3); provided, that the appropriate Board finds after public hearing that the modification or elimination, in the opinion of the Community Zoning Appeals Board, would not generate excessive noise or traffic, tend to create a fire or other equally or greater dangerous hazard, or provoke excessive overcrowding of people, or would not tend to provoke a nuisance, or would not be incompatible with the area concerned, when considering the necessity and reasonableness of the modification or elimination in relation to the present and future development of the area concerned.
Section 33-311 District Boundary Change	(A) The Community Zoning Appeals Boards are advised that the purpose of zoning and regulations is to provide a comprehensive plan and design to lessen the congestion in the highways; to secure safety from fire, panic and other dangers, to promote health, safety, morals, convenience and the general welfare; to provide adequate light and air; to prevent the overcrowding of land and water; to avoid undue concentration of population; to facilitate the adequate provisions of transportation, water, sewerage, schools, parks and other public requirements, with the view of giving reasonable consideration among other things to the character of the district or area and its peculiar suitability for particular uses and with a view

ZONING RECOMMENDATION ADDENDUM

Tamiami Kendall Investments, Inc.
Z13-083

	<p><i>to conserving the value of buildings and property and encouraging the most appropriate use of land and water throughout the County.</i></p> <p>(F) Section 33-311 provides that the Board shall take into consideration, among other factors the extent to which:</p> <p>(1) <i>The development permitted by the application, if granted, conforms to the Comprehensive Development Master Plan for Miami-Dade County, Florida; is consistent with applicable area or neighborhood studies or plans, and would serve a public benefit warranting the granting of the application at the time it is considered;</i></p> <p>(2) <i>The development permitted by the application, if granted, will have a favorable or unfavorable impact on the environmental and natural resources of Miami-Dade County, including consideration of the means and estimated cost necessary to minimize the adverse impacts; the extent to which alternatives to alleviate adverse impacts may have a substantial impact on the natural and human environment; and whether any irreversible or irretrievable commitment of natural resources will occur as a result of the proposed development;</i></p>
33-311(A)(4)(b) Non-Use Variances From Other Than Airport Regulations	<p><i>Upon appeal or direct application in specific cases, the Board shall hear and grant applications for non-use variances from the terms of the zoning and subdivision regulations and may grant a non-use variance upon a showing by the applicant that the non-use variance maintains the basic intent and purpose of the zoning, subdivision and other land use regulations, which is to protect the general welfare of the public, particularly as it affects the stability and appearance of the community and provided that the non-use variance will be otherwise compatible with the surrounding land uses and would not be detrimental to the community. No showing of unnecessary hardship to the land is required.</i></p>

1. TAMIAMI KENDALL INVESTMENTS, INC.
(Applicant)

14-5-CZ11-1 (13-083)
Area 11/District 09
Hearing Date: 07/17/14

Property Owner (if different from applicant) Same.

Is there an option to purchase ☐ /lease ☐ the property predicated on the approval of the zoning request? Yes ☒ No ☐

If so, who are the interested parties? The Richman Group Development Corporation

Disclosure of interest form attached? Yes ☒ No ☐

Previous Zoning Hearings on the Property:

<u>Year</u>	<u>Applicant</u>	<u>Request</u>	<u>Board</u>	<u>Decision</u>
1981	Jack K. Thomas, Jr. E.T.	- Zone Change from GU to IU-C.	BCC	Approved with condition(s)
2000	Tamiami Kendall Inv, Inc. ET AL	- Zone Change from GU, IU-C to RU-4L and BU-1A. - Non-Use Variance's of Setbacks, Zoning regulations, Lot Frontage and Lot Area Parking. - Special Exception for commercial development .	C11	Void previous Resolution
2001	Tamiami Kendall Inv, Inc. ET AL	- Zone Change from GU, IU-C to RU-4L and BU-1A. - Non-Use Variance's of Setbacks, Zoning regulations, Lot Frontage and Lot Area Parking. - Special Exception for commercial development .	BCC	Remanded
2003	Tamiami Kendall Inv, Inc.	- Zone change from GU and IU-C to RU-3M, IU-C to BU-1A.	C11	Approved
2006	Tamiami Kendall Inv, Inc.	- Zone change from BU-1 ^a to RU-3M. - Deletion of Covenant.	C11	Approved with condition(s)

Action taken today does not constitute a final development order, and one or more concurrency determinations will subsequently be required. Provisional determinations or listings of needed facilities made in association with this Initial Development Order shall not be binding with regard to future decisions to approve or deny an Intermediate or Final Development Order on any grounds.

APPELLANT MUST SIGN THIS PAGE

Date: 21st day of May, year: 2014

Signed

Raquel Carro

Raquel Carro, President

Tamiami Kendall Investments, Inc.

267 Minorca Avenue, Coral Gables, FL 33134

Mailing Address

Phone

Fax

REPRESENTATIVE'S AFFIDAVIT

If you are filing as representative of an
association or other entity, so indicate:

Representing

Signature

Print Name

Address

City

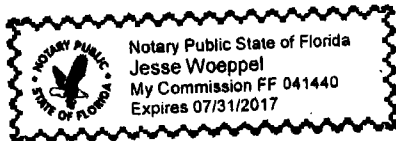
State

Zip

Telephone Number

Subscribed and Sworn to before me on the 27th day of May, year 2014

Jesse Woeppel
Notary Public



(stamp/seal)

Commission expires: 07/31/2017

APPELLANT'S AFFIDAVIT OF STANDING
(must be signed by each Appellant)

STATE OF Florida

COUNTY OF Miami-Dade

Raquel Carro, President of
Tamiami Kendall Investments, Inc.

Before me the undersigned authority, personally appeared _____
(Appellant) who was sworn and says that the Appellant has standing to file the attached appeal
of a Community Zoning Appeals Board decision.

The Appellant further states that they have standing by virtue of being of record in Community
Zoning Appeals Board matter because of the following:

(Check all that apply)

- ☒ 1. Participation at the hearing
☒ 2. Original Applicant
☐ 3. Written objection, waiver or consent

RECEIVED
213-083
MAY 30 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

BY *AS*

Appellant further states they understand the meaning of an oath and the penalties for perjury,
and that under penalties of perjury, Affiant declares that the facts stated herein are true.

Further Appellant says not.

Witnesses:

[Signature]
Signature

[Signature]
Appellant's signature

Teresa CARRO
Print Name

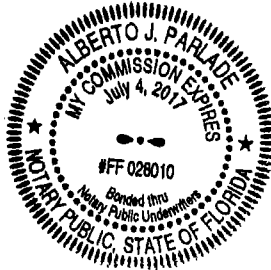
Raquel Carro
Print Name

[Signature]
Signature

ALBERTO J. PARLADÉ
Print Name

Sworn to and subscribed before me on the 21st day of MAY, year 2014.

Appellant is personally know to me or has produced N/A as
identification. =

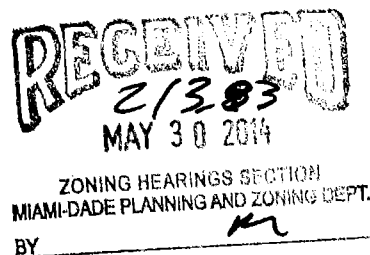


[Signature]
Notary
(Stamp/Seal)

Commission Expires:
[b:forms/affidapl.sam(9/08)]

Ryan D. Bailline
Tel 305.579.0508
Fax 305.579.0717
bailliner@gtlaw.com

May 30, 2014



VIA HAND DELIVERY

Mr. Nathan Kogon, Director
Development Services Division
Miami-Dade County Regulatory and
Economic Resources Department
111 NW 1 Street, 11th Floor
Miami, Florida 33128-1972

**Re: Appeal of Resolution No. CZAB 11-4-14 for Three Lakes
Residences Public Hearing Application Z2013-00083 (the
"Application")**

Dear Nathan:

This firm represents The Richman Group of Florida, Inc. ("Richman") in connection with land use, zoning, and general development matters relating to the above-captioned Application. On May 13, 2014, Community Zoning Appeals Board No. 11 (the "CZAB") denied the Application without prejudice. Pursuant to Miami-Dade County Code Sec. 33-312-316, please accept this letter, together with the enclosed materials, appealing the decision rendered at Public Hearing Z13-083.

The decision rendered at Public Hearing Z13-083 was not: (i) based on competent substantial evidence; (ii) testimony proffered by Richman's qualified and credentialed experts; or (iii) written analytical evidence and factual findings made by staff. In compliance with the "Instructions for Filing an Appeal," enclosed please find the following:

1. Petition of Appeal from Decision of Miami-Dade CZAB, executed by Tamiami Kendall Investments, Inc., Owner and Applicant;
2. A check made payable to Miami-Dade County in the amount of \$2161.77;
3. A copy of the Staff Recommendation of Approval;
4. A copy of Resolution No. CZAB 11-4-14; and
5. A copy of Miami-Dade County Code Sec. 33-312-316.

Mr. Nathan Kogon, Director
May 30, 2014

Should you have any questions or require additional information, please do not hesitate to contact us. We would appreciate your scheduling this item on the next available Board of County Commissioners' agenda.


Best regards,


Ryan D. Bailine, Esq.

Enclosures

cc: The Richman Group of Florida, Inc.
Mr. Todd Fabbri
Mr. Jeffery Evans
Linda Christian-Cruz, FRP
Marissa A. Faerber, Esq.

RECEIVED
213-083
MAY 30 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY 

MAY 30 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY _____

BY

17

- (6) NON-USE VARIANCE to permit two carport buildings to setback 69'-5" (75' required) from the front (south) property line and to be located in front of the principal building (not permitted).
- (7) NON-USE VARIANCE to permit a clubhouse to be located in front of the principal building (not permitted).
- (8) NON-USE VARIANCE to permit one-way drives with a minimum width of 11' (14' required).

The aforementioned plans are on file and may be examined in the Department of Regulatory and Economic Resources. Plans may be modified at public hearing.

SUBJECT PROPERTY: A portion of Southeast ¼ of Section 14, Township 55 South, Range 39 East. Lying and being in Miami-Dade County, Florida, being more particularly described as follows:

Begin at southeast corner of the southeast ¼ of said Section 14 thence south 87° 47' 05" west along the south line of the southeast ¼ of said Section 14 for 525.83 feet; thence north 02° 20' 51" west 914.91 feet; thence north 87° 39' 09" east along a line 448.00 feet south of and parallel with the north line of the southeast ¼ of the southeast ¼ of said Section 14; for 530.00 feet to east line of the southeast ¼ of said Section 14; thence south 02° 05' 10" east along said east line 916.13 feet to the point of beginning.

LOCATION: Lying North of SW 136 Street & West of SW 127 Avenue, MIAMI-DADE COUNTY, FLORIDA, and

WHEREAS, a public hearing of the Miami-Dade County Community Zoning Appeals Board 11 was advertised and held, as required by law, and all interested parties concerned in the matter were given an opportunity to be heard, and at which time the applicant proffered a declaration of restrictions which among other things provided for the following:

- (1) Controlling Site Plan. The Three Lakes Project shall be developed substantially in accordance with the plans entitled "Three Lakes For: The Richman Group of Florida, Inc." as prepared by MSA Architects, consisting of 17 sheets and landscape plans entitled "Three Lakes" as prepared by Bruce Howard & Associates, Inc., consisting of 2 sheets, all sheets dated stamped received 01/29/14 for a total of 19 sheets.
- (2) Residential Density Restriction. The maximum number of dwelling units on the Three Lakes Project shall be a total of 240 multi-family residential units.

WHEREAS, upon due and proper consideration having been given to the matter, it is the opinion of this Board that the requested district boundary change to RU-4 (Item #1) would not be

compatible with the neighborhood and area concerned and would be in conflict with the principle and intent of the plan for the development of Miami-Dade County, Florida, and should be denied, and that the requested modification of Paragraph #1 and #2 of Declaration of Restrictions recorded in Official Record Book 24909 Pages 1820-1825 (Item #2) would not be compatible with the area and its development and would not conform with the requirements and intent of the Zoning Procedure Ordinance, and that the requested deletion of Declaration of Restrictions, recorded in Official Records Book 21213, Pages 3152-3168, only as it applies to the subject property (Item #3), and the requested non-use variance to permit a multi-family development with 370 parking spaces (Item #4), and the requested non-use variance to permit spacing between building walls of living units spaced a minimum of 22' (Item #5), and the requested non-use variance to permit two carport buildings to setback 69'-5" from the front (south) property line and to be located in front of the principal building (Item #6), and the requested non-use variance to permit a clubhouse to be located in front of the principal building (Item #7), and the requested non-use variance to permit one-way drives with a minimum width of 11' (Item #8) would not be in harmony with the general purpose and intent of the regulations and would not conform with the requirements and intent of the Zoning Procedure Ordinance and would be inconsistent with the Comprehensive Development Master Plan, and

WHEREAS, a motion to deny the application without prejudice was offered by Jay Reichbaum, seconded by Carolina Blanco, and upon a poll of the members present the vote was as follows:

Carolina Blanco	aye	Miguel A. Diaz	absent
Socrates De Jesus	aye	Jay Reichbaum	aye
		Beatrice Suarez	absent
		Patricia G. Davis	nay

NOW THEREFORE BE IT RESOLVED by the Miami-Dade County Community Zoning Appeals Board 11, that the requested district boundary change to RU-4 (Item #1) be and the same is hereby denied without prejudice.

BE IT FURTHER RESOLVED that the requested modification of Paragraph #1 and #2 of Declaration of Restrictions recorded in Official Record Book 24909 Pages 1820-1825 (Item #2), and the requested deletion of Declaration of Restrictions, recorded in Official Records Book 21213, Pages 3152-3168, only as it applies to the subject property (Item #3), and the requested non-use variance to permit a multi-family development with 370 parking spaces (Item #4), and the requested non-use variance to permit spacing between building walls of living units spaced a minimum of 22' (Item #5), and the requested non-use variance to permit two carport buildings to setback 69'-5" from the front (south) property line and to be located in front of the principal building (Item #6), and the requested non-use variance to permit a clubhouse to be located in front of the principal building (Item #7), and the requested non-use variance to permit one-way drives with a minimum width of 11' (Item #8) be and the same are hereby denied without prejudice.

The Director is hereby authorized to make the necessary notations upon the records of the Miami-Dade County Department of Regulatory and Economic Resources.

PASSED AND ADOPTED this 13th day of May, 2014.

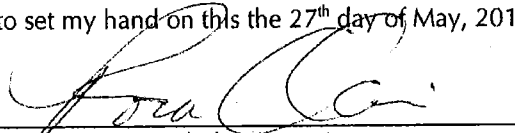
Hearing No. 14-5-CZ11-1
rd

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

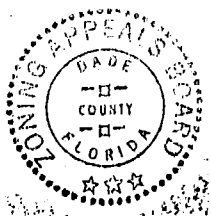
I, Rosa Davis, as Deputy Clerk for the Miami-Dade County Department of Regulatory and Economic Resources as designated by the Director of the Miami-Dade County Department of Department of Regulatory and Economic Resources and Ex-Officio Secretary of the Miami-Dade County Community Zoning Appeals Board 11, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. CZAB11-4-14 adopted by said Community Zoning Appeals Board at its meeting held on the 13th day of May, 2014.

IN WITNESS WHEREOF, I have hereunto set my hand on this the 27th day of May, 2014.



Rosa Davis, Deputy Clerk (218345)
Miami-Dade Department of Department of Regulatory
and Economic Resources

SEAL



**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to Community Council No. 11**

PH: Z13-083 (14-5-CZ11-1)

May 13, 2014

Item No. 1

Recommendation Summary	
Commission District	9
Applicants	Tamiami Kendall Investments, Inc.
Summary of Requests	The applicant is seeking to allow a zone change to RU-4, Apartment House District, modify a Declaration of Restrictions and delete another Declaration of Restrictions in order to develop the parcel with a 240-unit multi-family residential development. Additionally, the applicant is seeking approval of several variances for parking, spacing, driveway width and setback.
Location	Lying north of SW 136 Street and west of SW 127 Avenue, Miami-Dade County, Florida.
Property Size	9.8 acres
Existing Zoning	BU-1A, Limited Business District RU-3M, Minimum Apartment House District
Existing Land Use	Vacant
2015-2025 CDMP Land Use Designation	Industrial and Office (see attached Zoning Recommendation Addendum)
Comprehensive Plan Consistency	Consistent with the LUP map, and the interpretative text and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33-311(A)(4)(b) Non-Use Variance, Section 33-311, District Boundary Change, Section 33-311(A)(7) Generalized Modification Standards (see attached Zoning Recommendation Addendum)
Recommendation	Approval of request #1, subject to the acceptance of the proffered covenant, and approval with conditions of requests #2 through #8.

REQUESTS:

- (1) DISTRICT BOUNDARY CHANGE from BU-1A, RU-3M to RU-4.
- (2) MODIFICATION of Paragraph #1 and #2 of Declaration of Restrictions recorded in Official Record Book 24909 Pages 1820-1825, reading as follows:

FROM: "(1) Controlling Site Plan. The Twin Lake Shores East and 127th Avenue Project shall be developed substantially in accordance with the site plans entitled "Twin Lake shores East" (SP-1, SP-2, L-1, and A-1 through A-10) as prepared by Bellon Millanes Architects and Planners, dated, signed and sealed March 15, 2006. Said plans being on file with the Miami-Dade County Department of Planning and Zoning, and by reference made a part of this agreement (the "Plans")."

TO: "(1) Controlling Site Plan. The Three Lakes Shores shall be developed substantially in accordance with the plans entitled "Three Lakes for: The Richman Group of Florida, Inc." as prepared by MSA Architects, consisting of 17 sheets and landscape plans entitled "Three Lakes" as prepared by Bruce Howard &

RECEIVED
213-083
MAY 30 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

BY _____

Associates, Inc., consisting of 2 sheets, all sheets dated stamped received 1/29/13 for a total of 19 sheets."

FROM: "(2) Residential Density Restriction. The maximum number of dwelling units on the Twin Lake Shores East Project shall be a total of 104 town home residential units."

TO: "(2) Residential Density Restriction. The maximum number of dwelling units on the Three Lakes Project shall be a total of 240 multi-family residential units."

The purpose of Request #2 is to allow the applicant to submit a revised site plan showing a multi-family development in lieu of the previously approved town home development and to increase the number of residential units.

- (3) DELETION of declaration of Restrictions, recorded in Official Records Book 21213, Pages 3152-3168, only as it applies to the subject property.
- (4) NON-USE VARIANCE to permit a multi-family development with 370 parking spaces (399 parking spaces required).
- (5) NON-USE VARIANCE to permit spacing between building wall of living units spaced a minimum 24' (30' required) and to permit spacing varying from 13'-5" to 18'-4" (20' required) from other buildings.
- (6) NON-USE VARIANCE to permit two carport buildings to setback 69'-5" (75' required) from the front (south) property line and to be located in front of the principal building (not permitted).
- (7) NON-USE VARIANCE to permit a club house to be located in front of the principal building (not permitted).
- (8) NON-USE VARIANCE to permit one-way drives with a minimum width of 11' (14' required).

The aforementioned plans are on file and may be examined in the Department of Regulatory and Economic Resources. Plans may be modified at public hearing.

PROJECT DESCRIPTION AND PROJECT HISTORY:

The submitted plans depict the proposed 240 unit, multi-family garden style residential development consisting of the eight (8), three (3)-story apartment buildings, four (4) 1-story carport buildings, a clubhouse and surface parking areas on the approximately 9.8-acre parcel.

Pursuant to Resolution #CZAB11-30-06, 8.3 acres of the 9.8-acre subject parcel was rezoned from BU-1A, Limited Business District, to RU-3M, Minimum Apartment House District, along with ancillary requests for variances in 2006, in order to allow the establishment of a residential development on the property. Declarations of Restrictions were also approved restricting the development to the approved use and site plans, which the applicant now seeks to modify and delete.

NEIGHBORHOOD CHARACTERISTICS		
	Zoning and Existing Use	Land Use Designation
Subject Property	BU-1A and RU-3M; vacant land	Industrial and Office
North	RU-3M; townhome development	Industrial and Office
South	RU-TH; townhome development	Low-Density Residential, (2.5 - 6 du)
East	GU; vacant land	Industrial and Office
West	RU-3M; townhome development	Industrial and Office

NEIGHBORHOOD COMPATIBILITY:

The subject property is a vacant parcel located in South Miami-Dade County. Vacant land and townhouses characterize the surrounding area.

SUMMARY OF THE IMPACTS:

The approval of this application will allow the applicant to develop the parcel in accordance with the proposed RU-4, Apartment House District regulations and provide the community with additional multi-family residences in this area. However, since the site is vacant the proposed development of the residential site could impact traffic and other services in the area including schools and emergency services.

COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

The applicant is seeking to allow a zone change to RU-4, Apartment House District, modify a Declaration of Restrictions and delete another Declaration of Restrictions in order to develop the parcel with a multi-family residential development. The Comprehensive Development Master Plan (CDMP) designates this property for **Industrial and Office** use on the Land Use Plan (LUP) Map of the CDMP. The CDMP Land Use Element Interpretative Text states that *residential development is incompatible with major industrial concentrations and shall not occur in areas designated as "Industrial and Office" on the LUP map to avoid use conflicts and for health and safety and residential planning reasons.* However, said text allows exceptions, one of which is that residential development may be granted for a portion of an industrially designated area where the portion is 10 acres or smaller and is bounded on two or more sides by existing residential development or zoning. The subject property is less than 10 acres in size, is bounded by an existing RU-3M zoned townhouse development to the north and west and an existing RU-TH zoned townhouse development to the south. Additionally, staff notes that the Industrial and Office designation does not specify a density range regarding the maximum number of residential units allowed. However, it does provide that the Director of the Department of Regulatory and Economic Resources may determine that the inclusion of residences that are designed to provide a compatible transition is the best means to maintain the quality of the adjoining residential areas in the industrial designated area. The submitted plans with the density requested by the applicant of 25 units per net acre, in staff's opinion, provides a compatible transition to the adjacent residential development to the west and north, and therefore, the proposed development as presented is **consistent** with the CDMP Industrial and Office designation of the subject property on the LUP Map. Staff notes that the applicant

has proffered a covenant restricting the development of the site to the submitted plans, which show a proposed 240 unit, multi-family garden style residential development consisting of the eight (8), three (3)-story apartment buildings, four (4) carport 1-story buildings and a variety of amenities, including a recreational club house, a swimming pool, cabanas, outdoor living areas, and a large green space that will serve in part as a "tot lot".

The criteria for determining compatibility is outlined in CDMP Land Use Element, **Policy LU-4A**, among which are noise, lighting, height, bulk, scale of architectural elements, landscaping and buffering as applicable. Staff notes that the subject property abuts an existing two-story townhouse development located to the north, south and west of the subject property. The submitted plans indicate that the proposed development will meet the setback requirements and will be adequately buffered on all sides by a continuous hedge and a staggered row of trees, which staff opines will mitigate the visual impact of the proposed three (3)-story development on the abutting properties. Additionally, in staff's opinion, the proposed maximum height of 28'-6" on the three (3)-story buildings shown in the plans is compatible with the maximum height (35') allowed by the surrounding existing zoning districts.

Based on the foregoing analysis, staff opines that the proposed development will be adequately buffered and will not have a negative visual impact on the surrounding properties or on passersby along SW 127 Avenue and SW 136 Terrace and would be **compatible** with the area based on the criteria set forth in the CDMP Land Use Element, **Policy LU-4A**. Therefore, subject to the acceptance of the proffered covenant, staff opines that approval of the application would be **consistent** with the CDMP Land Use Element interpretative text, which allows under certain conditions the approval of residential uses in areas designated **Industrial and Office** on the CDMP Land Use Plan (LUP) map.

ZONING ANALYSIS:

For the reasons stated above, staff opines that when the applicant's request to rezone the 9.8-acre parcel to RU-4 (request #1), is analyzed under Section 33-311, District Boundary Change, that the approval of the request would be **compatible** with the surrounding residential, uses in the area.

Staff notes that most of the subject property was previously approved to allow a residential development in 2006, pursuant to Resolution #CZAB11-30-06. The applicant now seeks to rezone the entire property to residential use in order to develop it with a 240 apartment units. The submitted site plan indicates that the majority of the three-story buildings will be placed away from property lines and streets (SW 136 Street and SW 127 Avenue). Also included in the site plan is a club house which will include indoor amenities and recreation space. One courtyard contains a swimming pool, cabanas and outdoor living areas. A green space/tot lot is shown in another courtyard. These courtyards are connected internally to the subject property and will be accessible to all residents. The arrangement of buildings away from the roadway and the integration of architecturally defined open space is much more pedestrian-friendly than conventional developments. Pedestrian paths and sidewalks are also provided throughout the site to connect to the aforementioned recreational areas. The proposed height of the residential buildings will be three (3) stories high with a maximum height of 28'-6" to the top of roof. These heights assure compatibility between the proposed architecture and the surrounding 2-story townhouses to the south, north and west. The abundant fenestration applied to all facades precludes the formation of a "blank wall" condition on building walls. Landscaping plans show an assortment of plant species consisting of trees, palms and shrubs that will be used to shade

parking areas and enhance the aesthetics of the development. As such, staff opines that approval of the rezoning to RU-4 (request #1), would permit residential uses that would not be out of character with, and would be more compatible with the existing residential developments located to the south, west and north of the subject property.

Staff notes that based on the memorandum from the Public Works and Waste Management Department, the approval of the aforementioned request would not result in excessive traffic. Their memorandum states that the application meets the criteria for traffic concurrency for an Initial Development Order. The memorandum from the Division of Environmental Resources Management (DERM) of the Department of Regulatory and Economic Resources (RER) indicates that the approval with conditions of the aforementioned requests will not have an unfavorable impact on the environmental resources of the County. Specifically, its memorandum indicates that a review of the application for compliance with the requirements of Chapter 24 of the Code indicated that the Level of Service standards as specified in the CDMP for potable water supply, wastewater disposal and flood protection are valid for this initial development order. The Miami-Dade Fire Rescue Department (MDFRD) memorandum indicates that approval of the aforementioned request will have a moderate impact on the MDFRD resources that exists or that are budgeted or planned for in this area.

In addition, staff notes that the subject property fronts SW 127 Avenue and SW 136 Street, which are both section line roadways. As such, based on the foregoing analysis and the memoranda from the Departments concerned, staff opines that the approval of the proposed development will be consistent with the CDMP, will not have an unfavorable impact on the economy of the County and would not have an unfavorable impact on the environmental and natural resources or create an unnecessary burden on the water, sewer, solid waste or recreational resources among others which have been constructed, planned or budgeted for. **Therefore, subject to the acceptance of the covenant, staff recommends approval of request #1 under Section 33-311, District Boundary Change.**

The applicant also seeks approval to modify paragraphs of a previously recorded declaration of restrictions (request #2) and to delete another declaration of restrictions (request #3) in order to remove a requirement that the property be developed in accordance with a site plan for a residential development and commercial site and to allow the applicant to submit a revised site plan showing a multi-family development in lieu of the previously approved uses. When the requests are analyzed under Section 33-311(A)(7), Generalized Modification Standards, staff opines that approval of same would be **compatible** with the residential uses in the surrounding area. The previously approved plan being modified showed a residential development with 104 townhome units housed in 15 separate buildings with a maximum height of 33'. Staff notes that the current site plans show a proposed 240 unit, multi-family garden style residential development consisting of the eight (8), three (3)-story apartment buildings, four (4) 1-story carport buildings and a variety of amenities, including a recreational club house, a swimming pool, cabanas, outdoor living areas, and a large green space that will serve in part as a "tot lot". Additionally, the Declaration of Restrictions that the applicant is requesting to delete required, among other things, that the commercial development be approved through the Administrative Site Plan Review process, limited the commercial uses allowed and required a 25' landscape buffer. Staff notes that the proposed site plan shows a 25' landscape buffer along the east and south property lines adjacent to SW 127 Avenue and SW 136 Street. Staff further notes that the main difference between the previously approved plan and the proposed site plan is the mixed-use commercial and residential uses previously approved and the residential use only now proposed. Staff opines that the submitted plans do not indicate an increase in the intensity of

the development that will have visual or traffic impacts on the surrounding area. Staff notes that based on the memorandum from the Public Works and Waste Management Department, the approval of the aforementioned request would efficiently use the roads, streets and highways which have been constructed, planned or budgeted for in this area and further, would not result in excessive traffic. **Therefore, based on the aforementioned analysis staff recommends approval with conditions of requests #2 and #3 under Section 33-311(A)(7) Generalized Modification Standards.**

When requests #4 through #8 are analyzed under Section 33-311(A)(4)(b), Non-Use Variance From Other Than Airport Standards, staff opines that approval of these requests would be **compatible** with the surrounding area. The applicant seeks to develop the residential development with 29 less parking spaces than the 399 parking spaces required by the RU-4 zoning regulations (request #4). Staff notes that the submitted plans show an additional 36 parking spaces located within detached carport buildings for a total of 406 parking spaces within the proposed development. However, the RU-4 zoning district regulations do not allow the use of these spaces in calculating the total available parking spaces for the proposed residential development. Staff's parking calculation only included the parking spaces marked on the site plan, resulting in the shortage that is the subject of request #4. Staff is supportive of the applicant's request to reduce the number of on-site parking spaces since this request is internal to the site and the likelihood of the spillage of parking onto the abutting roadways is very minimal. However, as a condition for approval, staff recommends that the aforementioned carports not be enclosed in any manner for habitable space and remain for the parking of vehicles only. Additionally, staff is also supportive of request #8, to permit one-way drives with a minimum width of 11' (14' required). Staff notes that said request is located at the southwestern portion of the subject site at a proposed turnabout. One of the drives with a width of 11' cuts through the middle of the proposed turnabout, while another drive with a width of 12' caresses said turnabout and provides a means for vehicles to exit the site. Staff further notes that there are other drives within this area of the site that allow for vehicular flow without any traffic disturbance. Therefore, staff opines that approval of this request (request #8) to permit one-way drives with a minimum width of 11' would not be detrimental to the area and would not have a negative traffic impact.

Staff is also supportive of requests #5 through #7, which seek to permit reduced spacing between buildings (request #5), reduced setbacks for the carport buildings (request #6), and permit said carport buildings and clubhouse to be located in front of the principal buildings (request #7). Staff opines that these requests are minimal, internal to the site and are not likely to have a visual impact on the surrounding area. Additionally, staff notes that in order to mitigate any negative visual impacts generated by these requests the applicant has submitted landscape plans which indicate extensive landscaping so as to lessen said impact that the development could have on the adjacent properties and to provide a pleasing environment for the residents. Staff, therefore, opines that the approval of these requests would maintain the basic intent and purpose of the zoning, subdivision and other land use regulations, which is to protect the general welfare of the public, particularly as it affects the stability and appearance of the community and provided that the non-use variances will be otherwise compatible with the surrounding land uses and would not be detrimental to the community. **As such, staff recommends approval with conditions of requests #4 through #8 under Section 33-311(A)(4)(b), Non-Use Variance From Other Than Airport Standards.**

ACCESS, CIRCULATION AND PARKING: The submitted plans indicate one (1) ingress/egress point along SW 136 Street and one (1) egress point on the northwestern portion

of the site along SW 136 Street, too. Additionally, there is another egress point on the eastern portion of the site along SW 127 Avenue. The applicant has provided a total of 406 parking spaces. The applicant has also provided adequate drives to facilitate the flow of traffic within the proposed development.

NEIGHBORHOOD SERVICES PROVIDER COMMENTS: See attached.

OTHER: N/A


RECOMMENDATION:

Approval of request #1, subject to the acceptance of the proffered covenant, and approval with conditions of requests #2 through #8.

CONDITIONS FOR APPROVAL: For requests #4 through #8 only.

1. That all other paragraphs of Declaration of Restrictions, recorded in Official Records Book 24909 Pages 1820-1825 remain in full force and effect except as herein modified.
2. That the carports not be enclosed in any manner for habitable space and remain for the parking of vehicles only.
3. That the applicant shall install all the required landscaping along the property lines prior to obtaining a Certificate of Occupancy.

ES:MW:NN:CH:JV


Eric Silva, AICP, Development Coordinator
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

NDW

RECEIVED
23-08
MAY 30 2014

ZONING

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT. § 33-313
BY *XV*

4-22-03; Ord. No. 03-118, § 1, 5-6-03; Ord. No. 03-119, § 1, 5-6-03; Ord. No. 03-120, § 1, 5-6-03; Ord. No. 03-134, § 1, 6-3-03; Ord. No. 03-162, § 1, 7-8-03; Ord. No. 03-163, § 2, 7-8-03; Ord. No. 03-185, § 1, 9-9-03; Ord. No. 04-108, § 2, 6-8-04; Ord. No. 04-216, § 1, 2, 12-2-04; Ord. No. 04-217, § 12, 12-2-04; Ord. No. 05-143, § 11, 7-7-05; Ord. No. 09-76, § 3, 9-1-09; Ord. No. 10-58, § 10, 9-21-10; Ord. No. 11-86, § 4, 11-15-11; Ord. No. 12-49, § 2, 7-3-12; Ord. No. R-13-09, § 1, 2-5-13; Ord. No. 13-16, § 8, 2-5-13)

Sec. 33-312. Community Zoning Appeals Board—Decisions.

All decisions of the Community Zoning Appeals Boards shall be by resolution. The decision, if for denial, shall specify whether it is with or without prejudice. A final finding by the Ethics Commission as provided in Section 2-11.1(z) of a willful violation of Sections 2-11.1 or 20-45 of the Code by any member of a Community Zoning Appeals Board regarding a particular matter shall constitute malfeasance in office and shall render the action regarding that particular matter voidable by the Board of County Commissioners. Notwithstanding any provision to the contrary, a decision of the Board of County Commissioners to void a decision as provided in this section shall be by simple majority vote of the members present. Decisions of the Community Zoning Appeals Boards are final and may be appealed to circuit court pursuant to Section 33-316 provided however within fourteen (14) days, but not thereafter, decisions of the Community Zoning Appeals Boards as specified in Section 33-314, shall be appealed to the Board of County Commissioners, as provided by Section 33-313. The fourteen-day appeal period provided herein shall commence to run the day after notification that the appropriate Community Zoning Appeals Board has taken action on the particular matter, such notification to be given by the Department by posting a short, concise statement of the action taken on a conspicuous bulletin board that may be seen by the public at reasonable times and hours in the office of the Department. Where the fourteenth (14th) day falls on a weekend or legal holiday the fourteen-day period shall be deemed to extend through the next business day. No appeal may be withdrawn

after a period of ten (10) days from the date of the decision of a Community Zoning Appeals Board; except at the appeal hearing before the Board of County Commissioners and with the permission of such Board. In no event shall an appellant be entitled to a refund of the appeal fee. It is hereby intended that the Community Zoning Appeals Board's decision concerning a requested regulation amendment shall be considered only as a recommendation, which shall be transmitted, together with the Community Zoning Appeals Board's record on each such application, to the Board of County Commissioners for final action by way of approval, disapproval or modification pursuant to Section 33-314 hereof.

(Ord. No. 60-14, 4-19-60; Ord. No. 61-30, § 1, 6-27-61; Ord. No. 62-48, § 1C, 12-4-62; Ord. No. 71-22, § 1, 1-19-71; Ord. No. 74-20, § 5, 4-3-74; Ord. No. 96-127, § 35, 9-4-96; Ord. No. 98-125, § 21, 9-3-98; Ord. No. 04-92, § 1, 5-11-04)

Sec. 33-313. Appeals to Board of County Commissioners.

(A) Any appealable decision of the Community Zoning Appeals Board may be appealed by an applicant, governing body of any municipality, if affected, or any aggrieved party, including neighborhood, community and civic associations, whose name appears in the record of the appropriate Community Zoning Appeals Board by filing with the Department a petition in a form prescribed by the Director and a written statement specifying in brief, concise language the grounds and reasons for reversal of the ruling made by the Community Zoning Appeals Board, together with a fee for the processing of the appeal, as provided by Administrative Order No. 4-40, as amended from time to time, within the fourteen (14) days provided by Section 33-312 hereof.

(B) Upon the timely filing of an application for appeal, the Director shall transmit to the County Commission the petition for appeal, any associated documents which may be submitted on appeal, the application and Director's recommendation as presented to the Community Zoning Appeals Board, and the decision and record of the Community Zoning Appeals Board. If the ground for

reversal is a failure to provide notice as required by Section 33-310, the name of the appellant need not appear in the record.

(C) If the decision of the Community Zoning Appeals Board has not been appealed within the fourteen-day period, the Director may appeal such decision within four (4) additional days in the manner aforestated, except that a fee will not be required.

(D) Upon the taking of an appeal, the County Commission shall conduct a de novo hearing and shall consider why the decision of the Community Zoning Appeals Board should or should not be sustained or modified. By resolution, the Board shall either affirm, modify or reverse the Community Zoning Appeals Board's decision and such action of the County Commission shall be by a majority vote of all members present except that a two-thirds ($\frac{2}{3}$) vote of all members present shall be required to reverse any Community Zoning Appeals Board decision denying a request for zoning action or to approve any Development of Regional Impact or modifications thereof, substantial deviation determination or related request pursuant to Section 33-314 where a Community Zoning Appeals Board's recommendation is for denial.

(E) No appeal shall be heard or considered until notice has been provided in accordance with the provisions of Section 33-310(c), (d), (e) and (f).

(F) With respect to appeals arising from the Downtown Kendall Urban Center District a two-thirds ($\frac{2}{3}$) vote of all members present shall be required to reverse any Community Zoning Appeals Board decision denying a request for zoning action for a development proposed within the Center or Edge Sub-Districts of the Downtown Kendall Urban Center District. For any application for a development proposed within the Core Sub-District of the Downtown Kendall Urban Center District pursuant to Section 33-311 shall be decided by a majority vote of all members then in office.

(Ord. No. 60-14, 4-19-60; Ord. No. 61-30, § 1, 6-27-61; Ord. No. 62-48, § 1D, 12-4-62; Ord. No. 64-3, § 2, 2-4-64; Ord. No. 64-65, § 5, 12-15-64; Ord. No. 65-11, § 1, 2-16-65; Ord. No. 66-66, § 4, 12-20-66; Ord. No. 74-20, § 6, 4-3-74; Ord. No.

74-40, § 4, 6-4-74; Ord. No. 77-54, § 1, 7-19-77; Ord. No. 78-18, § 1, 3-21-78; Ord. No. 78-52, § 2, 7-18-78; Ord. No. 80-88, § 1, 9-2-80; Ord. No. 87-29, § 1, 5-19-87; Ord. No. 89-129, § 1, 12-19-89; Ord. No. 95-215, § 1, 12-5-95; Ord. No. 96-127, § 35, 9-4-96; Ord. No. 97-16, § 3, 2-25-97; Ord. No. 99-166, § 4, 12-16-99; Ord. No. 00-31, § 2, 2-24-00; Ord. No. 00-100, § 1, 7-25-00; Ord. No. 05-32, § 1, 2-1-05; Ord. No. 13-16, § 9, 2-5-13)

Sec. 33-313.1. Deletion or modification of covenants or common open spaces or amenities.

For zoning applications heard by the County Commission, no zoning application (i) to delete or amend a declaration of restrictive covenants that was submitted in connection with a prior zoning application that would result in an increase in the density or intensity of a use or (ii) to delete or modify, in a manner inconsistent with Section 33-310.1(A)(I)(B)(7), a common open space or common use amenity within a residential site plan that was previously approved upon public hearing, shall be approved except upon a two-thirds vote of the members present at the hearing at which the application is decided. It is provided, however, that this section shall not apply to an application to delete or amend a declaration of restrictive covenants or a condition in a resolution, or parts thereof, for a property within an urban center district or urban area district. (Ord. No. 09-73, § 1, 9-1-09; Ord. No. 12-49, § 3, 7-3-12)

Sec. 33-314. Direct applications and appeals to the County Commission.

(A) The County Commission shall have jurisdiction to directly hear the following applications:

- (1) Applications for development approval of Developments of Regional Impact ("DRI"), modification thereof or substantial deviation determination or modification thereof, including applications for modifications to restrictive covenants related thereto, after hearing and recommendation by the Community Zoning Appeals Board or Boards having jurisdiction over the area encompassed by the entire Development of Regional Impact. Where an application

substantial deviation determination or for development approval of a DRI, modification thereof or substantial deviation determination also contains a request for any other action under this chapter requiring a public hearing or where there is pending on any property an application of or development approval for a DRI and an application for any other action under this chapter requiring a public hearing (related requests), except applications for essentially built out determinations, all such applications shall be heard in their entirety by the Board of County Commissioners after hearing and recommendation of the Community Zoning Appeals Board or Boards having jurisdiction over the area encompassed by the application or applications. Where an application requests a modification or elimination of a condition or restrictive covenant not constituting a substantial deviation, and where such application does not contain a request for any other action under this chapter requiring a public hearing apart from modifying the DRI development order, then such application shall be heard directly by the Board of County Commissioners after recommendation of the Developmental Impact Committee. Where practicable, all such items shall be acted upon at the same public hearing. Hearings pursuant to this subsection shall be noticed in the same manner as applications filed before the Community Zoning Appeals Boards. The procedural requirements of Section 33-311(F) and 33-311(G) shall apply to hearings held pursuant to this section.

- (2) Any application encompassing property located in more than one Community Zoning Appeals Board as set forth in Section 33-309.
- (3) When as a result of municipal incorporation or annexation, a Community Zoning Appeals Board (CZAB) does not have enough members in office to hear and decide zoning applications, the Board of County Commissioners shall hear and

decide all zoning applications in the remaining jurisdiction of the CZAB. Zoning actions advertised for hearing before the Board of County Commissioners shall be heard and decided by the board, and neither the subsequent appointment or election of additional CZAB members, nor the reconfiguration of the affected CZAB, shall divest the board of jurisdiction to hear such advertised applications. If prior to the mailing of the final notice of hearing pursuant to Section 33-310, new members of the affected CZAB have been appointed or elected, or the affected CZAB has been reconfigured, such that the CZAB has enough members to act, applications within the CZAB's jurisdiction shall be heard and decided by that CZAB upon notice pursuant to Section 33-310.

- (4) Any application encompassing property located within a municipality when jurisdiction is vested in Miami-Dade County pursuant to applicable zoning regulations or municipal charter or interlocal agreement.

(B) The County Commission shall have jurisdiction to hear appeals from decisions of the Community Zoning Appeals Boards as follows:

- (1) Applications for district boundary changes on individual pieces of property or on a neighborhood or area-wide basis.
- (2) Applications for district boundary changes which also contain requests for unusual use, new use, variance or special exception which is incidental or related thereto, or where there is pending on the same property or portion thereof more than one (1) application for district boundary change, variance, special exception, unusual or new use. When possible an appeal containing such requests shall be acted upon at the same public hearing.
- (3) All zoning applications by State and municipal entities and agencies.
- (4) Applications for unusual uses or amendments or modifications thereto described in Section 33-13(e) when said unusual

uses, amendments or modifications in connection with a class I or class IV permit application, as defined in Section 24-58.1.

- (5) Any appeal filed by the Director from any action of the Community Zoning Appeals Boards.
 - (6) Notwithstanding any provision contained in any section of this Code, the Board of County Commissioners shall have appellate jurisdiction whenever it is contended that a decision of a Community Zoning Appeals Board constitutes a taking or deprivation of vested rights and administrative remedies of Section 2-114 have been exhausted.
 - (7) Applications for appeals of administrative decisions pursuant to Section 33-311(A)(2).
 - (8) Applications for development approval or modifications thereof for projects located within the Downtown Kendall Urban Center District.
 - (9) Applications for development approval or modifications thereof for projects located within the Center or Edge sub-districts of the Naranja Community Urban Center District and all other Urban Center zoning districts.
 - (10) Administrative determinations concerning mobile home parks pursuant to Section 33-311(2)(a) of this Code.
- (C) The County Commission shall have jurisdiction to directly hear other applications as follows:
- (1) Upon application for, hear and decide appeals where it is alleged there is an error in any order, requirement, decision or determination made by the Development Impact Committee Executive Council or its Chairman in the discharge of its duties as defined in Sections 2-114.1, 2-114.2, 2-114.3, 2-114.4 and Chapters 28, 33-303.1(D)(3), 33E, [Section] 33G-6, 33H, 33I and 33J and 33K of the Code. The Board of County Commissioners shall also hear and decide appeals or other matters as provided by Sections 2-114.2, 2-114.3, and 2-114.4 of the Code.
 - (2) Applications for developmental resolutions for which the applicant or the executive council of the DIC has invoked the administrative remedy set forth in Section 2-114.1, Code of Miami-Dade County, Florida and to which the procedure of Section 33-311(E)(1) applies.
 - (3) Applications to modify or eliminate any provision of restrictive covenants, or part thereof, accepted at public hearing, where the covenant provides that only the Board of County Commissioners may modify or eliminate the provisions of such covenant.
 - (4) Applications for non-use variance from the requirements of Section 33-35(c) of this code as to any structure subject to the provision of Article XXXIII(I) that is existing at the effective date of this ordinance or approved as described in Section 33-284.64.
 - (5) Applications for variances from the provisions of this chapter to permit development described in ground leases with the County in existence as of the effective date of this ordinance. Any variance granted pursuant to this provision shall satisfy the general intent of this chapter.
 - (6) Applications for appeals of administrative decisions. Upon application for, hear and decide appeals where it is alleged there is an error in the any order, requirement, decision or determination made by an administrative official in the interpretation of any portion of the regulations, or of any final decision adopted by resolution, except appeals of administrative site plan review, or appeals of administrative variances pursuant to the provisions of Section 33-36.1 of the code, said appeals first being under the jurisdiction of the Community Zoning Appeals Board. It is provided, however, that where zoning requests which would ordinarily be heard before the Community Zoning Appeals Board are joined with a request for an appeal of an administrative decision, the zoning requests shall remain pending before the Community Zoning Appeals Board

until the appeal of the administrative decision has been determined by the Board of County Commissioners.

- (7) Applications to modify or delete declarations of restrictive covenants recorded prior to December 16, 1999, encumbering property wholly located within the Downtown Kendall Urban Center District, as defined in Section 33-284.55 of this code.
- (8) Any application seeking a variance from adult entertainment establishment spacing requirements imposed by State Statute, as specified in Section 33-259.1.
- (9) Applications to modify or eliminate any condition or part thereof which has been imposed by any final decision adopted by resolution regulating any parcel of land located within the Downtown Kendall Urban Center District, or other Urban Center zoning district, where and to the extent that modification or elimination of the condition or part thereof is necessary to allow development conforming in all respects to the Downtown Kendall Urban Center District or other Urban Center zoning district regulations.
- (10) Upon application for, hear and decide appeals of decisions of the Rapid Transit Developmental Impact Committee pertaining to site plan approvals and related zoning actions issued pursuant to Section 33C-2(D)(9)(d) of the Code of Miami-Dade County.
- (11) Hear application for and, upon recommendation of the Developmental Impact Committee, grant or deny those special exceptions for public charter school facilities permitted by the regulations only upon approval after public hearing, provided the applied for special exception, in the opinion of the Board of County Commissioners, is found to be in compliance with the standards contained in Article XI and Section 33-311(A)(3) of this code.
 - (11.1) Notwithstanding the provisions of Section 33-13(e) of this code, applications for unusual uses for lake excavations to expand bona fide rockmining operations, as defined in Section 33-422(3) of the code, onto property contiguous and immediately adjacent to existing bona fide rockmining operations; associated Class I and Class IV permit applications as defined in Section 24-48.1; and all applications for uses ancillary to bona fide rockmining pursuant to Section 33-422(c) of this article.
 - (11.2) Hear application for and, upon recommendation of the Airport Developmental Impact Committee Executive Council, grant or deny applications for those special exceptions and variances pursuant to Article XXXVII of this code (Miami International Airport (Wilcox Field) Zoning).
- (12) Applications for public charter school facilities and expansions or modifications to existing public charter school facilities.
- (13) Applications for development approval or modifications thereof for projects located within the Core sub-district of the Naranja Community Urban Center District and all other Urban Center zoning districts after hearing and recommendation by the Community Zoning Appeals Board or Boards having jurisdiction over the area encompassed by the project.
- (14) Applications to modify or delete declarations of restrictive covenants recorded prior to July 27, 2005 (the effective date of this ordinance), encumbering property wholly located within any Urban Center zoning district, as defined in this code, where and to the extent that modification or elimination of the declaration of restrictive covenant or part thereof is necessary to allow development conforming in all respects to the applicable Urban Center District regulations.
- (15) Applications for zoning action on the property that is subject to a deed restriction or a restrictive covenant placed on the property in connection with its conveyance by the County, or in connection with a subsequent modification or release by the County of such restriction or covenant.

(16) Except where permitted in the IU-3 District, applications for unusual use pertaining to electric power plants and ancillary uses.

(17) Hear application for and grant or deny Director's applications for single-family and duplex lots owned by Miami-Dade County which have been designated for development under "The Infill Housing Initiative" pursuant to Article VII, Chapter 17 of this Code.

(D) The Board, after hearing why the application should or should not be granted, shall consider the matter in accordance with the criteria specified in this chapter, and shall by resolution either grant or deny the application. In granting any variances, special exceptions, new uses or unusual uses, the Board of County Commissioners may prescribe any reasonable conditions, restrictions and limitations it deems necessary or desirable in order to maintain the plan of the area and compatibility therewith. Such action of the Board of County Commissioners shall be final provided, no such action shall be taken until notice of time and place of the meeting at which the Board of County Commissioners will consider and take final action on the application has been first published as provided in Section 33-310 hereof. Anything in this article to the contrary notwithstanding, when an application for a district boundary change or special exception, new use, unusual use or variance is filed by the Director it will only be decided by the County Commission after receiving the recommendation of the Director and after the required noticed public hearing, and such decision shall then be final. Notwithstanding anything in this article or the Code of Miami-Dade County to the contrary, the Board of County Commissioners may reconsider its action upon a zoning application only in accordance with Section 33-319(k) of this code or only at the same meeting at which the action was taken and solely for the purpose of avoiding a manifest injustice. Except as otherwise specified hereby, if a motion to reconsider is adopted, no further affirmative action shall be taken until notice of such reconsideration and time and place of final action is provided in accordance with Section 33-310 hereof; provided, however, that

such affirmative action may be taken before the next item on the zoning agenda is called for consideration or before a recess or adjournment is called, whichever occurs first.

(E) If an application is before the Board of County Commissioners pursuant to this article, be it by way of appeal, recommendation or otherwise, it shall have authority to consider and take final action upon any and all matters and requests contained in the application, any other provisions in this article notwithstanding. In making any final decisions, the Commission shall be guided by the standards and guides applicable to the Community Zoning Appeals Boards or as otherwise specified in this chapter. It shall consider all relevant and material evidence offered to show the impact of the development upon Miami-Dade County. The procedural requirements of Section 33-311(F) and 33-311(G) shall apply to hearings held pursuant to this section.

(F) Reserved.

(G) The following additional procedures shall apply to zoning hearings before the County Commission:

- (1) *Deferrals.* The County Commission may defer action on any matter before it in order to inspect the site in question, to remand to the Community Zoning Appeals Boards, or for any other justifiable and reasonable reason. Whenever a deferral is approved at the request of the applicant, the applicant shall be required to pay a deferral fee in the amount of round-trip public transit fare for each person present at the hearing in opposition to the application, or two hundred fifty dollars (\$250.00), whichever is greater. The Clerk of the Board shall prepare and have available at the hearing appropriate voucher forms, in duplicate, to be filed under oath by persons present to oppose the application in question. Each objector presenting a completed voucher to the Clerk shall be given two (2) transit tokens. At the end of the meetings at which the deferral was requested, the Clerk shall, for each deferral, total the number of vouchers issued, determine the value of

transit fares represented by the tokens, and submit the deferral fee to the applicant, or his attorney. The applicant requesting the deferral shall pay the deferral fee to the Department, which shall then pay an amount equal to the value of the transit fares to the transit agency. Except for that portion of the deferral fee paid to the transit agency, all monies collected by the Department as deferral fees shall be deposited into a separate account and shall be expended only for purposes of administering and enforcing the provisions hereof. In the event that the applicant does not pay the deferral fee prior to the date of the scheduled deferred hearing, the application shall be deemed to have been voluntarily withdrawn without prejudice, the applicant shall be deemed to be in violation of this provision, and enforcement may be effectuated through all available means including, but not limited to, Chapter 8CC of the Code of Miami-Dade County, Florida. Notwithstanding the foregoing, the County Commission shall, at the time of approving a deferral, have the discretion to waive the provisions of this section upon a showing of good cause for the deferral.

- (2) *Record.* When any final action has been taken by the Board of County Commissioners, its record, together with a certified copy of its minutes and resolutions pertaining to such action shall be transmitted to the Department for filing, and the same shall be open to the public for inspection at reasonable times and hours.
- (3) *Voting Requirements.* Save and except as otherwise provided by ordinance, all actions taken by the Board of County Commissioners under this article shall be by a majority vote of all members present. When there is an insufficient number of votes to either affirm or reverse a Community Zoning Appeals Boards' resolution or on a direct application there is an insufficient number of votes to either approve or deny an application, the result shall be deemed a tie vote. Whenever a tie vote occurs, and

no other available motion on the application is made and approved before the next application is called for consideration or before a recess or adjournment is called, whichever occurs first, the matter shall be carried over to the next regularly scheduled meeting.

(H) The procedures set forth in Section 33-311(D) and (E) shall be applicable to hearings held pursuant to this section.

(I) The chair, or vice-chair or acting chair, may administer oaths and compel the attendance of witnesses in the same manner prescribed in the circuit court.

(Ord. No. 60-14, 4-19-60; Ord. No. 61-30, § 1, 6-27-61; Ord. No. 62-48, § 1E, 12-4-62; Ord. No. 73-46, § 1, 5-1-73; Ord. No. 74-20, § 7, 4-3-74; Ord. No. 74-40, § 5, 6-4-74; Ord. No. 74-69, § 1, 9-3-74; Ord. No. 75-47, § 6, 6-18-75; Ord. No. 75-100, § 2, 11-4-75; Ord. No. 77-55, § 1, 7-19-77; Ord. No. 83-70, § 16, 9-6-83; Ord. No. 84-70, § 1, 9-4-84; Ord. No. 87-6, § 1, 2-17-87; Ord. No. 88-112, § 2, 12-6-88; Ord. No. 89-10, § 6, 2-21-89; Ord. No. 90-26, § 3, 3-20-90; Ord. No. 90-31, § 3, 4-3-90; Ord. No. 90-36, § 1, 4-17-90; Ord. No. 90-59, § 3, 6-19-90; Ord. No. 90-76, § 4, 7-24-90; Ord. No. 92-84, § 2, 7-21-92; Ord. No. 95-79, § 3, 5-2-95; Ord. No. 95-215, § 1, 12-5-95; Ord. No. 96-62, § 1, 5-7-96; Ord. No. 96-123, § 1, 7-18-96; Ord. No. 96-127, § 35, 9-4-96; Ord. No. 97-9, § 2, 2-4-97; Ord. No. 97-16, § 3, 2-25-97; Ord. No. 97-131, § 1, 7-22-97; Ord. No. 97-198, § 2, 11-4-97; Ord. No. 98-2, § 2, 1-13-98; Ord. No. 98-125, § 21, 9-3-98; Ord. No. 98-175, § 3, 12-3-98; Ord. No. 99-3, § 1, 1-21-99; Ord. No. 99-118, § 2, 9-21-99; Ord. No. 99-166, § 5, 12-16-99; Ord. No. 00-31, § 2, 2-24-00; Ord. No. 00-51, § 2, 4-11-00; Ord. No. 01-121, § 2, 7-24-01; Ord. No. 01-161, § 1, 10-23-01; Ord. No. 01-227, § 6, 12-20-01; Ord. No. 02-23, § 7, 2-12-02; Ord. No. 02-56, § 2, 4-23-02; Ord. No. 02-77, § 2, 5-7-02; Ord. No. 03-93, § 5, 4-22-03; Ord. No. 03-113, § 1, 5-6-03; Ord. No. 03-120, § 2, 5-6-03; Ord. No. 03-272, § 1, 12-16-03; Ord. No. 04-108, § 4, 6-8-04; Ord. No. 04-163, § 3, 9-9-04; Ord. No. 04-203, § 16, 11-30-04; Ord. No. 04-217, § 13, 12-2-04; Ord. No. 05-143, § 12, 7-7-05; Ord. No. 06-09, § 1, 1-24-06; Ord. No. 06-23, § 2, 2-21-06; Ord. No. 06-66, § 1, 5-9-06; Ord. No. 06-190, § 1, 12-19-06; Ord. No. 07-37, § 1, 2-20-07; Ord. No.

09-81, § 6, 9-1-09; Ord. No. 10-09, § 1, 2-2-10; Ord. No. 10-58, § 11, 9-21-10; Ord. No. 11-62, § 3, 8-2-11; Ord. No. 13-16, § 10, 2-5-13)

Editor's note—Section 1 of Ordinance No. 97-9, adopted February 4, 1997, which amended previous provision § 33-314(c), shall apply to zoning applications filed with the Department of Planning, Development and Regulation prior to February 4, 1997. Section 2 of this ordinance shall apply to zoning applications filed with the Department of Planning, Development and Regulation on or after February 4, 1997.

Sec. 33-315. Regulation amendment request.

(A) Request for regulation amendments may be filed with the Director who shall assign the request on a blind filing basis to a Community Zoning Appeals Board.

(B) Notice of the Board's action on a request for regulation amendment shall be limited to the advertisement provision of Section 33-310(C)(1) except the property's location and legal description need not be included.

(C) The Community Zoning Appeals Board's action on a regulation amendment shall take the form of a recommendation which shall be transmitted to the Board of County Commissioners.

(D) Recommendations of the Community Zoning Appeals Board for or against regulation amendments when received by the Board of County Commissioners shall be considered and if it is determined to amend the regulations in any manner, such amendment shall be enacted by ordinance as provided by law.

(Ord. No. 96-127, § 36, 9-4-96)

Editor's note—Ordinance No. 96-127, § 36, adopted September 4, 1996, repealed § 33-315 and replaced such section with a new § 33-315. Formerly, such section pertained to action by Board of County Commissioners and derived from Ord. No. 60-14, 4-19-60; Ord. No. 61-30, § 1, 6-27-61; Ord. No. 64-3, § 3, 2-4-64; Ord. No. 71-12, § 2, 1-19-71; Ord. No. 74-20, § 8, 4-3-74; Ord. No. 75-47, § 7, 6-18-75; Ord. No. 77-40, § 1, 6-21-77; Ord. No. 89-10, § 7, 2-21-89; Ord. No. 91-16, § 1, 2-19-91; Ord. No. 91-21, § 1, 2-19-91; Ord. No. 92-95, § 1, 9-15-92; Ord. No. 94-37, § 3, 3-3-94; Ord. No. 95-63, § 1, 4-4-95; Ord. No. 95-91, § 1, 6-6-95; Ord. No. 95-122, § 1, 7-11-95; Ord. No. 95-215, § 1, 12-5-95.

Sec. 33-315.1. Reserved.

Editor's note—Ord. No. 03-93, § 6, adopted April 22, 2003, repealed section 33-315.1 in its entirety. Former section 33-315.1 pertained to reformation of resolutions to correct

technical errors, and derived from Ord. No. 94-153, § 1, adopted July 28, 1994; Ord. No. 96-127, § 37, adopted Sept. 4, 1996.

Sec. 33-315.2. Amendment or deletion of covenant proviso of resolution.

An application for public hearing may be filed to amend or delete, in whole or in part, that portion of a resolution which accepts or requires a restrictive covenant by condition or otherwise, hereinafter the covenant proviso, where the covenant has not been recorded in the Public Records of Miami-Dade County. An application to amend or delete a covenant proviso may seek effectively the same relief that could have been sought by modification or release of the restrictive covenant had such covenant been timely recorded. Notice shall be provided pursuant to Section 33-310 herein, except that the required mailed notices shall comply with the ½ mile radius provision. Original jurisdiction over applications under this section shall be with the board that issued the resolution containing the covenant proviso. The appellate process shall be the same as for the appeal of an application seeking the approvals contained in the prior resolution. No application under this section shall be filed and accepted unless (a) the applicant states under oath that the covenant in question has not been recorded as evidenced by a title search or attorney's opinion of title current to within 30 days of filing this application, and (b) states under oath why it is not reasonably practicable for said covenant to be timely recorded as contemplated by the prior resolution, and (c) the applicant has complied with all known requirements which would have pertained to the modification or release of the covenant had that covenant been recorded pursuant to the covenant proviso of the resolution. In considering an application pursuant to this section, the applicable board shall consider the following, in addition to all criteria pertaining to the approvals to which the covenant proviso of the prior resolution pertains:

1. The extent to which the County, the applicant and the applicant's predecessor(s) in title are responsible for the failure of the covenant to be timely recorded, including whether the failure to record the covenant is a result of clerical or other error;

2. Whether there was an intent to deceive or mislead the County in connection with the prior resolution containing the covenant proviso; and
3. Any detriment which the granting of the application may cause to the County, or the public, including the area affected. The consideration of detriment shall include, but not be limited to (a) whether granting relief will impair the County's ability to obtain compliance with the covenant proviso by the applicant or other property owners to the extent that the covenant proviso may remain in effect after a revision; and (b) whether the applicant will proffer a new, recordable covenant addressing the concerns that were to have been addressed by the prior covenant.

(Ord. No. 00-83, § 1, 6-20-00)

Sec. 33-316. Exhaustion of remedies; court review.

No person aggrieved by any zoning resolution order, requirement, decision or determination of an administrative official or by any decision of the Community Zoning Appeals Board may apply to the Court for relief unless such person has first exhausted the remedies provided for herein and taken all available steps provided in this article. It is the intention of the Board of County Commissioners that all steps as provided by this article shall be taken before any application is made to the Court for relief; and no application shall be made to the Court for relief except from a resolution adopted by the Board of County Commissioners, or where applicable from a resolution adopted by a Community Zoning Appeals Board pursuant to this article. Zoning resolutions of the Board of County Commissioners, or where applicable, zoning resolutions of Community Zoning Appeals Boards shall be reviewed in accordance with the procedure and within the time provided by the Florida Rules of Appellate Procedure for the review of the quasi-judicial rulings of any commission or board; and such time shall commence to run from the date the zoning resolution sought to be reviewed is transmitted to the Clerk of the Commission. The Director, or his duly

authorized representative, shall affix to each zoning resolution the date said zoning resolution is transmitted to the Clerk of the Commission. The Clerk of the Board shall comply with all requirements of the Florida Rules of Appellate Procedure. For the purposes of appeal the Director shall make available, for public inspection and copying, the record upon which each final decision of the Board of County Commissioners or Community Zoning Appeals Board is based; provided, the Director may make a reasonable charge commensurate with the cost in the event the Department is able to and does furnish copies of all or any portion of the record. Prior to certifying a copy of any record or portion thereof, the Director or his designee shall make all necessary corrections in order that the copy is a true and correct copy of the record, or those portions requested, and shall make a charge as provided by administrative order as amended from time to time for preparation of the record, instrument maps, picture or other exhibit; provided, the charges here authorized are not intended to repeal or amend any fee or schedule of fees otherwise established. The Chair, Vice-chair or Acting Chair of the Board of County Commissioners or Community Zoning Appeals Board at any zoning hearing before the Commission or Community Zoning Appeals Board may swear witnesses and, upon timely request in writing, compel the attendance of witnesses in the same manner prescribed in the Circuit Court. The Director shall employ a qualified court reporter to report the proceedings before the Board of County Commissioners and Community Zoning Appeals Board, who shall transcribe the notes only at the request of the County or other interested party, at the expense of the one (1) making the request. Such transcript, as well as the transcript of the proceedings before the Community Zoning Appeals Board, when certified by the reporter, may be used in a court review of a matter in issue.

It is the intent of the Board of County Commissioners that no decision under this chapter shall constitute a temporary or permanent taking of private property or an abrogation of vested rights (taking or vested rights deprivation). In the event that any court shall determine that a decision of the Board of County Commissioners or Community Zoning Appeals Board under this chapter

constitutes a taking or vested rights abrogation, such decision of the board is declared to be non-final and the court is hereby requested to remand the matter to the Board of County Commissioners, which shall reconsider the matter after notice of the County Commission hearing is given pursuant to Section 33-310(c) through (f). In the event that a court fails to remand a matter to the Board of County Commissioners after finding that a taking or vested rights abrogation has occurred, the director is instructed to forthwith file an application to remedy such taking or vested rights abrogation, which application shall be heard directly by the Board of County Commissioners after notice is given pursuant to Section 33-310(c) through (f). The Board of County Commissioners may elect to request that any remand or director's application be deferred until a later point in the litigation, including the completion of any judicial appeals. Notwithstanding anything to the contrary contained in this chapter, the Board of County Commissioners shall have original administrative jurisdiction over any remand or director's application pursuant to this paragraph.

(Ord. No. 60-14, 4-19-60; Ord. No. 61-30, § 1, 6-27-61; Ord. No. 62-48, § 1F, 12-4-62; Ord. No. 64-65, § 6, 12-15-64; Ord. No. 65-11, § 2, 2-16-65; Ord. No. 66-66, § 5, 12-20-66; Ord. No. 76-74, § 1, 7-20-76; Ord. No. 78-52, § 2, 7-18-78; Ord. No. 79-91, § 1, 10-16-79; Ord. No. 94-37, § 4, 3-3-94; Ord. No. 95-215, § 1, 12-5-95; Ord. No. 96-127, § 38, 9-4-96; Ord. No. 13-16, § 11, 2-5-13)

Sec. 33-317. Limitation on issuance of permits.

The Department shall not issue any type of permit or certificate based upon any action of the Community Zoning Appeals Board which the County Commission has jurisdiction to review until a final decision has been rendered on the application by the County Commission as provided by this chapter; provided, however, a temporary conditional permit or certificate may be issued prior to such final decision if the Director should first determine that the withholding of the same would cause imminent peril to life or property and then only upon such conditions and

limitations, including the furnishing of an appropriate bond, as may be deemed proper by the Director.

Upon application of the Director, any variance, special exception, new use, special permit or unusual use heretofore or hereafter granted that is not utilized within the three-year period following the date of its grant or approval, may be terminated by the Board of County Commissioners after the required noticed public hearing or hearings, if it is determined that there have been sufficient changes in circumstances in the neighborhood and area concerned that to permit the same to be used would be detrimental to the area and incompatible therewith; provided, a variance shall not be terminated if the guidelines for granting the same exist. The foregoing provision shall not apply if the resolution granting the variance, special exception, new use, special permit or unusual use establishes a specific time limitation for utilizing the same. In such instances, the time limitation established by such resolution shall prevail.

In the event application is made for a change of zoning on property which possesses any variance, special exception, new use, special permit or unusual use not yet utilized, no permits or certificates shall be issued for such variance, special exception, new use, special permit or unusual use until the hearing has been concluded. If the application for change of zoning is approved, the variance, special exception, new use, special permit or unusual use shall terminate, unless continued by the rezoning resolution; otherwise such variance, special exception, new use, special permit or unusual use shall remain in full force and effect, unless terminated by other provisions in this section.

A variance, special exception, new use, special permit or unusual use shall be deemed to have been utilized if the use pursuant thereto shall have been established, or if a building permit has been issued, acted upon, and the development to which such variance, special exception, new use, special permit or unusual use is an integral part is progressively and continuously carried to conclusion.

(Ord. No. 60-14, 4-19-60; Ord. No. 61-30, § 1, 6-27-61; Ord. No. 73-104, § 1, 12-18-73; Ord. No. 96-127, § 38, 9-4-96)

Memorandum



Date: April 22, 2014

To: Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

From: Jose Gonzalez, P.E.
Department of Regulatory and Economic Resources

A handwritten signature in black ink, appearing to read "Jose Gonzalez", written over the printed name in the "From:" field.

Subject: C-11 #Z2013000083-3rd Revision
Tamiami Kendall Investments, Inc.
Southeast Corner of SW 127th Avenue (Burr Road) and
SW 136th Street
District Boundary Changes from BU1A, RU3M to RU4L;
Modification of a previous plan to permit a multi-family
development; and Non-Use Variance to permit multi-family
buildings setback less than required from property lines.
(BU-1A) (9.8050 Acres)
14-55-39

The subject application has been reviewed by the Department of Regulatory and Economic Resources – Division of Environmental Resources Management (DERM) for compliance with the requirements of Chapter 24 of the Miami-Dade County Code (the Code) and meets the minimum requirements of the Code. Accordingly, the application may be scheduled for public hearing.

Potable Water Service and Wastewater Disposal

Public water and public sanitary sewers can be made available to the subject property. Therefore, connection of the proposed development to the public water supply system and sanitary sewer system shall be required in accordance with Code requirements.

Be advised that the required water main extension permit is issued by the Florida Department of Health. Civil drawings for the proposed water main extension will need to be approved by the Miami-Dade Water and Sewer Department and the Environmental Plan Review Specialty Section of DERM.

Civil drawings for the required sewer main extension will need to be approved by Miami-Dade Water and Sewer Department and the DERM Environmental Wastewater Permitting Section, prior to approval of final development orders.

Existing public water and sewer facilities and services meet the Level of Service (LOS) standards set forth in the Comprehensive Development Master Plan (CDMP). Furthermore, the proposed development order, if approved, will not result in a reduction in the LOS standards subject to compliance with the conditions required by DERM for this proposed development order.

Notwithstanding the foregoing, and in light of the fact that the County's sanitary sewer system has limited sewer collection, transmission, and treatment capacity, no new sewer service connections can be permitted, unless there is adequate capacity to handle the additional flows that this project would generate. Consequently, final development orders for this site may not be granted if adequate capacity in the system is not available at the point in time when the project will be contributing sewage to the

system. Lack of adequate capacity in the system may require the approval of alternate means of sewage disposal. Use of an alternate means of sewage disposal may only be granted in accordance with Code requirements, and shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

Stormwater Management

A Surface Water Management General Permit from DERM shall be required for the construction and operation of the required surface water management system. This permit shall be obtained prior to any future development order approval. The applicant is advised to contact the Water Control Section at (305) 372-6681 for further information regarding permitting procedures and requirements.

Stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage plans shall provide for full on-site retention of the stormwater runoff generated by a 5-year / 1-day storm event.

Site grading and development shall provide for the full retention of the 25-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code, as well as with all state and federal criteria, and shall not cause flooding of adjacent properties.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

Wetlands

The subject property does not contain wetlands as defined by Section 24-5 of the Code; therefore, a Class IV Wetland Permit will not be required.

The applicant is advised that permits from the Army Corps of Engineers (305-526-7181), the Florida Department of Environmental Protection (561-681-6600) and the South Florida Water Management District (1-800-432-2045) may be required for the proposed project. It is the applicant's responsibility to contact these agencies.

Tree Preservation

There are no tree resources issues on the subject property.

Enforcement History

There are no open or closed enforcement records for violations of Chapter 24 of the Code for the subject property.

Enforcement History

DERM has reviewed the Permits and Enforcement database and the Enforcement Case Tracking system and has found no open or closed enforcement records for the subject property(s) identified on the Miami-Dade County Department of Planning and Zoning, Zoning Hearing preliminary notice.

Concurrency Review Summary

A concurrency review has been conducted for this application and has determined that the same meets all applicable LOS standards for an initial development order, as specified in the adopted CDMP for

potable water supply, wastewater disposal, and flood protection. Therefore, the application has been approved for concurrency subject to the comments and conditions contained herein.

This concurrency approval does not constitute a final concurrency statement and is valid only for this initial development order, as provided for in the adopted methodology for concurrency review. Additionally, this approval does not constitute any assurance that the LOS standards would be met by any subsequent development order applications concerning the subject property.

This memorandum shall constitute written approval as required by Chapter 24 of the Code.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Christine Velazquez at (305) 372-6764.

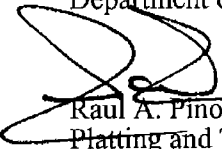
cc: Nathan Kogon, Department of Regulatory and Economic Resources

Memorandum



Date: March 31, 2014

To: Eric Silva, Development Coordinator
Department of Regulatory and Economic Resources

From: 
Raul A. Pino, PLS, Chief
Platting and Traffic Review Section
Department of Regulatory and Economic Resources

Subject: Z2013000083
Name: Tamiami Kendall Investments, Inc.
Location: Lying North of SW 136 Street and West of SW 127 Avenue
Section 14 Township 55 South Range 39 East

The Department of Regulatory and Economic Resources Platting and Traffic Review Section has reviewed the subject application and has no objections.

This Department has no objections to the request to permit fewer parking spaces than required. There are 24 covered parking spaces that are not counted towards the number of required parking spaces that compensate for the deficiency.

This land requires platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications and/or improvements required will be accomplished thru the recording of a plat.

Additional improvements may be required at time of permitting.

This application **does** meet the traffic concurrency criteria for an Initial Development Order. It will generate **149 PM** daily peak hour vehicle trips. The traffic distribution of these trips to the adjacent roadways reveals that the addition of these new trips **does not** exceed the acceptable level of service of the following roadways:

Sta.#		LOS present	LOS w/project
9784	SW 127 Ave. s/o SW 104 St	D	D
9814	SW 137 Ave. s/o SW 120 St.	C	C
9816	SW 137 Ave/ s/o SW 136 St.	C	C
9760	SW 120 St. w/o SW 122 Ave.	D	D

The request herein, constitutes an Initial Development Order only, and one or more traffic concurrency determinations will subsequently be required before development will be permitted.

Memorandum



Date: April 14, 2014

To: Eric Silva, Assistant Director
Regulatory and Economic Resources Department

From: 
Paul Mauriello, Assistant Director, Waste Operations
Public Works and Waste Management Department

Subject: Tamiami Kendall Investment, Inc. (#13_083)

The Public Works & Waste Management Department, Waste Operations' (PWWM) review of the above-referenced item is provided below. This memo updates a previous response, dated February 11, 2014, to reflect the correct name of the applicant. Additional comments will be provided as needed. If you should have any questions, please do not hesitate to contact Stacey McDuffie, Manager of the Fiscal Management and Planning Division at 305-514-6661. **The PWWM has no objections to the proposed application.**

Application: *Tamiami Kendall Investment, Inc.*, is requesting a district boundary change from Limited Business District (BU-1A) and Minimum Apartment House District (RU-3M) to High Density Apartment House District (RU-4). The applicant is also requesting various non-use variances for building setbacks and parking, and a modification of an existing covenant, Declaration of Restrictions recorded at Official Record Book 24909, Pages 1820 through 1825 of the public records of Miami-Dade County which limits development of the parcel to one hundred four (104) townhome units.

Size: The subject property is approximately 9.8 acres.

Location: The subject property is located at the southeast corner of SW 127th Avenue (Burr Road) and SW 136th Street, in Miami-Dade County, Florida.

Analysis:

1. Solid Waste Disposal

The Miami-Dade County Solid Waste Management System consists of both County facilities and private facilities under contract as follows: three Class I landfills (two owned by Waste Management Inc., of Florida) a Class III landfill, a Resources Recovery Facility waste to energy plant and associated ash monofill, and three regional transfer facilities. The Public Works and Waste Management Department (PWWM) does not assess or adjust estimated capacity requirements based on the impacts of individual developments. Instead, the Department maintains sufficient disposal capacity to accommodate five years of waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows. The latest Concurrency Status Determination issued on September 25, 2013, which is valid for one year, shows sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Sustainability, Planning and Economic Enhancement Department (formerly the Department of Planning and Zoning) is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed.

2. Garbage and Trash Collection Services

Pursuant to Chapter 15 of the Miami-Dade County Code (Code), entitled Solid Waste Management, townhomes on the property meet the County Code definition of "residential units," while apartments will be considered "multi-family residential establishments." As such, the townhomes constructed on the property will receive PWWM waste collection service. Twice weekly curbside waste collection, twice per year scheduled bulky waste collection service, and unlimited use of the 13 Trash and Recycling Centers are the services currently provided to residential units in the PWWM solid waste collection service area.

Per the Code the following is required of multi-family establishments located in unincorporated Miami-Dade County:

"every commercial and multi-family residential establishment shall utilize the solid waste collection services of either the proper governmental agency able to provide such services, or that of a licensed solid waste hauler authorized to perform such services by the Director of the Department." Therefore, the landlord or property owner is required to contact a private hauler to provide waste and recycling collection service, once the building is developed.

3. Recycling: Residential Units

The PWWM provides curbside recycling services to **residential units** located in unincorporated Miami-Dade County through a private contractor. The single stream recycling program currently includes separation of glass, aluminum cans, steel cans, plastic bottles, newspaper and phone books. Further information may be obtained by calling the Department's Public Information & Outreach Division at 305-594-1500 or 305-514-6714.

Applicants are **strongly** advised to incorporate adequate space in their building plans to accommodate the recycling program (i.e. somewhere for residents to store their recycling carts).

4. Recycling: Multi-family Units

The following language from **Section 15-2.2a** of the Code requires "every multi-family residential establishment shall provide for a recycling program which shall be serviced by a permitted hauler or the appropriate governmental agency and shall include, at a minimum, the five (5) materials listed in Section 15-2.2 below."

- 1) Newspaper
- 2) Glass (flint, emerald, amber)
- 3) Aluminum cans
- 4) Steel cans
- 5) Plastics (PETE, HDPE-natural, HDPE-colored)

Section 15-2.2b of the Code states the failure of a multi-family residential establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner(s) shall be liable, provided, however, that in the case of a condominium or cooperative apartment having a condominium association or cooperative apartment association, said association, rather than individual unit owners, shall be liable for any such violation.

Applicants are **strongly** advised to incorporate adequate space and facilities in their building plans to accommodate the required recycling program. Requests for approval of modified recycling programs must be made directly to the Department at 305-514-6666.

5. Waste Storage/Setout Considerations

Section 15-4 of the Code requires that plans for storage and collection of solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of solid waste collection and storage facilities. The site plan legend must contain the following statement: "Facilities for the collection and storage of solid waste are shown in accordance with Section 15-4 of the Miami-Dade County Code."

6. Site Circulation Considerations

It is required that development plans associated with this project incorporate at least one of the following traffic circulation criteria to minimize the reversing of waste vehicles and hence, provide for the safe circulation of service vehicles:

- a. Cul-de-sac with a minimum 49 foot turning radius (no "dead-ends")
- b. "T" shaped turnaround 60 feet long by 10 feet wide
- c. Paved throughway of adequate width (minimum 15 feet)

In addition, any and all alleyways designed with utilities, including waste collection, provided at the rear of the property should be planned in accordance with standard street specifications with sufficient width and turning radii to permit large vehicle access. Additionally, there should be no "dead-end" alleyways developed. Also, a sufficient waste set-out zone should be preserved (between the edge of the pavement and any possible obstructions such as parked cars, fencing, etc.,) that would interrupt or preclude waste collection.

Memorandum



Date: March 31, 2014

To: Jack Osterholt, Deputy Mayor
Director, Regulatory and Economic Resources Department

From: Maria I. Nardi, Chief *M.I.N.*
Planning and Research Division
Parks, Recreation and Open Spaces Department

Subject: Z2013000083: TAMIAMI KENDALL INVESTMENTS, INC.
Revised plans dated stamped received 3/26/2014

Application Name: TAMIAMI KENDALL INVESTMENTS, INC.

Project Location: The site is located in that area LYING NORTH OF SW 136 STREET, & WEST OF SW 127 AVENUE, Miami-Dade County.

Proposed Development: The request is for approval of a district boundary change from RU-3M to BU-1A, and non-use variances and modification of a Declaration of Restrictions to permit residential development consisting of 240 multi-family apartment units. Development plans include a club house, swimming pool, tot lot and common open space.

Impact and Demand: This application proposes future development of multi-family use which has the potential to result in an impact of approximately 1.32 acres to the level of service for this park benefit district.

Recreation and Open Space Element policies ROS-2a (i); (ii); (iii); (iv); and (v) provide for the establishment of Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space. The site is located in Park Benefit District 2 (PBD2) which has a surplus of 504.72 acres of local parkland and therefore meets concurrency when analyzed in terms of (2.75) acres per 1,000 unincorporated areas residents within this Park Benefits District.

County-owned local parks that are within three miles of the subject application are described in Table A which lists the name, type and acreage for each park. The nearest local park to the application site is Three Lakes Park, which is located approximately .6 miles from the site.

Table A - County Parks (local only)
Within a 3 Mile Radius of Application Area.

Park Facility	Classification	Acreage
Wild Lime Park	COMMUNITY PARK	11.81
Hammocks Community Park	COMMUNITY PARK	21.51
Devon Aire Park	COMMUNITY PARK	12.43
Deerwood Bonita Lakes Park	COMMUNITY PARK	11.03
Sgt. Joseph Delancy Park	COMMUNITY PARK	10.46
Colonial Drive Park	COMMUNITY PARK	14.34
Richmond Triangle Park	MINI-PARK	0.60
Sabal Chase Park	NEIGHBORHOOD PARK	4.43
Fairwood Park	NEIGHBORHOOD PARK	7.93
Calusa Club Estates Park	NEIGHBORHOOD PARK	6.99
Kings Meadow Park	NEIGHBORHOOD PARK	5.44

Sugarwood Park	NEIGHBORHOOD PARK	7.82
Arvida Park	NEIGHBORHOOD PARK	7.55
Oak Creek Park	NEIGHBORHOOD PARK	5.03
Kings Grant Park	NEIGHBORHOOD PARK	6.42
Walter A.White Park	NEIGHBORHOOD PARK	1.64
Rock Ridge Park	NEIGHBORHOOD PARK	4.54

Objective ROS-8 of the Recreation and Open Space Element of the CDMP states the following: *The 2007 Miami-Dade County Parks and Open Space System Master Plan (OSMP), through a 50-year planning horizon, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international communities.*

Recommendation: Based on our findings described herein **PROS HAS NO OBJECTION TO THIS APPLICATION**.

If you need additional information or clarification on this matter, please contact John Bowers at (305) 755-5447.

MN:jb

Cc: John M. Bowers, Parks Property Management Supervisor

Memorandum



Date: 24-FEB-14

To: Jack Osterholt, Director
Department of Regulatory and Economic Resources

From: Dave Downey, Fire Chief
Miami-Dade Fire Rescue Department

Subject: Z2013000083

Fire Prevention Unit:

APPROVAL

No objection to the site plan with a Zoning received date of February 19, 2014.

Service Impact/Demand

Development for the above Z2013000083
located at LYING NORTH OF SW 136 STREET, & WEST OF SW 127 AVENUE, MIAMI-DADE COUNTY, FLORIDA.
in Police Grid 1987 is proposed as the following:

240 residential	dwelling units	N/A industrial	square feet
N/A Office	square feet	N/A institutional	square feet
N/A Retail	square feet	N/A nursing home/hospitals	square feet

Based on this development information, estimated service impact is: 67.20 alarms-annually.
The estimated average travel time is: 7:01 minutes

Existing services

The Fire station responding to an alarm in the proposed development will be:

Station 43 - Richmond - 13390 SW 152 Street
Rescue, ALS 65' Aerial (TRT)

Planned Service Expansions:

The following stations/units are planned in the vicinity of this development:

None.

Fire Planning Additional Comments

Current service impact calculated based on site plan. Substantial changes to the plan will require additional service impact analysis.

For information regarding the aforementioned comments, please contact the Miami-Dade Fire Rescue Department Planning Section at 786-331-4540.

DATE: 16-JUN-14
REVISION 1

**BUILDING AND NEIGHBORHOOD
COMPLIANCE DEPARTMENT**

**ENFORCEMENT HISTORY OF VIOLATIONS OF CHAPTER 19 AND
CHAPTER 33 OF THE MIAMI-DADE COUNTY CODE**

TAMIAMI KENDALL INVESTMENTS,
INC.

LYING NORTH OF SW 136
STREET, & WEST OF SW 127
AVENUE, MIAMI-DADE COUNTY,
FLORIDA.

APPLICANT

ADDRESS

Z2013000083

HEARING NUMBER

HISTORY:

NC OPEN: CASE #201402004104, WAS OPENED ON APRIL 23, 2014, FOR FAILURE TO PERFORM LOT MAINTENANCE IN A RESIDENTIAL DISTRICT A STATED IN 19-13(A)(2) [CANE GRASS/WEEDS] EXCEEDING 6FT. CITATION #T046430, WAS ISSUED ON MAY 14, 2014. THE VACANT LOT HAS BEEN CLEARED BY THE OWNER AS OF JUNE 6, 2014. REVIEW FOR CLOSURE OF THE CASE IS PENDING THE PAYMENT OF THE CITATION.

NC CLOSED: CASE #201402002205, WAS OPENED ON FEBRUARY 27, 2014, FOR FAILURE TO PERFORM LOT MAINTENANCE ON A VACANT LOT. THE CASE WAS CLOSED AS PER INSPECTION REVEALED THAT THE LOT HAD BEEN RECENTLY CLEARED.

BLDG: THERE ARE NO OPEN OR CLOSED BUILDING REGULATIONS CASES

TAMIAMI KENDALL INVESTMENTS, LLC

**OUTSTANDING FINES, PENALTIES, COST OR LIENS
INCURRED PURSUANT TO CHAPTER 8CC:**

REPORTER NAME:



RECEIVED
213-093
SEP 17 2018
ZONING REVIEW SECTION
MAYOR'S OFFICE AND ZONING DEPT.
BY AL

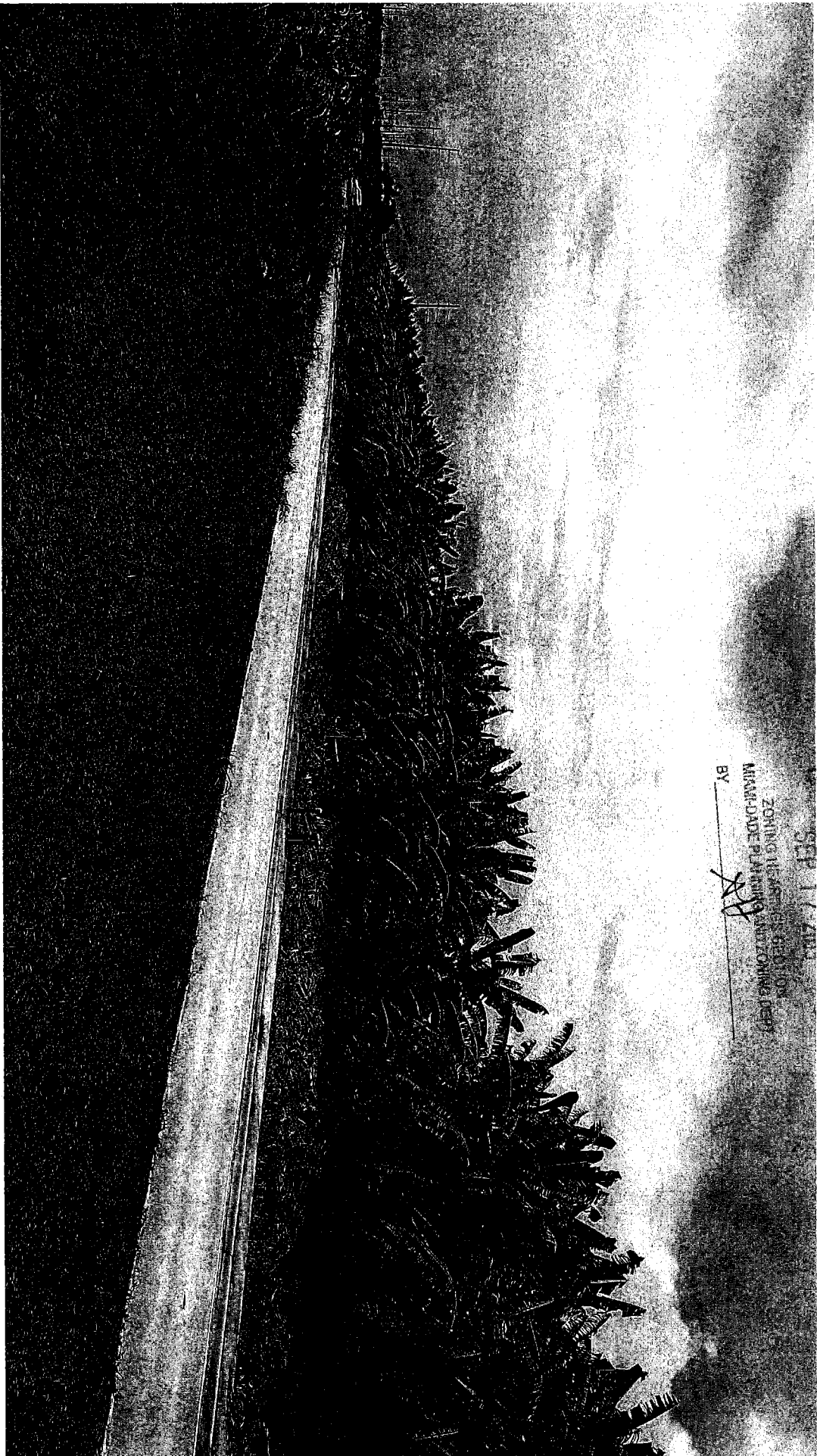
Looking Northeast from
Intersection of 127th & 136th

RECEIVED
23-083

ZONING BOARD OF ADJUDICATION
MAY 17 1983
MAY 17 1983
MAY 17 1983



127th Avenue at North
Property Line Looking West



RECEIVED
SEP 17 2003

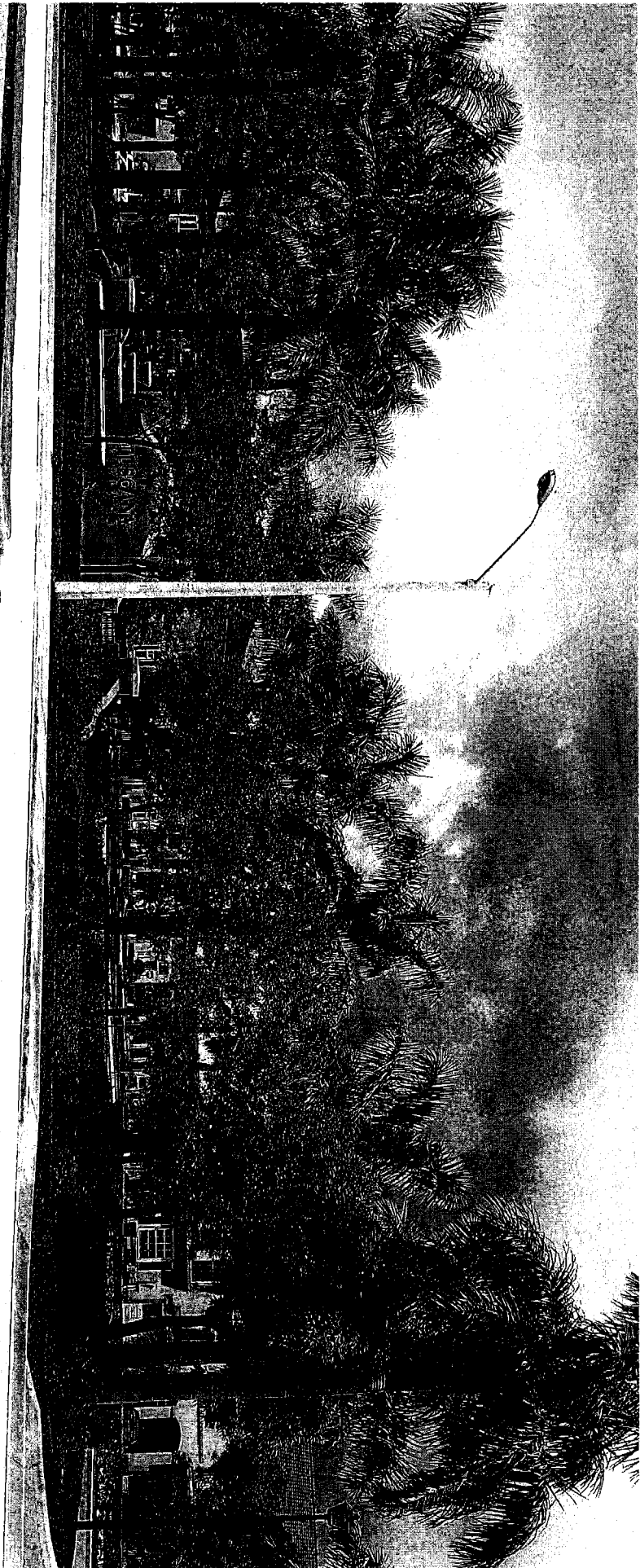
213-083

ZONING DEPT
MID-DADE PLANNING
BY XH

127th. Avenue
Looking South



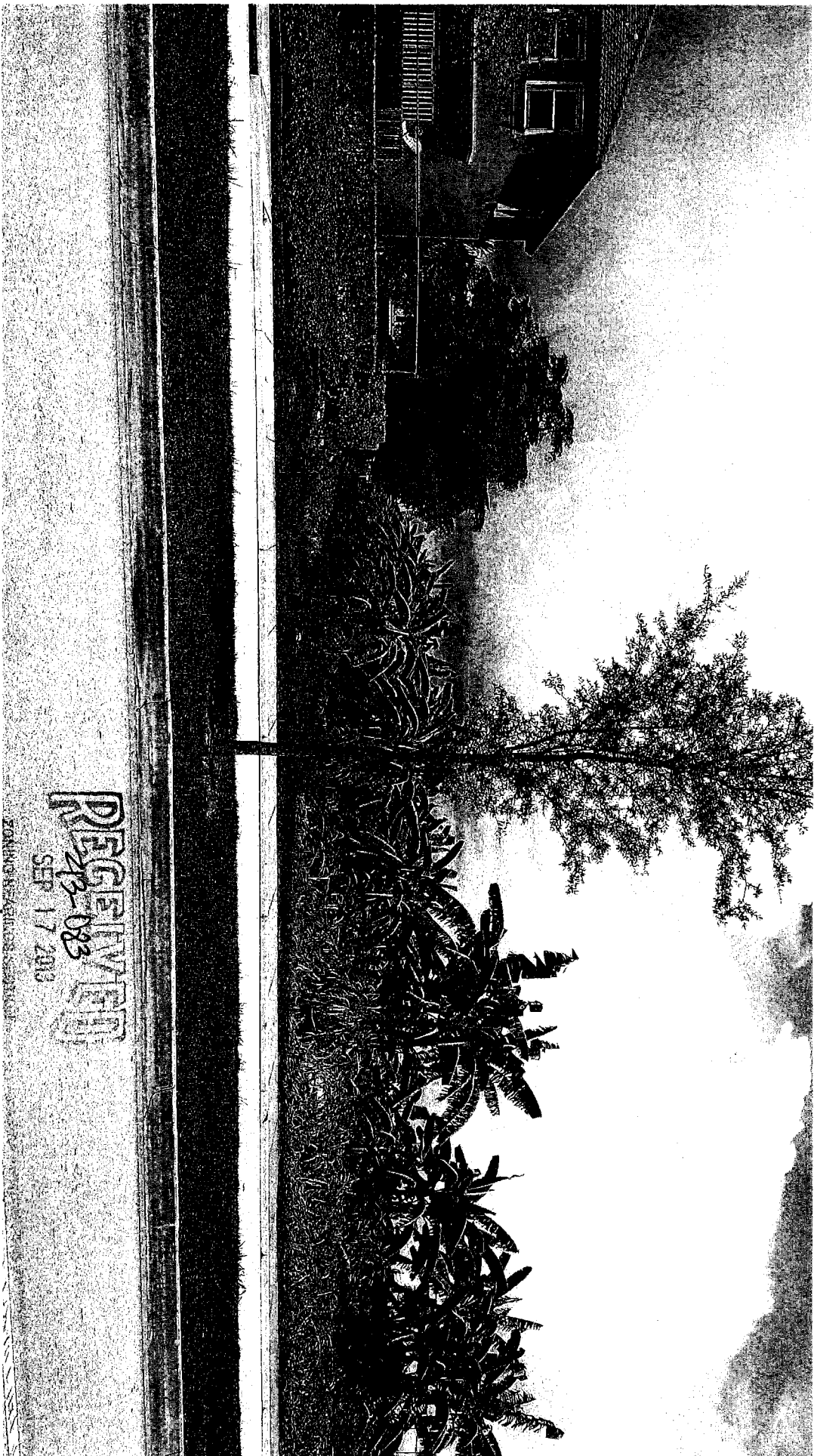
Corner of 136th & 127th
Looking Northwest



RECEIVED
2/13/08

COMMUNITY DEVELOPMENT DEPT.
BY AB

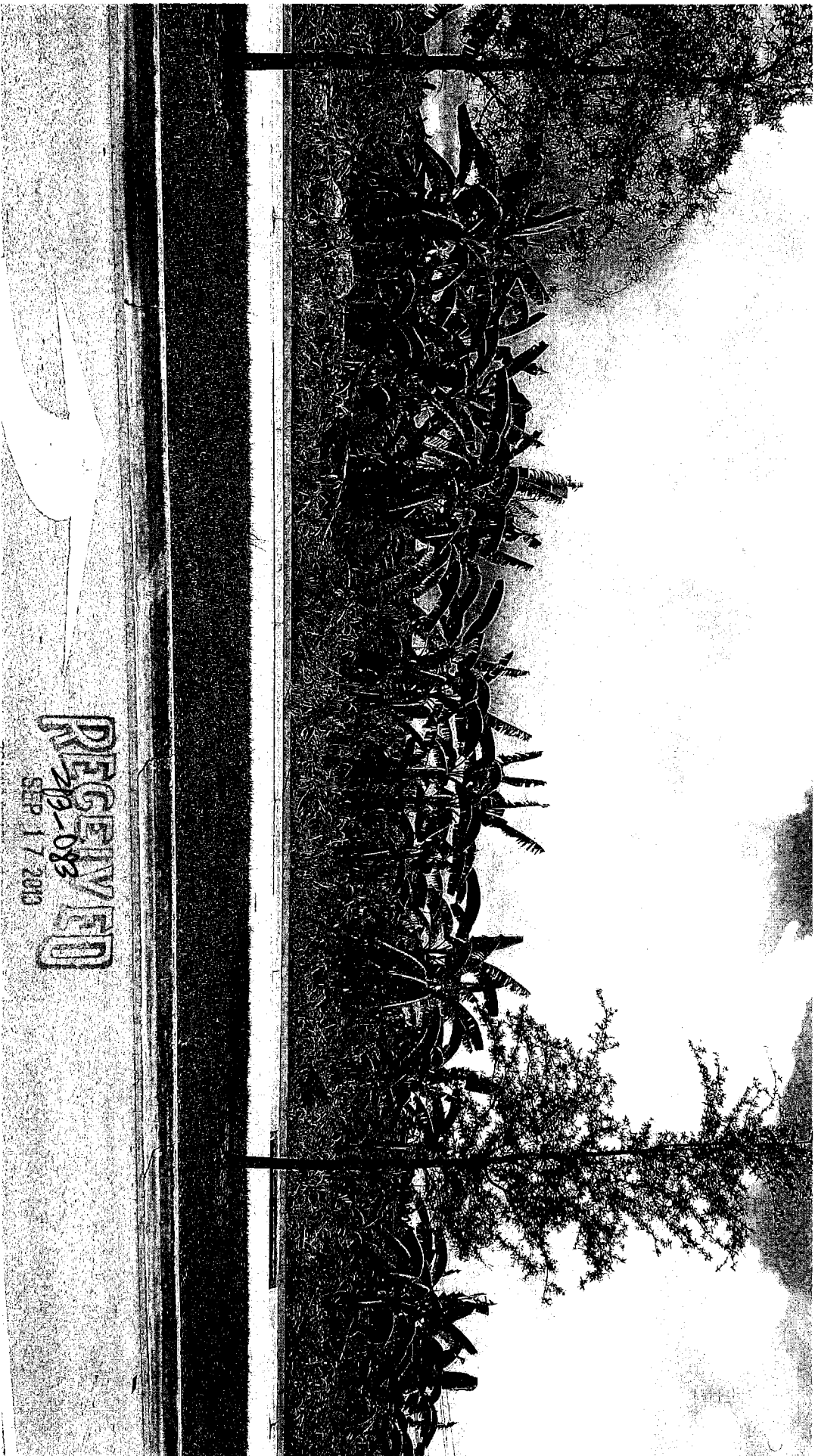
Entrance to Tuscany
Village on 136th



RECEIVED
29-08
SEP 17 2013

PLANNING AND ZONING DEPARTMENT
MUNICIPAL PLANNING AND ZONING DEPARTMENT
BY XX

Western Property Line Looking N
Tuscany Village on the Left



RECEIVED
SEP 17 2013

BY AX

136th Looking North



BY

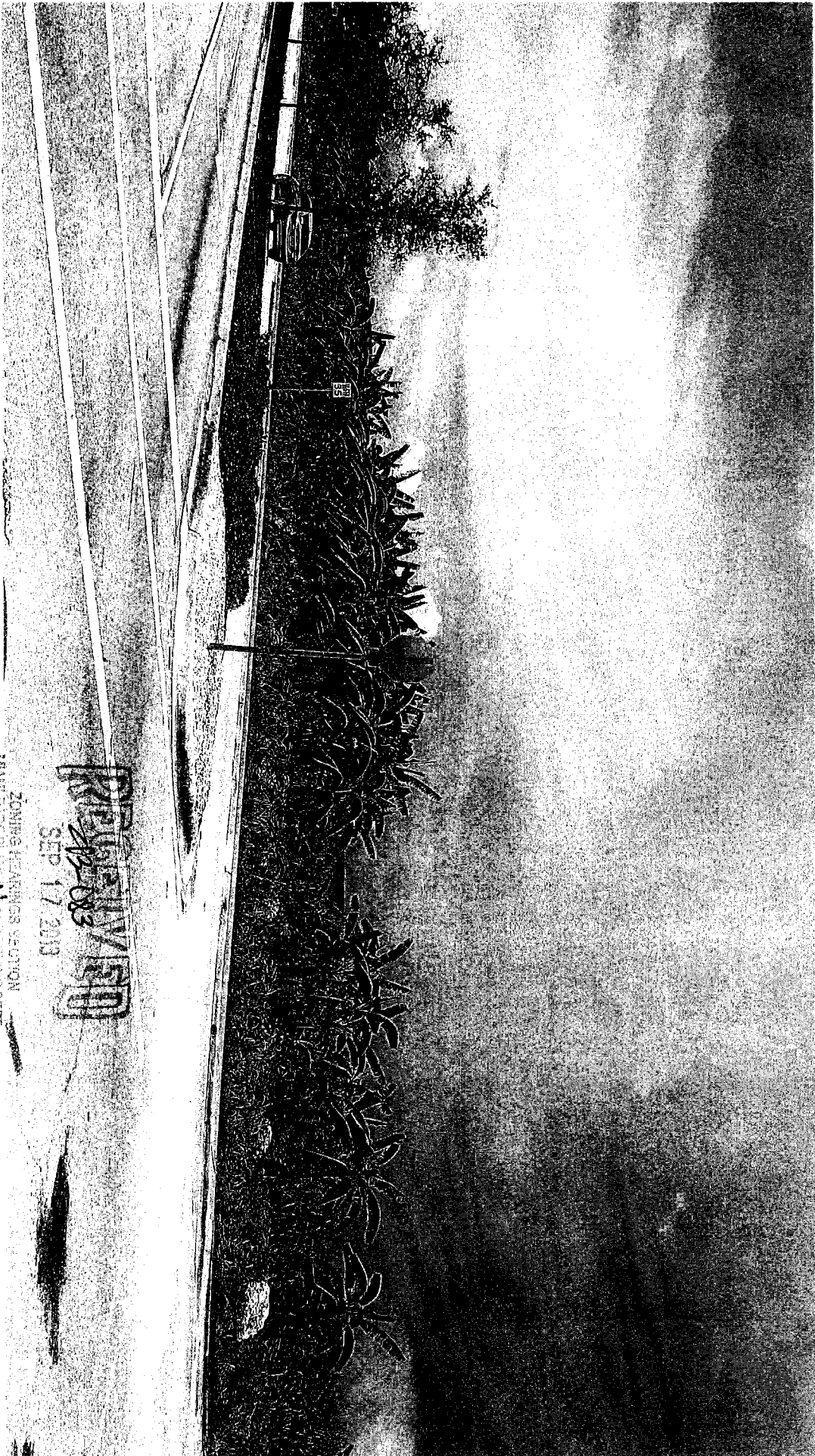
XV

SEP 17 2018

RECEIVED

136th Looking North

RECEIVED
SEP 17 2013
ZONING HEARINGS SECTION
HAWAII COUNTY PLANNING DEPT
BY *AT*



Looking Northwest from
Intersection of 127th & 136th

RECEIVED
213-013

DATE: _____
BY: AV

DISCLOSURE OF INTEREST*

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: Tamiami Kendall Investments, LLC

<u>NAME AND ADDRESS</u>	<u>Percentage of Stock</u>
<u>Jose Carro and Raquel Carro, husband and wife</u>	<u>50%</u>
<u>267 Minorca Avenue, Coral Gables, Florida 33134</u>	
<u>Capital Investments Trust Dated 5/30/08</u>	<u>50%</u>

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME Capital Investments Trust u/a/d 5/30/08

<u>NAME AND ADDRESS</u>	<u>Percentage of Interest</u>
<u>Yovahnn Vinas</u>	<u>33 1/3%</u>
<u>Yolennie Vinas</u>	<u>33 1/3%</u>
<u>Yarlene Vinas</u>	<u>33 1/3%</u>
<u>All at: 267 Minorca Avenue</u>	
<u>Coral Gables, FL 33134</u>	

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Ownership</u>
_____	_____
_____	_____
_____	_____
_____	_____

If there is a CONTRACT FOR PURCHASE, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

NAME OF PURCHASER: The Richman Group of Florida, Inc.

NAME, ADDRESS AND OFFICE (if applicable)

The Richman Group Development Corporation

340 Famberwick Road

Greenwich, CT 06831

Percentage of Interest

100%

see attached for additional breakdown

Date of contract: May 8, 2013

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

RECEIVED
213-083

RECEIVED
213-083

NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

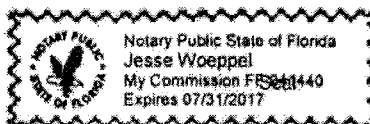
The above is a full disclosure of all parties of interest in this application to the best of my knowledge and belief.

Signature: [Signature]
(Applicant) W. Todd Pabbri, Executive Vice President

Sworn to and subscribed before me this 23 day of August, 20 13. Affiant is personally known to me or has produced _____ as identification.

[Signature]
(Notary Public)

My commission expires: 07/31/2017



*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

The Richman Group Development Corporation
Disclosure of Interest

The Richman Group Development Corporation
340 Pemberwick Road
Greenwich, CT 06831

2/13/83

AT

Sole Director: Richard P. Richman

Shareholders:

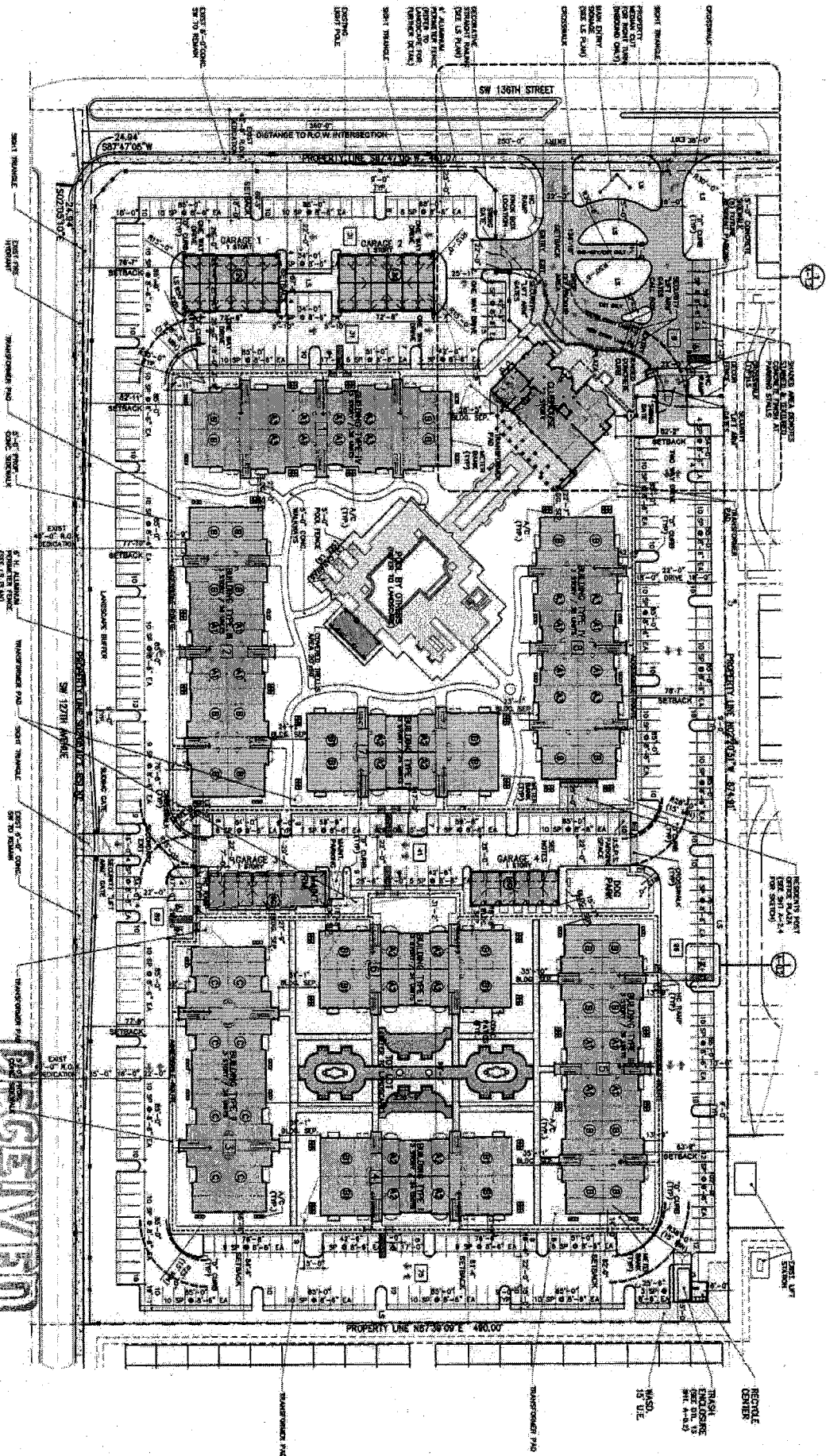
Ownership Percentages

Kristin M. Miller	5%
David A. Salzman	5%
Richard P. Richman	42.10%
Richman Family Irrevocable Grantor Trust I	26%
Richman Family Irrevocable Grantor Trust II	21.90%

The Richman Group of Florida, Inc.
477 South Rosemary Avenue, Suite 301
West Palm Beach, FL 33401

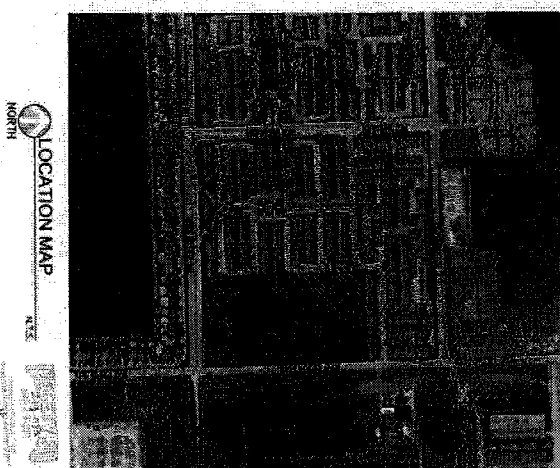
Officers:

Richard P. Richman, Chairman and Sole Director
Kristin M. Miller, President
David A. Salzman, Executive Vice President
W. Todd Fabbri, Executive Vice President
Gina K. Dodge, Secretary
Doreen Cole, Treasurer
Samantha Anderes, Assistant Treasurer



RECEIVED
 213-083
 MAR 26 2014

ZONING HEARINGS SECTION
 MIAMI-DADE PLANNING AND ZONING DEPT.
 BY AT
 ENLARGED SITE PLAN

[illegible]

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY XX

RECEIVED
243-083
MAR 26 2014

THREE LAKES
FOR:
**THE RICHMAN GROUP
OF FLORIDA INC.**
LOCATED AT:
MIAMI, FLORIDA

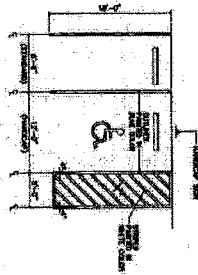


MSA
ARCHITECTS
ARCHITECTURE & PLANNING

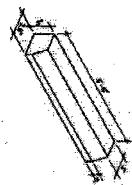
WSA ARCHITECTS, INC.
MAIN OFFICE
7906 NW 15th St.
Miami, FL 33157
(305) 251-1111
FAX (305) 251-1111

氏-00,1

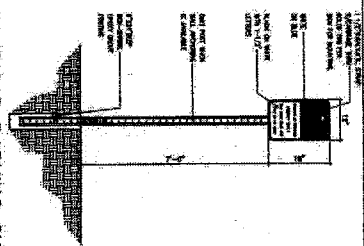
63



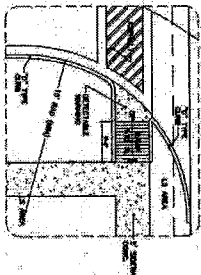
1 HANDICAP & STANDARD PARKING
SCALE: 1/8"=1'-0"



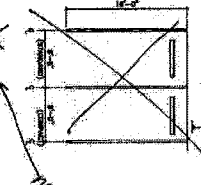
2 WHEELSTOP DETAIL
SCALE: 1/8"=1'-0"



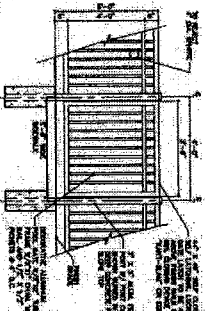
3 HANDICAP PARKING SIGN
SCALE: 1/8"=1'-0"



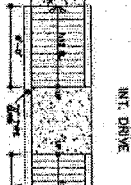
6 CURB RAMP (TYP)
SCALE: 1/8"=1'-0"



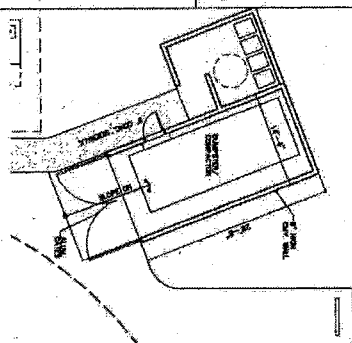
7 COMPACT & STANDARD PARKING
SCALE: 1/8"=1'-0"



11 POOL FENCE DETAIL
SCALE: 1/8"=1'-0"



12 CURB RAMP DETAIL
SCALE: 1/8"=1'-0"



13 TRASH DUMPSTER
SCALE: 1/8"=1'-0"

RECEIVED
213-083
JAN 29 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY **AA**

RECEIVED
JAN 29 2014

MM

A-0.2

MSA ARCHITECTS
ARCHITECTURE & PLANNING

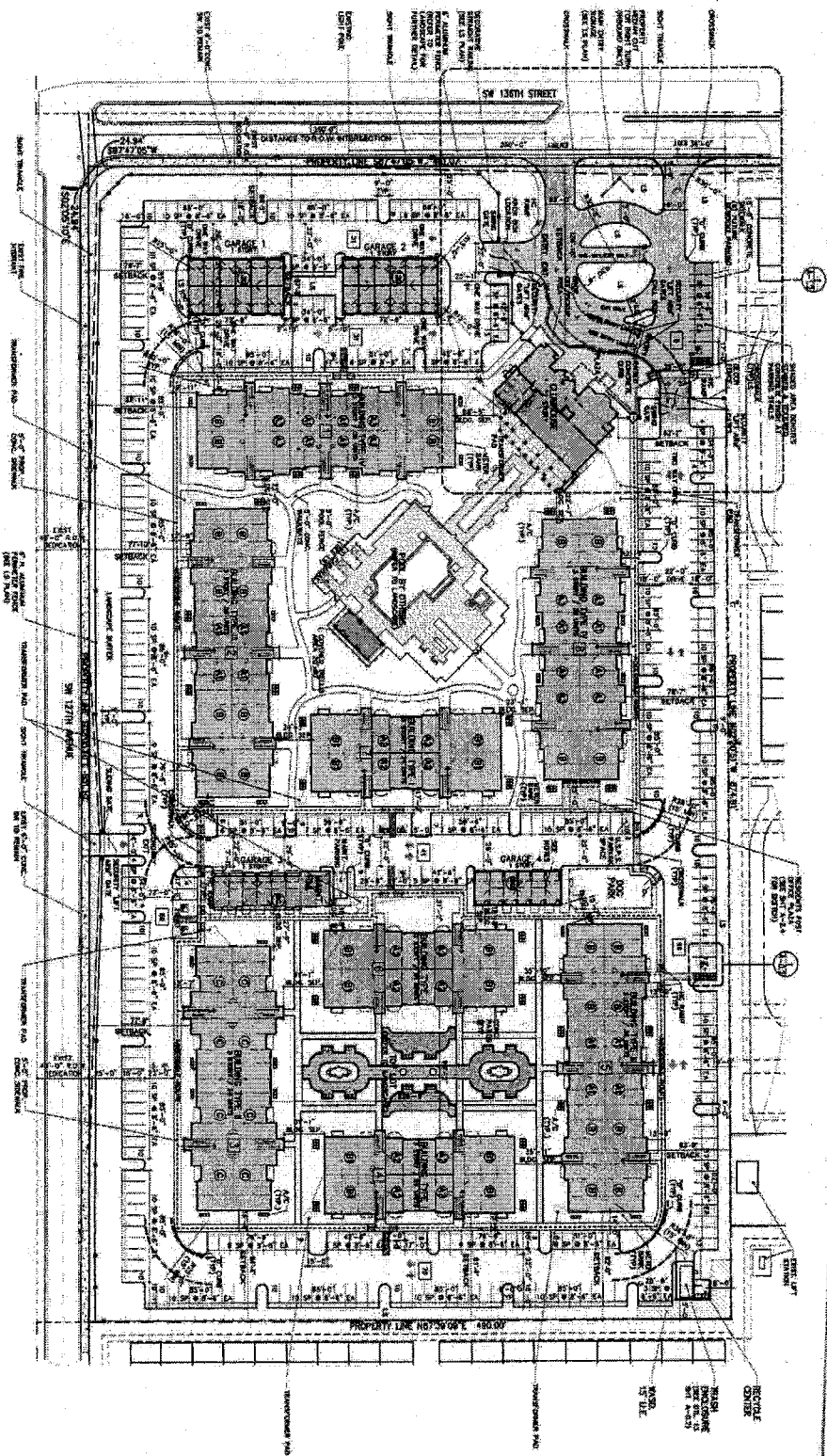
MSA ARCHITECTS, INC.
213-083
JAN 29 2014

THREE LAKES
FOR:
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT:
MIAMI, FLORIDA

REVISIONS
BY
DATE

RECEIVED
29-083
MAR 26 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY AK



- NOTES**
1. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 2. THESE DIMENSIONS ARE NOT TO BE USED FOR CONSTRUCTION.
 3. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 4. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 5. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 6. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 7. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 8. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 9. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.
 10. ALL DIMENSIONS SHOWN ARE BASED ON RECORD MAP DATA.

SITE PLAN

SCALE: 1"=40'-0"

DATE: 2/2/14

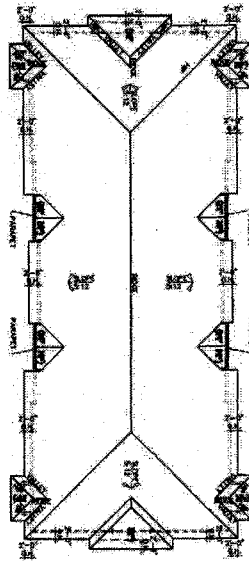
PROJECT: A-11

MSA ARCHITECTS
ARCHITECTURE & PLANNING

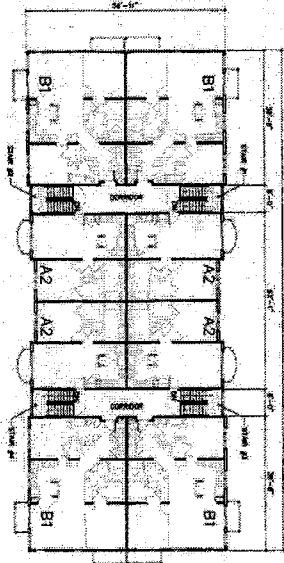
MSA ARCHITECTS, INC.
MAIN OFFICE
7800 SW 10TH ST.
SUITE 100
MIAMI, FLORIDA 33156
(305) 273-6511

THREE LAKES
FOR:
THE RICHMAN GROUP
OF FLORIDA, INC.
LOCATED AT:
MIAMI, FLORIDA

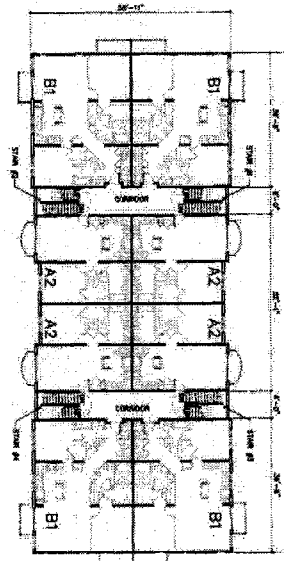
REVISIONS	DATE	BY	DESCRIPTION
1	2/2/14	AK	ISSUED FOR PERMIT



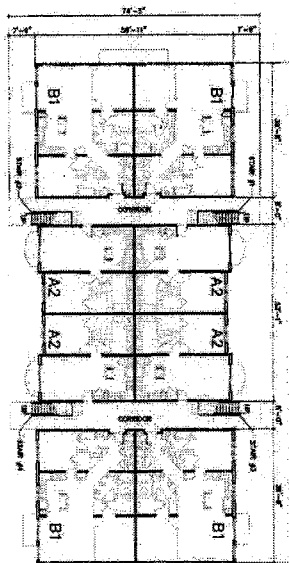
ROOF PLAN



LEVEL 3
(1 UNIT)



LEVEL 2
(2 UNITS)



LEVEL 1
(1 UNIT)

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY *[Signature]*

RECEIVED
JAN 29 2014
213-083

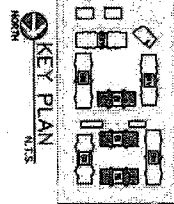
213-083
213-083
213-083

BLDG TYPE I

SCALE: 1/8" = 1'-0"

1/4"

A-2.1



KEY PLAN
N.T.S.

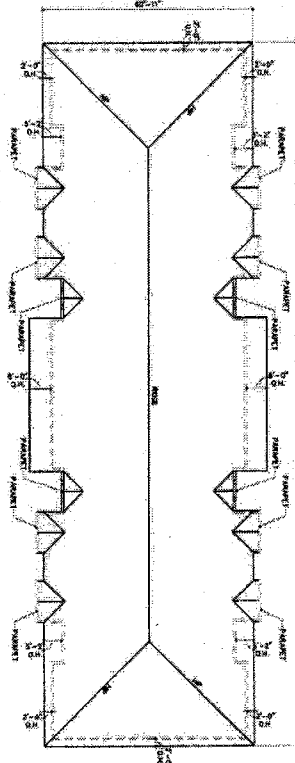
MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
ONE OFFICE
2000 SW 10TH ST.
SUITE 200
MIAMI, FLORIDA 33134
(305) 273-9511

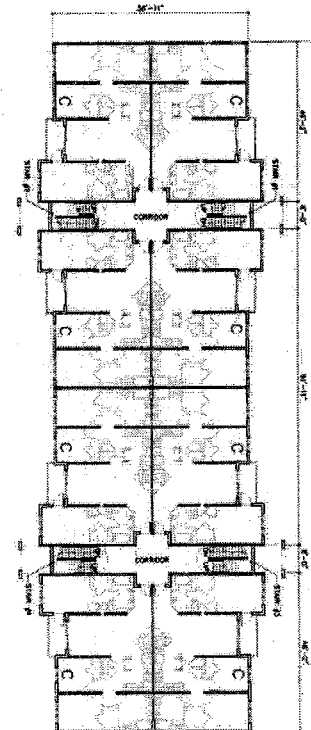
THREE LAKES
FOR
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT
MIAMI, FLORIDA

REVISIONS
NO. DATE
1 1/14/14
2 1/14/14
3 1/14/14

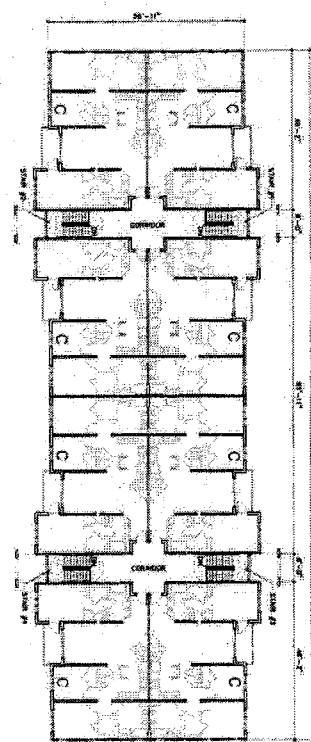
ROOF PLAN



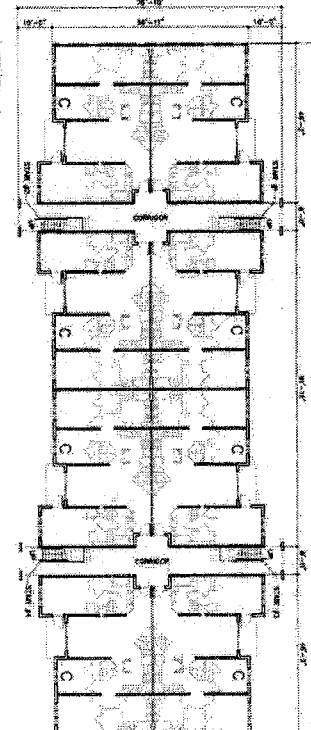
LEVEL 2



LEVEL 3



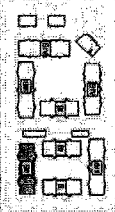
LEVEL 1



RECEIVED
25-073
JAN 29 2014
ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY *[Signature]*



KEY PLAN
N.T.S.



BLDG TYPE II

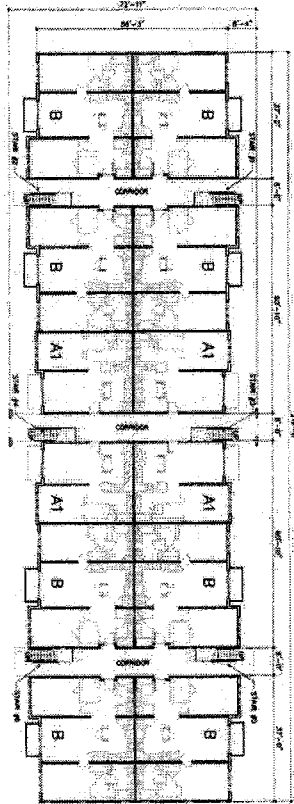
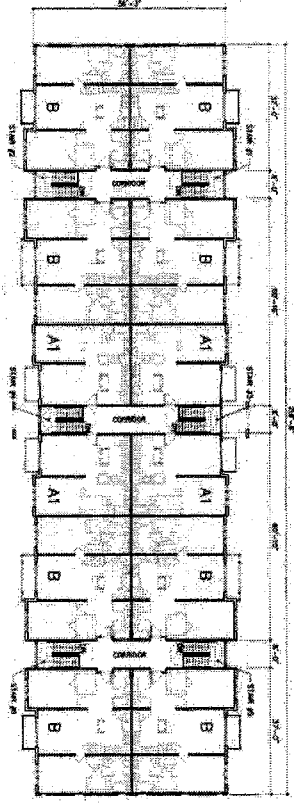
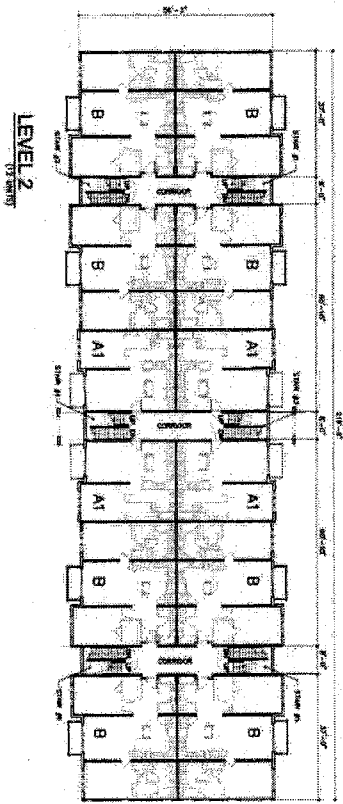
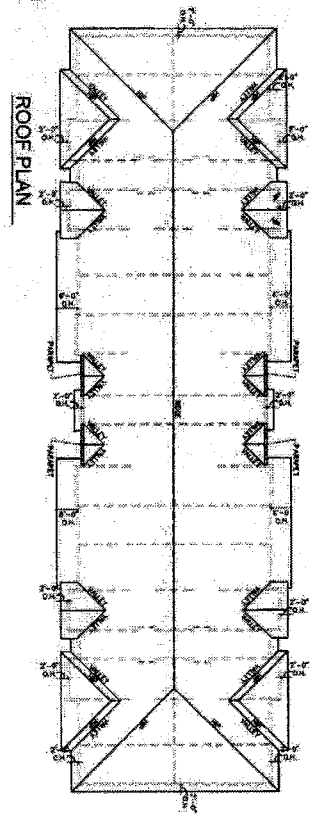
A-2.2

MSA ARCHITECTS
ARCHITECTURE & PLANNING

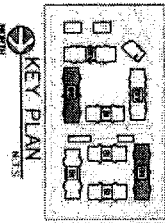
MSA ARCHITECTS, INC.
MIAMI OFFICE
7845 SW 54th ST
SUITE 200
MIAMI, FLORIDA 33155
(305) 273-9911

THREE LAKES
FOR
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT:
MIAMI, FLORIDA

DATE: 1/29/14
BY: *[Signature]*
CHECKED: *[Signature]*
APPROVED: *[Signature]*



RECEIVED
213-083
JAN 29 2014
ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY *AK*



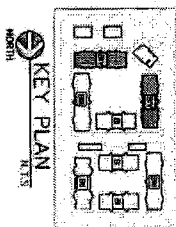
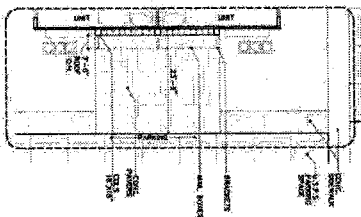
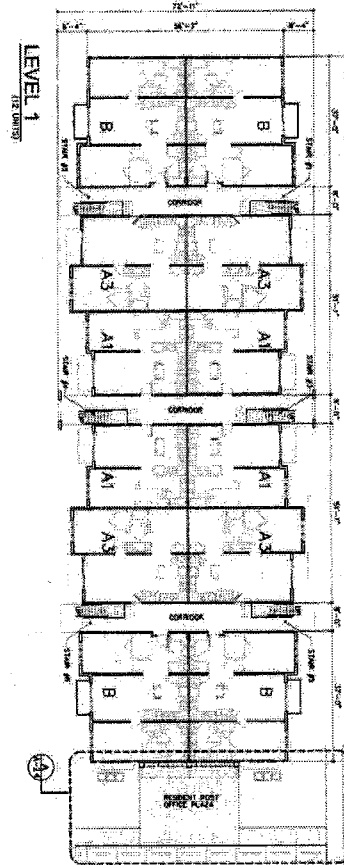
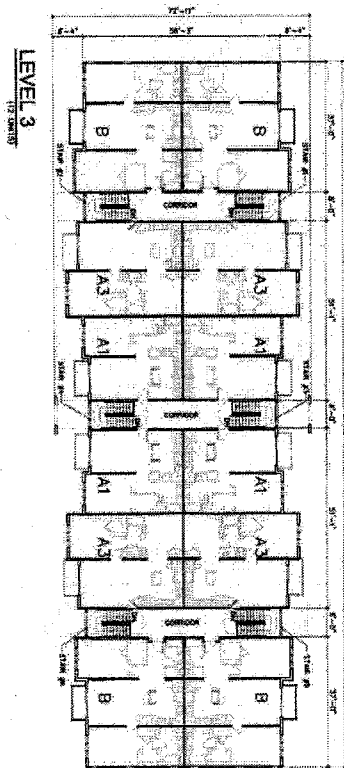
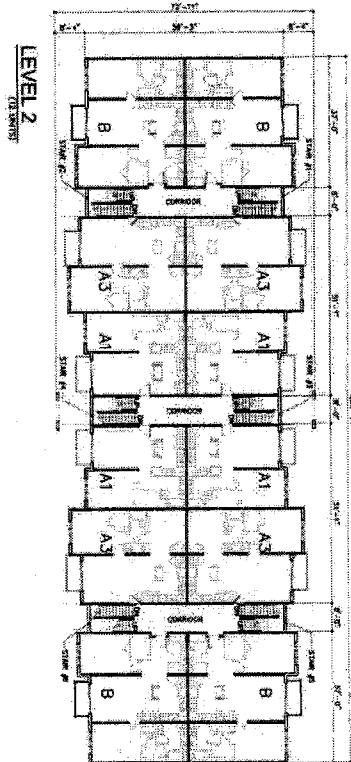
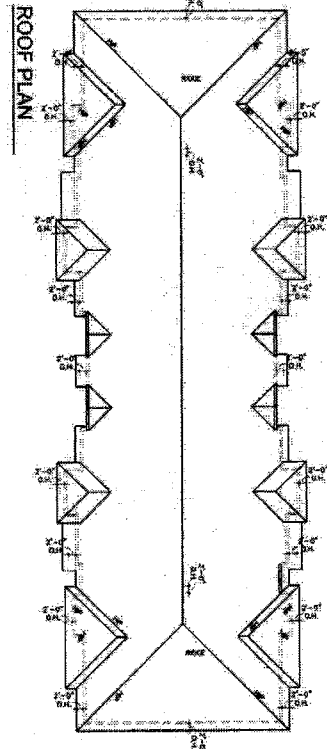
BLDG TYPE III

MSA A-2.3

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
HUMAN OFFICE
1000 S.W. 15TH ST.
SUITE 200
MIAMI, FLORIDA 33134
TEL: 305-371-1111

THREE LAKES
FOR:
THE RICHMAN GROUP
OF FLORIDA, INC.
LOCATED AT:
MIAMI, FLORIDA



BLDG TYPE IV
SCALE 1/8" = 1'-0"

MSA A-2.4

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
10000 SW 10TH ST.
SUITE 100
MIAMI, FLORIDA 33154
(305) 273-8911

THREE LAKES

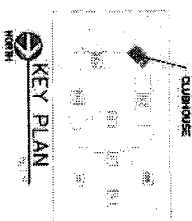
FOR
THE RICHMAN GROUP
OF FLORIDA, INC.
LOCATED AT
MIAMI, FLORIDA

RECEIVED
JAN 29 2014

The floor plan shows a complex layout with various rooms and areas. Key features include:

- Left Section:** A large circular area with a central point labeled 'C'. Surrounding it are several rectangular rooms, some labeled 'CLOSET' and 'ELEVATOR'.
- Center Section:** A rectangular area containing a grid of rooms. The top part is labeled 'GROUP ROOM' and 'CLOSET'. Below this is a 'FITNESS CENTER' and a 'TERRACE'. The bottom part contains several smaller rooms, some labeled 'CLOSET' and 'ELEVATOR'.
- Right Section:** A long rectangular area labeled 'TERRACE'.
- Dimensions:** Various dimensions are provided for different sections, such as '10'-0" x 10'-0"', '10'-0" x 10'-0"', and '10'-0" x 10'-0"'. A grid system (1-10) is used for reference.

CLEANHOUSE			
LEVEL	NET	TOTAL	TOTAL
LEVEL 1	4,094 SQ. FT.	1,811 SQ. FT.	5,915 SQ. FT.
LEVEL 2	2,778 SQ. FT.	1,057 SQ. FT.	3,835 SQ. FT.
TOTAL	1,332 SQ. FT.	2,878 SQ. FT.	8,492 SQ. FT.



SECRET

A-2.5
MUM

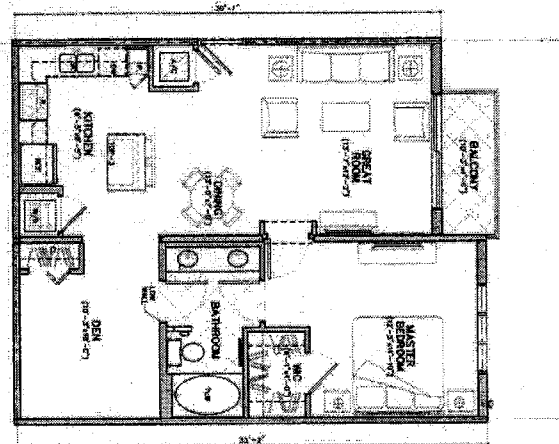
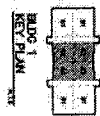
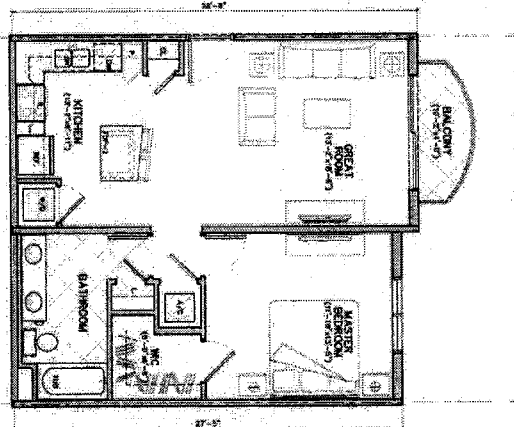
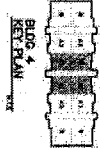
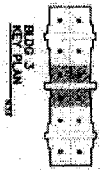
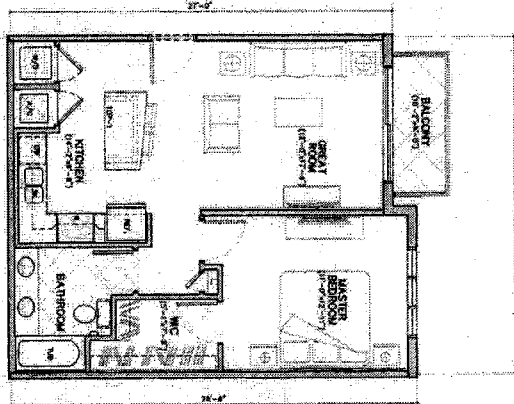


MSA
ARCHITECTS
ARCHITECTURE & PLANNING

WSA ARCHITECTS, INC.
MAIN OFFICE
7025 SR 1040, SE
SUITE 100
JANESVILLE, WI 53404 20156
(608) 270-9811

THREE LAKES
FOR:
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT:
MIAMI, FLORIDA

THE PLAIN DEPARTMENT
11/19/03
NEW YORK RESIDENTIAL
12/1/03
THE PLAIN DEPARTMENT
12/1/03



RECEIVED
JAN 29 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY *X*

RECEIVED
JAN 29 2014

UNIT PLANS MM A-6.1
SCALE 1/8"=1'-0"

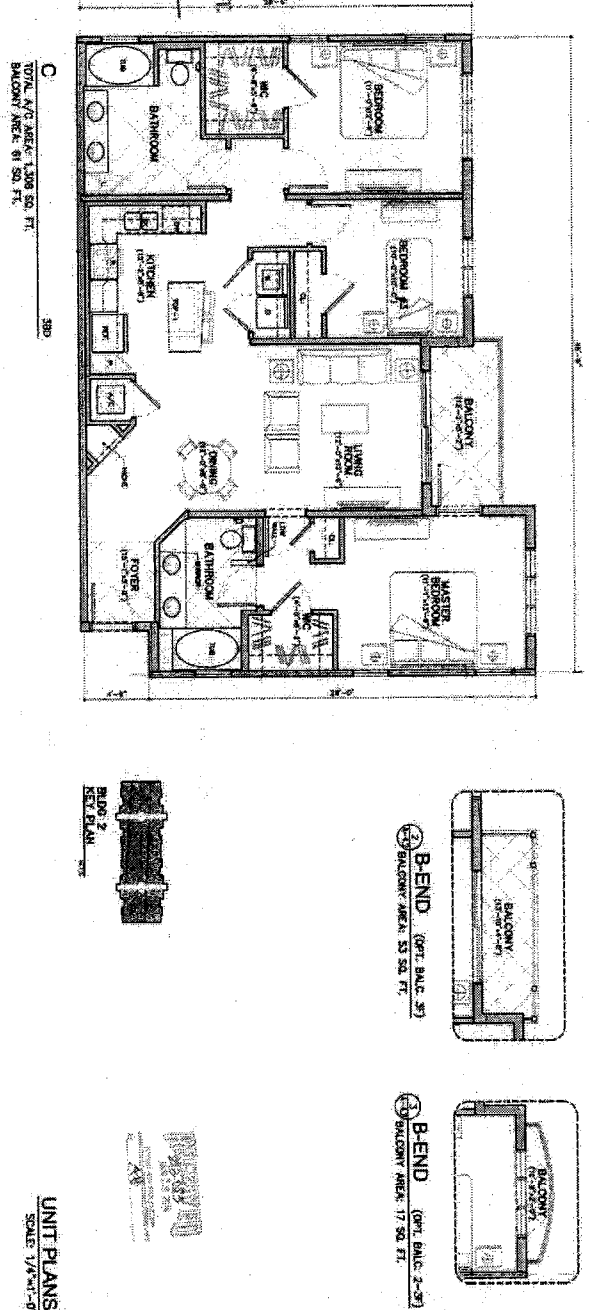
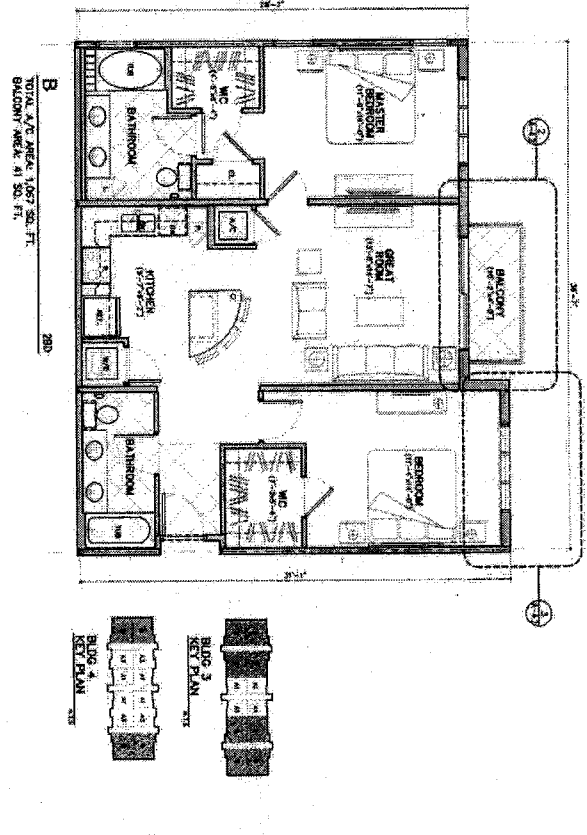
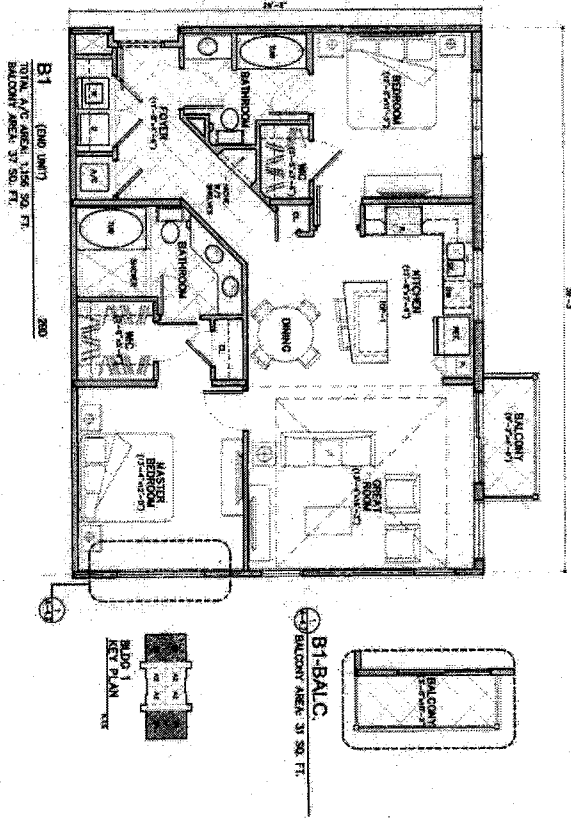
MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
2222 SW 10TH ST.
SUITE 200
MIAMI, FLORIDA 33135
(305) 875-8811


THREE LAKES

FOR:
THE RICHMAN GROUP
OF FLORIDA, INC.
LOCATED AT:
MIAMI, FLORIDA

RECEIVED
 20-083
 JAN 29 2014
 ZONING HEARINGS SECTION
 MIAMI-DADE PLANNING AND ZONING DEPT.
 BY XH



UNIT PLANS W/1 A-0.2
 SCALE 1/4"=1'-0"



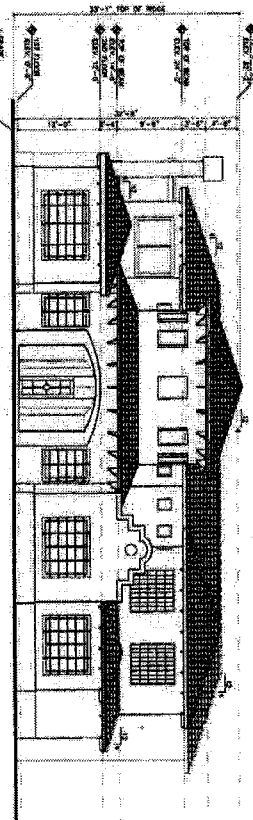
MSA ARCHITECTS & PLANNING

MSA ARCHITECTS, INC.
 MIAMI OFFICE
 7400 SW 104th ST
 SUITE 201
 MIAMI, FLORIDA 33156
 (305) 455-1111

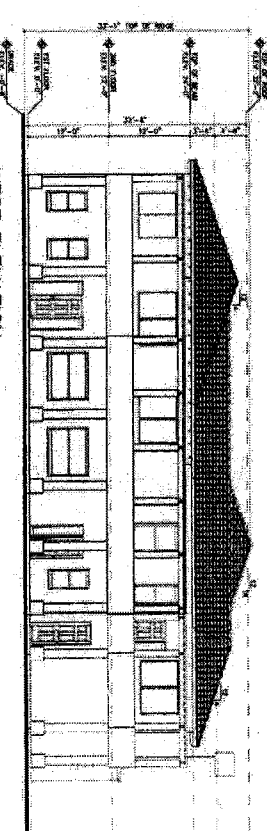
THREE LAKES
 FOR
 THE RICHMAN GROUP
 OF FLORIDA, INC.
 LOCATED AT
 MIAMI, FLORIDA

RECEIVED
 2/3-085
 JAN 29 2014

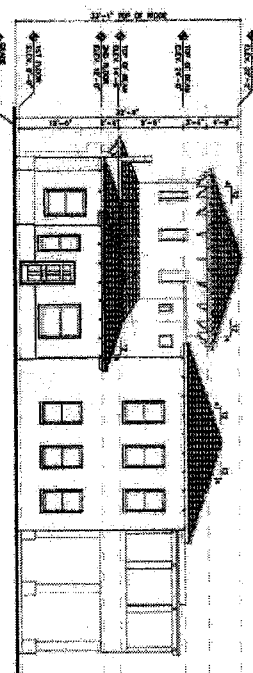
ZONING HEARINGS SECTION
 MAIN-GRADE PLANNING AND ZONING DEPT.
 BY X8



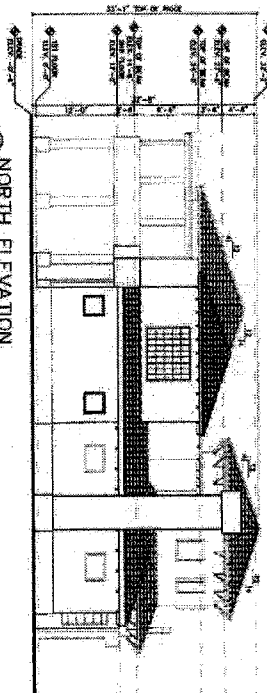
① SOUTH ELEVATION
 SCALE: 1/8"=1'-0"



② WEST ELEVATION
 SCALE: 1/8"=1'-0"

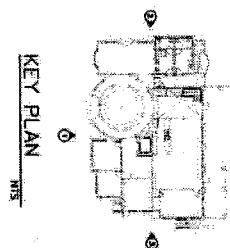


③ EAST ELEVATION
 SCALE: 1/8"=1'-0"

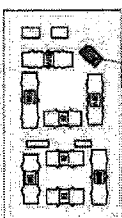


④ NORTH ELEVATION
 SCALE: 1/8"=1'-0"

- ELEVATION KEYNOTE LEGEND:
- ① SEE ELEVATION KEYNOTE LEGEND
 - ② SEE ELEVATION KEYNOTE LEGEND
 - ③ SEE ELEVATION KEYNOTE LEGEND
 - ④ SEE ELEVATION KEYNOTE LEGEND
 - ⑤ SEE ELEVATION KEYNOTE LEGEND
 - ⑥ SEE ELEVATION KEYNOTE LEGEND
 - ⑦ SEE ELEVATION KEYNOTE LEGEND
 - ⑧ SEE ELEVATION KEYNOTE LEGEND
 - ⑨ SEE ELEVATION KEYNOTE LEGEND
 - ⑩ SEE ELEVATION KEYNOTE LEGEND
 - ⑪ SEE ELEVATION KEYNOTE LEGEND
 - ⑫ SEE ELEVATION KEYNOTE LEGEND
 - ⑬ SEE ELEVATION KEYNOTE LEGEND
 - ⑭ SEE ELEVATION KEYNOTE LEGEND
 - ⑮ SEE ELEVATION KEYNOTE LEGEND
 - ⑯ SEE ELEVATION KEYNOTE LEGEND
 - ⑰ SEE ELEVATION KEYNOTE LEGEND
 - ⑱ SEE ELEVATION KEYNOTE LEGEND
 - ⑲ SEE ELEVATION KEYNOTE LEGEND
 - ⑳ SEE ELEVATION KEYNOTE LEGEND
 - ㉑ SEE ELEVATION KEYNOTE LEGEND
 - ㉒ SEE ELEVATION KEYNOTE LEGEND
 - ㉓ SEE ELEVATION KEYNOTE LEGEND
 - ㉔ SEE ELEVATION KEYNOTE LEGEND
 - ㉕ SEE ELEVATION KEYNOTE LEGEND
 - ㉖ SEE ELEVATION KEYNOTE LEGEND
 - ㉗ SEE ELEVATION KEYNOTE LEGEND
 - ㉘ SEE ELEVATION KEYNOTE LEGEND
 - ㉙ SEE ELEVATION KEYNOTE LEGEND
 - ㉚ SEE ELEVATION KEYNOTE LEGEND
 - ㉛ SEE ELEVATION KEYNOTE LEGEND
 - ㉜ SEE ELEVATION KEYNOTE LEGEND
 - ㉝ SEE ELEVATION KEYNOTE LEGEND
 - ㉞ SEE ELEVATION KEYNOTE LEGEND
 - ㉟ SEE ELEVATION KEYNOTE LEGEND
 - ㊱ SEE ELEVATION KEYNOTE LEGEND
 - ㊲ SEE ELEVATION KEYNOTE LEGEND
 - ㊳ SEE ELEVATION KEYNOTE LEGEND
 - ㊴ SEE ELEVATION KEYNOTE LEGEND
 - ㊵ SEE ELEVATION KEYNOTE LEGEND
 - ㊶ SEE ELEVATION KEYNOTE LEGEND
 - ㊷ SEE ELEVATION KEYNOTE LEGEND
 - ㊸ SEE ELEVATION KEYNOTE LEGEND
 - ㊹ SEE ELEVATION KEYNOTE LEGEND
 - ㊺ SEE ELEVATION KEYNOTE LEGEND
 - ㊻ SEE ELEVATION KEYNOTE LEGEND
 - ㊼ SEE ELEVATION KEYNOTE LEGEND
 - ㊽ SEE ELEVATION KEYNOTE LEGEND
 - ㊾ SEE ELEVATION KEYNOTE LEGEND
 - ㊿ SEE ELEVATION KEYNOTE LEGEND



KEY PLAN
 NTS



KEY PLAN
 NTS

CLUBHOUSE
 SCALE: 1/8"=1'-0"

A-2.6



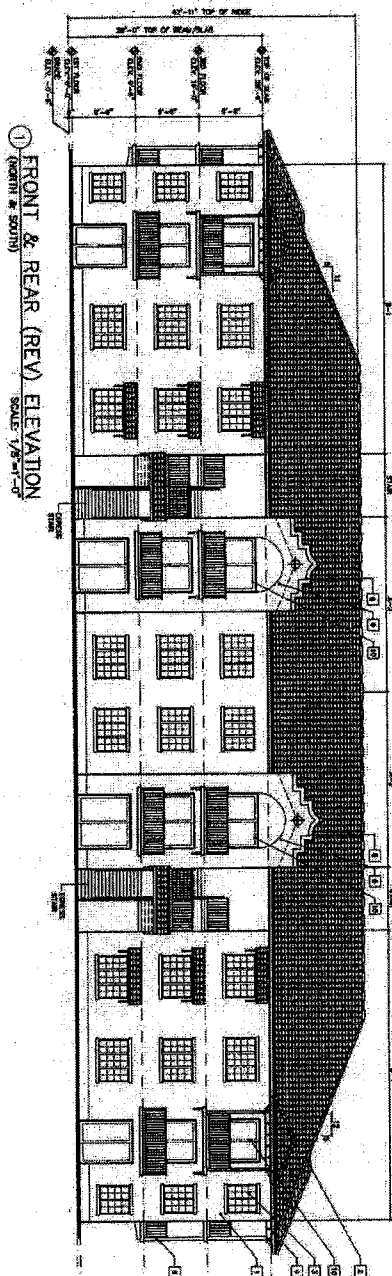
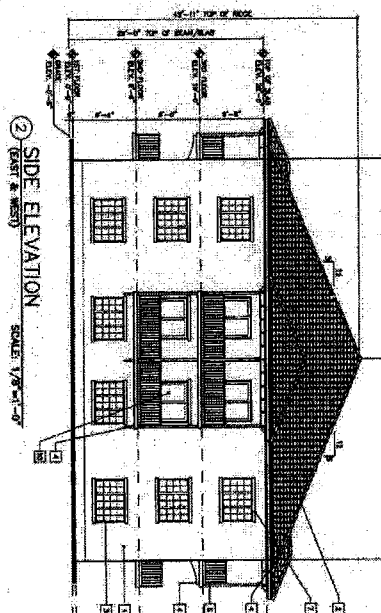
MSA ARCHITECTS
 ARCHITECTURE & PLANNING

THREE LAKES
 FOR
 THE RICHMAN GROUP
 OF FLORIDA INC.
 LOCATED AT
 MIAMI, FLORIDA

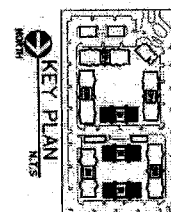
MSA ARCHITECTS, INC.
 10000 SW 10TH AVE., SUITE 100
 MIAMI, FL 33156
 (305) 273-9911

213-085
JAN 26 2006

X
YONING HEARINGS SECTION
MULTI-STATE PLANNING AND ZONING DEPT.
BY _____



- ELEVATION LEGEND**
- 1 1st fl. BRIDGE RM.
 - 2 2nd fl. BRIDGE W. K.E. ROOM.
 - 3 3rd fl. BRIDGE INDUSTRIAL BUREAU.
 - 4 4th fl. BRIDGE.
 - 5 5th fl. BRIDGE.
 - 6 6th fl. BRIDGE.
 - 7 7th fl. BRIDGE.
 - 8 8th fl. BRIDGE.
 - 9 9th fl. BRIDGE.
 - 10 10th fl. BRIDGE.
 - 11 11th fl. BRIDGE.
 - 12 12th fl. BRIDGE.
 - 13 13th fl. BRIDGE.
 - 14 14th fl. BRIDGE.
 - 15 15th fl. BRIDGE.
 - 16 16th fl. BRIDGE.
 - 17 17th fl. BRIDGE.
 - 18 18th fl. BRIDGE.
 - 19 19th fl. BRIDGE.
 - 20 20th fl. BRIDGE.
 - 21 21st fl. BRIDGE.
 - 22 22nd fl. BRIDGE.
 - 23 23rd fl. BRIDGE.
 - 24 24th fl. BRIDGE.
 - 25 25th fl. BRIDGE.
 - 26 26th fl. BRIDGE.
 - 27 27th fl. BRIDGE.
 - 28 28th fl. BRIDGE.
 - 29 29th fl. BRIDGE.
 - 30 30th fl. BRIDGE.
 - 31 31st fl. BRIDGE.
 - 32 32nd fl. BRIDGE.
 - 33 33rd fl. BRIDGE.
 - 34 34th fl. BRIDGE.
 - 35 35th fl. BRIDGE.
 - 36 36th fl. BRIDGE.
 - 37 37th fl. BRIDGE.
 - 38 38th fl. BRIDGE.
 - 39 39th fl. BRIDGE.
 - 40 40th fl. BRIDGE.
 - 41 41st fl. BRIDGE.
 - 42 42nd fl. BRIDGE.
 - 43 43rd fl. BRIDGE.
 - 44 44th fl. BRIDGE.
 - 45 45th fl. BRIDGE.
 - 46 46th fl. BRIDGE.
 - 47 47th fl. BRIDGE.
 - 48 48th fl. BRIDGE.
 - 49 49th fl. BRIDGE.
 - 50 50th fl. BRIDGE.
 - 51 51st fl. BRIDGE.
 - 52 52nd fl. BRIDGE.
 - 53 53rd fl. BRIDGE.
 - 54 54th fl. BRIDGE.
 - 55 55th fl. BRIDGE.
 - 56 56th fl. BRIDGE.
 - 57 57th fl. BRIDGE.
 - 58 58th fl. BRIDGE.
 - 59 59th fl. BRIDGE.
 - 60 60th fl. BRIDGE.
 - 61 61st fl. BRIDGE.
 - 62 62nd fl. BRIDGE.
 - 63 63rd fl. BRIDGE.
 - 64 64th fl. BRIDGE.
 - 65 65th fl. BRIDGE.
 - 66 66th fl. BRIDGE.
 - 67 67th fl. BRIDGE.
 - 68 68th fl. BRIDGE.
 - 69 69th fl. BRIDGE.
 - 70 70th fl. BRIDGE.
 - 71 71st fl. BRIDGE.
 - 72 72nd fl. BRIDGE.
 - 73 73rd fl. BRIDGE.
 - 74 74th fl. BRIDGE.
 - 75 75th fl. BRIDGE.
 - 76 76th fl. BRIDGE.
 - 77 77th fl. BRIDGE.
 - 78 78th fl. BRIDGE.
 - 79 79th fl. BRIDGE.
 - 80 80th fl. BRIDGE.
 - 81 81st fl. BRIDGE.
 - 82 82nd fl. BRIDGE.
 - 83 83rd fl. BRIDGE.
 - 84 84th fl. BRIDGE.
 - 85 85th fl. BRIDGE.
 - 86 86th fl. BRIDGE.
 - 87 87th fl. BRIDGE.
 - 88 88th fl. BRIDGE.
 - 89 89th fl. BRIDGE.
 - 90 90th fl. BRIDGE.
 - 91 91st fl. BRIDGE.
 - 92 92nd fl. BRIDGE.
 - 93 93rd fl. BRIDGE.
 - 94 94th fl. BRIDGE.
 - 95 95th fl. BRIDGE.
 - 96 96th fl. BRIDGE.
 - 97 97th fl. BRIDGE.
 - 98 98th fl. BRIDGE.
 - 99 99th fl. BRIDGE.
 - 100 100th fl. BRIDGE.



BUILDING TYPE

104
 105
 106
 107
 108
 109
 110
 111
 112
 113
 114
 115
 116
 117
 118
 119
 120
 121
 122
 123
 124
 125
 126
 127
 128
 129
 130
 131
 132
 133
 134
 135
 136
 137
 138
 139
 140
 141
 142
 143
 144
 145
 146
 147
 148
 149
 150
 151
 152
 153
 154
 155
 156
 157
 158
 159
 160
 161
 162
 163
 164
 165
 166
 167
 168
 169
 170
 171
 172
 173
 174
 175
 176
 177
 178
 179
 180
 181
 182
 183
 184
 185
 186
 187
 188
 189
 190
 191
 192
 193
 194
 195
 196
 197
 198
 199
 200
 201
 202
 203
 204
 205
 206
 207
 208
 209
 210
 211
 212
 213
 214
 215
 216
 217
 218
 219
 220
 221
 222
 223
 224
 225
 226
 227
 228
 229
 230
 231
 232
 233
 234
 235
 236
 237
 238
 239
 240
 241
 242
 243
 244
 245
 246
 247
 248
 249
 250
 251
 252
 253
 254
 255
 256
 257
 258
 259
 260
 261
 262
 263
 264
 265
 266
 267
 268
 269
 270
 271
 272
 273
 274
 275
 276
 277
 278
 279
 280
 281
 282
 283
 284
 285
 286
 287
 288
 289
 290
 291
 292
 293
 294
 295
 296
 297
 298
 299
 300
 301
 302
 303
 304
 305
 306
 307
 308
 309
 310
 311
 312
 313
 314
 315
 316
 317
 318
 319
 320
 321
 322
 323
 324
 325
 326
 327
 328
 329
 330
 331
 332
 333
 334
 335
 336
 337
 338
 339
 340
 341
 342
 343
 344
 345
 346
 347
 348
 349
 350
 351
 352
 353
 354
 355
 356
 357
 358
 359
 360
 361
 362
 363
 364
 365
 366
 367
 368
 369
 370
 371
 372
 373
 374
 375
 376
 377
 378
 379
 380
 381
 382
 383
 384
 385
 386
 387
 388
 389
 390
 391
 392
 393
 394
 395
 396
 397
 398
 399
 400
 401
 402
 403
 404
 405
 406
 407
 408
 409
 410
 411
 412
 413
 414
 415
 416
 417
 418
 419
 420
 421
 422
 423
 424
 425
 426
 427
 428
 429
 430
 431
 432
 433
 434
 435
 436
 437
 438
 439
 440
 441
 442
 443
 444
 445
 446
 447
 448
 449
 450
 451
 452
 453
 454
 455
 456
 457
 458
 459
 460
 461
 462
 463
 464
 465
 466
 467
 468
 469
 470
 471
 472
 473
 474
 475
 476
 477
 478
 479
 480
 481
 482
 483
 484
 485
 486
 487
 488
 489
 490
 491
 492
 493
 494
 495
 496
 497
 498
 499
 500
 501
 502
 503
 504
 505
 506
 507
 508
 509
 510
 511
 512
 513
 514
 515
 516
 517
 518
 519
 520
 521
 522
 523
 524
 525
 526
 527
 528
 529
 530
 531
 532
 533
 534
 535
 536
 537
 538
 539
 540
 541
 542
 543
 544
 545
 546
 547
 548
 549
 550
 551
 552
 553
 554
 555
 556
 557
 558
 559
 560
 561
 562
 563
 564
 565
 566
 567
 568
 569
 570
 571
 572
 573
 574
 575
 576
 577
 578
 579
 580
 581
 582
 583
 584
 585
 586
 587
 588
 589
 590
 591
 592
 593
 594
 595
 596
 597
 598
 599
 600
 601
 602
 603
 604
 605
 606
 607
 608
 609
 610
 611
 612
 613
 614
 615

MSA ARCHITECTS
ARCHITECTURE & PLANNING

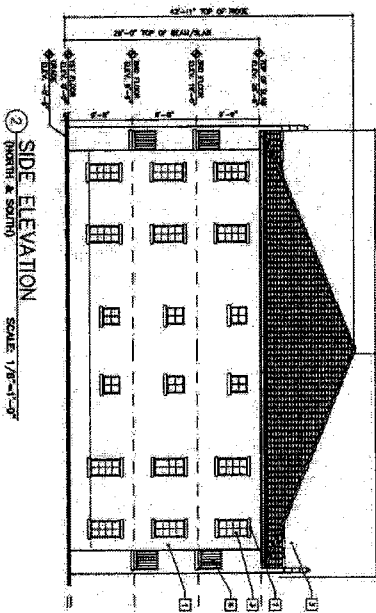
MSA ARCHITECTS, INC.
MAILING OFFICE
7800 SW 19th St.
Suite 200
Miami, FL 33155
Tel: 305-253-0613

THREE LAKES
FOR
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT
MIAMI, FLORIDA

THIS FIRM HAS BEEN DESIGNATED AS THE LEAD FIRM FOR THE PROJECT AND ALL OTHERS ARE RESPONSIBLE TO THE ARCHITECT.

RECEIVED
 243-082
 JAN 29 2014

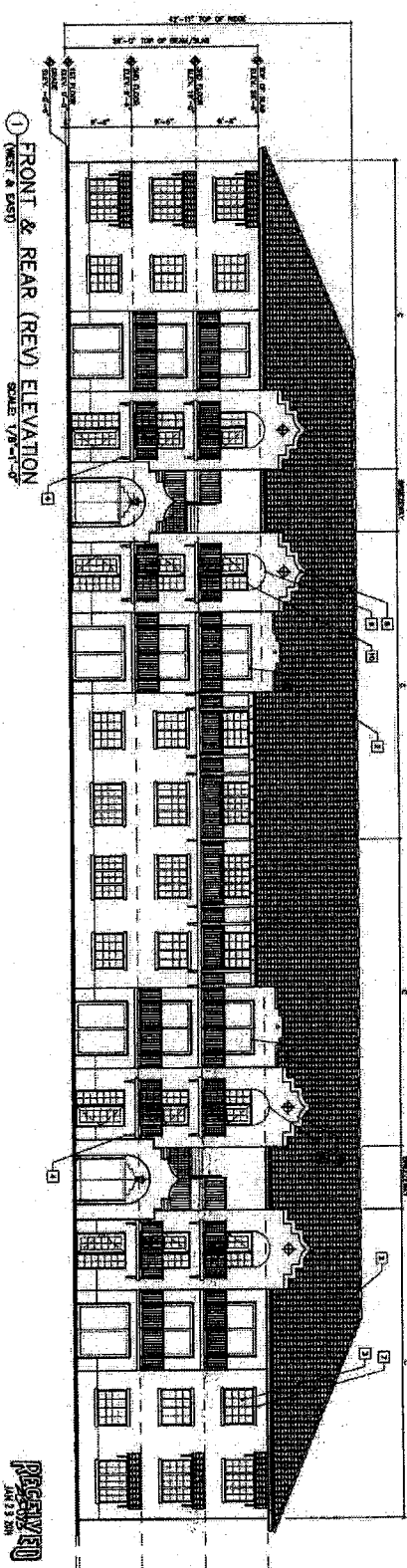
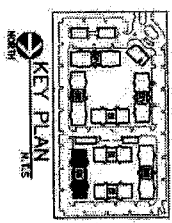
ZONING HEARINGS SECTION
 MIAMI-DADE PLANNING AND ZONING DEPT.
 BY XX



2 SIDE ELEVATION
 (WEST & SOUTH)
 SCALE 1/8"=1'-0"

ELEVATION LEGEND

[Symbol]	1st. STORY PA.
[Symbol]	2nd. STORY PA.
[Symbol]	3rd. STORY PA.
[Symbol]	4th. STORY PA.
[Symbol]	5th. STORY PA.
[Symbol]	6th. STORY PA.
[Symbol]	7th. STORY PA.
[Symbol]	8th. STORY PA.
[Symbol]	9th. STORY PA.
[Symbol]	10th. STORY PA.
[Symbol]	11th. STORY PA.
[Symbol]	12th. STORY PA.
[Symbol]	13th. STORY PA.
[Symbol]	14th. STORY PA.
[Symbol]	15th. STORY PA.
[Symbol]	16th. STORY PA.
[Symbol]	17th. STORY PA.
[Symbol]	18th. STORY PA.
[Symbol]	19th. STORY PA.
[Symbol]	20th. STORY PA.
[Symbol]	21st. STORY PA.
[Symbol]	22nd. STORY PA.
[Symbol]	23rd. STORY PA.
[Symbol]	24th. STORY PA.
[Symbol]	25th. STORY PA.
[Symbol]	26th. STORY PA.
[Symbol]	27th. STORY PA.
[Symbol]	28th. STORY PA.
[Symbol]	29th. STORY PA.
[Symbol]	30th. STORY PA.
[Symbol]	31st. STORY PA.
[Symbol]	32nd. STORY PA.
[Symbol]	33rd. STORY PA.
[Symbol]	34th. STORY PA.
[Symbol]	35th. STORY PA.
[Symbol]	36th. STORY PA.
[Symbol]	37th. STORY PA.
[Symbol]	38th. STORY PA.
[Symbol]	39th. STORY PA.
[Symbol]	40th. STORY PA.
[Symbol]	41st. STORY PA.
[Symbol]	42nd. STORY PA.
[Symbol]	43rd. STORY PA.
[Symbol]	44th. STORY PA.
[Symbol]	45th. STORY PA.
[Symbol]	46th. STORY PA.
[Symbol]	47th. STORY PA.
[Symbol]	48th. STORY PA.
[Symbol]	49th. STORY PA.
[Symbol]	50th. STORY PA.
[Symbol]	51st. STORY PA.
[Symbol]	52nd. STORY PA.
[Symbol]	53rd. STORY PA.
[Symbol]	54th. STORY PA.
[Symbol]	55th. STORY PA.
[Symbol]	56th. STORY PA.
[Symbol]	57th. STORY PA.
[Symbol]	58th. STORY PA.
[Symbol]	59th. STORY PA.
[Symbol]	60th. STORY PA.
[Symbol]	61st. STORY PA.
[Symbol]	62nd. STORY PA.
[Symbol]	63rd. STORY PA.
[Symbol]	64th. STORY PA.
[Symbol]	65th. STORY PA.
[Symbol]	66th. STORY PA.
[Symbol]	67th. STORY PA.
[Symbol]	68th. STORY PA.
[Symbol]	69th. STORY PA.
[Symbol]	70th. STORY PA.
[Symbol]	71st. STORY PA.
[Symbol]	72nd. STORY PA.
[Symbol]	73rd. STORY PA.
[Symbol]	74th. STORY PA.
[Symbol]	75th. STORY PA.
[Symbol]	76th. STORY PA.
[Symbol]	77th. STORY PA.
[Symbol]	78th. STORY PA.
[Symbol]	79th. STORY PA.
[Symbol]	80th. STORY PA.
[Symbol]	81st. STORY PA.
[Symbol]	82nd. STORY PA.
[Symbol]	83rd. STORY PA.
[Symbol]	84th. STORY PA.
[Symbol]	85th. STORY PA.
[Symbol]	86th. STORY PA.
[Symbol]	87th. STORY PA.
[Symbol]	88th. STORY PA.
[Symbol]	89th. STORY PA.
[Symbol]	90th. STORY PA.
[Symbol]	91st. STORY PA.
[Symbol]	92nd. STORY PA.
[Symbol]	93rd. STORY PA.
[Symbol]	94th. STORY PA.
[Symbol]	95th. STORY PA.
[Symbol]	96th. STORY PA.
[Symbol]	97th. STORY PA.
[Symbol]	98th. STORY PA.
[Symbol]	99th. STORY PA.
[Symbol]	100th. STORY PA.



1 FRONT & REAR (REV) ELEVATION
 (WEST & EAST)
 SCALE 1/8"=1'-0"

BUILDING TYPE II
 SCALE 1/8"=1'-0"

RECEIVED
 JAN 13 2014

MSA
 ARCHITECTS
 A-0-2
 SHEETS

MSA ARCHITECTS
 ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
 MIAMI OFFICE
 1000 BAYVIEW BLVD.
 SUITE 100
 MIAMI, FLORIDA 33134
 (305) 371-1111

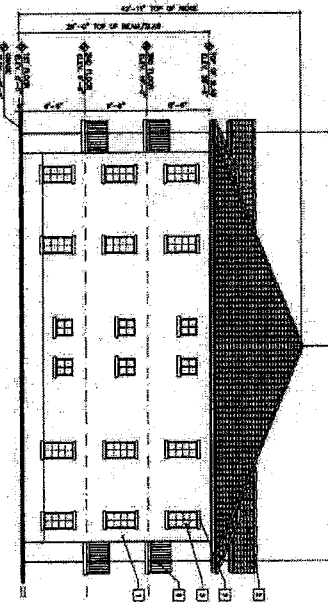
THREE LAKES
 FOR
 THE RICHMAN GROUP
 OF FLORIDA INC.
 LOCATED AT
 MIAMI, FLORIDA

REVISIONS	DATE	BY	DESCRIPTION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

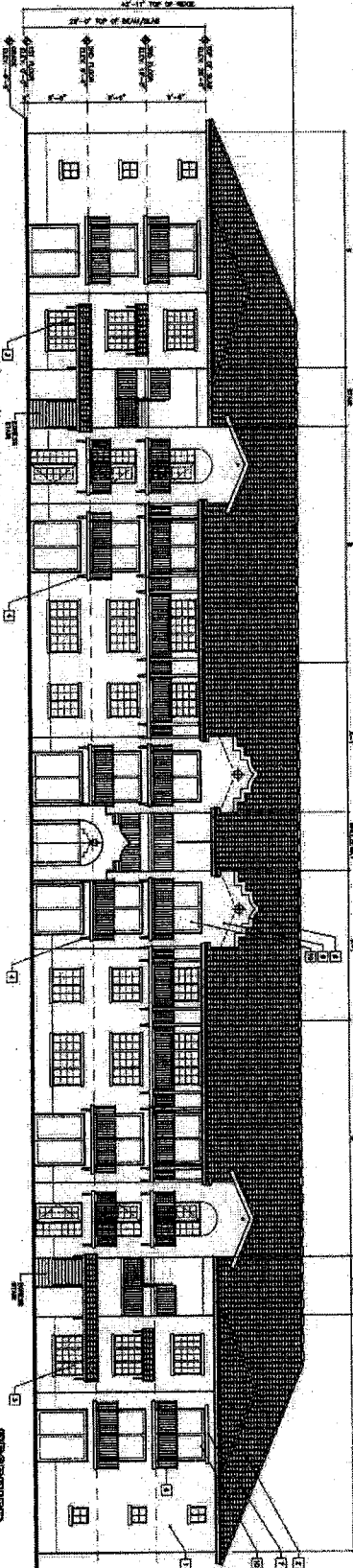
RECEIVED
 28-083
 JAN 29 2014

ZONING HEARINGS SECTION
 MIAMI-DADE PLANNING AND ZONING DEPT.
 BY *XLC*

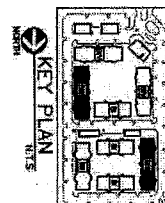
② SIDE ELEVATION
 SCALE 1/8"=1'-0"



① FRONT & REAR (REV) ELEVATION
 SCALE 1/8"=1'-0"



- ELEVATION LEGEND**
- 1. 1st FLOOR FIN.
 - 2. 2nd FLOOR FIN.
 - 3. 3rd FLOOR FIN.
 - 4. 4th FLOOR FIN.
 - 5. 5th FLOOR FIN.
 - 6. 6th FLOOR FIN.
 - 7. 7th FLOOR FIN.
 - 8. 8th FLOOR FIN.
 - 9. 9th FLOOR FIN.
 - 10. 10th FLOOR FIN.
 - 11. 11th FLOOR FIN.
 - 12. 12th FLOOR FIN.
 - 13. 13th FLOOR FIN.
 - 14. 14th FLOOR FIN.
 - 15. 15th FLOOR FIN.
 - 16. 16th FLOOR FIN.
 - 17. 17th FLOOR FIN.
 - 18. 18th FLOOR FIN.
 - 19. 19th FLOOR FIN.
 - 20. 20th FLOOR FIN.
 - 21. 21st FLOOR FIN.
 - 22. 22nd FLOOR FIN.
 - 23. 23rd FLOOR FIN.
 - 24. 24th FLOOR FIN.
 - 25. 25th FLOOR FIN.
 - 26. 26th FLOOR FIN.
 - 27. 27th FLOOR FIN.
 - 28. 28th FLOOR FIN.
 - 29. 29th FLOOR FIN.
 - 30. 30th FLOOR FIN.
 - 31. 31st FLOOR FIN.
 - 32. 32nd FLOOR FIN.
 - 33. 33rd FLOOR FIN.
 - 34. 34th FLOOR FIN.
 - 35. 35th FLOOR FIN.
 - 36. 36th FLOOR FIN.
 - 37. 37th FLOOR FIN.
 - 38. 38th FLOOR FIN.
 - 39. 39th FLOOR FIN.
 - 40. 40th FLOOR FIN.
 - 41. 41st FLOOR FIN.
 - 42. 42nd FLOOR FIN.
 - 43. 43rd FLOOR FIN.
 - 44. 44th FLOOR FIN.
 - 45. 45th FLOOR FIN.
 - 46. 46th FLOOR FIN.
 - 47. 47th FLOOR FIN.
 - 48. 48th FLOOR FIN.
 - 49. 49th FLOOR FIN.
 - 50. 50th FLOOR FIN.
 - 51. 51st FLOOR FIN.
 - 52. 52nd FLOOR FIN.
 - 53. 53rd FLOOR FIN.
 - 54. 54th FLOOR FIN.
 - 55. 55th FLOOR FIN.
 - 56. 56th FLOOR FIN.
 - 57. 57th FLOOR FIN.
 - 58. 58th FLOOR FIN.
 - 59. 59th FLOOR FIN.
 - 60. 60th FLOOR FIN.
 - 61. 61st FLOOR FIN.
 - 62. 62nd FLOOR FIN.
 - 63. 63rd FLOOR FIN.
 - 64. 64th FLOOR FIN.
 - 65. 65th FLOOR FIN.
 - 66. 66th FLOOR FIN.
 - 67. 67th FLOOR FIN.
 - 68. 68th FLOOR FIN.
 - 69. 69th FLOOR FIN.
 - 70. 70th FLOOR FIN.
 - 71. 71st FLOOR FIN.
 - 72. 72nd FLOOR FIN.
 - 73. 73rd FLOOR FIN.
 - 74. 74th FLOOR FIN.
 - 75. 75th FLOOR FIN.
 - 76. 76th FLOOR FIN.
 - 77. 77th FLOOR FIN.
 - 78. 78th FLOOR FIN.
 - 79. 79th FLOOR FIN.
 - 80. 80th FLOOR FIN.
 - 81. 81st FLOOR FIN.
 - 82. 82nd FLOOR FIN.
 - 83. 83rd FLOOR FIN.
 - 84. 84th FLOOR FIN.
 - 85. 85th FLOOR FIN.
 - 86. 86th FLOOR FIN.
 - 87. 87th FLOOR FIN.
 - 88. 88th FLOOR FIN.
 - 89. 89th FLOOR FIN.
 - 90. 90th FLOOR FIN.
 - 91. 91st FLOOR FIN.
 - 92. 92nd FLOOR FIN.
 - 93. 93rd FLOOR FIN.
 - 94. 94th FLOOR FIN.
 - 95. 95th FLOOR FIN.
 - 96. 96th FLOOR FIN.
 - 97. 97th FLOOR FIN.
 - 98. 98th FLOOR FIN.
 - 99. 99th FLOOR FIN.
 - 100. 100th FLOOR FIN.



BUILDING TYPE III
 SCALE 1/8"=1'-0"

RECEIVED
 28-083
 JAN 29 2014

MSA ARCHITECTS
 ARCHITECTURE & PLANNING

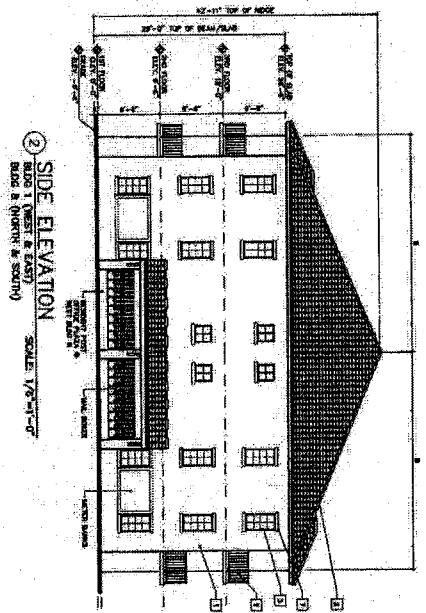
THREE LAKES
 FOR THE RICHMAN GROUP OF FLORIDA INC.
 LOCATED AT MIAMI, FLORIDA

MSA ARCHITECTS, INC.
 MIAMI OFFICE
 7700 N. MIAMI BLVD.
 SUITE 100
 MIAMI, FLORIDA 33156
 (305) 755-8811

REVISIONS	BY
1. 1st FLOOR FIN.	
2. 2nd FLOOR FIN.	
3. 3rd FLOOR FIN.	
4. 4th FLOOR FIN.	
5. 5th FLOOR FIN.	
6. 6th FLOOR FIN.	
7. 7th FLOOR FIN.	
8. 8th FLOOR FIN.	
9. 9th FLOOR FIN.	
10. 10th FLOOR FIN.	
11. 11th FLOOR FIN.	
12. 12th FLOOR FIN.	
13. 13th FLOOR FIN.	
14. 14th FLOOR FIN.	
15. 15th FLOOR FIN.	
16. 16th FLOOR FIN.	
17. 17th FLOOR FIN.	
18. 18th FLOOR FIN.	
19. 19th FLOOR FIN.	
20. 20th FLOOR FIN.	
21. 21st FLOOR FIN.	
22. 22nd FLOOR FIN.	
23. 23rd FLOOR FIN.	
24. 24th FLOOR FIN.	
25. 25th FLOOR FIN.	
26. 26th FLOOR FIN.	
27. 27th FLOOR FIN.	
28. 28th FLOOR FIN.	
29. 29th FLOOR FIN.	
30. 30th FLOOR FIN.	
31. 31st FLOOR FIN.	
32. 32nd FLOOR FIN.	
33. 33rd FLOOR FIN.	
34. 34th FLOOR FIN.	
35. 35th FLOOR FIN.	
36. 36th FLOOR FIN.	
37. 37th FLOOR FIN.	
38. 38th FLOOR FIN.	
39. 39th FLOOR FIN.	
40. 40th FLOOR FIN.	
41. 41st FLOOR FIN.	
42. 42nd FLOOR FIN.	
43. 43rd FLOOR FIN.	
44. 44th FLOOR FIN.	
45. 45th FLOOR FIN.	
46. 46th FLOOR FIN.	
47. 47th FLOOR FIN.	
48. 48th FLOOR FIN.	
49. 49th FLOOR FIN.	
50. 50th FLOOR FIN.	
51. 51st FLOOR FIN.	
52. 52nd FLOOR FIN.	
53. 53rd FLOOR FIN.	
54. 54th FLOOR FIN.	
55. 55th FLOOR FIN.	
56. 56th FLOOR FIN.	
57. 57th FLOOR FIN.	
58. 58th FLOOR FIN.	
59. 59th FLOOR FIN.	
60. 60th FLOOR FIN.	
61. 61st FLOOR FIN.	
62. 62nd FLOOR FIN.	
63. 63rd FLOOR FIN.	
64. 64th FLOOR FIN.	
65. 65th FLOOR FIN.	
66. 66th FLOOR FIN.	
67. 67th FLOOR FIN.	
68. 68th FLOOR FIN.	
69. 69th FLOOR FIN.	
70. 70th FLOOR FIN.	
71. 71st FLOOR FIN.	
72. 72nd FLOOR FIN.	
73. 73rd FLOOR FIN.	
74. 74th FLOOR FIN.	
75. 75th FLOOR FIN.	
76. 76th FLOOR FIN.	
77. 77th FLOOR FIN.	
78. 78th FLOOR FIN.	
79. 79th FLOOR FIN.	
80. 80th FLOOR FIN.	
81. 81st FLOOR FIN.	
82. 82nd FLOOR FIN.	
83. 83rd FLOOR FIN.	
84. 84th FLOOR FIN.	
85. 85th FLOOR FIN.	
86. 86th FLOOR FIN.	
87. 87th FLOOR FIN.	
88. 88th FLOOR FIN.	
89. 89th FLOOR FIN.	
90. 90th FLOOR FIN.	
91. 91st FLOOR FIN.	
92. 92nd FLOOR FIN.	
93. 93rd FLOOR FIN.	
94. 94th FLOOR FIN.	
95. 95th FLOOR FIN.	
96. 96th FLOOR FIN.	
97. 97th FLOOR FIN.	
98. 98th FLOOR FIN.	
99. 99th FLOOR FIN.	
100. 100th FLOOR FIN.	

RECEIVED
JAN 29 2014

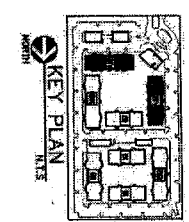
ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY AK



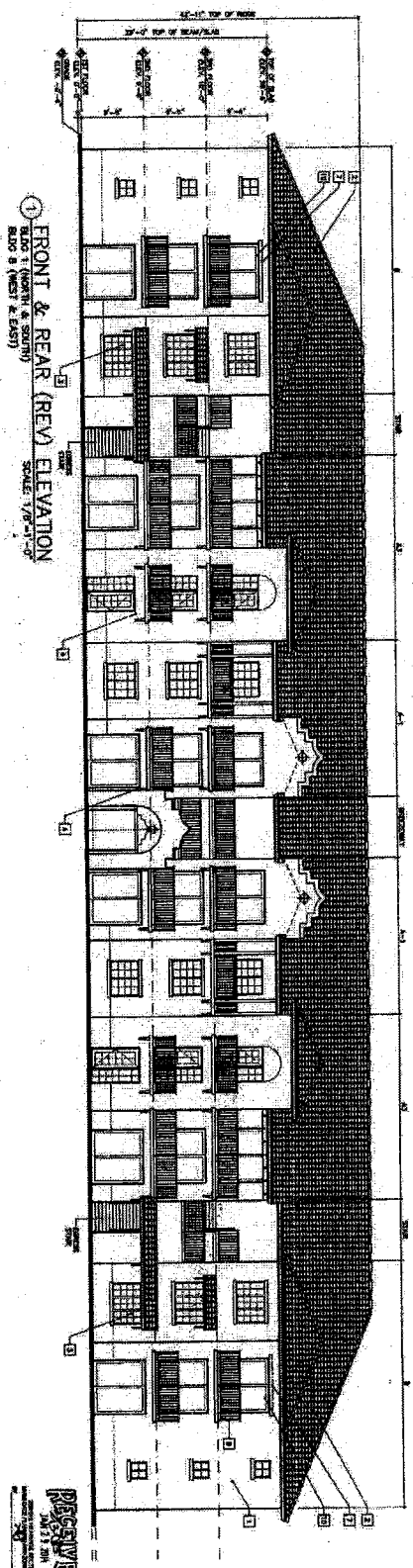
② SIDE ELEVATION
SCALE 1/8"=1'-0"
Bldg 1 (WEST & EAST)
Bldg 2 (WEST & SOUTH)

ELEVATION LEGEND

1	1/2" STAINLESS STEEL
2	1/2" STAINLESS STEEL
3	1/2" STAINLESS STEEL
4	1/2" STAINLESS STEEL
5	1/2" STAINLESS STEEL
6	1/2" STAINLESS STEEL
7	1/2" STAINLESS STEEL
8	1/2" STAINLESS STEEL
9	1/2" STAINLESS STEEL
10	1/2" STAINLESS STEEL
11	1/2" STAINLESS STEEL
12	1/2" STAINLESS STEEL
13	1/2" STAINLESS STEEL
14	1/2" STAINLESS STEEL
15	1/2" STAINLESS STEEL
16	1/2" STAINLESS STEEL
17	1/2" STAINLESS STEEL
18	1/2" STAINLESS STEEL
19	1/2" STAINLESS STEEL
20	1/2" STAINLESS STEEL
21	1/2" STAINLESS STEEL
22	1/2" STAINLESS STEEL
23	1/2" STAINLESS STEEL
24	1/2" STAINLESS STEEL
25	1/2" STAINLESS STEEL
26	1/2" STAINLESS STEEL
27	1/2" STAINLESS STEEL
28	1/2" STAINLESS STEEL
29	1/2" STAINLESS STEEL
30	1/2" STAINLESS STEEL
31	1/2" STAINLESS STEEL
32	1/2" STAINLESS STEEL
33	1/2" STAINLESS STEEL
34	1/2" STAINLESS STEEL
35	1/2" STAINLESS STEEL
36	1/2" STAINLESS STEEL
37	1/2" STAINLESS STEEL
38	1/2" STAINLESS STEEL
39	1/2" STAINLESS STEEL
40	1/2" STAINLESS STEEL
41	1/2" STAINLESS STEEL
42	1/2" STAINLESS STEEL
43	1/2" STAINLESS STEEL
44	1/2" STAINLESS STEEL
45	1/2" STAINLESS STEEL
46	1/2" STAINLESS STEEL
47	1/2" STAINLESS STEEL
48	1/2" STAINLESS STEEL
49	1/2" STAINLESS STEEL
50	1/2" STAINLESS STEEL
51	1/2" STAINLESS STEEL
52	1/2" STAINLESS STEEL
53	1/2" STAINLESS STEEL
54	1/2" STAINLESS STEEL
55	1/2" STAINLESS STEEL
56	1/2" STAINLESS STEEL
57	1/2" STAINLESS STEEL
58	1/2" STAINLESS STEEL
59	1/2" STAINLESS STEEL
60	1/2" STAINLESS STEEL
61	1/2" STAINLESS STEEL
62	1/2" STAINLESS STEEL
63	1/2" STAINLESS STEEL
64	1/2" STAINLESS STEEL
65	1/2" STAINLESS STEEL
66	1/2" STAINLESS STEEL
67	1/2" STAINLESS STEEL
68	1/2" STAINLESS STEEL
69	1/2" STAINLESS STEEL
70	1/2" STAINLESS STEEL
71	1/2" STAINLESS STEEL
72	1/2" STAINLESS STEEL
73	1/2" STAINLESS STEEL
74	1/2" STAINLESS STEEL
75	1/2" STAINLESS STEEL
76	1/2" STAINLESS STEEL
77	1/2" STAINLESS STEEL
78	1/2" STAINLESS STEEL
79	1/2" STAINLESS STEEL
80	1/2" STAINLESS STEEL
81	1/2" STAINLESS STEEL
82	1/2" STAINLESS STEEL
83	1/2" STAINLESS STEEL
84	1/2" STAINLESS STEEL
85	1/2" STAINLESS STEEL
86	1/2" STAINLESS STEEL
87	1/2" STAINLESS STEEL
88	1/2" STAINLESS STEEL
89	1/2" STAINLESS STEEL
90	1/2" STAINLESS STEEL
91	1/2" STAINLESS STEEL
92	1/2" STAINLESS STEEL
93	1/2" STAINLESS STEEL
94	1/2" STAINLESS STEEL
95	1/2" STAINLESS STEEL
96	1/2" STAINLESS STEEL
97	1/2" STAINLESS STEEL
98	1/2" STAINLESS STEEL
99	1/2" STAINLESS STEEL
100	1/2" STAINLESS STEEL



KEY PLAN
N



① FRONT & REAR (REV) ELEVATION
SCALE 1/8"=1'-0"
Bldg 1 (WEST & EAST)
Bldg 2 (WEST & SOUTH)

BUILDING TYPE IV

MSA
A-8-A
JAN 27 2014
SHEETS

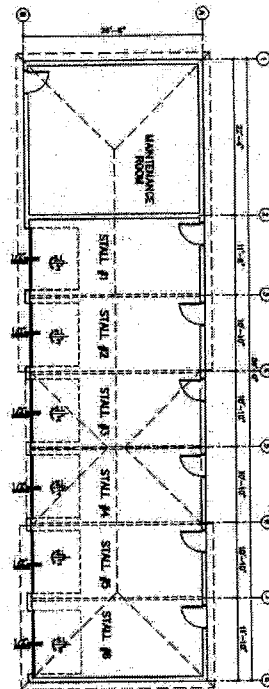
MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
1111 N. MIAMI AVENUE, SUITE 100
MIAMI, FLORIDA 33136
(305) 375-1212
FAX (305) 375-1213
WWW.MSAARCHITECTS.COM

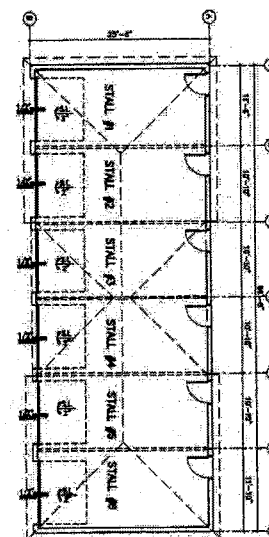
THREE LAKES
FOR
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT:
MIAMI, FLORIDA

REVISIONS	DATE	BY	APP'D
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

78

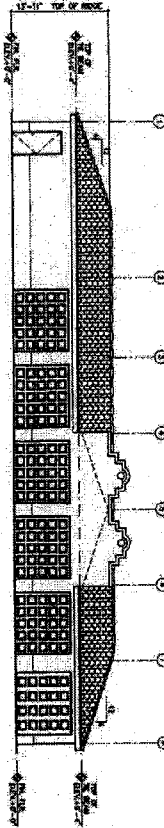


FLOOR PLAN
FLOOR AREA: 228.55 SQ. FT. SCALE: 1/8"=1'-0"

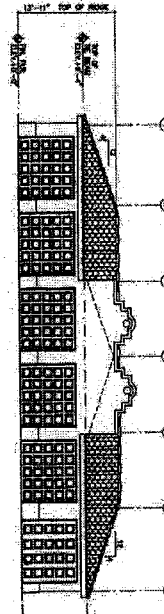


FLOOR PLAN
FLOOR AREA: 171.87 SQ. FT. SCALE: 1/8"=1'-0"

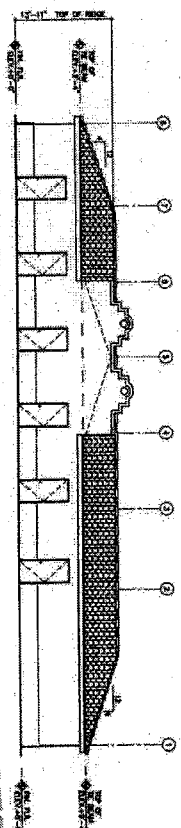
- ELEVATION LETTER LEGEND:**
- 1. MSA ARCHITECTS, INC.
 - 2. MSA ARCHITECTS, INC.
 - 3. MSA ARCHITECTS, INC.
 - 4. MSA ARCHITECTS, INC.
 - 5. MSA ARCHITECTS, INC.
 - 6. MSA ARCHITECTS, INC.
 - 7. MSA ARCHITECTS, INC.
 - 8. MSA ARCHITECTS, INC.
 - 9. MSA ARCHITECTS, INC.
 - 10. MSA ARCHITECTS, INC.
 - 11. MSA ARCHITECTS, INC.
 - 12. MSA ARCHITECTS, INC.
 - 13. MSA ARCHITECTS, INC.
 - 14. MSA ARCHITECTS, INC.
 - 15. MSA ARCHITECTS, INC.
 - 16. MSA ARCHITECTS, INC.
 - 17. MSA ARCHITECTS, INC.
 - 18. MSA ARCHITECTS, INC.
 - 19. MSA ARCHITECTS, INC.
 - 20. MSA ARCHITECTS, INC.
 - 21. MSA ARCHITECTS, INC.
 - 22. MSA ARCHITECTS, INC.
 - 23. MSA ARCHITECTS, INC.
 - 24. MSA ARCHITECTS, INC.
 - 25. MSA ARCHITECTS, INC.
 - 26. MSA ARCHITECTS, INC.
 - 27. MSA ARCHITECTS, INC.
 - 28. MSA ARCHITECTS, INC.
 - 29. MSA ARCHITECTS, INC.
 - 30. MSA ARCHITECTS, INC.
 - 31. MSA ARCHITECTS, INC.
 - 32. MSA ARCHITECTS, INC.
 - 33. MSA ARCHITECTS, INC.
 - 34. MSA ARCHITECTS, INC.
 - 35. MSA ARCHITECTS, INC.
 - 36. MSA ARCHITECTS, INC.
 - 37. MSA ARCHITECTS, INC.
 - 38. MSA ARCHITECTS, INC.
 - 39. MSA ARCHITECTS, INC.
 - 40. MSA ARCHITECTS, INC.
 - 41. MSA ARCHITECTS, INC.
 - 42. MSA ARCHITECTS, INC.
 - 43. MSA ARCHITECTS, INC.
 - 44. MSA ARCHITECTS, INC.
 - 45. MSA ARCHITECTS, INC.
 - 46. MSA ARCHITECTS, INC.
 - 47. MSA ARCHITECTS, INC.
 - 48. MSA ARCHITECTS, INC.
 - 49. MSA ARCHITECTS, INC.
 - 50. MSA ARCHITECTS, INC.
 - 51. MSA ARCHITECTS, INC.
 - 52. MSA ARCHITECTS, INC.
 - 53. MSA ARCHITECTS, INC.
 - 54. MSA ARCHITECTS, INC.
 - 55. MSA ARCHITECTS, INC.
 - 56. MSA ARCHITECTS, INC.
 - 57. MSA ARCHITECTS, INC.
 - 58. MSA ARCHITECTS, INC.
 - 59. MSA ARCHITECTS, INC.
 - 60. MSA ARCHITECTS, INC.
 - 61. MSA ARCHITECTS, INC.
 - 62. MSA ARCHITECTS, INC.
 - 63. MSA ARCHITECTS, INC.
 - 64. MSA ARCHITECTS, INC.
 - 65. MSA ARCHITECTS, INC.
 - 66. MSA ARCHITECTS, INC.
 - 67. MSA ARCHITECTS, INC.
 - 68. MSA ARCHITECTS, INC.
 - 69. MSA ARCHITECTS, INC.
 - 70. MSA ARCHITECTS, INC.
 - 71. MSA ARCHITECTS, INC.
 - 72. MSA ARCHITECTS, INC.
 - 73. MSA ARCHITECTS, INC.
 - 74. MSA ARCHITECTS, INC.
 - 75. MSA ARCHITECTS, INC.
 - 76. MSA ARCHITECTS, INC.
 - 77. MSA ARCHITECTS, INC.
 - 78. MSA ARCHITECTS, INC.
 - 79. MSA ARCHITECTS, INC.
 - 80. MSA ARCHITECTS, INC.
 - 81. MSA ARCHITECTS, INC.
 - 82. MSA ARCHITECTS, INC.
 - 83. MSA ARCHITECTS, INC.
 - 84. MSA ARCHITECTS, INC.
 - 85. MSA ARCHITECTS, INC.
 - 86. MSA ARCHITECTS, INC.
 - 87. MSA ARCHITECTS, INC.
 - 88. MSA ARCHITECTS, INC.
 - 89. MSA ARCHITECTS, INC.
 - 90. MSA ARCHITECTS, INC.
 - 91. MSA ARCHITECTS, INC.
 - 92. MSA ARCHITECTS, INC.
 - 93. MSA ARCHITECTS, INC.
 - 94. MSA ARCHITECTS, INC.
 - 95. MSA ARCHITECTS, INC.
 - 96. MSA ARCHITECTS, INC.
 - 97. MSA ARCHITECTS, INC.
 - 98. MSA ARCHITECTS, INC.
 - 99. MSA ARCHITECTS, INC.
 - 100. MSA ARCHITECTS, INC.



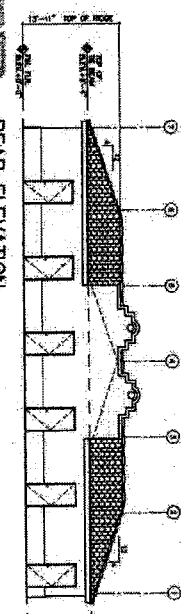
FRONT ELEVATION
SCALE: 1/8"=1'-0"



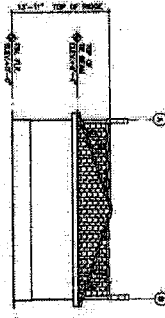
FRONT ELEVATION
SCALE: 1/8"=1'-0"



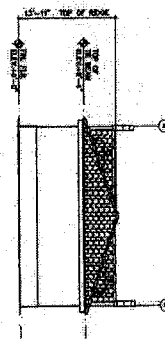
REAR ELEVATION
SCALE: 1/8"=1'-0"



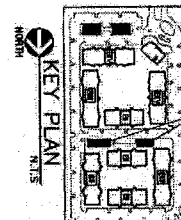
REAR ELEVATION
SCALE: 1/8"=1'-0"



SIDE ELEVATION
SCALE: 1/8"=1'-0"



SIDE ELEVATION
SCALE: 1/8"=1'-0"



KEY PLAN
SCALE: 1/8"=1'-0"

RECEIVED
JAN 29 2014
ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY: [Signature]

RECEIVED
JAN 17 2014
[Signature]

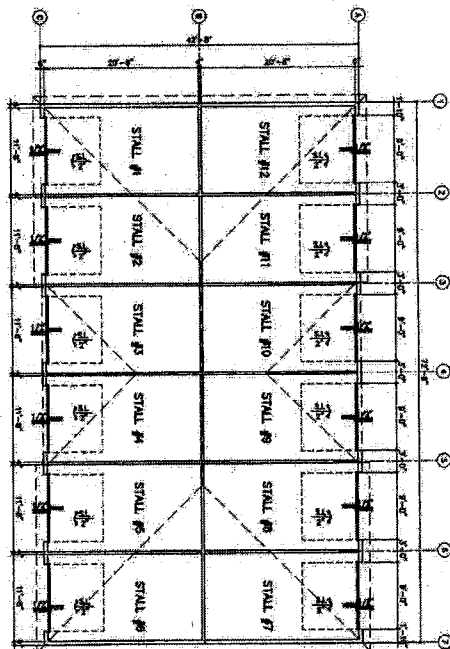
MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
MAIN OFFICE
7000 N.W. 11TH ST.
SUITE 100
MIAMI, FL 33156
(305) 273-8811

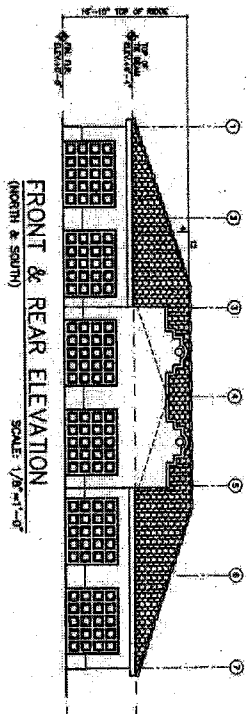
THREE LAKES
FOR:
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT:
MIAMI, FLORIDA

REVISIONS	BY
1. MSA ARCHITECTS, INC.	
2. MSA ARCHITECTS, INC.	
3. MSA ARCHITECTS, INC.	
4. MSA ARCHITECTS, INC.	
5. MSA ARCHITECTS, INC.	
6. MSA ARCHITECTS, INC.	
7. MSA ARCHITECTS, INC.	
8. MSA ARCHITECTS, INC.	
9. MSA ARCHITECTS, INC.	
10. MSA ARCHITECTS, INC.	
11. MSA ARCHITECTS, INC.	
12. MSA ARCHITECTS, INC.	
13. MSA ARCHITECTS, INC.	
14. MSA ARCHITECTS, INC.	
15. MSA ARCHITECTS, INC.	
16. MSA ARCHITECTS, INC.	
17. MSA ARCHITECTS, INC.	
18. MSA ARCHITECTS, INC.	
19. MSA ARCHITECTS, INC.	
20. MSA ARCHITECTS, INC.	
21. MSA ARCHITECTS, INC.	
22. MSA ARCHITECTS, INC.	
23. MSA ARCHITECTS, INC.	
24. MSA ARCHITECTS, INC.	
25. MSA ARCHITECTS, INC.	
26. MSA ARCHITECTS, INC.	
27. MSA ARCHITECTS, INC.	
28. MSA ARCHITECTS, INC.	
29. MSA ARCHITECTS, INC.	
30. MSA ARCHITECTS, INC.	
31. MSA ARCHITECTS, INC.	
32. MSA ARCHITECTS, INC.	
33. MSA ARCHITECTS, INC.	
34. MSA ARCHITECTS, INC.	
35. MSA ARCHITECTS, INC.	
36. MSA ARCHITECTS, INC.	
37. MSA ARCHITECTS, INC.	
38. MSA ARCHITECTS, INC.	
39. MSA ARCHITECTS, INC.	
40. MSA ARCHITECTS, INC.	
41. MSA ARCHITECTS, INC.	
42. MSA ARCHITECTS, INC.	
43. MSA ARCHITECTS, INC.	
44. MSA ARCHITECTS, INC.	
45. MSA ARCHITECTS, INC.	
46. MSA ARCHITECTS, INC.	
47. MSA ARCHITECTS, INC.	
48. MSA ARCHITECTS, INC.	
49. MSA ARCHITECTS, INC.	
50. MSA ARCHITECTS, INC.	
51. MSA ARCHITECTS, INC.	
52. MSA ARCHITECTS, INC.	
53. MSA ARCHITECTS, INC.	
54. MSA ARCHITECTS, INC.	
55. MSA ARCHITECTS, INC.	
56. MSA ARCHITECTS, INC.	
57. MSA ARCHITECTS, INC.	
58. MSA ARCHITECTS, INC.	
59. MSA ARCHITECTS, INC.	
60. MSA ARCHITECTS, INC.	
61. MSA ARCHITECTS, INC.	
62. MSA ARCHITECTS, INC.	
63. MSA ARCHITECTS, INC.	
64. MSA ARCHITECTS, INC.	
65. MSA ARCHITECTS, INC.	
66. MSA ARCHITECTS, INC.	
67. MSA ARCHITECTS, INC.	
68. MSA ARCHITECTS, INC.	
69. MSA ARCHITECTS, INC.	
70. MSA ARCHITECTS, INC.	
71. MSA ARCHITECTS, INC.	
72. MSA ARCHITECTS, INC.	
73. MSA ARCHITECTS, INC.	
74. MSA ARCHITECTS, INC.	
75. MSA ARCHITECTS, INC.	
76. MSA ARCHITECTS, INC.	
77. MSA ARCHITECTS, INC.	
78. MSA ARCHITECTS, INC.	
79. MSA ARCHITECTS, INC.	
80. MSA ARCHITECTS, INC.	
81. MSA ARCHITECTS, INC.	
82. MSA ARCHITECTS, INC.	
83. MSA ARCHITECTS, INC.	
84. MSA ARCHITECTS, INC.	
85. MSA ARCHITECTS, INC.	
86. MSA ARCHITECTS, INC.	
87. MSA ARCHITECTS, INC.	
88. MSA ARCHITECTS, INC.	
89. MSA ARCHITECTS, INC.	
90. MSA ARCHITECTS, INC.	
91. MSA ARCHITECTS, INC.	
92. MSA ARCHITECTS, INC.	
93. MSA ARCHITECTS, INC.	
94. MSA ARCHITECTS, INC.	
95. MSA ARCHITECTS, INC.	
96. MSA ARCHITECTS, INC.	
97. MSA ARCHITECTS, INC.	
98. MSA ARCHITECTS, INC.	
99. MSA ARCHITECTS, INC.	
100. MSA ARCHITECTS, INC.	

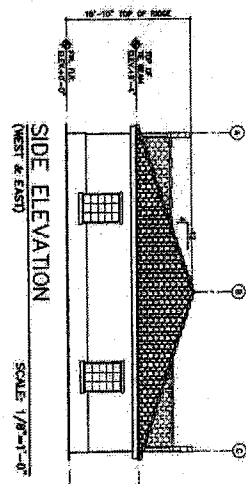
79



FLOOR PLAN
FLOOR AREA: 310,044 SQ. FT. SCALE: 1/8"=1'-0"



FRONT & REAR ELEVATION
(NORTH & SOUTH) SCALE: 1/8"=1'-0"



SIDE ELEVATION
(WEST & EAST) SCALE: 1/8"=1'-0"

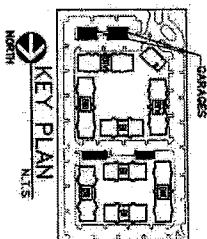
ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY XX

RECEIVED
JAN 29 2014
26-083

RECEIVED
JAN 13 2014

GARAGES

SCALE: 1/8"=1'-0" JAN 31 2014



KEY PLAN
N.T.S.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

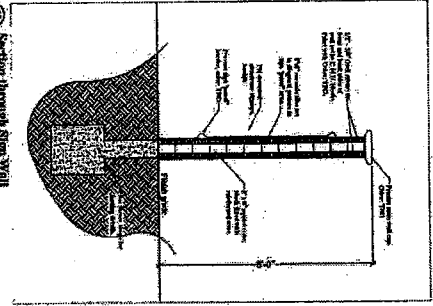
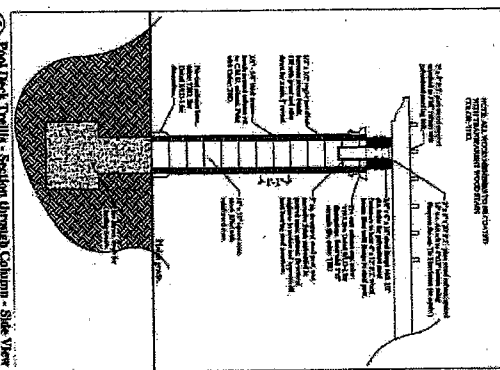
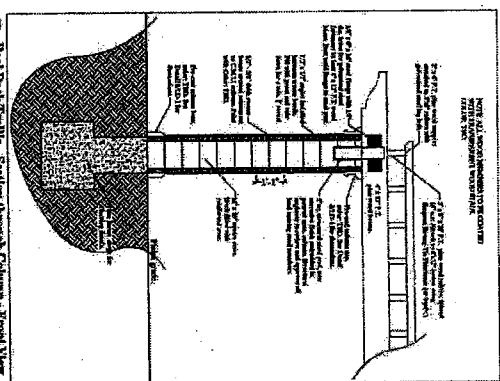
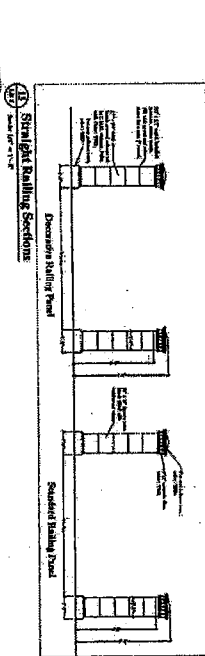
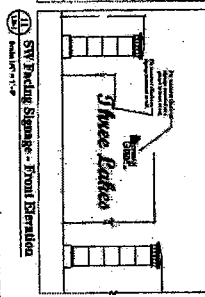
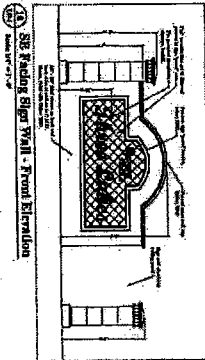
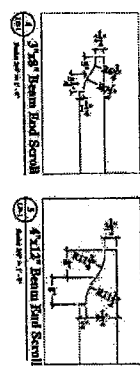
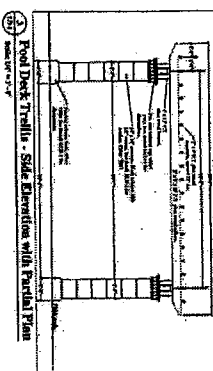
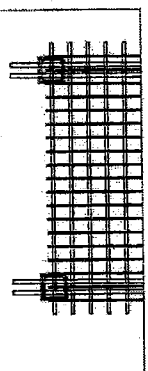
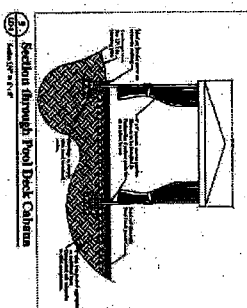
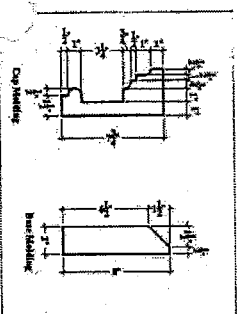
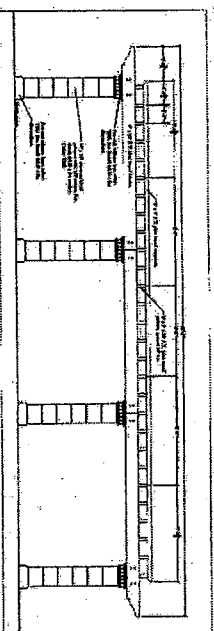
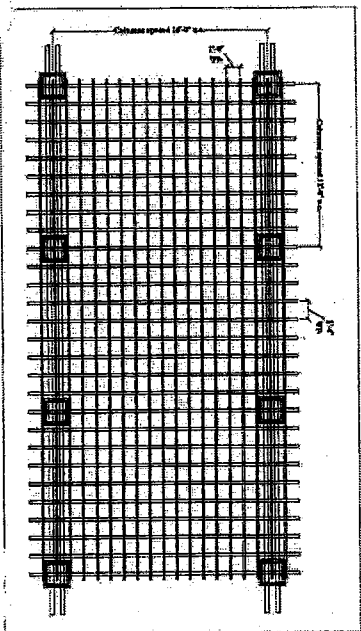
MSA ARCHITECTS, INC.
MAIN OFFICE
7800 SW 109th ST.
SUITE 100
MIAMI, FLORIDA 33156
(305) 273-6611

THREE LAKES

FOR:
THE RICHMAN GROUP
OF FLORIDA INC.
LOCATED AT:
MIAMI, FLORIDA

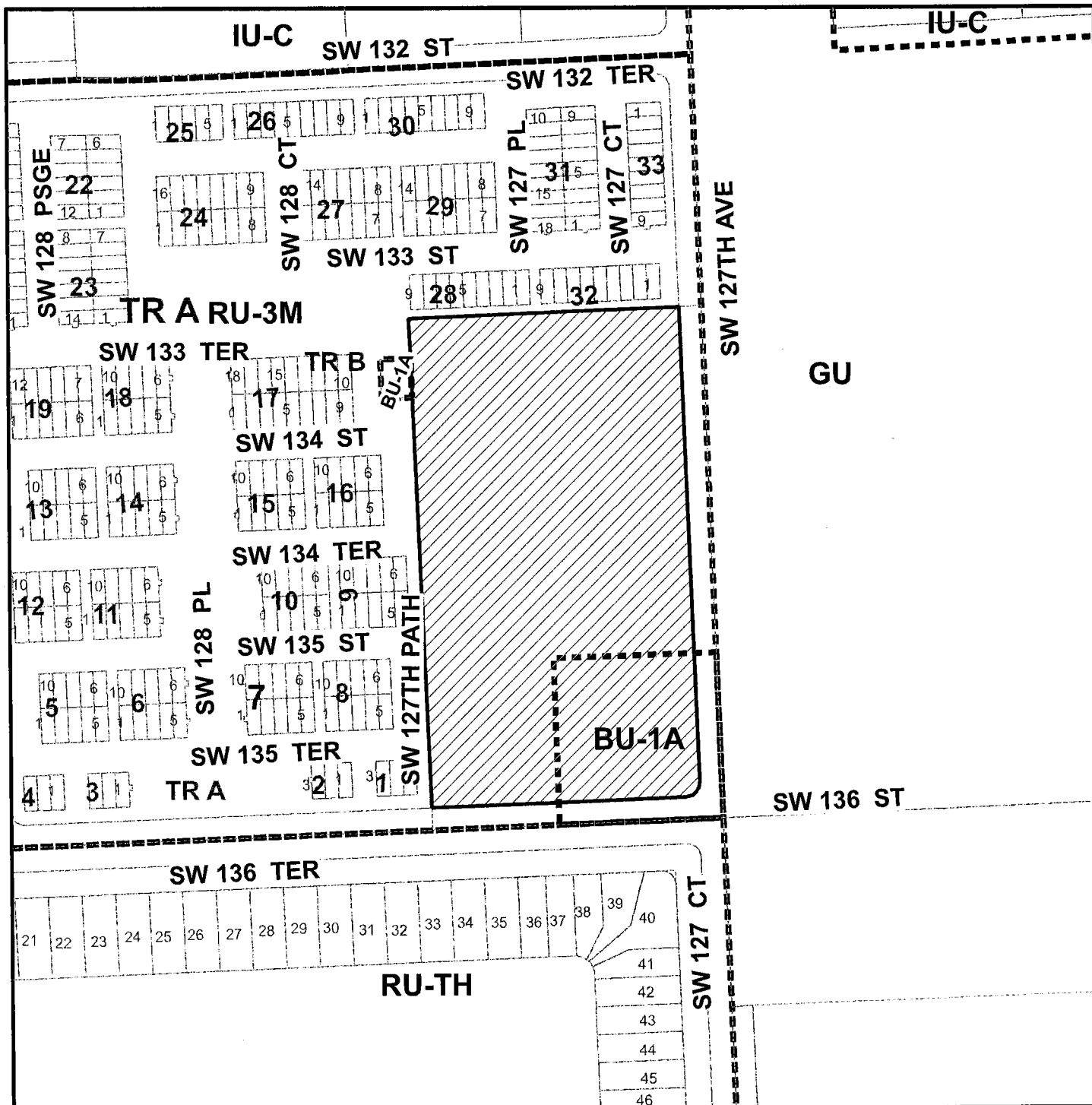
REVISIONS	BY
1. REVISED	
2. REVISED	
3. REVISED	
4. REVISED	
5. REVISED	

80



RECEIVED
 23-083
 JAN 29 2014
 ZONING HEARINGS SECTION
 MANI-DATE PLANNING AND ZONING DEPT
 BY *AD*

RECEIVED
 JAN 13 2014
 PLANNING AND ZONING DEPT





MIAMI-DADE COUNTY
HEARING MAP

Process Number

Z2013000083



Legend

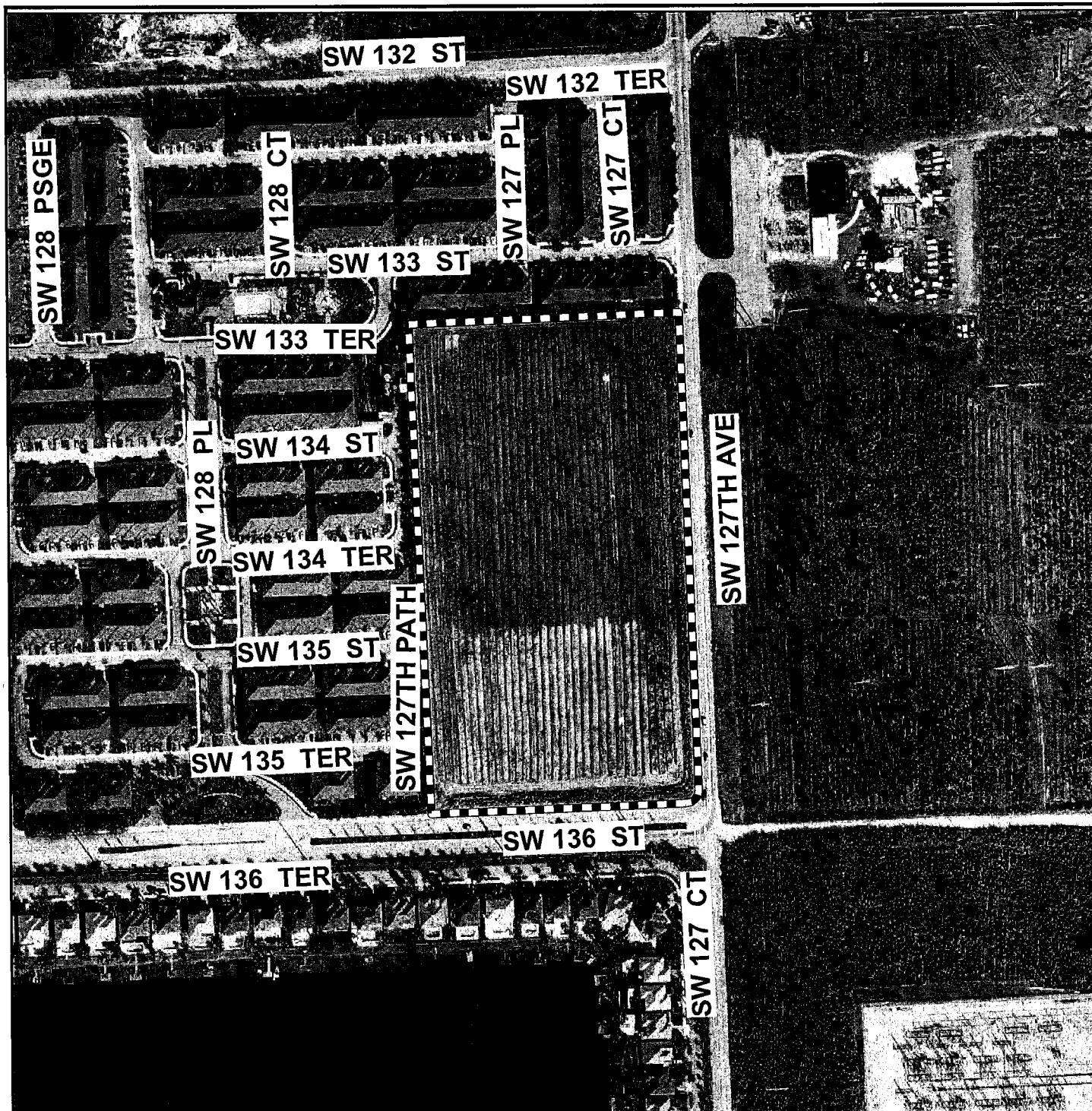
-  Subject Property Case
-  Zoning



Section: 14 Township: 55 Range: 39
 Applicant: THE RICHMAN GROUP OF FL, INC.
 Zoning Board: C11
 Commission District: 9
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

SKETCH CREATED ON: Tuesday, October 1, 2013

REVISION	DATE	BY
	8/2	






MIAMI-DADE COUNTY

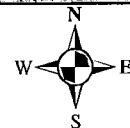
AERIAL YEAR 2012

Process Number

Z2013000083

Legend

-  MDC STL Index Poly
-  Subject Property
-  Zoning



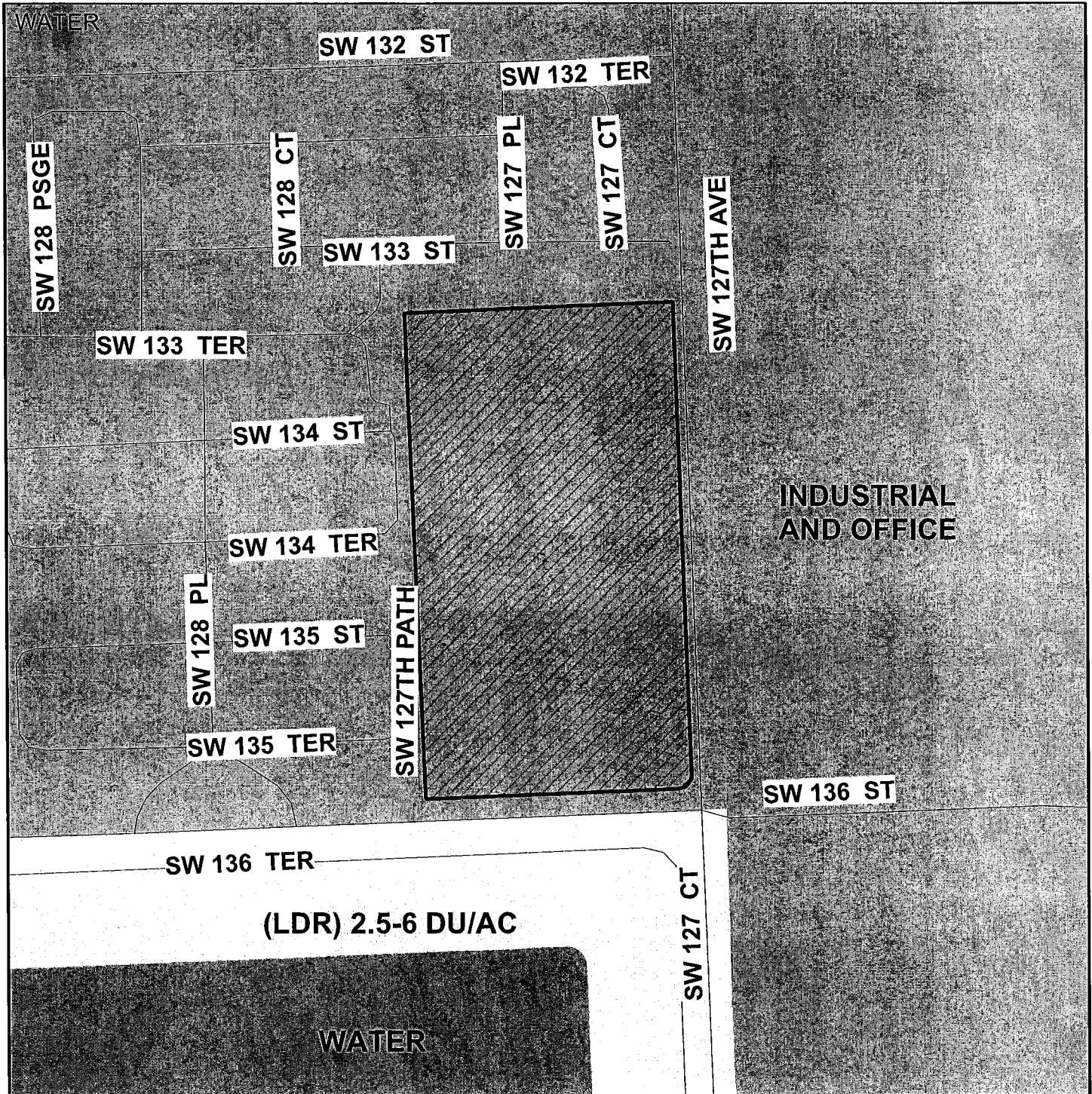
Section: 14 Township: 55 Range: 39
 Applicant: THE RICHMAN GROUP OF FL, INC.
 Zoning Board: C11
 Commission District: 9
 Drafter ID: JEFFER GURDIAN
 Scale: NTS



SKETCH CREATED ON: Tuesday, October 1, 2013

REVISION	DATE	BY
	83	

REVISION	DATE	BY
	84	



MIAMI-DADE COUNTY
CDMP MAP



Process Number

Z2013000083



Section: 14 Township: 55 Range: 39
 Applicant: THE RICHMAN GROUP OF FL, INC.
 Zoning Board: C11
 Commission District: 9
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

Legend

-  Subject Property Case
-  Zoning



SKETCH CREATED ON: Tuesday, October 1, 2013

REVISION	DATE	BY

COMMUNITY ZONING APPEALS BOARD - AREA 11

KENDALL VILLAGE CENTER - CIVIC PAVILION

8620 SW 124 AVENUE, MIAMI

Tuesday, May 13, 2014

7:00 p.m.

ITEM NO:

TAMIAMI KENDALL INVESTMENTS, INC.
13-83

BOARD MEMBERS

Present:

Patricia S. Davis, Chairwoman

Carolina Blanco

Socrates De Jesus

Jay Reichbaum

STAFF PRESENT:

Jorge Vital

Craig Coller, Assistant County Attorney

I N D E X

BOARD MEMBERSPAGE NO.

Chairwoman Davis 4,6,9,10,13,15,18,19,20,
51,52,53,61,67,68,69,70,74,75

Councilwoman Blanco 4,67,68,70,74,75

Councilman De Jesus 4,61,75

Councilman Reichbaum 4,61,62,63,64,74,75

STAFF

Mr. Vital 5,6,18,74,75,76

Mr. Coller 30,31,52,53,67,68,69,74,75

APPLICANT

Ms. Faerber 6,9,13

Ms. Hernandez 9-13

Mr. Evans 13-15,70,71,72,73

Mr. Peterson 15-19

Mr. Bailine 53-61,62,64,65,66,67,68,69,
70

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

OBJECTORS/SUPPORTERS

Ms. Jones	20,26
Mr. Frye	26-28
Ms. Karen	29-30
Ms. Iglesias	30-36
Mr. Percival	37-43
Mr. Medina	44-45
Mr. Jones	45-46
Mr. Forte	47-48
Ms. Escanriba	48
Ms. Chang	48-49
Mr. Montanez	49-50
Mr. Valdez	51-52

* * * * *

1 CHAIRWOMAN MS. DAVIS: Good evening. The
2 West Kendall Community Council is now in session. I
3 see we have a Court Reporter and a County Attorney.
4 And, at this point, Mr. Percival, will you lead us in
5 the pledge.

6 (Pledge of Allegiance was cited.)

7 Please call the roll.

8 MR. VITAL: Vice Chairwoman Blanco?

9 COUNCILWOMAN MS. BLANCO: Present.

10 MR. VITAL: Councilman De Jesus?

11 COUNCILMAN DE JESUS: Present.

12 MR. VITAL: Councilman Diaz?

13 Councilman Reichbaum?

14 COUNCILMAN REICHBAUM: Here.

15 MR. VITAL: Councilwoman Suarez?

16 Chairwoman Davis?

17 CHAIRWOMAN MS. DAVIS: Here.

18 MR. VITAL: We have a quorum.

19 CHAIRWOMAN MS. DAVIS: Thank you, sir.

20 And those of you who are present and you
21 wish to speak tonight before us, please stand up and
22 the Court Reporter will swear you in.

23 (All witnesses were sworn in by the Court
24 Reporter.)

25 Thank you very much.

1 Now there will be an introductory statement
2 by Staff.

3 MR. VITAL: In accordance with the code of
4 Miami-Dade County, all items to be heard tonight have
5 been legally advertised in the newspaper, notices
6 have been mailed, and the properties have been
7 posted. Additional copies of the agenda are
8 available here at the meeting. Items will be called
9 up to be heard by agenda number and name of
10 applicant. The record of the hearing on each
11 application will include the records of the
12 Department of Regulatory and Economic Resources. All
13 these items are physically present today, available
14 to all parties, and available to the Members of the
15 Board who may examine these items during the hearing.

16 Parties have the right of
17 Cross-Examination.

18 This statement, along with the fact that
19 all witnesses have been sworn, should be included in
20 any transcript of these proceedings. In addition,
21 the following departments have staff present here at
22 the meeting to address any questions: The Zoning
23 Evaluation and Planning and Traffic Review Sections
24 of the Department of Regulatory and Economic
25 Resources, and the County Attorney's Office.

1 Madam Chair.

2 CHAIRWOMAN MS. DAVIS: Thank you so much.

3 I do not believe we have any withdrawals or
4 motions for deferral. So, we'll just move on from
5 there.

6 At this time, would you please call --

7 MR. VITAL: Item 1, Tamiami Kendall
8 Investments, Inc., application number 13-83, zero
9 objectors, zero waivers.

10 CHAIRWOMAN MS. DAVIS: Thank you. If the
11 applicant would like to come forward and make their
12 presentation.

13 MS. FAERBER: Good evening, Members of the
14 Board. My name is Marissa Faerber with offices at
15 333 Southeast 2nd Avenue. I'm here tonight on behalf
16 of the Richmond Group of Florida. I just want to
17 take a minute to introduce you to the rest of our
18 team that I'm here with tonight. I'm joined by
19 Beatrice Hernandez of MSA Architects; Rich
20 Buchnevich, our project engineer; Carl Peterson, our
21 traffic engineer; Ryan Bailine, and myself, of
22 Greenberg Traurig, and Jeff Evans of The Richmond
23 Group of Florida.

24 Richmond's main goal is to build
25 communities and create projects that offer their

1 residents an enhanced quality of life. And you'll
2 see that here tonight when we present to you the
3 Three Lakes project, which is a 240 multifamily
4 residential community in three-story garden-style
5 apartments, all surrounded around two different
6 courtyards, one with a pool area, another one with a
7 passive green space. And the entire project is
8 buffered -- we are buffered from our neighbors with a
9 very lush landscape buffer around all of us.

10 And, we just wanted to say that we are here
11 tonight and we are in complete agreement with Staff's
12 recommendation of approval. We've agreed to all of
13 the conditions contained in the recommendation, and
14 we ask that you vote consistent with Staff's
15 recommendation of approval for our request: One is a
16 rezoning of the property from BU-1(A) and RU-3(M) to
17 RU-4, which is the apartment house district. And, we
18 are also asking for five minor non-use variances to
19 help accommodate our 240 unit apartment community.
20 Thank you.

21 We are prepared tonight to give you a full
22 presentation. We will have Beatrice Hernandez, our
23 architect, walk us through the entire project so you
24 can get a sense of the Three Lakes community. And,
25 we also have our whole team here, that I introduced

1 you to, and we'll be available to answer any
2 questions.

3 So, briefly, I'm just going to run through
4 our request. First, our request to rezone the
5 property, we are located at the Northwest corner of
6 136th Street and Southwest 127th Avenue, and on three
7 sides we are surrounded by multifamily development.

8 And, as you know, Kendall is really a
9 growing area. We've had expansion of the Kendall
10 Tamiami Airport, and, also, a lot of commercial
11 development in the area. There is really a need for
12 multifamily housing. So, this Three Lakes project is
13 responding to that need in the community.

14 We are, also, requesting five non-use
15 variances. Four of these variances are all related
16 to spacing and dimensioning to accomplish our goal of
17 having all the buildings centralized within the
18 property and creating a lush landscape buffer. And,
19 for that reason, all of these non-use variances are
20 internal, and Staff has noted that they are minimal,
21 and will help us achieve a feasible development
22 scheme.

23 We also have a fifth non-use variance that
24 is not related to spacing or dimensioning. It is
25 related to the parking at our community. We right

1 now are showing 406 parking spaces where only 399 are
2 required by code. But the reason we are asking for a
3 parking variance is because the Zoning Department has
4 a longstanding policy not to count carports, so
5 enclosed carport garages towards the required parking
6 count, and 36 of our parking spaces are enclosed in
7 carports. So, we have 370 parking spaces that are
8 not carports, plus an additional 36 carports.

9 So, at the recommendation of Staff, we've
10 requested this non-use variance, even though the Code
11 does not prohibit carports from being counted towards
12 the parking requirement.

13 So, in essence, we have additional parking.
14 We have 406 spaces where only 399 are required.

15 And that summarizes our different non-use
16 variances. I would like to invite Beatrice Hernandez
17 with her office -- she's with the South Florida
18 office of MSA, to walk us through, and you'll get an
19 idea of what it is like to live in the Three Lakes
20 community.

21 CHAIRWOMAN MS. DAVIS: Thank you.

22 Name and address for the record, please.

23 MS. HERNANDEZ: Good evening.

24 CHAIRWOMAN MS. DAVIS: After you explain it
25 to us, the one thing we do ask is that you might need

1 to put it so that the audience can see, since we
2 don't have projectors.

3 MS. HERNANDEZ: No problem.

4 Beatrice Hernandez, MSA Architects, 7695
5 Southwest 104th Street, Miami, Florida.

6 Good evening. As Marissa so eloquently
7 explained kind of the technical elements of our site
8 plan, I would like to just briefly walk you through
9 kind of the big picture concept that we have for the
10 project.

11 Essentially, our main entry is coming in
12 off of 136th Street. We afforded a really nice kind
13 of plaza drop-off area where we've centralized our
14 main amenity space of our clubhouse where our leasing
15 center and our amenity uses will be for our
16 residents.

17 As the residents come into the project,
18 they have two potential ways into their units, or
19 into the building. One, which is along the north
20 border of the project which allows, also, entry for
21 visitors. It is a gate community. And, then,
22 another one that comes in off the -- sorry, the east
23 side of the project. And there is a continuous kind
24 of connection all the way around the project that
25 allows residents to get to their units, as well.

1 There is a secondary exit that is provided
2 that comes off of 127th Avenue that allows spill-over
3 traffic to be able to exit the property.

4 The project is, basically, centered into
5 two main courtyards. The buildings are kind of
6 centered around passive and active courtyards; one,
7 which will contain the pool and amenity space where
8 the clubhouse is facing, and another one a little bit
9 more passive which could contain, potentially, a tot
10 lot, or some fountains, or gathering spaces. So,
11 there's a lot of opportunities for residents to have
12 different types of uses in the outdoors.

13 We've also provided a dog park, a small dog
14 park. In these communities, nowadays, it is a very
15 kind of popular amenity for residents to have so that
16 they have a place to take their dog, walk them, and
17 have kind of a secured area.

18 As Marissa mentioned, we have a very
19 heavily kind of buffered perimeter on the project
20 with landscaping, tree canopies, and so on.

21 The detached garages that we've mentioned
22 are located at the front of the property, as well as
23 centered on the middle side of the project, kind of
24 tucked in between the two courtyards.

25 Stylistically, we've felt that these type

1 of apartments are geared more towards kind of a
2 Spanish Mediterranean type of look, so it has a lot
3 of intricate detailing, brackets, window treatments,
4 barrel tile roofs, so it is a very kind of nice,
5 warm, inviting type of style for the project and
6 pretty much in context with the surrounding
7 neighborhoods, as well. The color pallet is very
8 earthy-toned type of colors. We have the elevations
9 if you would like. We can show you those. But we
10 felt that the renderings give you a good idea of what
11 the building designs are going to look like.

12 So, this view here is from the main entry.
13 We have, again, like I mentioned, the drop off plaza
14 with kind of a central landscape island, really nice,
15 kind of lush access to the project, and the two-story
16 clubhouse which kind of is a backdrop for the entry.

17 As you can see, the entry is what the
18 residents and visitors would take to access the back
19 of the property and their units, as well.

20 So, if you have any questions --

21 CHAIRWOMAN MS. DAVIS: We'll save our
22 questions for the end. We will be asking quite a few
23 questions, I'm sure.

24 MS. HERNANDEZ: Would you like for me to
25 turn the boards around?

1 CHAIRWOMAN MS. DAVIS: Yes, please, because
2 I think the community would like to view them in
3 between. Sorry, we don't have a more sophisticated
4 set-up. We work with what we've got. Thank you.

5 MS. FAERBER: Thanks so much. We would
6 like to thank you for your time. And, if you have
7 any questions, we will be happy to answer. Also, we
8 would like to reserve some time to answer any other
9 questions that come up.

10 CHAIRWOMAN MS. DAVIS: I do have one quick
11 question before we open public hearing, and that is,
12 how many units and what kind of price?

13 MS. FAERBER: 340 units. And, for price,
14 market rate.

15 CHAIRWOMAN MS. DAVIS: Come up. State your
16 name and address for the record. That will just save
17 us some time later on.

18 MS. FAERBER: Sure. Jeff Evans, he is from
19 The Richmond Group.

20 MR. EVANS: Good evening. Jeff Evans. We
21 have -- our offices are up in West Palm Beach, but,
22 actually, we've done quite a bit of development out
23 here.

24 CHAIRWOMAN MS. DAVIS: The address of the
25 office, for the record?

1 MR. EVANS: 477 South Rosemary Avenue, West
2 Palm Beach, Florida, Suite 301, zip code --

3 CHAIRWOMAN MS. DAVIS: If you don't know
4 the zip code -- does anyone know it? All right.

5 MR. EVANS: I can guess at it.

6 CHAIRWOMAN MS. DAVIS: What are you
7 charging for these?

8 MR. EVANS: Well, again, as Mr. Bailine was
9 saying from the sidelines there, these are market
10 rate apartments. And, at this point, we have not
11 come up with a final price point. But a range would
12 be -- again, bear in mind, we go from efficiencies
13 through a three bedroom -- I'm sorry, one bedroom to
14 three bedrooms here. But they will be renting
15 starting around \$1,000, going up to \$1,500, \$1,600.

16 CHAIRWOMAN MS. DAVIS: Okay. So, these are
17 rental. It is market rate. I think, next, before we
18 open public hearing, we are going to want to talk --
19 we want to hear from whoever is in charge of the
20 traffic. I know I want to hear a little bit more
21 about the entrance and the exit at 136 Street.
22 Again, in the interest of time, it's good to do it
23 this way.

24 MR. EVANS: Absolutely. So, you would like
25 our traffic person up here now?

1 CHAIRWOMAN MS. DAVIS: Please. Thank you.

2 MR. EVANS: Karl?

3 CHAIRWOMAN MS. DAVIS: Thank you, sir.

4 MR. PETERSON: Good evening. Karl

5 Peterson, KBP Consulting, offices at 8400 North
6 University Drive in Tamarac. We are responsible for
7 preparing the traffic impact analysis for the study,
8 as well as coordinating with the County and
9 addressing their questions and concerns with respect
10 to traffic.

11 would you like me to kind of walk through
12 something? Or do you have a specific question that
13 you'd like --

14 CHAIRWOMAN MS. DAVIS: Well, the specific
15 question is, we are talking about -- and, again, I'm
16 not held to these numbers, but we are talking about
17 400 cars going in and out of 136th Street. So, I was
18 wondering a little bit more of what you had planned,
19 as far as easement, turn, the backups that are over
20 there already. And, like I say, in the interest of
21 time, if you know your general plan, it is a little
22 scary at first hearing it.

23 MR. PETERSON: Okay. Well, it shouldn't be
24 too scary. Like I said, we've done an extensive
25 evaluation of this particular location and we've

1 coordinated, for the better part of six, seven months
2 with the County to make sure we've addressed all of
3 the traffic concerns. We've looked at the
4 concurrency stations in the area, and we've concluded
5 ourselves that adequate traffic concurrency exists in
6 the area. That was individually confirmed, again, by
7 the County in February of this year. So, the traffic
8 concurrency has been satisfied. We have, also, taken
9 it one step further and we've looked at each of the
10 individual driveways associated with the project.
11 Perhaps I should grab the board --

12 CHAIRWOMAN MS. DAVIS: By all means.

13 MR. PETERSON: As Beatrice mentioned here,
14 there are, actually, two access points to the
15 community. We coordinated with the County to get
16 this right, and we believe that we've done that.

17 The main entrance for the project is
18 located here on 136th. That will provide you the
19 ability to travel eastbound on 136th, and make a left
20 turn into the community. From 136th you will also be
21 able to travel westbound and make a right turn into
22 the community. The egress at that particular
23 driveway is limited to right turns out only.

24 The secondary driveway is located on 127th
25 Avenue, and that will be an egress only driveway.

1 You'll be able to turn left out to go north, you'll
2 be able to turn right out to go south. We've
3 analyzed both of those driveways, and they will
4 operate at a very good level of service. We actually
5 did data collection along 136th and 127th, as well as
6 at the intersection of 136th and 127th. Furthermore,
7 we've analyzed the intersection itself at 136th and
8 127th. That is, presently, a four-way stop location,
9 and the analysis has indicated, and the County has
10 confirmed, that will continue to operate at an
11 acceptable level of service with this project in
12 place.

13 So, with that, the circulation within the
14 site has been deemed to be adequate. And we've also
15 taken a look at the gated entry points, which we took
16 a look at the queuing analysis for that location.
17 We've determined that we have more than adequate
18 queuing for the access to the card gate, or
19 transponder system, whatever they choose, in terms of
20 accessing the community. So, you have storage here,
21 at the gates, such that it will not impact the public
22 right-of-way.

23 And, so, if you have any other questions
24 with respect to traffic, we'll be more than happy to
25 answer those.

1 CHAIRWOMAN MS. DAVIS: Thank you. I'm sure
2 we'll be calling you back. Thank you so much.

3 All right. At this time, I see that we
4 have quite a few people. So, we are going to open
5 the public hearing, unless -- I'm sorry, the
6 gentleman --

7 MR. PETERSON: I just -- Mr. Bailine was
8 suggesting that I mention here that we have
9 correspondence from Antonio Cottorello indicating
10 that the access has been granted, as we've described
11 here. They support that access.

12 CHAIRWOMAN MS. DAVIS: We don't have those
13 documents here. So, if you want to submit those to
14 staff --

15 MR. VITAL: Through the Chair. You have
16 that in your package. That is the memorandum from
17 Public works.

18 MR. PETERSON: That's the correspondence
19 dated March 4th, 2014.

20 CHAIRWOMAN MS. DAVIS: From Ryan --

21 MR. PETERSON: No, this would be the March
22 4, 2014 correspondence to Mr. Evans from Antonio
23 Cottorello --

24 CHAIRWOMAN MS. DAVIS: Ours says February
25 28th.

1 MR. PETERSON: That's a different -- that
2 is a different correspondence that is equally
3 important that I would like to -- that I may need to
4 introduce, as well.

5 CHAIRWOMAN MS. DAVIS: I'll let Jorge --

6 MR. VITAL: Through the Chair, we do have
7 it on file, and it is for approval.

8 CHAIRWOMAN MS. DAVIS: Thank you.

9 MR. PETERSON: The other correspondence is
10 dated February 28, from Raul Pino, and it,
11 specifically, addresses traffic, and it indicates
12 their confirmation that we satisfied the concurrency
13 analysis within the area, as well. You see that?
14 That's February 28, 2014. I think that was the first
15 memo that you had requested.

16 CHAIRWOMAN MS. DAVIS: Very good.

17 MR. PETERSON: Thank you.

18 CHAIRWOMAN MS. DAVIS: Thank you.

19 Okay, public hearing is now open. Since I
20 see that there are several of you that wish to speak,
21 anyone that wishes to speak for or against this
22 application, please come forward. State your name
23 and address for the record. Please be mindful of the
24 time. But, we have a policy here that you say what
25 you want.

1 The other really important thing that you
2 need to know about this, we want to hear everything
3 everybody has to say. We will not allow for
4 shouting, whooping, hollering, no hand clapping. Our
5 tradition is, you go like this, okay. That way
6 everything can be good on the record and we know.
7 So, we are going to do it that way, all right?

8 Please, by all means, come one, come all.
9 You don't need an invitation. I suggest making a
10 line if you want to, and then one-by-one coming
11 forward to the podium.

12 Name and address for the record.

13 MS. JONES: My name is Sandra Jones. I
14 live at 13192 Southwest 141 Street, Miami, Florida
15 33186. And I'm here because I'm very concerned with
16 the density. It is a lot of homes. If you go back
17 to the development, to the very similar size of
18 Tuscany, which has 70 townhomes, this is enormous.
19 It is three-stories. It is the highest elevation
20 that is in that area. Everything else is
21 two-stories.

22 I guess I should make a list of concerns.
23 My first concern is with the density. It is an
24 enormous amount of people in that neighborhood.

25 My second concern was with all of the

1 different requests for changes that are being made.
2 Any time, when someone wants to change so many
3 things, it makes me very suspicious that there might
4 be ramifications into the future that very wise
5 people, who passed this legislation, did so for very
6 good reasons. So, if you're asking for four, or
7 five, or six different things, we don't know what is
8 going to happen five years from now. True and tested
9 policies and practices have been put in place. And I
10 think that when we challenge one of those, it is
11 already something that we have to do very, very --
12 you know, we have to be very deliberate about this.
13 When we do four, or five, or six of these things, I
14 think, you know, even though it looks relatively
15 attractive, I think that there could be massive
16 problems with it going forward.

17 Another aspect that I'm concerned about is
18 the fact that the main entrance, really, from my
19 perspective is 136 Street, because that is where I
20 live. I live across from this project. And the two
21 parking garages, notice how they are not in any of
22 the elevations. I'm curious to see what they look
23 like. Because, I mean, last time somebody did an
24 elevation and they didn't put every structure on an
25 elevation, it is because they wanted to hide that it

1 is actually quite ugly. Because I'm going to be
2 driving past this, and because this is going to
3 impact my property values, I'm very concerned to see
4 what that looks like.

5 what else do I have? As far as all the
6 parking, they are saying they have a lot of parking
7 and it's not counted because of some technicality. I
8 think we need to be very concerned with that because,
9 in our community, we have a house, we have -- you
10 know, most of our houses are three-bedroom houses,
11 and I'm telling you, two parking spaces is not enough
12 for a family in Miami, Florida. Less than two
13 parking spaces is a joke. Everyone here has extended
14 families, everyone here has kids, everyone here has
15 kids that are old enough to drive, because they can
16 drive at 16. So, we all know what is going to
17 happen. All these cars are going to have no place to
18 park, and they are going to overflow our community
19 with parked cars, which is going to be, one,
20 hazardous; two, unsightly. So, there are many
21 concerns with that.

22 I made lots of notes. When they say 240
23 units versus, again, 70 at Tuscan for the same
24 space, 240 units, they say market rate. I work with
25 affordable housing projects. I work with -- I work

1 with a number of different programs, so I'm curious
2 to find out if any public incentives were used,
3 because it is curious to have rental housing. It is
4 a very curious choice for that neighborhood. Most of
5 the properties there are single family units. The
6 fact that this has a rental to me says that it's
7 probably an affordable housing incentive for rental
8 housing. So, I would really like to see what the
9 market rate means, because I know that oftentimes
10 there are set-asides for affordable housing. I don't
11 have an issue with people who have less money being
12 subsidized by the government, but I think people
13 should be honest about it and upfront. So, I would
14 like to have that disclosed, if that is the case.
15 So, if there are any public subsidies that are being
16 used in this project, I would like for that to be
17 disclosed to the public.

18 In addition to that -- let's see. I'm
19 sorry, I didn't prepare myself that well, I was just
20 listening from what they were saying. I usually like
21 to be better prepared, but I had all sorts of car
22 trouble today.

23 CHAIRWOMAN MS. DAVIS: Just keep going,
24 just keep going.

25 MS. JONES: All right. Okay, so the

1 incentives.

2 Additionally, as far as the traffic is
3 concerned, I'm sure you must have been there at
4 eleven o'clock at night. Because if you were there
5 any time from 7:30 in the morning until about ten
6 o'clock in the morning, and if you were there between
7 two in the afternoon, when school lets out, and four
8 in the afternoon, if you say that that traffic flow
9 is, now, without your 240 units, right. Traffic is a
10 nightmare in that community. So, 240 more units with
11 406 more cars, potentially, plus, is not going to be
12 something that is not going to have an impact. I'm
13 sorry, I disagree.

14 Okay. As far as the egress, we have on 136
15 Street, even though we have a very, very good
16 guardhouse, and we have a very good system with our
17 transponders and cars, we still have a little bit of
18 a backup. And we have, how many, 400 homes? 477
19 homes in our community. We are talking about, you
20 know, 240 cars trying to get in and out of a very
21 tight space with, you know -- I mean, we all -- we
22 couldn't see when they were pointing to it back here,
23 but it didn't seem, to me, it didn't sound, to me,
24 like it was very adequate at all.

25 Okay. I mean, it is cramped. It is

1 completely at odds with everything that has been
2 built in that community. Everything that is there is
3 single family homes, and two-story townhouses. So,
4 this is -- I mean, it just doesn't fit in our
5 community.

6 Okay. The other issue is schools.
7 Typically, people that live in rental housing are
8 younger families. They, typically, have children. A
9 lot of them have young children. If anyone has taken
10 their children to public school in this area, you
11 know how cramped the schools are.

12 My daughter used to go to school in a
13 closet. It was actually a big broom closet with no
14 windows. That is where they cramped 27 students.

15 This is going to put even more of a burden
16 on our already overburdened school system. So, those
17 are some of the concerns that I had. There might
18 have been a few more, but I can't find my notes right
19 now. So, I appreciate the opportunity to speak to
20 you. I just really want you to please consider all
21 the variances; one, okay. Any time that you have
22 four or five different variances on a project, I
23 think it is a recipe for disaster.

24 I work with Economic Development, as I said
25 before. I do this all over the country. I have

1 worked on projects like this myself. I just don't
2 think that this benefits within the community.

3 Thank you very much for the opportunity.

4 CHAIRWOMAN MS. DAVIS: Thank you very much,
5 ma'am.

6 Next?

7 MR. FRYE: Before anything, thank you for
8 volunteering. I know this is a very --

9 CHAIRWOMAN MS. DAVIS: Your name and
10 address for the record and then you can thank us.

11 MR. FRYE: Sure. My name is Ernesto Frye.
12 I have a property at 12972 Southwest 133 Street,
13 Miami, Florida 33186.

14 Again, thank you for volunteering. We know
15 that that is not easy, taking time off to do this.
16 But, for the record, I would like to indicate that we
17 have over 180 opposing the application. Not
18 necessarily the application as a whole, but with the
19 variances that they are requesting, which doesn't
20 seem fair to the community. So, I would like to
21 introduce that into the record.

22 CHAIRWOMAN MS. DAVIS: You have to give
23 that to Staff, and they will -- thank you.

24 MR. FRYE: Well, we have over 180 opposing
25 the project, like I said, with the requested

1 variances. These signatures that you received there
2 are surrounding the project on the west and the north
3 end of the proposed location. On eight acres, of the
4 ten maximum number of dwelling units is 104. They
5 are requesting 240 with less parking spaces. The
6 neighbors will be happy -- I'm sorry, the neighbors
7 will be happy to compromise and even give 120, as we
8 were speaking about earlier. But 240, on such a
9 small location, will be detrimental to our
10 neighborhoods and families already living in the
11 area.

12 Keep in mind that we have -- Tuscany
13 Village is 44 acres -- just over 44 acres, and we
14 have 581 townhomes there. So, 240 homes in ten
15 acres, you can imagine the high impact that that is
16 there.

17 we believe that the application, in the
18 best interest of the community, should work
19 diligently with Miami-Dade to settle the traffic
20 issue on dangerous 127th Avenue and 132nd Street.
21 That street is already one way north, one way south
22 on 127, and east and west one way and one way. And
23 we've already had several accidents there. Some
24 accidents coming very close to the homes. I think
25 one was about a month ago already. So, I think, you

1 know, we should address these issues, such as
2 traffic, before just adding property and putting
3 people into a very low density location.

4 We truly believe we should stop working
5 backwards and address the largest issues, such as
6 safety, before increasing the population in the low
7 density area. Let's keep the community safe, keep it
8 friendly and family oriented, which is the goals that
9 we've had in Tuscany Village since we started there.
10 I'm a Board Member there, and, you know, we've always
11 strived to keep it all very friendly where all the
12 neighbors know each other and we get out and play
13 with the kids, rather than having to worry about
14 traffic passing by. Now, with over 500 cars, I
15 imagine it is going to be pretty bad.

16 So, we would like for you to please
17 consider adjusting the application to where it will
18 fit better with our community and our neighborhoods,
19 and the surrounding communities, not just ours, but
20 the ones in front of it and the future communities to
21 come.

22 So, in closing, I would like to say that,
23 you know, we are not going to be able to get anywhere
24 with the old thinking of keep piling people up
25 together then worry about traffic. I think we should

1 start changing the way we think so we could be able
2 to have better results. Thank you.

3 CHAIRWOMAN MS. DAVIS: Thank you very much.
4 Next?

5 MS. KAREN: Hi, how are you. My name is
6 Karen. I live at 12858 Southwest 125th Street,
7 Miami, Florida 33186.

8 I come here to voice my concern and oppose
9 this of having this -- all this massive construction
10 for a small area that we live in. Aside, from what
11 everybody has said about the impact of traffic, but
12 also in our community, people get screened, so if
13 there is any type of criminal activity going on, I
14 don't want that in my neighborhood. When I heard
15 that they were constructing this, they are not taking
16 into account the screening of members in the
17 community. I feel very safe in my community, and I'm
18 just afraid of what kind of people are going to be
19 living in that type of community, that they are not
20 going to be screened like in our community we were
21 screened. In our community, currently, the new rules
22 are, no pets allowed. I don't know what kind of pets
23 or whatever type of pets they allow in that
24 community. I'm just overall concerned with the
25 massive size of their building and the lack of

1 visitor spaces that they are going to have, plus the
2 multiple members that are going to have multiple
3 cars, and I don't want that impacting over into my
4 community, because, so far, the community has been,
5 generally, on the safe side. I'm concerned and
6 opposed to this big massive size of construction on
7 the lot size that they are building and everything,
8 and the lack of screening that they are having for
9 the people that are going to be living in that area.

10 CHAIRWOMAN MS. DAVIS: Next?

11 MS. IGLESIAS: Hello. My name is Carol
12 Iglesias, and I live at 14020 Southwest 130 Place,
13 33186. I represent the Venetia Lakes Homeowner's
14 Association. I'm the Vice President. We have a
15 quorum of our Executive Board here tonight. We are
16 opposed. We have 477 homes and townhouses. We are
17 opposed to this development for several reasons.
18 First of all, can I ask two questions?

19 CHAIRWOMAN MS. DAVIS: You can ask to us
20 and then we may decide to ask them.

21 MS. IGLESIAS: I don't know how far north
22 the property extends from 136th Street. Does it go
23 to 132nd? Does it go to 128th?

24 CHAIRWOMAN MS. DAVIS: Do we know that?

25 MR. COLLIER: We can't have people answer

1 from the audience.

2 CHAIRWOMAN MS. DAVIS: I was going to
3 say --

4 MR. COLLIER: I think we should direct that
5 to Staff when you feel it is appropriate.

6 CHAIRWOMAN MS. DAVIS: Exactly. So, we are
7 writing your questions down, and then we'll ask
8 Staff.

9 MS. IGLESIAS: And, then, my other
10 questions, before I get to my points here, it is
11 being called Three Lakes, but there is a Three Lakes
12 development with openings on Southwest 152nd Street
13 and 137th Avenue. And my question would be, is this
14 the same ownership? Is there a reason that they are
15 calling that development Three Lakes, as well? Those
16 are my two questions that were not answered in the
17 presentation.

18 We are opposed to the building of this
19 development for a couple of -- well, several really
20 good reasons. One, as Sandra pointed out, by the
21 number of variances that they are asking for, it is
22 really varying away from what the Master Plan has on
23 us. There are so many things -- I've been a teacher
24 in Dade County public schools for 44 years. I know
25 what it is like when a new development goes in and

1 suddenly there are tons of kids arriving at school
2 that the Master Plan for the building of new schools
3 did not figure on that because it's more than twice
4 the population. Everything has a domino affect. It
5 is not just traffic, it is schools. If we talk about
6 traffic, no one has brought up the fact that MDX is
7 putting in a new expressway that is going to empty on
8 to 128th Street, and it is going to come right
9 through 128th Street, passing through 127th Avenue.
10 That is going to funnel in a tremendous amount of
11 traffic that normally does not go through there,
12 because it is more convenient to take that new exit.

13 In addition to that, it is going to take a
14 long time, so there is going to be a lot of
15 construction.

16 Now, Venetia Lakes is set between 137th
17 Avenue and 127th Avenue. If you want to come to us,
18 you either have to come 127th or 137th. If you can
19 get to 128th Street, you come down 132nd. But that
20 intersection that they are talking about at 136th
21 Street and 127th Avenue has only traffic on three
22 sides; north, south and if you're going east on
23 136th, it stops there, it is an empty field, it is
24 not even a dirt road. You're not supposed to go down
25 it. Okay. Maybe that is good because nobody can

1 come across that way. But, we are talking about a
2 lot of traffic. If you go to Publix on 127th Avenue
3 and 120th Street, and you try to bring your groceries
4 home, try not to do it in the afternoon, because the
5 ice cream melts in your car. There is a stop sign on
6 127th Avenue and 128th Street, and it is slow. It is
7 slow at rush hour, in the morning, it is slow at rush
8 hour in the afternoon.

9 Let me correct one thing, rush hour in the
10 afternoon is not 2:00 to 4:00, it is 2:00 to 8:00,
11 okay? There's a lot of traffic. Any study that says
12 there is not a lot of traffic, I'm afraid I would
13 question, because I live there, and I know what it is
14 like.

15 The other thing that I want to mention is,
16 you want 240 units in a space that is designed for
17 104?

18 We have a problem in Venetia Lakes. It is
19 a lovely community, two lakes, absolutely gorgeous.
20 Parking is our problem. There is not enough places
21 to park.

22 Now, simple mathematics. I teach
23 elementary school. 240 units, two cars each, would
24 be 480 parking spaces, not the 406 that they are
25 counting with the carports, and not counting any

1 children growing up who also have cars, or any
2 visitors driving over. Where are we going to park?
3 They are going to have to park in the street. They
4 are going to spill out from the streets in the
5 community to park on 136th Street, which, of course,
6 would be illegal. That means tow trucks are going to
7 be coming and pulling people away.

8 It all sounds so nice, but it is not real.
9 The reality is, sometimes to afford a nice place you
10 have got extended members of the family living
11 together. You know, kids go off to college, they
12 come back. They stay with mom and dad for a while
13 until they can find a job in this economy. They've
14 got cars. The cars have to be parked someplace. All
15 of the variances that they are asking for are asking
16 for things to be made smaller. There is one of the
17 points in here where they want to cut down space
18 between units from 30 feet to 22. There is another
19 one where they want to cut back the setback from 75
20 feet to 69.5. There is another one where they want
21 to cut down the one-way drives from 14 feet to 11
22 feet. I don't know how everything got passed by the
23 Zoning Board in our development, but I've been on the
24 Board since the very first day. I was the first one
25 to close on a house on Venetia Lakes. And I will

1 tell you, you have got to arrange a way for emergency
2 vehicles to get through. Police, fire department,
3 fire rescue, ambulances. You are not providing
4 enough parking places. People are going to be on the
5 street. The street is going to be smaller. How are
6 people going to get help in an emergency? You can't
7 just think about the dollars that you're making by
8 putting more units into a development. It's big
9 business. We all know that. But what about the
10 people that are going to live there? What about if
11 they have kids that need to park the cars. What
12 about if they have family? How do you get together
13 at Christmastime, or July 4th? Where are you going
14 to put everybody? We are on the Board. We deal with
15 it all the time. Parking is a real issue.

16 Everything that they are asking for is for
17 permission to make all the rules fit more compactly.
18 Why? Because there is not enough room. They can't
19 follow the rules because they are putting in too many
20 buildings, too many people, and they said something
21 about starting the rent at \$1,000 a month?

22 You're talking about low end -- I don't
23 care how pretty the picture is. You are talking
24 about, economically, low end apartments, multi-story
25 buildings, rentals.

1 Tuscany people own their homes. Venetia
2 Lakes people own their homes. Three Lakes people --
3 yes, some units are rented, but the homes are taken
4 care of because people have their money invested in
5 them. You put multi-level, super dense, apartment
6 structures with low rent, and you're going to have a
7 higher crime rate. People in the neighboring
8 development will be affected by that. You're going
9 to have people who are renting.

10 I don't have anything against people who
11 rent. But, the point is, they don't take care of the
12 buildings as much as the person who owns the place,
13 because the person who owns the place wants to keep
14 up their property values, God forbid they should have
15 to sell. They want to sell and at least get back the
16 money that they put into it and, hopefully, a lot
17 more.

18 This is going to bring down, as pretty as
19 the pictures are, it is going to bring down the
20 property values in the whole area. It is going to
21 make it too crowded. And we are against it.

22 CHAIRWOMAN MS. DAVIS: Thank you very much.

23 MS. IGLESIAS: Thank you.

24 CHAIRWOMAN MS. DAVIS: Next?

25 MR. PERCIVAL: Good evening, Madam Chair,

1 Council Members.

2 CHAIRWOMAN MS. DAVIS: I'm going to ask you
3 to stay in your seats, then there will be a time
4 where you can get up if you need to observe it more
5 closely. Thank you.

6 MR. PERCIVAL: Good evening, Madam Chair,
7 Council Members. Lawrence Percival, Greater Kendall
8 Community Activist, Incorporated, 11945 Southwest
9 127th Court.

10 For all the years that I've been coming to
11 Community Council, we always hear the gloom and doom
12 of everything that possibly could happen that could
13 be bad when people don't want something, and we are
14 hearing that tonight. And it is not -- it is not
15 wrong, but it needs to be balanced.

16 Clearly, people that own homes are always
17 fearful that apartments are going to depreciate their
18 values. Maybe it will, maybe it won't.

19 We have another rental property that was
20 recently approved by this Council just west of there
21 on 137th Avenue, a little bit south of the Toyota
22 dealership. Those are the only two communities, in
23 our area, that are going to be apartment-related, if
24 this were to be approved. Clearly, we are a
25 community mostly of homes, mostly single family

1 homes. We have some townhomes and I'm thinking of
2 Kendall Breeze -- the Kendall Breeze community and
3 Devonnaire community, which was the first community
4 of all of them that were here, that were smaller in
5 size before anything else, and now we have bigger,
6 and we have much more expensive.

7 So, the balance to the needs of the
8 community are always a challenge. When we start
9 talking about traffic issues, and parking issues, and
10 other kinds of things, there is some validity, but it
11 needs to be clearly balanced.

12 First of all, someone brought up the issue
13 about MDX. There's a plus there, not a negative.
14 When MDX is -- and they are moving forward now that
15 the legislation -- our legislators were trying to
16 change the rules and is going to cause them to bring
17 a stop to all of their projects. That did not pass.
18 So, as a consequence, MDX will be able to move
19 forward and bond out what they want to do. And at
20 128th Street, from 127th Avenue west to 137th Avenue,
21 that will be widened to four lanes to accommodate the
22 traffic going east to west. 127th Avenue will be
23 widened and improved. At 128th Street and 127th
24 Avenue, Miami-Dade Expressway Authority will pay for
25 the traffic lights to be put there, and they will

1 make all the curb, sidewalk improvements, and the
2 lighting improvements, and everything else related to
3 the project, not only at 127th Avenue, north to where
4 it tapers down to two lanes, which is around a little
5 bit north of 124th Street. That will all be widened
6 to have two lanes of traffic in both directions.
7 Then, on 122nd Avenue, that is already widened to the
8 maximum capacity. And going west from 122nd Avenue,
9 that will be widened to four lanes all the way to
10 137th Avenue, not just from 127th to 137th.

11 The other good thing is that one of their
12 plans is to, potentially, put a Park and Ride where
13 people can leave their cars and get on the bus to
14 take them to Metrorail. That will help reduce some
15 of the traffic problems that we have here in our
16 community. We need people to get out of their cars,
17 obviously. Whatever number of people might live
18 here, they have to go shopping. I would imagine
19 there is pretty good balance between those folks that
20 live in Tuscany and in Three Lakes, and Venetia
21 Lakes, who have a choice between going to Country
22 walk to do their shopping or coming over to the
23 Publix across the street from where I live, which is
24 the largest Publix in Dade County, by the way, 1,000
25 square feet bigger than Dadeland, for those who don't

1 know.

2 It is, clearly, going to bring more
3 congestion and traffic in some ways. But be mindful
4 of the improvements. By the time this project gets
5 to the point, should it get approved, and they are
6 able to break ground, they have their site plans,
7 they have their renderings and whatnot, but they
8 still have to get building permits. It doesn't
9 happen overnight. It might be a question for this
10 Council to ask what the time tables would be before
11 they break ground, and before they would be able to
12 get their Certificates of Occupancy before the first
13 person can move in.

14 I suspect that the Miami-Dade Expressway
15 Authority project will be finished before this
16 project will be finished. Knowing how things go, I
17 already know the plans for MDX to start will be 2016,
18 possibly a little sooner, but I doubt it.

19 The bigger issue we are hearing has to be
20 more about the density issues, how many more people
21 will be there and the impact it is going to have in
22 the community. This is an apartment complex that is
23 completely enclosed, that is self-contained inasmuch
24 as it has lush landscaping, and even though it might
25 be three-stories, if you look at the site plan, and

1 you look at the entrances and exits, they are going
2 to be competing, obviously, with their ability to get
3 into their units with the people that want to get
4 into Venetia Lakes and the people that want to --
5 Venetia Lakes is probably more negatively impacted,
6 potentially, than the folks at Tuscany are. It is
7 what it is. And they are expensive homes, and
8 they're concerned about security, and all the things
9 that you hear that have concerns about, is not
10 necessarily a reason to say no, but we just have to
11 find the balance of how do we make it work?

12 I've always said to people, whenever you
13 move --

14 CHAIRWOMAN MS. DAVIS: I'm sorry, is
15 everything okay back there? Thank you.

16 MR. PERCIVAL: -- whenever you move into a
17 place that has vacant land across the street from
18 you, don't anticipate that it is going to stay vacant
19 forever because it is not. Something will eventually
20 get built there, whether you like it or not. It may
21 not be something that you like, you certainly may not
22 want it, but something is going to happen there,
23 given enough time. Being that I live right on the
24 corner of 127th Avenue and 120th Street, I was the
25 most negatively impacted person by what came. And,

1 surprisingly, I supported the Publix and the things
2 that went there, because now I don't have to come all
3 the way over here to do all my shopping, and do all
4 the things that I used to have to do, because I
5 didn't have services in my neighborhood. Thankfully,
6 we have services now, and as more people come to the
7 area, although we are pretty saturate, we are getting
8 more services, finally. And that means we don't have
9 to take as many car trips, and we don't have to drive
10 as far to do some of the basic things that we need to
11 do. As far as recreation and other things, we still
12 have to go further for those sort of things.

13 The issue about schools has been brought
14 up, and that is a valid one, as well. But overall
15 balance, unless this was going to be a property going
16 to be developed for homes that were going to be sold,
17 or townhomes, or condominiums, or something of that
18 sort, it always seems to create fear in the eyes of
19 people when you start talking about apartments versus
20 ownership. And that is something for this Council to
21 sort through and figure out how to create that
22 balance. Not everyone can afford, especially in this
23 day in age, with younger kids growing up, going to
24 college, having difficulty finding jobs, we have more
25 and more kids that are not going to college, that are

1 not able to compete in the marketplace, to get those
2 big time six-figure income jobs. So, we are not able
3 to be able to have those \$250,000 and up homes, and
4 pay the principal, interest, property taxes, and
5 everything else that you have to pay for a large
6 home. So, an apartment becomes a necessity, and
7 those apartments need to be someplace.

8 Please be open minded to the issue on how
9 to balance the needs of those who don't have the
10 luxury of having lots of money but they still have
11 the right and the desire to live in this area. We
12 can't just close the doors and say, no. Be mindful
13 of all of that.

14 And, clearly, the folks that have a vested
15 interest in their property have a right to want to
16 protect it, and I don't begrudge anybody of that
17 right. But, at the same time, I think it is a little
18 bit fear mongering when you start talking about the
19 potential of a crime, and the potential of all these
20 other things that may or may not happen.

21 So, please be mindful of all that as you
22 deliberate.

23 CHAIRWOMAN MS. DAVIS: Thank you, Mr.
24 Percival.

25 MR. PERCIVAL: And I went at length to say

1 these things for people that might be fearful, who
2 might not choose to get up and speak. Thank you.

3 CHAIRWOMAN MS. DAVIS: Thank you,
4 Mr. Percival.

5 At this time, if anybody wants to speak and
6 say something that is different than traffic,
7 parking, crime, home ownership, devaluing properties,
8 or schools, I think we've heard from both -- we've
9 heard very fully on that. So, if somebody has
10 something different to add, please come forward and
11 add that. Otherwise, on those main issues, I think
12 we've had a very strong -- sir, you seem very
13 concerned. And, sir, he was before you.

14 MR. MEDINA: How are you doing?

15 CHAIRWOMAN MS. DAVIS: Name and address for
16 the record.

17 MR. MEDINA: Jorge Medina. I live at 12813
18 Southwest 125th Street, Miami, Florida 33186.

19 My other concern is the property value, due
20 to the visual pollution that once you start building
21 it is going to have there. Other than the fact that
22 the value of the properties have gone down already,
23 putting in so many homes is going to bring down the
24 market because there will be so much property
25 available, how is my property going to go up, with

1 such low renting prices next door?

2 So, that's basically my other -- other than
3 traffic, because unless you live in that area, you
4 don't know how the traffic is. That's it.

5 CHAIRWOMAN MS. DAVIS: Thank you very much.

6 sir? You, then him, he was before you,
7 then I think we should have covered every question.
8 If it is a different issue, otherwise I believe all
9 of your concerns about property values, traffic,
10 schools, and all the things, unless it is another
11 issue, I'm going to close it.

12 Go ahead.

13 MR. JONES: Thank you, ma'am.

14 My name is Neil Jones. My address as 13192
15 Southwest 141st Street.

16 The gentlemen from the developers, I think
17 I heard him right saying that the north side of the
18 property bordered onto Southwest 133rd Street. That
19 is not correct. If you look at the very beautiful
20 drawings with the rolling countryside in the
21 background, what they've missed out on is the fact
22 that there are 18 homes running on the north side of
23 this development, in Tuscany, not just what they
24 would like to be taken, but they'll have people
25 looking into their back gardens, and their houses all

1 the time. That, accidentally, obviously, must have
2 been left off the plans here.

3 It's the only three-story development in
4 the area. That's a big change. When you look at the
5 planning boundary changing from BU-1(A), RU-3(M), to
6 RU-4, people bought knowing what the property
7 boundary was, not this. This is a significant
8 difference.

9 There was also a mention of rental property
10 with the developers saying, it feels like somewhere
11 between one and one a and half K. In Tuscany, just
12 looking at Zillow now, the average rental property is
13 at 1.7 K, so \$1,700 a month. It is, again, a very
14 significant difference, and it shows, I think,
15 probably the difference in quality of the building
16 the developers is looking to bring in, as compared to
17 the buildings that are in the area. And to go back
18 to my own country, you'll find that Tesco is
19 something like Walmart over here. You have the
20 philosophy of pile them high, sell them cheap. This
21 is what this development is about. Pile them high,
22 sell them cheap. Thank you.

23 CHAIRWOMAN MS. DAVIS: Thank you, sir.

24 Final person -- two people. Okay, the
25 gentleman was first, the lady will close -- two

1 ladies will close us. Anybody else? Because if I
2 don't recognize you now, I'm done. I've got two
3 ladies after and one man. All right, that's it.
4 Public hearing -- you need something different? Two
5 ladies and two men, we are done.

6 MR. FORTE: Good evening. My name is Julio
7 Forte. I reside at 14122 Southwest 129th Court in
8 Venetia Lakes.

9 while Mr. Percival made a lot of great
10 points that they are widening roads, and it is going
11 to help a lot, the underlying fact is that they
12 cannot widen the intersection of 132nd Avenue and
13 136th Street. You have three communities leading
14 into that intersection, exiting and entering that
15 intersection. And right now the traffic to get in
16 and out is horrendous.

17 One other point that I would like to make.
18 we, also, have within an area of maybe three or four
19 blocks away from that intersection, we also have two
20 major automobile -- actually three automobile
21 dealerships which are constantly selling automobiles
22 and using that to test drive automobiles which
23 creates even additional traffic.

24 And, in closing, our community and our
25 Board of Directors have been coming to zoning

1 meetings for the past 13 years, and I'm happy to say
2 that most of the time the Zoning Board, your Board,
3 has taken account the wishes of the residents and
4 they've looked out for the residents. I hope that
5 continues. Thank you for your time.

6 CHAIRWOMAN MS. DAVIS: Next?

7 MS. ESCANRIBA: Hi, good evening. My name
8 is Nati Escanriba, and I live at 12858 Southwest
9 135th Street in the Tuscan Village.

10 My community is really family friendly.
11 And one of the concerns that I have is that we go out
12 and we go for walks, and you have families with
13 strollers go out for walks, and with this high
14 density and the traffic that it is going to generate,
15 my huge concern here is safety of our families,
16 especially of the homeowners and the families that
17 are already living in those communities there. So,
18 that is a huge concern for me. And because of that,
19 I'm opposing this building project. Thanks so much
20 for your time. Have a wonderful day.

21 CHAIRWOMAN MS. DAVIS: Thank you.

22 Yes, ma'am. And then you.

23 MS. CHANG: Hello. My name is Rosa Chang.
24 And my address is 12866 Southwest 135 Street, and my
25 zip code is 33186.

1 One of the concerns that has been brought
2 up to you is the property value devaluation, but I
3 think more from an individual perspective. But you
4 can also bring up the concern more from a community
5 perspective, and that is the entire Miami-Dade
6 County. If homeowner's property value do go down,
7 then the property taxes that are being paid to the
8 County itself also goes down. That means that there
9 is less public money for public services, such as
10 police, fire fighters, and we already know that the
11 County is going through a lot of problems with that.
12 That is one of my concerns.

13 The other one is looking at this high
14 density, again, that it is within a ten-acre
15 property, or land, one of the things that we have
16 experienced in Tuscany is flooding issues. So, with
17 this high density construction, I'm assuming that
18 there is going to be less green areas than what we
19 have in Tuscany, and I'm sure that they are also
20 going to have flooding issues, which is, then, could
21 also make it worse for our flooding issues.

22 CHAIRWOMAN MS. DAVIS: Thank you very much.
23 Sir?

24 MR. MONTANEZ: My name is Derek Montanez.

25 I live at 12995 Southwest 134 Terrace, in Tuscany.

1 And I would like to say that I'm definitely opposed.
2 One of -- I'm probably one of the younger owners
3 there in the community. And one of the big reasons
4 that I wanted to buy there was, specifically, because
5 of the sense of community that Tuscany has. It is
6 not something that you see in a lot of places,
7 especially in Kendall anymore.

8 And, I lived in apartment places, I've
9 lived everything similar to that, and it is
10 completely different than having a community of
11 single family homes. And I feel that this is going
12 to completely change that. It is going to -- one of
13 the big things I like is being able to go outside,
14 take a walk, very calmly, with my dog, with my wife.
15 I love the fact that people are out there with their
16 kids and stuff, especially now you have all these
17 young people who are able to buy houses, who want to
18 move into places like this and start families, and
19 have a place where they can have their family
20 outside, safely.

21 I think that having high density homes,
22 like this, is going to negatively impact that image,
23 and it is going to, potentially, keep young buyers
24 and homeowners from wanting to go to places like
25 this, so it is going to make it harder to live in a

1 place like this because no one is going to want to
2 live there with places like this right next door.
3 That's pretty much what I wanted to say.

4 CHAIRWOMAN MS. DAVIS: Thank you so much.

5 Now, before I officially make the statement
6 of the public hearing, come on, if there is anybody
7 that has -- you're going to leave here and feel like
8 you needed to be heard. And you didn't get to be
9 heard, is there anybody else, after this gentleman,
10 that will feel like they really needed to be heard
11 and didn't get heard? Come on, sir.

12 MR. VALDEZ: Good evening. My name is
13 Sergio Valdez. My address is 12995 Southwest 133
14 Street, Miami, Florida 33186. And I'm currently the
15 President of the Homeowners of Tuscany Homeowner's
16 Association. I represent all its 581 homeowners.

17 First of all, I would like to thank The
18 Richmond Group because they did meet with us, and
19 explained the project that they wanted to build. So,
20 what we did is, we took this information back to our
21 homeowners to see how they feel. We collected, for
22 the record stated, 181 signatures opposing. That is
23 because I was unable to speak to the other ones, to
24 the other remainder 400 or so, because I could not
25 get around to it. Obviously, I could not find one

1 single person that actually approved the project at
2 this moment.

3 From everything that I've heard from
4 everyone, obviously, there's a lot of concerns and
5 you guys have a lot of information to disseminate, is
6 the fact that this build-out is just big for the lot
7 size. It is just a lot. We have 44 acres and 581
8 homes. To put 240 homes in ten acres is just a lot,
9 especially considering some of the other previous
10 speakers have said, all the variances that are being
11 requested. I think we have to go back to the drawing
12 table. I'm not going to bore you because I think you
13 have heard everything already. You guys are tired.
14 I thank you for your time.

15 CHAIRWOMAN MS. DAVIS: Thank you so much.

16 Public hearing is closed.

17 MR. COLLIER: Madam Chairperson, I know that
18 the applicants are going to get up for rebuttal. I
19 just wanted to make one comment. You've heard a lot
20 of things related to land use, density and the like.
21 I am concerned that some of the discussion about what
22 the pricing points are, and things of that nature,
23 that is not associated with land use, is not part of
24 your consideration. I've advised this Board, and
25 other Boards, about relying on substantial competent

1 evidence. You have heard a lot of evidence that
2 talks about compatibility with the neighborhood, and
3 that is certainly appropriate. I just didn't want to
4 go down that rabbit hole of dealing with pricing
5 points, and how much they are going to be charged, et
6 cetera, is not really something that you should be
7 focusing on, as much as the other things that you
8 have heard tonight. So, I just wanted to put that on
9 the record.

10 CHAIRWOMAN MS. DAVIS: Thank you, sir. We
11 always appreciate the good reminders, focused on the
12 application. And we will, at this time, those that
13 wish to come in off of rebuttal, we will be asking
14 questions.

15 MR. BAILINE: Thank you very much. Ryan
16 Bailine, offices at 333 Southeast 2nd Avenue, Miami,
17 Florida.

18 I guess, over the last hour or so we've
19 heard a lot of things, so I thought if it was okay,
20 we would respond to some of what I thought were the
21 straight-forward and yes or no questions to, maybe,
22 you know, alleviate some concerns that, for one
23 reason or not, you know, people had.

24 The first is -- hopefully you can hear me.

25 CHAIRWOMAN MS. DAVIS: We can.

1 MR. BAILINE: The first is that, similar to
2 the lady that spoke, I think, first, I'm very
3 familiar with affordable housing. I represent every
4 affordable housing developer in the county. This is
5 not affordable housing. There is no public money.
6 This is a \$50 million community that is targeted to
7 generate, approximately, four and a half million
8 dollars in permit fees, water and sewer fees, impact
9 fees, one-time fees to Miami-Dade County. It is also
10 estimated that this community, apartment community,
11 will generate, approximately, \$400,000 to \$500,000 in
12 annual recurring ad valorem tax revenue. So, I can
13 tell you, with my familiarity in affordable housing,
14 affordable housing is assessed at a third or 20
15 percent of whatever the condominium homes, and
16 apartments -- market rate communities are assessed
17 at.

18 Secondly, we've heard a lot about the
19 height. I just want to point out, in your
20 recommendations -- Staff's recommendations in your
21 packets, almost all of the surrounding properties can
22 build up to 35 feet. We are not. We are building
23 significantly below that. So, while the height of
24 our buildings, one more of them, may be higher than
25 what is there, that is not to say that we couldn't

1 build higher, nor is it to say that everybody else
2 couldn't build higher. So, I heard a lot about the
3 height, the height, the height, the height, and the
4 height is the same. So, we are proposing, I believe
5 it is about 20 percent less than the 35 feet.

6 what I would like to do now is to walk you
7 through the five non-use variances. The first, and I
8 believe my colleague Marissa put this on the record.
9 To the extent it didn't come across the right way, I
10 know that our letters were in your back-up packets.

11 The first variance relates to the parking.
12 From a legal perspective, I completely disagree that
13 we need a variance for this. I've put it in writing,
14 I've even discussed it with Staff. I don't believe
15 that the code requires a non-use variance because we
16 are providing more than enough parking.

17 However, Staff encouraged, and we agreed,
18 to ask for this variance based on long-standing
19 department practice. I'm not sure, I didn't do the
20 research, as to how long this has been the
21 department's practice. I'm hopeful and would support
22 a change in that practice, but that's the practice
23 now, so that is why we are asking for the first
24 variance.

25 The second variance, as well, is a spacing

1 variance. And it is kind of detailed in the
2 recommendation, collectively, these spacing variances
3 are us voluntarily placing our buildings, or
4 shrinking our drive aisles, to move everything closer
5 to the center of the property, away from both the
6 roads and our neighbors.

7 For example, the building spacing, absent
8 that variance, are buildings that will be farther
9 apart, particularly the second variance. And, you
10 know, we wanted to keep everything as close to the
11 center of the property, to be as sensitive to our
12 surrounding neighbors, particularly on the west and
13 the north.

14 The third variance relates to the carport
15 buildings and their spacing from the property line.
16 I know it was mentioned that I'm not sure what the
17 carports looks like. They are right there in the
18 rendering. You can't even tell they are carports.
19 So, hopefully, that alleviates a concern as to what
20 they may or may not look like. I heard that there
21 was no elevation submitted. I know the elevations
22 are in your back-up. I know that Mr. Vital has them,
23 if you want to take a look. I'm looking at them
24 right there in the rendering. They are right there.
25 If you would like me to point them out, I'm happy to.

1 The last variance -- I'm sorry, the second
2 to last variance, number seven in the recommendation,
3 is to permit the clubhouse at the front. Rather than
4 having from-the-street apartment buildings be
5 visible, we thought that the MSA had designed a
6 really great looking clubhouse. And putting that at
7 the front would create a very pleasing appearance
8 from the street. Hopefully, that is something that
9 you agree with. We think it was sensitive to place
10 these types of architectural elements on the
11 perimeter and keeping the apartment units somewhat
12 compacted in the interior.

13 And, lastly, the variance to permit one-way
14 drives with a minimum width of 11, I don't know the
15 exact number, I think it is only two or three one-way
16 drives we have, but all of the two-way drives are the
17 standard county size. And this is, again, just a
18 one-way drive, being 11 feet. The standard is -- the
19 standard is 14. So, the two-way drives are 14. It
20 is just three one-way drives. And when we met with
21 Public Works Staff, both to go over our site plan,
22 our circulation, traffic analysis, what have you, is
23 detailed in the recommendation and the substantial
24 competent evidence submitted to you, with a
25 recommendation of approval, Staff was in favor of the

1 project as designed.

2 Turning to a couple of other items. I
3 think it is hugely important, when people make
4 investments, whether it is through condominium
5 purchases, single family home ownership, rental, when
6 people make an investment in a community,
7 particularly one like this, with existing uses
8 around, existing homes, existing communities, it is
9 hugely important that we do it in the right way. The
10 Richmond Group of Florida builds not only all over
11 Florida, all over the country, they manage their own
12 properties, they keep up their own properties to the
13 highest standards. They are not outsourcing
14 management to a third party. They do extensive
15 background checks as to who can and who cannot rent,
16 whether it be single family homes, townhomes, or, in
17 this case, apartments, in their communities.

18 So, we are on the record tonight. I've
19 made all these representations. If you would like
20 Mr. Evans to back it up, I'm sure he would. But
21 there are extensive background checks done, because
22 The Richmond Group is not the -- their business is
23 not to build apartments, to lease them, and to sell
24 them to insurance companies who manage them from
25 Omaha with a third party. The Richmond Group builds,

1 owns, and manages. And to the extent that you would
2 like to go on the website, it is visible throughout
3 the United States, that is what they do.

4 There's a couple of other things that I
5 would like to bring up, then we'll be happy to answer
6 any questions.

7 with respect to the number of units, size
8 of the property, location of the property, about 800
9 yards north of this property, the Tuscan Village
10 Homeowners Association supported entitlements to
11 developing a property called Hidden Lake, at the
12 exact same density. That property, I don't believe,
13 has come through the site plan, but similar to the
14 other apartment communities that was referenced a
15 little bit west, these communities, and as detailed
16 in Staff's analysis, which is substantial competent
17 evidence, the density, the number of units proposed,
18 is in line with what the comprehensive plan projects,
19 projected, does project, is in line with the growth
20 patterns in the area.

21 I mean, over the last several years, the
22 growth in this area is significant. And as pointed
23 out, and I won't belabor the point, MDX's focus on
24 expanding and upgrading facilities and roads in this
25 area, is a very important point to note, because they

1 see this as a growth area, they see the need to have
2 cars and mass transportation enhance circulation,
3 because they see growth, just as the Master Plan
4 does, they see growth in this area.

5 So, I would urge you to understand that it
6 is not just the land use and zoning analysis in
7 support of the growth in this area, but there is
8 major statewide, countywide transportation analysis
9 and studies being done, and we believe that this is a
10 growth area, and that our new community will really
11 enhance the area.

12 We understand that, depending upon the
13 nature or the character of the community, that there
14 could be some concerns. I hope that we have
15 alleviated the lion's share of those concerns with
16 some of the clarifications and representations
17 concerning the funding sources and what have you,
18 that we can give each of you an idea to the level of
19 quality, the level of community that we are looking
20 to create, which is why we are including a dog park,
21 to encourage our residents to interact with one
22 another, to have pets, and all of the other amenities
23 that, you know, to the extent that you would like to
24 hear any more details about them, I'm happy to bring
25 our architect up.

1 To the extent you have any questions, or if
2 there is a point that is significant that I haven't
3 touched on, again, we've heard a lot, I wasn't making
4 notes, I wanted to make sure that I did provide you
5 with clarifications and further information. Thank
6 you.

7 CHAIRWOMAN MS. DAVIS: Thank you very much.
8 Don't go far.

9 MR. BAILINE: Sorry, there is one more.

10 CHAIRWOMAN MS. DAVIS: Yes, sir.

11 MR. BAILINE: This is not the same owner as
12 the Three Lakes community.

13 CHAIRWOMAN MS. DAVIS: Thank you.

14 okay. Public hearing is now closed. We
15 won't be taking any other discussion, I'm sorry, sir.

16 Councilman De Jesus?

17 COUNCILMAN DE JESUS: So far no questions.
18 I heard enough.

19 CHAIRWOMAN MS. DAVIS: Okay. Councilman
20 Reichbaum?

21 COUNCILMAN REICHBAUM: Thank you, Madam
22 Chair.

23 I got one of the questions answered, I was
24 going to ask, about outreach to the community. Was
25 Tuscany the only community that was reached, or did

1 you meet with Venetia Lakes?

2 MR. BAILINE: There was no meeting with
3 Venetia Lakes that I know of.

4 COUNCILMAN REICHBAUM: There was nothing?

5 MR. BAILINE: No.

6 COUNCILMAN REICHBAUM: Okay. All right.
7 That's the only question. And I was going to respond
8 to the lady in the back about screening. I would
9 pretty much feel very strongly that a company like
10 Richmond would do proper screening.

11 My biggest concern, being a president of my
12 homeowners association of 1,192 homes, when we built,
13 20 years ago, when we moved in there, our little kids
14 were either there or thoughts in our mind, and now
15 they are grown up, and they do go off to college, and
16 they do come back and live with mom and dad, with
17 college degrees, but they do drive cars. So, that
18 one or two-car family that was living in 1,192 homes,
19 that had a one or two-car garage, and two-car
20 parking, now are parking in the streets. And I know
21 several people that live in Venetia Lakes, and I know
22 what we have to do when we have to tow cars. And,
23 more importantly, when there's a medical emergency
24 and the streets are blocked, and the paramedics can't
25 come down the street. And I've seen them, literally,

1 destroy cars and move them out of the way to get
2 somewhere. That's a big concern for me.

3 And, I look back, and I've sat on this
4 Council numerous times in the past eight or ten
5 years, and I look back at the wisdom, most of the
6 time, of what this Council does. And when I saw that
7 they had made this change back in 2006 to change the
8 zoning to 104 units, I think that was kind of
9 pressing the issue, at that point, but I was okay
10 with it. And now we are looking at doubling these
11 units.

12 I know what the rental values are going to
13 be, and they are going to be higher than what the
14 homeowners may think they are going to be. In my
15 profession, I know what values of homes are. And,
16 needless to say, the values are increasing at almost
17 an alarming rate right now. I would try to allay the
18 fears of homeowners that think that your values,
19 property values, are continually going down. They
20 are going up at 18 to 20 percent right now. So,
21 don't worry about that. My problem is the density,
22 is the parking, is the traffic.

23 I realize that MDX is going to be doing
24 their building. They are going to start in 2016,
25 roughly. I just have -- I have a real problem with

1 the density of this development.

2 And, unfortunately, my pen stopped working
3 about an hour ago, so I really couldn't write down --
4 I was trying to scribble down notes. I'm just going
5 from memory, and this old mind doesn't remember a lot
6 of things. But most of my questions -- all of my
7 questions have been answered.

8 MR. BAILINE: Would it be okay if I just
9 responded to a couple of your comments very quickly?

10 CHAIRWOMAN MS. DAVIS: Of course.

11 MR. BAILINE: As long as you don't mind.

12 COUNCILMAN REICHBAUM: I don't mind.

13 MR. BAILINE: Okay. The first thing is,
14 how do I say this the right way. We can't afford, as
15 owners, operators and managers, we can't afford to
16 have upset residents, whether that's residents
17 surrounding the property or residents within our
18 property. We look at this, pretty much, as the same
19 thing. To the extent someone parks and they
20 shouldn't, and everyone will get a decal, and if you
21 would like me to, I will tell you, again, I don't
22 want to take up all of your time, we had several
23 meetings with Public works on the design and
24 function, and the location of gates, and the number
25 of entries, and you're going to have electronic

1 transponders, and scanners, to make sure that the
2 cars circulated in and then out, because east is only
3 egress, the eastern exit in the most appropriate
4 fashion, because we can't afford to have any unit
5 owners feeling inconvenienced going from one entry to
6 another, nor can we have a unit owner feeling
7 inconvenienced, or renter, I'm sorry, a resident,
8 feeling inconvenienced when someone is blocking them
9 because there is a car here that doesn't belong.

10 We have security 24 hours a day, and we
11 will tow cars, whether they are outside our property,
12 or inside our property, because we cannot afford to
13 have our neighbors surrounding us, nor our residents
14 inside the property, inconvenienced in any manner.

15 The second thing I just want to say is that
16 we've heard a lot about traffic, both east/west
17 fashion, north/south fashion. In the analysis that
18 was submitted to the County, and the further analysis
19 that we'll go on through the Building Department
20 process, if it is the County's determination, Public
21 Works determination, that based upon the addition of
22 however many units, there is a contribution to future
23 signalization, just like every other builder and
24 developer, whatever the Code requires, we will
25 contribute towards. There is -- I just want to put

1 on the record, we are not asking not to do that. If,
2 in the event it is required, or warranted, we are
3 happy to follow the Code, just as anybody else would.

4 One of the reasons, going back to
5 Mr. Reichbaum's point about cars, that's one of the
6 reasons we were able to include additional parking
7 spaces over and above what the Miami-Dade code
8 requires. We wanted to do that to provide residents,
9 our future residents, you know, if there is a
10 visitor, or two visitors, or someone, you know, parks
11 their car or angles their car into two spaces, we
12 don't want it to be a quote, unquote, tight fit. We
13 want wiggle room for purposes of parking.

14 But, again, we are owners and managers, and
15 we will be vigilant in making sure that none of our
16 residents, or surrounding neighbors, to the extent
17 that we have 24-hour security, is inconvenienced
18 because of someone who parks their car where they
19 shouldn't.

20 Going to the number of units, I would just,
21 you know, urge that in this area, which is a growth
22 area, both in the comprehensive plan and in the
23 analysis, that that is before you, this density, and
24 the number of units, and the way they are situated,
25 based on Staff's, again, substantial competent

1 evidence, is appropriate for this particular
2 property, and we ask you to support staff and their
3 expertise in approving our site plan, together with
4 the rezoning, as well as all the conditions.

5 CHAIRWOMAN MS. DAVIS: Thank you.

6 COUNCILWOMAN MS. BLANCO: I have the same
7 concerns I've been hearing from the audience. I live
8 in the area, and I deal with the traffic, and I've
9 told my children, at this time we can't buy ice cream
10 because I won't make it home, when I've been at the
11 grocery store.

12 I have a very large concern with the
13 density, with the number of parking. In my own home,
14 there is only two drivers, but we have three cars.
15 We don't use our garage for cars, we use it for my
16 husband's toys, so that doesn't even count.

17 Those are -- have you guys reached out with
18 the Commissioner in the area? I know you reached out
19 to a couple of people --

20 MR. COLLIER: Madam Chairperson, they cannot
21 speak to the Commissioner, because this item could be
22 appealed, and because there is a rezoning involved,
23 it would go in front of the Board of County
24 Commissioners, and it would be ex parte
25 communication. So, do not fault them for reaching

1 out to the Commissioner.

2 COUNCILWOMAN MS. BLANCO: Never mind.

3 So, my problem is with the density. My
4 problem is with the density and the traffic, because
5 I deal with it. I have a problem with the traffic.

6 I have a bunch of notes, but I just feel
7 like I'm saying the same thing over and over again.

8 Are you guys willing to lower the density?

9 MR. BAILINE: I'm not sure. Is there
10 something in the analysis of the projected vehicle
11 trips? Is there something in the analysis, and I'm
12 not a traffic engineer --

13 COUNCILWOMAN MS. BLANCO: Neither am I, but
14 I drive my children to school, and we are rushing
15 through traffic, through that Lexus on 136th Street,
16 and I drive through there two times a day.

17 MR. BAILINE: Is there something in the
18 analysis? And I know that it is part of your
19 packets, I assume.

20 CHAIRWOMAN MS. DAVIS: If I might, sir. We
21 are not challenging the analysis.

22 MR. BAILINE: Oh, I didn't know.

23 CHAIRWOMAN MS. DAVIS: We are just asking,
24 I would say, if I might, that we are just wondering
25 if you would go back to 104 units, and widen the

1 streets, I guess is what we are asking.

2 MR. BAILINE: There are two questions
3 there.

4 MR. COLLER: Madam Chair, if we are going
5 to get into additional evidence, then we are going to
6 need to have an opportunity for both sides to rebut
7 this.

8 CHAIRWOMAN MS. DAVIS: We are not going to
9 do this.

10 MR. COLLER: You closed the public hearing.

11 CHAIRWOMAN MS. DAVIS: We are not going to
12 go there.

13 MR. COLLER: If there is a question,
14 obviously, from the Member of the Board, a specific
15 question to the applicant --

16 MR. BAILINE: I thought I heard two
17 questions.

18 MR. COLLER: -- that's appropriate. I
19 think the question was, would you reduce the density?
20 And the answer was --

21 MR. BAILINE: I don't know. But I thought
22 there was a second question.

23 CHAIRWOMAN MS. DAVIS: Let's deal with the
24 first one.

25 MR. BAILINE: There was a second question.

1 CHAIRWOMAN MS. DAVIS: I don't remember
2 what it was, if there was a second.

3 COUNCILMAN REICHBAUM: Widening the
4 streets.

5 CHAIRWOMAN MS. DAVIS: I already know the
6 answer to that. I withdraw the question.

7 But we are asking --

8 COUNCILWOMAN MS. BLANCO: Would you
9 consider lowering the density?

10 MR. BAILINE: If you let me confirm with my
11 client, I'll talk about it. I'm not sure.

12 MR. EVANS: Good evening, once again.
13 Before I get to the density issue, if you allow me a
14 little latitude. A lot of the discussion --

15 CHAIRWOMAN MS. DAVIS: You have to say your
16 name and address again, I'm sorry.

17 MR. EVANS: My name is Jeff Evans, I'm with
18 The Richmond Group of Florida, 477 South Rosemary
19 Street, West Palm Beach, Florida.

20 A lot of the discussion tonight, we are
21 hearing, is talking about, we own our homes here, and
22 these people are putting apartments here, and drawing
23 a one-for-one analysis between the two. And I would
24 like to point out that the demographics that we
25 typically deal with in our apartment buildings are

1 not a one-on-one equivalent with people that live in
2 some of our neighboring communities here. We,
3 obviously, are not a for owner -- we are not an owner
4 type situation. We, typically, have -- the majority
5 of our residents are young professionals. Back when
6 things happened in 2008 economically, the world
7 changed. And I think -- I'm sure everybody here on
8 the Board is familiar that the market has been
9 changing towards rental units pretty dramatically
10 since that point. It is difficult for a person
11 coming out of college now to have the down payment
12 and all the other necessities that come with
13 homeownership. And, as a result, rental properties
14 have really taken a forefront to it.

15 One reason why you are not seeing people
16 building townhomes on this site now, as were approved
17 back in 2007, there is just not a market for them
18 now. People want to be -- larger segments of our
19 residents are young females in their 30's, before
20 they start a family. When they do start a family,
21 they'll probably move to Tuscany Village. Meanwhile,
22 a large number of our people live in one-bedroom
23 units, have one car, and it's very different than a
24 single family house where children come back home,
25 and things like that. That doesn't happen when

1 people become -- matriculate, if you will, into the
2 familiar mode, they typically will probably move out
3 of a product like ours and move into a townhouse,
4 single family house, something of that sort.

5 So, you can't really draw one-on-one
6 equation, or equivalency, between our product and
7 what our neighbors live in. And I think, for those
8 reasons, we'll have a far lesser impact on the
9 surrounding roadways, consuming of public services,
10 and things of that nature. We truly have one people
11 living in -- one person living in our units. We
12 have -- over 240 units, we have -- 24 of them are
13 three-bedroom units. We find those are, typically,
14 inhabited by empty nesters, folks that are
15 post-family, but they still want to have a bedroom
16 that if a child comes to visit, they can adequately
17 accommodate them.

18 So, anyway, I just wanted to let you know
19 that is where we are coming from with this. It's not
20 the same demographic as a homeownership typically
21 has.

22 One of the reasons why the County supported
23 this at the density that it is being supported at, is
24 that there is a need for this type of product in this
25 area. They were actually pleased with it. It's

1 written into the Comprehensive Plan. There's a
2 certain number of units that will be absorbed over
3 the upcoming years. They did the analysis, they did
4 the calculations, and they said that this will impact
5 the area in a positive way, in terms of providing
6 residential options that currently don't exist in the
7 Kendall area.

8 And, to wind my way around to your question
9 about density is, in order for us to be able to
10 provide a product like this, that is a rate that
11 can't be afforded by people that are young
12 professionals that cannot afford to put down the down
13 payments, and regular payments like that, you need to
14 have a certain level of density.

15 I am, by the way, a professional planner by
16 training. And to call this a high density product is
17 not true. We are three-stories. We are surface
18 parked. High density is something that is
19 multi-story, structured parking, things of that sort.
20 This is a suburban level of density. And, in our
21 estimation, it's appropriate to the area. And in the
22 estimation of the Planning Department, it is
23 appropriate to the area. For those reasons, we are
24 asking for your support.

25 CHAIRWOMAN MS. DAVIS: Thank you very much.

1 I, myself, have neither question nor
2 comment. I have heard enough. I've reviewed the
3 application.

4 And, so, at this time, I will ask for
5 motions.

6 COUNCILMAN REICHBAUM: Madam Chair, I make
7 the motion to deny the application.

8 COUNCILWOMAN MS. BLANCO: Second.

9 CHAIRWOMAN MS. DAVIS: We have a motion and
10 a second.

11 MR. VITAL: If I may, through the Chair,
12 will that be denial without prejudice or with
13 prejudice?

14 COUNCILMAN REICHBAUM: And without
15 prejudice, one more time, is 18 months that they
16 can't come back?

17 MR. VITAL: Correct. Through the Chair,
18 correct.

19 COUNCILMAN REICHBAUM: Without prejudice.
20 And with prejudice?

21 MR. VITAL: With prejudice is 12 months.
22 So, I will deny with prejudice.

23 MR. COLLIER: No, no, no, no, no, wait,
24 wait, wait. Stop. I think we got the time wrong.
25 with prejudice or without prejudice only

1 relates to the time that somebody can come back.
2 without prejudice, I believe it is a year. I think,
3 with prejudice is 18 months, so we had it reversed,
4 but I'm not certain about the time, as we speak now.
5 I would have to look it up and see.

6 CHAIRWOMAN MS. DAVIS: Can we stipulate to
7 12 months?

8 MR. COLLIER: Well, I think that simply
9 denying it without prejudice would be the appropriate
10 way to go.

11 COUNCILMAN REICHBAUM: I make a motion to
12 deny without prejudice.

13 COUNCILWOMAN MS. BLANCO: I second the
14 motion.

15 CHAIRWOMAN MS. DAVIS: We have a motion and
16 a second. Staff, please.

17 MR. VITAL: Vice Chairwoman Blanco?

18 COUNCILWOMAN MS. BLANCO: Yes.

19 MR. VITAL: Councilman De Jesus?

20 COUNCILMAN DE JESUS: Yes.

21 MR. VITAL: Councilman Reichbaum?

22 COUNCILMAN REICHBAUM: Yes.

23 MR. VITAL: Chairwoman Davis?

24 CHAIRWOMAN MS. DAVIS: No.

25 MR. VITAL: Motion passes 3-1, denial

1 without prejudice.

2 (Board Meeting adjourned.)

3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 CERTIFICATE OF OATH

2 STATE OF FLORIDA

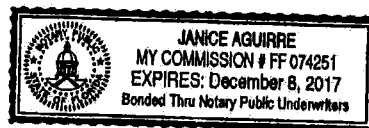
3 COUNTY OF DADE
4

5 I, Janice Aguirre, Registered
6 Professional Reporter, Notary Public, State of Florida,
7 certify that the following witnesses personally appeared
8 before me on May 13, 2014 and were duly sworn.

9 WITNESS my hand and official seal this
10 24th day of June, 2014.

11
12
13
14 
15 JANICE AGUIRRE

16 Registered Professional Reporter
17 Notary Public, State of Florida
18



1 CERTIFICATE OF REPORTER
2

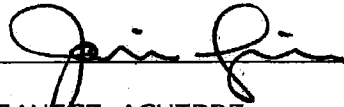
3 STATE OF FLORIDA)

4 COUNTY OF DADE)
5

6 I, JANICE AGUIRRE, Registered
7 Professional Reporter, do hereby certify that I was
8 authorized to and did stenographically report the CZAB
9 BOARD 11 MEETING of May 13, 2014; that a review of the
10 transcript WAS requested; and that the foregoing
11 transcript, pages 1 through 76, is a true record of my
12 stenographic notes.

13 I FURTHER CERTIFY that I am not a
14 relative, employee, or attorney, or counsel of any of the
15 parties; nor am I a relative or employee of any of the
16 parties' attorney or counsel connected with the action,
17 nor am I financially interested in the action.

18 DATED this 24th day of June, 2014 at
19 Miami, Dade County, Florida.

20
21 
22 JANICE AGUIRRE,
23 Registered Professional Reporter
24
25

Memorandum



Date: July 17, 2013

To: Board of County Commissioners

From: Developmental Impact Committee
Executive Council

Subject: Developmental Impact Committee Recommendation

APPLICANT: Department of Regulatory and Economic Resources (Z13-092)

SUMMARY OF REQUEST:

The applicant is requesting a district boundary change from multiple zoning districts to Bird Road Corridor Urban Area District (BRCUAD).

LOCATION: Bird Road, SW 40 Street between the Palmetto Expressway and the Florida Turnpike Homestead Extension, Miami-Dade County, Florida

COMMENTS:

This application went before the Developmental Impact Committee due to the size of the application. Section 33-303.1(D)(7) of the Code of Miami-Dade County charges the Developmental Impact Committee (DIC) to address applications with respect to: (I) conformance with all applicable plans; (II) environmental impact; (III) impact on the economy; (IV) impact on essential services; and (V) impact on public transportation facilities and accessibility.

The meeting of the DIC Executive Council was held on July 2, 2014 and the attached Department memoranda were reviewed and considered by said Committee.

DIC RECOMMENDATION:

Approval, as set forth in the Department of Regulatory and Economic Resources' recommendation.

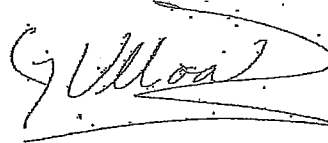
The Executive Council is of the opinion that this application will be in keeping with the Comprehensive Development Master Plan designation for the subject property. In addition, the Council found that the approval of this application will not be contrary to the public interest, is in keeping with the spirit of the regulations, and will permit the reasonable use of the premises. As such, the Executive Council finds that approval of this application will be **consistent** with the CDMP and **compatible** with the surrounding area.

APPLICATION NO. Z13-92
DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

Respectfully Submitted,


DIC Executive Council
July 02, 2014

Giovannie Ulloa, Fire Chief
Miami-Dade Fire Rescue Department



AYE

Eric Silva, AICP
Sustainability, Planning and Economic Enhancement
Department



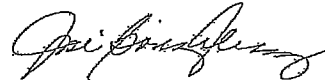
AYE

Antonio Cotarelo, Assistant Director
Public Works Department



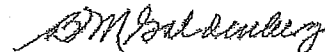
AYE

Jose Gonzalez, P.E., Assistant Director
Department of Environmental Resources Mgmt




AYE

Bertha M. Goldenberg, Assistant Director
Miami-Dade Water and Sewer Department



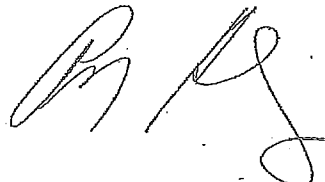
AYE

David Henderson, Bicycle/Pedestrian Specialist
Metropolitan Planning Organization



AYE

Albert A. Hernandez, Deputy Director, Engineering
Miami-Dade Transit

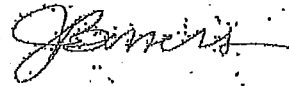


AYE

APPLICATION NO. Z13-92
DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES

July 02, 2014

John Bowers, Parks Property Management Supervisor
Parks, Recreation and Open Spaces



AYE

**Miami-Dade County Department of Regulatory and Economic Resources
Developmental Impact Committee (DIC)
Recommendation to the Board of County Commissioners**

PH: Z13-092

DIC Date: July 2, 2014

Recommendation Summary	
Commission District	10
Applicant	Miami-Dade County Department of Regulatory and Economic Resources
Summary of Requests	The applicant is seeking to rezone the Bird Road Corridor area to BRCUAD (Bird Road Corridor Urban Area District).
Location	Properties along Bird Road between the Palmetto Expressway and the Florida Turnpike, Miami-Dade County, Florida
Property Size	248.8 acres
Existing Zoning	BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M and RU-5A
Existing Land Use	Commercial, Office, Residential, Institutional, Vacant Land
2015-2025 CDMP Land Use Designation	Community Urban Center, Low Density, Low-Medium Density, Medium Density, Business and Office, Office/Residential, Parks and Recreation (see attached Zoning Recommendation Addendum)
Comprehensive Plan Consistency	Consistent with interpretative text, goals, objectives and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33-311 District Boundary Change Section 33-303.1(D)(7) Developmental Impact Committee (see attached Zoning Recommendation Addendum)
Recommendation	Approval

REQUEST:

DISTRICT BOUNDARY CHANGE from BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M, RU-5A to BRCUAD (Bird Road Corridor Urban Area District)

PROJECT DESCRIPTION: N/A

NEIGHBORHOOD CHARACTERISTICS:

The subject property is generally located along Bird Road (SW 40th Street) between the Palmetto Expressway and the Florida Turnpike. Commercial, office, institutional and residential uses characterize the area.

	Zoning and Existing Use	Land Use Designation
Subject Property	BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M, RU-5A; commercial, office, residential, institutional, vacant land	Community Urban Center, Low Density (2.5-6 DU/AC), Low-Medium Density (6-13 DU/AC), Medium Density (13-25 DU/AC), Business and Office, Office/Residential, Parks and Recreation
North	RU-1, RU-2, RU-3, RU-3B, RU-3M, RU-4, RU-4L, RU-5A; office, residential and	Business and Office, Low Density (2.5-6 DU/AC), Low-

Zoning and Existing Use		Land Use Designation
	institutional	Medium Density (6-13 DU/AC), Medium-High Density (25-60 DU/AC),
East	GU, None; transportation	Transportation
South	BU-1, GU, RU-1, RU-2, RU-5, RU-5A; commercial, residential, institutional, parks and recreation, vacant land	Low Density (2.5-6 DU/AC), Parks and Recreation
West	None; transportation	Transportation

SUMMARY OF THE IMPACTS:

The approval of this application will allow for the development of a mixed-use commercial-residential district that provides additional housing/mixed-use development opportunities and implements the Comprehensive Development Master Plan's (CDMP) Urban Center development concepts.

COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

The area is designated **Low Density, Low-Medium Density, Medium Density, Business and Office, Office/Residential** and **Low-Density Residential** on the Comprehensive Development Master Plan (CDMP) Land Use Plan (LUP) map. A Community Urban Center is located at the west end of the corridor, adjacent to the Florida Turnpike. The CDMP Land Use Element interpretive text for Community Urban Centers (CUC) states that a variety of uses is allowed, including retail, office, service, restaurant, hotel, institutional, recreational, cultural, entertainment, and residential uses. The Bird Road Corridor Urban Area District (BRCUAD) allows retail, office, residential and institutional uses consistent with these provisions. The BRCUAD development standards also implement the CDMP Urban Centers requirements for streets, open spaces, parking, and buildings.

As shown in the table below, anticipated development in the application area is within the limits of the CDMP. In Community Urban Centers and mixed use development, the CDMP provides for tiered development intensities with a Floor Area Ratio (FAR) greater than 1.5 in the core and not less than 0.5 FAR at the edge; residential development is limited to a maximum of 125 units per acre. The distribution of uses is based on those permitted by the BRCUAD.

Comprehensive Development Master Plan (CDMP) and Proposed BRCUAD Zoning Development Density/Intensity

Use	CDMP Permitted Density/Intensity	Proposed BRCUAD Zoning
Residential	8,075 units	7,484 units
Commercial/Office	5,190,391 sq. ft.	4,820,239 sq. ft.

The CDMP permitted density and intensity in the above table was estimated by allocating 125 residential units per acre to the area within the CUC, 36 residential units per acre to areas within 660 feet of the designated Major Corridor and the density permitted by the LUP

designation in other areas; for non-residential intensity 1.25 FAR was allocated to areas within 660 feet of the designated Major Corridor and 0.5 FAR in other areas.

Service Provider Comments

The proposed rezoning has been reviewed by all of the service providers. Review comments provided at this time are primarily for information regarding the long term build-out of the Urban Center as there is no specific development proposal associated with this application. Development approval and impacts will be assessed as plats and site plans are submitted. A description of the development intensities analyzed and a summary of each department's comments are provided below.

Comparison of Existing Zoning and Proposed BRCUAD Zoning

Use	Existing Zoning	Proposed BRCUAD Zoning	Difference (Existing Zoning minus BRCUAD)
Industrial	8,494 sq. ft.	0 sq. ft.	-8,494 sq. ft.
Retail	2,379,338 sq. ft.	2,405,600 sq. ft.	+26,262 sq. ft.
Office	2,419,587 sq. ft.	2,414,639 sq. ft.	-4,948 sq. ft.
Residential	3,283 units	7,484 units	+4,201 units

It should be noted that all of the department reviews were conducted at the projected build-out, which would require a significant amount of redevelopment of existing uses and buildings. Over the years, it is anticipated that new development will occur mainly on currently developed land, land that is occupied by commercial strips, shopping centers, big box development and multi-family residences.

Staff opines that approval of this application is **compatible** with the surrounding area and **consistent** with the CDMP LUP Map, Land Use Element interpretative text and relevant CDMP policies.

ZONING ANALYSIS:

When analyzing the request to rezone the Bird Road Corridor area from BU-1, BU-1A, BU-2, BU-3, EU-1, GU, IU-1, RU-1, RU-2, RU-3M, RU-4, RU-4L, RU-4M, RU-5A to BRCUAD, under Section 33-311 of the Code, staff opines that the approval of this request would be **compatible** with commercial, residential, institutional and public facility uses in the surrounding area and be **consistent** with the CDMP. **The proposed rezoning to BRCUAD is necessary to implement the Board of County Commissioners-accepted Bird Road Corridor Study Charrette Area Plan, the adopted Bird Road Corridor Urban Area District zoning regulations (Ordinance No. 13-58) and applicable CDMP policies.** Specific provisions in the BRCUAD that implement the aforementioned Bird Road Corridor Study Charrette Area Plan and CDMP policies allow or require: mixed uses, including retail, office and residential uses; building standards that will require new buildings to be developed in an attractive pedestrian and transit supportive manner; street standards that will require future right-of-way improvements to provide for ample sidewalk areas and bicycle facilities, as well as encourage on-street parking areas and landscaping; and reduced parking requirements for developments providing mixed uses and workforce housing units; landscape and open space standards.

The BRCUAD zoning regulations require that the Department of Regulatory and Economic Resources review plans for compliance with the site plan review criteria provided in Section 33-284.88 of the Zoning Code as part of the Administrative Site Plan Review (ASPR) process. Additionally, as part of the ASPR review process, the following departments of Miami-Dade County and other public entities shall review development plans for potential impacts on infrastructure and other services: the Public Works and Waste Management Department (PWWM); the Miami-Dade Fire Rescue Department (MDFR); the Miami-Dade County Public Schools (MDCPS); the Park and Recreation Department; and any other applicable agency. In the event the ASPR application indicates impacts on services and infrastructure provided by the above mentioned departments, the developer shall meet with the affected department or entity to discuss potential mitigation of the impacts and shall submit evidence of such discussion to the Department of Regulatory and Economic Resources. **Therefore, staff recommends approval of the request under Section 33-311 Standards for District Boundary Change.**

ACCESS, CIRCULATION AND PARKING: N/A

NEIGHBORHOOD SERVICES PROVIDER REVIEW:

Regulatory and Economic Resources

The Department of Regulatory and Economic Resources (RER) Division of Environmental Resources Management (DERM) **does not object** to this application and has approved it for compliance with the requirements of Chapter 24 of the Code of Miami-Dade County.

Its memorandum indicates that portions of the application area is located within the Alexander Orr Wellfield protection area; therefore, development on the properties within the wellfield shall be in accordance with the regulations established in Section 24-43 of the Code.

The RER Building and Neighborhood Compliance Division **has no objections** to this application.

Miami-Dade Fire Rescue

The Miami-Dade Fire Rescue Department (MDFR) **has no objections** to this application. The department states that it provides adequate emergency and fire service to the residences and businesses along the corridor and that in addition to Station No. 3, there are four MDFR stations within close proximity to the corridor which are capable of rendering additional emergency and fire service.

MDFR is requesting that in the event of a significant increase of population, residential units or commercial area, MDFR be notified accordingly in an effort to evaluate the impact on existing service and determine the need for an additional fire station or service to absorb the additional number of alarms.

Parks, Recreation and Open Spaces

The Miami-Dade Parks, Recreation and Open Spaces Department (MDPROS) **has no objections** to this application. Approximately 23.1 acres of additional local park space need would be generated by the estimated future development in the application area. This park space need can be accommodated by Park Benefit District 2 which has a surplus capacity of 504.72 acres.

Miami-Dade Police Department

The Miami-Dade Police Department (MDPD) **has no objections** to this application. Additional sworn personnel, support staff, and equipment will be required to maintain current levels of service as future development occurs in the application area.

Public Works and Waste Management Department

The Public Works and Waste Management Department (PWWM) Traffic Engineering Division **does not object** to this application. Its memorandum indicates that concurrency for individual projects will be evaluated during the development review process for each parcel. Therefore, traffic impact studies will be required when Administrative Site Plan Review (ASPR) or plat applications are submitted.

The PWWM Waste Operations Division **has no objections** to this application. Future development in the application area will be required to contract with a private waste collection service for subsequent waste disposal.

Water and Sewer Department

The Miami-Dade County Water and Sewer Department (MDWASD) **does not object** to this application. Public water mains and sanitary sewers exist in most of the area. As requested by the Board of County Commissioners, the Water and Sewer Department prepared a preliminary estimate of the water and sewer infrastructure improvements necessary to support development along the corridor. As future development occurs in the application area, existing water and sewer infrastructure may need to be upgraded. All development will be evaluated on a case-by-case basis to determine the water main, fire hydrant, and sewer infrastructure needs for each individual project.

Miami-Dade Transit Department

The Miami-Dade Transit Department (MDT) **has no objections** to this application. Its memorandum indicates that Metrobus routes 40, 71 and 87 run within the corridor and currently provide bus service with a 30 minute or better AM/PM peak-hour headway. Therefore, this application meets the adopted mass transit level of service standards as prescribed by the CDMP Mass Transit Sub-element Policy MT-1A.

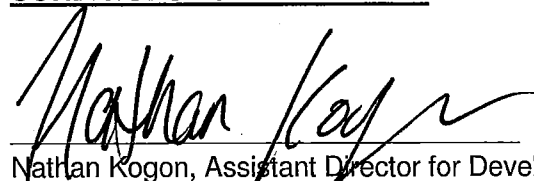
Miami-Dade County Public Schools

Miami-Dade County Public Schools **does not object** to this application. A final determination of Public School Concurrency and capacity reservation will be made as individual developments are submitted for final plat, site plan, or functional equivalent.

OTHER: Not applicable.

RECOMMENDATION: Approval

CONDITIONS FOR APPROVAL: None



Nathan Kogon, Assistant Director for Development Services
Miami-Dade County Department of Regulatory and Economic Resources

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resources Management (RER)	No objection
Fire Rescue	No objection
Parks, Recreation and Open Spaces	No objection
Police	No objection
Public Works and Waste Management	No objection
Water and Sewer	No objection
Transit	No objection
Schools	No objection
*Subject to conditions in their memorandum	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

Land Use Element Goal (Pg. I-2)	Provide the best possible distribution of land use and services to meet the physical, social, cultural, and economic needs of the present and future populations in a timely and efficient manner that will maintain or improve the quality of the natural and man-made environment and amenities, and preserve Miami-Dade County's unique agricultural lands.
Land Use Element Objective LU-1 (Pg. I-2)	The location and configuration of Miami-Dade County's urban growth through the year 2025 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.
Land Use Element Policy LU-1A (Pg. I-2)	High intensity, well designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multi-modal accessibility.
Land Use Element Policy LU-1C (Pg. I-2)	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.
Land Use Element Policy LU-1D (Pg. I-3)	In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of residential areas as neighborhoods which include recreational, educational and other public facilities, houses of worship, and safe and convenient circulation of automotive, pedestrian and bicycle traffic.
Land Use Element Policy LU-1F (Pg. I-3)	To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.
Land Use Element Policy LU-1G (Pg. I-3)	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.
Land Use Element Policy LU-2A (Pg. I-5)	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 Improvement Element (CIE).

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

Land Use Element Objective LU-5 (Pg. I-12)	Upon the adoption of this plan, all public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map", as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Development Master Plan.
Land Use Element Objective LU-7 (Pg. I-14)	Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a pedestrian-friendly environment that promotes the use of rapid transit services.
Land Use Element Policy LU-7D (Pg. I-15)	Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians.
Land Use Element Policy LU-7I (Pg. I-16)	Miami-Dade County will review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors.
Land Use Element Policy LU-8A (Pg. I-17)	Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities Density patterns should reflect the Guidelines for Urban Form contained in this Element.
Land Use Element Policy LU-8B (Pg. I-17)	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.
Land Use Element Objective LU-9 (Pg. I-19)	Miami-Dade County shall continue to maintain, update and enhance the Code of Miami- Dade County, administrative regulations and procedures, and special area planning program to ensure that future land use and development in Miami-Dade County is consistent with the CDMP, and to promote better planned neighborhoods and communities and well designed buildings.
Land Use Element Policy LU-9D (Pg. I-20)	Miami-Dade County shall continue to investigate, maintain, and enhance methods, standards and regulatory approaches, which facilitate sound, compatible mixing of uses in projects and communities.
Land Use Element Policy LU-9F (Pg. I-20)	Miami-Dade County shall formulate and adopt zoning or other regulations to implement the policies for development and design of Metropolitan and Community Urban Centers established in the CDMP through individual ordinances for each urban center.
Land Use Element Policy LU-9G (Pg. I-20)	Miami-Dade County shall review and revise its development regulations to promote building designs in multi-family residential zoning districts which are more compatible with, and sensitive to, surrounding neighborhoods, and to establish minimum densities for development in multifamily residential zoning districts.
Land Use Element Policy LU-9I (Pg. I-20)	Miami-Dade County shall continue to update and enhance its land development regulations and area planning program to facilitate development of better planned neighborhoods and communities, and well designed buildings, and shall encourage and assist municipalities to do the same.
Land Use Element Policy LU-9P (Pg. I-21)	Miami-Dade County shall revise land development regulations to allow live-work units and structures in urban centers and all land use categories that permit the mixture of residential and non-residential uses. Live-work refers to one or more individuals living in the same building where they earn their livelihood usually in professional, artisanal or light industrial activities. The quiet enjoyment expectations of the residential neighbors take precedence over the work needs in a live-work unit or building. Toward this end, the occupational use of the unit shall not include nonresident employees or walk-in trade. No outdoor activity; noise, vibration, odor, electric interference or other effect of the occupation shall be detectable outside the

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

	work-live unit. The regulations should provide for disclosure of neighboring industrial and commercial activities to prospective residential tenants and purchasers.
Land Use Element Policy LU-9Q (Pg. I-22)	Miami-Dade County shall revise land development regulations to allow work-live units in the Business and Office and Industrial and Office land use categories. The term work-live means that the needs of the work component takes precedence over the quite expectations of residents, in that there may be noise, odors, or other impacts of the business, as well as employees, walk-in trade or sales. The predominant use of a work-live unit is industrial or commercial work activity and residential activity is secondary.
Land Use Element Objective LU-10 (Pg. I-23)	Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.
Land Use Element Policy LU-10A (Pg. I-23)	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.
Land Use Element Policy LU-12D (Pg. I-25)	The County shall consider developing strategies that promote infill development in specific areas.
Mass Transit Subelement Goal (Pg. II-29)	Maintain, operate and develop a mass transit system in Miami-Dade County that provides efficient, convenient, accessible, and affordable service to all residents and tourists.
Mass Transit Subelement Objective MT-2 (Pg. II-30)	Coordinate the provision of efficient transit service and facilities with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal, objectives and policies of the Land Use Element.
Mass Transit Subelement Policy MT-2A (Pg. II-30)	Transit system improvements shall be coordinated with, and support the staging and shaping of development as planned in the Land Use Element, through Miami-Dade County's transportation planning process.
Mass Transit Subelement Objective MT-4 (Pg. II-31)	Provide convenient, accessible and affordable mass transit services and facilities.
Mass Transit Subelement Policy MT-4A (Pg. II-31)	Miami-Dade County, with private sector assistance, shall provide mass transit service appropriate for the mix and intensity of development of urban centers identified in the Land Use Element.
Mass Transit Subelement Policy MT-4B (Pg. II-31)	Miami-Dade County, with appropriate private sector contributions shall provide a network of regular and/or special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity.
Land Use Element Urban Centers (Pg. I-46)	<p>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate to high intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically.</p> <p>Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to nearby expressway or major roadways to ensure a high level of countywide accessibility.</p> <p>The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.</p>

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District

Z13-092

The core of the centers should contain business, employment, civic, and/or high or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses that serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and area wide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of both jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning and evening commute or lunch hour.

Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development of these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

Urban Centers - Uses and Activities

Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses are encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Urban Centers - Radius

The area developed as an urban center shall extend to one mile radius around the core or central transit station of a Regional Urban Center designated on the LUP map. Designated Metropolitan Urban Centers shall extend not less than one-quarter mile walking distance from the core of the center or central transit stop(s) and may extend up to one-half mile from such core or transit stops major roads and pedestrian linkages. Community Centers shall have a radius of 700 to 1800 feet but may be extended to a radius of one-half mile where recommended in a professional area plan for the center, consistent with the guidelines herein, which plan is approved by the Board of County Commissioners after an advertised public hearing. Urban Center development shall not extend beyond the UDB.

Urban Centers - Streets and Public Spaces

Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District

Z13-092

connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edged landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixture and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenade, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

Urban Centers - Parking

Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses.

Urban Centers - Buildings

Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.

Urban Centers - Density and Intensity

The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.

	Average Floor Area Ratios (FAR)	Max. Densities Dwellings per Gross Acre
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban Centers (PLMUC)	greater than 3.0 in the core	250
Community Urban Centers	greater than 1.5 in the core not less than 0.5 in the edge	125

In addition, height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

ZONING RECOMMENDATION ADDENDUM
Director of the Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District
Z13-092

PERTINENT ZONING REQUIREMENTS/STANDARDS

33-303.1(D)(7) Developmental Impact Committee	<p>Review and make recommendations concerning County zoning actions, with the exception of applications which seek only non-use variances and/or a modification of a condition(s) or covenant(s) and which do not approve a change of use or an increase in the floor area for any and all nonresidential use(s), which are:</p> <p style="padding-left: 40px;">(a) Required by the regulations to be taken after public hearing, and which would allow individually, or cumulatively within an independent development parcel:</p> <ol style="list-style-type: none">1. Residential developments involving in excess of two hundred fifty (250) dwelling units.2. Business uses involving in excess of ten (10) acres or one hundred thousand (100,000) square feet of retail floor area, or one thousand (1,000) vehicle off-street parking space capacity.3. Recreational, cultural, or entertainment facilities involving in excess of one thousand (1,000) vehicle off-street parking space capacity for single performance or twenty (20) acres.4. Office buildings or office complexes involving in excess of one hundred twenty-five thousand (125,000) square feet of floor space, or one thousand (1,000) vehicle off-street parking space capacity.5. Industrial, processing or manufacturing activity involving fifty (50) acres, or five hundred (500) vehicle off-street parking space capacity.6. Hotel and/or motel developments involving in excess of two hundred fifty (250) units.7. All planned area developments.8. Mixed-use developments with two (2) or more of the land use types specified in 1. through 6. above where none of the individual land uses in the development meet or exceed the thresholds listed in 1. through 6. above and where the sum of the percentages of the appropriate thresholds listed in 1. through 6. above for each applicable land use in the development is greater than one hundred thirty (130) percent. Where a development addresses more than one (1) threshold within a particular land use type listed in 1. through 6. above, then the threshold in that land use type which generates the highest percentage shall be utilized in the calculation of the total mixed-use percentage for the subject development.
Section 33-311 District Boundary Change	<p>(A) The Community Zoning Appeals Boards are advised that the purpose of zoning and regulations is to provide a comprehensive plan and design to lessen the congestion in the highways; to secure safety from fire, panic and other dangers, to promote health, safety, morals, convenience and the general welfare; to provide adequate light and air; to prevent the overcrowding of land and water; to avoid undue concentration of population; to facilitate the adequate provisions of transportation, water, sewerage, schools, parks and other public requirements, with the view of giving reasonable consideration among other things to the character of the district or area and its peculiar suitability for particular uses and with a view to conserving the value of buildings and property and encouraging the most appropriate use of land and water throughout the County.</p> <p>(F) Section 33-311 provides that the Board shall take into consideration, among other factors the extent to which:</p> <ol style="list-style-type: none">(1) The development permitted by the application, if granted, conforms to the Comprehensive Development Master Plan for Miami-Dade County, Florida; is consistent with applicable area or neighborhood studies or plans, and would serve a public benefit warranting the granting of the application at the time it is considered;(2) The development permitted by the application, if granted, will have a favorable or unfavorable impact on the environmental and natural resources of Miami-Dade

ZONING RECOMMENDATION ADDENDUM

Director of the Department of Regulatory and Economic Resources

Bird Road Corridor Urban Area District

Z13-092

	<p><i>County, including consideration of the means and estimated cost necessary to minimize the adverse impacts; the extent to which alternatives to alleviate adverse impacts may have a substantial impact on the natural and human environment; and whether any irreversible or irretrievable commitment of natural resources will occur as a result of the proposed development;</i></p> <p><i>(3) The development permitted by the application, if granted, will have a favorable or unfavorable impact on the economy of Miami-Dade County, Florida;</i></p> <p><i>(4) The development permitted by the application, if granted, will efficiently use or unduly burden water, sewer, solid waste disposal, recreation, education or other necessary public facilities which have been constructed or planned and budgeted for construction;</i></p> <p><i>(5) The development permitted by the application, if granted, will efficiently use or unduly burden or affect public transportation facilities, including mass transit, roads, streets and highways which have been constructed or planned and budgeted for construction, and if the development is or will be accessible by public or private roads, streets or highways.</i></p>
--	--

Memorandum



Date: April 2, 2014

To: Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

From: Jose Gonzalez, P.E.
Department of Regulatory and Economic Resources

A handwritten signature in black ink, appearing to read "Jose Gonzalez".

Subject: BCC #Z2013000092-1st Revision
Bird Road Corridor Urban Area District (BRCUAD)
Bird Road, SW 40 Street between the Palmetto Expressway and
the FTP Homestead Extension Palmetto, Miami-Dade County,
Florida
(BU-1A) (315 Acres)
22-54-40

Enclosed, please find the Department of Regulatory and Economic Resources - Division of Environmental Resources Management (DERM) review of the above referenced zoning application for compliance with the requirements of Chapter 24 of the Code of Miami-Dade County, Florida (the Code). As noted in the attached comments, your application has been reviewed and approved for compliance with the requirements of Chapter 24 of the Code and may be scheduled for hearing.

Wellfield Protection

The portions of township 54, range 40, sections 15, 16, 17 and a portion of Section 18 within the proposed Bird Road Corridor Urban Area District (BRCUAD) are located within the Alexander Orr Wellfield protection area; more specifically, within the maximum and average travel time contours of the said wellfield protection area. Therefore, development on the properties within the wellfield shall be in accordance with the regulations established in Section 24-43 of the Code.

The subject request is to establish a zoning classification that would allow non-residential land uses in this area. Section 24-43(5) of the Code provides that for properties located within the basic wellfield protection area of any public utility potable water supply well, no County or municipal officer, agent, employee, or Board shall approve grant or issue any zoning action for non-residential land uses, unless the property owner has submitted a properly executed covenant running with the land in favor of Miami-Dade County, which provides that hazardous materials shall not be used, generated, handled, discharged, disposed of or stored on that portion of the property located within the basic wellfield protection area of any public utility potable water supply well. Some of the existing non-residential properties in the proposed BRCUAD located in this wellfield protection area do not have the aforementioned covenant. Each non-residential property located in the wellfield protection area would be required to file a covenant prior to the Department approval of this zoning request.

The applicant applied for variances from the aforesaid Code Sections before the Environmental Quality Control Board (EQCB). Based upon the evidence and available information the Board approved the applicant's petition to allow the zoning change action to proceed and to allow each property owner to file the required covenant prior to the approval of any subsequent development orders for any of the properties affected by the zoning action.

Wastewater Disposal

The proposed BRCUAD is located within the Miami-Dade Water and Sewer Department (MDWASD), sanitary sewer franchised service areas. Sanitary sewers are available on certain portions of this area.

The wastewater flows are directed via the sewage conveyance system to the MDWASD Wastewater Treatment Plants, which is an interconnected system, and at present it has sufficient capacity to treat current discharge. Inasmuch as there may be that at some point in time one or more sanitary sewer pump stations are on moratorium status, the capacity of the conveyance system would have to be determined on a case by case basis and would depend on the location of any specific property, at any given time, and would also depend on any proposed land use.

Several of the non-residential properties within the proposed BRCUAD do not have access to public sanitary sewers and are either served by a septic tank and drainfield system or would be served by a septic tank. Pursuant to the Code, non-residential properties can be approved for the interim use of a septic tank and drainfield, provided that the following items are satisfied:

1. The proposed development does not exceed the maximum sewage loading allowed by Section 24-43.1(4)(b) of the Code of 1,500 gallons per day per acre.
2. Pursuant to Section 24-43.1(4)(a) of the Code, the property owner submits a properly executed covenant running with the land in favor of Miami-Dade County which provides that the only liquid waste, less and except the exclusions contained therein, which shall be generated, disposed of, discharged or stored on the property shall be domestic sewage discharged into a septic tank. The covenant shall be submitted to and approved by the Department prior to public hearing. Each non-residential property served by a septic tank would be required to file a covenant prior to the Department approval of this zoning request.

The applicant applied for variances from the aforesaid Code Sections before the Environmental Quality Control Board (EQCB). Based upon the evidence and available information the Board approved the applicant's petition to allow the zoning change action to proceed and to allow each property owner to file the required covenant prior to the approval of any subsequent development orders for any of the properties affected by the zoning action.

Water Supply

Public water can be made available to the properties in the proposed BRCUAD. Therefore, connection of the proposed development to the public water supply system shall be required in accordance with the Code requirements.

Existing public water facilities and services meet the Level of Service (LOS) standards set forth in the Comprehensive Development Master Plan (CDMP). Furthermore, the proposed development order, if approved, will not result in a reduction in the LOS standards subject to compliance with the conditions required by DERM for this proposed development order.

Stormwater Management

A Class VI Permit may be required for the construction of drainage systems in the proposed BRCUAD area.

Drainage restrictions may be applicable, since the site is located within the Alexander Orr Wellfield protection area.

An Environmental Resources Permit from the South Florida Water Management District may be required for the construction and operation of the any surface water management system. This permit shall be obtained prior to site development, final plat or public works approval of paving and drainage plans.

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.

Site grading and development plans shall comply with the requirements of Chapter 11C of the Code, as well as with all state and federal criteria, and shall not cause flooding of adjacent properties.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

Pollution Remediation

There are records of current contamination assessment/remediation sites within the boundaries of the proposed BRCUAD. The Environmental Monitoring and Restoration Division of the DERM will require review of development and construction plans as they relate to environmental conditions of the properties for projects that fall within a documented contaminated site.

Wetlands

The proposed BRCUAD does not contain wetlands as defined by Section 24-5 of the Code; therefore, a Class IV Wetlands Permit will not be required.

The applicant is advised that permits from the Army Corps of Engineers (305-526-7181), the Florida Department of Environmental Protection (561-681-6600) and the South Florida Water Management District (1-800-432-2045) may be required for the proposed project. It is the applicant's responsibility to contact these agencies.

Tree Preservation

The project corridor may contain specimen-sized trees (trunk diameter 18 inches or greater) along the right of way of SW 40th Street. Section 24-49.2(II) of the Code requires that specimen-sized trees be preserved whenever reasonably possible. Since the project is located within a road designated as part of the State Highway System, a County permit is not required for the removal/relocation of tree resources along the right of ways. FDOT is encouraged to coordinate with the Tree Permitting Program of DERM (305-372-6574) prior to any removal/relocation of tree resources.

Please be advised that tree resources subject to the Tree Preservation and Protection provisions of the Code that are located within the sites abutting the corridor will require a Miami-Dade County Tree Removal/Relocation Permit prior to removal and/or relocation. Said permit shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code.

The applicant is required to comply with the above tree permitting requirements. DERM's approval of the subject application is contingent upon inclusion of said tree permitting requirements in the resolution approving this application.

Enforcement History

There are ninety two (92) closed enforcement records and fourteen (14) open enforcement cases records for violations of Chapter 24 of the Code. Please contact the Enforcement Section if you require additional information.

Concurrency Review Summary

A concurrency review has been conducted for this application and has determined that the same meets all applicable LOS standards for an initial development order, as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. Therefore, the application has been approved for concurrency subject to the comments and conditions contained herein.

This concurrency approval does not constitute a final concurrency statement and is valid only for this initial development order, as provided for in the adopted methodology for concurrency review. Additionally, this approval does not constitute any assurance that the LOS standards would be met by any subsequent development order applications concerning the subject property.

This memorandum shall constitute written approval as required by Chapter 24 of the Code.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Christine Velazquez at (305) 372-6764.

cc: Nathan Kogon, Department of Regulatory and Economic Resources

Memorandum



Date: May 29, 2014

To: Eric Silva
Development Coordinator
Department of Regulatory and Economic Resources

From: Antonio Cotarelo, P.E. *for*
County Engineer
Public Works and Waste Management Department

Subject: DIC 13-092
Name: Department of Regulatory and Economic Resources
Section 15 & 22 Township 54 South Range 40 East

I. PROJECT LOCATION:

The property is located on SW 40 Street (Bird Road) between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike.

II. APPLICATION REQUEST:

This application is concerning a 315± acre parcel and seeks a boundary change from RU-1 (Single-family Residential District 7,500 ft² net), RU-2 (Two-family Residential District 7,500 ft² net), RU-3B (Bungalow Court District, 10,000 ft² net), RU-4 (High Density Apartment House District, 50 units/net acre), RU-4M (Modified Apartment House District, 35.9 units/net acre), RU-5A (Semi-professional Office District, 10,000 ft² net), BU-1A (Business Districts, limited), BU-2 (Special Business) BU-3 (Business Districts, liberal wholesale) includes mechanical garage and used car lots and IU (Industrial District) to Bird Road Corridor Urban Area District (BRCUAD).

III. RECOMMENDATION:

This project is located within the jurisdiction of Miami-Dade County. This project is subject to the payment of Road Impact Fees. Additional improvements may be required at time of permitting/platting. **Public Works and Waste Management recommends approval of this application.**

IV. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

Access to this site is available from the north and the south by the Turnpike, SW 117 Avenue, SW 112 Avenue, SW 107 Avenue, SW 102 Avenue, SW 97 Avenue, SW 92 Avenue, SW 87 Avenue, SW 82 Avenue, SW 77 Avenue and the Palmetto and from the east and west from SW 40 Street.

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

Land Use	Existing Zoning	Trip Generation for Existing Zoning	Proposed Zoning	Trip Generation for Proposed Zoning	Total Trip Difference
Industrial	8,494 sq. ft.	12	0 sq. ft.	0	-12
Retail	2,379,338 sq. ft.	4491	2,405,600 sq. ft.	4526	35
Office	2,419,587 sq. ft.	2789	2,414,639 sq. ft.	2783	-6
Residential	3,283 units	1823	7,484 units	4134	2311
Total	N/A	9115	N/A	10,184	1069

A. Trip Generation (Based on Institute of Transportation Engineers)

1,069 new additional PM Peak Hour trips are generated by this development.

B. Cardinal Distribution

North	33%	East	28%
South	20%	West	19%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

The stations that will be directly impacted by this development are the following:

Station Number	Location	Current LOS	Projected Trips	Projected LOS
9130	SW 24 Street w/o SR 821	EE	40	EE
F-72	SW 40 Street e/o HEFT	C	41	C
9170	SW 56 Street w/o SR 821	C	41	C
9744	SW 117 Avenue s/o SW 56 Street	C	40	D
F-74	SW 40 Street e/o SW 107 Avenue	C	40	C
9128	SW 24 Street w/o SW 107 Avenue	D	30	D
9126	SW 24 Street w/o SW 97 Avenue	B	29	B
9699	SW 97 Avenue s/o SW 24 Street	D	30	D
F-1091	SW 107 Avenue n/o SW 40 Street	C	29	C
9124	SW 24 Street w/o SW 87 Avenue	D	59	D
F-42	SW 87 Avenue s/o SW 24 Street	C	59	C
9694	SW 82 Avenue s/o SW 8 Street	C	59	C
9122	SW 24 Street w/o SR 826	C	58	C
F-76	SW 40 Street w/o SW 87 Avenue	C	107	C
F-78	SW 40 Street e/o SW 78 Court	C	107	C
F-41	SW 87 Avenue s/o SW 40 Street	C	29	C
9264	SW 56 Street w/o SW 87 Avenue	C	28	C
F-1075	SW 87 Avenue s/o SW 56 Street	C	29	C
9700	SW 97 Avenue s/o SW 40 Street	C	29	C
9702	SW 97 Avenue w/o SW 56 Street	C	28	C
9266	SW 56 Street w/o SW 97 Avenue	C	29	C
F-47	SW 107 Avenue s/o SW 40 Street	C	43	C
9268	SW 56 Street w/o SW 107 Avenue	B	42	B
F-46	SW 107 Avenue s/o SW 56 Street	C	43	C

VII. IMPACT ON EXISTING ROADWAYS:

Concurrency for the individual projects will be evaluated during the development review process for each parcel.

VIII. DEVELOPMENT IMPROVEMENTS REQUIRED FOR THIS PROJECT:

This application requests a district boundary change from RU-1, RU-2, RU-3B, RU-4, RU-4M, RU-5A, BU-1A, BU-2, BU-3 and IU-1 to Bird Road Corridor Urban Area District. No information was found describing traffic impact in the online system. It is suggested that a traffic concurrency analysis be provided describing the net impact of the project to traffic. Therefore, a traffic impact study report must be provided prior to plats and site plan review.

IX. ACCESS IMPROVEMENTS REQUIRED FOR THIS PROJECT:

Currently there is no development associated with this application and there is no proposal for roadway improvements. However, when the development is proposed, the required access improvements will be addressed during the permitting/platting process.

X. SITE PLAN CRITIQUE:

This land requires platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications and/or improvements required will be accomplished through the recording of a plat.

XI. STANDARD CONDITIONS:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."

c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources
Joan Shen, Ph. D., P.E., PTOE, Chief, Traffic Engineering Division, PWWM
Jeff Cohen, P.E., Assistant Chief, Traffic Engineering Division, PWWM

Memorandum



Date: January 24, 2014

To: Eric Silva, AICP, Assistant Director
Development Services Division
Department of Regulatory and Economic Resources

From:  J.D. Patterson, Director
Miami-Dade Police Department

Subject: Review – Developmental Impact Committee Zoning Application
Case: No. Z2013000092 – Department of Regulatory and Economic Resources

APPLICATION

The Department of Regulatory and Economic Resources (DRER) is requesting a district boundary change from multiple zoning classifications to Bird Road Corridor Urban Area District (BRCUAD). The Board of County Commissioners has requested the BRCUAD to file the rezoning application for properties within the BRCUAD boundary. The subject property is approximately 315 acres and is located along Bird Road, SW 40 Street, between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike, in Miami-Dade County, Florida.

A comparison of existing zoning and proposed district boundary change is as follows.

Use	Existing Zoning	Proposed PLMUC Zoning	Difference (PLMUC minus Existing)
Industrial	8,494 sq. ft.	0 sq. ft.	-8,494 sq. ft.
Retail	2,379,338 sq. ft.	2,409,600 sq. ft.	+26,262 sq. ft.
Office	2,419,587 sq. ft.	2,414,639 sq. ft.	-4,948 sq. ft.
Residential	3,283 units	7,484 units	+4,201 units

CURRENT POLICE SERVICES

The subject property is located in unincorporated Miami-Dade County and serviced by our Midwest and Kendall Districts, located respectively at 9101 NW 25 Street and 7707 SW 117 Avenue, Miami, Florida. Our current staffing allows for an average emergency response time of eight minutes or less.

REVIEW

A review of the application and related documents was conducted to predict the impact on the Miami-Dade Police Department's (MDPD) resources and the impact that the location could have on the proposed zoning modification changes. A calculation of crimes/calls for service of the location was completed and is provided in the attached documents for your Department.

Current data of police staffing, population, and crimes/calls for service was examined to project any increase in calls for service. While we cannot accurately predict the increase in the number of projected calls for service, experience lends itself to anticipate that calls for police service will rise upon the completion of future development due to an increase in citizens being present in the area.

Eric Silva, AICP, Assistant Director
January 24, 2014
Page 2

Present staffing would not accommodate the anticipated increase in the volume of calls for service. Nonetheless, as the area is developed it is projected that a minimum of 20 additional sworn personnel, plus support staff and equipment will be required to maintain current levels of service. The anticipated enhancement in staffing should be increased as the area is developed, and not at the completion of all approved zoning changes/projects. Additionally, it is recommended that future developers within the BRCUAD work closely with the local police district's command staff in considering security options for their site(s).

While the MDPD does not object to any proposed zoning modifications to complete this project, we have great concern that the area would not accommodate the anticipated increase in vehicle and pedestrian traffic the proposed zoning modifications would bring. We strongly encourage that DRER work dutifully with the Miami-Dade County Public Works and Waste Management Department to evaluate the traffic engineering challenges that this district boundary change will pose. It is our position that major road improvements in and around the BRCUAD would need to be included in any approved zoning changes and that these improvements would need to be made prior to the commencement of any projects within the BRCUAD.

Should you have any questions or require additional information, please feel free to contact Sergeant Keith Hedrick, of the Strategic Planning and Development Section, at (305) 471-1990.

JDP/kh
Attachment

Memorandum



DATE: December 16, 2013

TO: Jorge Vital
DIC Coordinator
Department of Regulatory and Economic Resources

FROM: Jacqueline Carranza *Jacqueline Carranza*
Transit Planner 2
Miami-Dade Transit - Engineering, Planning & Development Division

SUBJECT: Review of DIC Project No. 13-092 Department of Regulatory and
Economic Resources – Bird Road Corridor Urban Area District
MDT Project No. OSP006
FSC No. 41.04

MDT Comments/Recommendations

The Bird Road Corridor Urban Area is characterized by commercial uses along Bird Road between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike. Routes 40, 71, and 87 run within the subject corridor and currently provide bus service with a 30 minute or better AM/PM peak-hour headway. Therefore, this application meets the adopted mass transit level of service standards as prescribed by Policy MT-1A of the Mass Transit Sub-element of the Comprehensive Development Master Plan (CDMP). This project has been reviewed by MDT for mass transit concurrency and was found to be concurrent with the mass transit level-of-service standards established for Miami-Dade County. As such, MDT has no objections to this application.

Project Description

13-092 –The applicant is requesting a district boundary change from multiple zoning classifications to Bird Road Corridor Urban Area District (BRCUAD). The subject property is approximately 315 acres and is located along Bird Road, S.W. 40th Street, between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike, in Miami-Dade County, Florida.

Current Transit Service

The Bird Road Corridor Urban Area District area is well served by transit. The area is served by Routes 40, 71, and 87. The alignments for these routes are illustrated on the attached maps. The service headways for these routes (in minutes) are as follows:

Metrobus Route Service Summary
Department of Regulatory and Economic Resources-Bird Road Corridor Urban Area District

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middles)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
40	(15/20/30)/ (15/30)	(30/60)	(30/50)	n/a	60	60	0	L
71	30	60	45	n/a	60	60	0	L
87	30	45	60	n/a	45	60	0	L

Notes: L means Metrobus local route service
 F means Metrobus feeder service to Metrorail
 E means Express or Limited-Stop Metrobus service

November 2013 Line Up

Future Transportation/Transit Improvements

The 2014 Transportation Improvement Program (TIP) lists the following improvements on the roadways and facilities within the immediate vicinity of the site:

Facility/Project Limits	Type of Work
S.W. 117 th Avenue from S.W. 40 th Street to S.W. 8 th Street	Widening: 2 to 4 lanes
Thermoplastic for widening HEFT from Bird Road to SR 836	Signing/Pavement Markings
Thermoplastic for widening HEFT from North of S.W. 72 nd Street to Bird Road	Signing/Pavement Markings
Thermoplastic for Bird Road intersection improvement	Signing/Pavement Markings
Landscaping for HEFT widening from Bird Road to SR 836	Landscaping
Landscaping for HEFT widening from North of S.W. 72 nd Street to Bird Road	Landscaping
Landscaping for Bird Road HEFT MP23 intersection improvements	Landscaping
Widen HEFT (MP21.873-23.8)(6TO10) INC Express lanes North of S.W. 72 nd Street to Bird Road	Add lanes & reconstruct
Bird Road intersection improvements (HEFT MP 23)	Interchange improvement

The 2035 Long Range Transportation Plan (LRTP) lists the following improvement within the vicinity of this project.

Facility/Project Limits	Type of Work	Priority/Funding Phase
S.W. 72 nd Avenue from S.W. 20 th Street to S.W. 40 th Street	Street and traffic operational improvements	Priority I

The 2013 ten-year Transit Development Plan (TDP) identifies in its 2023 Recommended Service Plan the following improvements/adjustments on the existing routes serving the vicinity of the project:

Route	Improvement/Adjustment
40	Extend route to future terminal at S.W. 147 th Avenue and S.W. 8 th Street.
71	Extend route to Palmetto Station via 74 th Street.
87	Extend to Flagler Station in Medley.

c: Monica D. Cejas, P.E., Senior Professional Engineer
 Gerald Bryan, Section Chief Service Planning and Scheduling
 Eric Zahn, Transit Planning Section Supervisor
 Nilia Cartaya, Principal Planner
 Douglas Robinson, Principal Planner

Memorandum



Date: December 18, 2013
To: Jack Osterholt, Director
Department of Regulatory and Economic Resources (RER)
From: Maria A. Valdes, Chief, CSM, LEED® Green Associate *Maria A. Valdes*
Comprehensive Planning & Water Supply Certification Section
Subject: Bird Road Corridor Urban Area District (BRCUAD), DIC Application No. Z2013000092

Below, please find the Miami-Dade Water and Sewer Department's (MDWASD) comments for the subject project. Please note that final points of connection for future development within the subject corridor will be issued at the time of development and capacity modeling evaluation may be required.

Recommendation: Approval based on conditions noted below.

Application Name: Bird Road Corridor Urban Area District (BRCUAD).

Project Location: Approximately 315 acres located along Bird Road, SW 40th Street, between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike.

Proposed Development: The Department of Regulatory and Economic Resources is requesting a district boundary change from multiple zoning classifications to BRCUAD, Bird Road Corridor Urban Area District.

Water/Sewer:

On March 2, 2010, the Board of County Commissioners (BCC) adopted Resolution R-263-10 requiring preparation of a cost estimate for water and sewer infrastructure improvements necessary to support commercial and residential redevelopment of the Bird Road Corridor Area from State Road 826 to the Florida's Turnpike. As requested by the BCC, the MDWASD prepared a preliminary estimate of the water and sewer infrastructure necessary to support development along the Bird Road Corridor area (see attached report). The infrastructure estimates were developed based on conceptual designs and will be revised when actual designs are developed.

All future development within the subject area will be required to obtain a Water Supply Certification (WSC) from MDWASD. The WSC letter shall remain active in accordance with the terms and conditions specified in said Certification. The Water Supply Certification is issued to assure adequate water supply is available to all water users of the MDWASD as required by Policy CIE-5D and WS-2C in the County's CDMF and in accordance with the permitted withdrawal capacity in the MDWASD's 20-year Water Use Permit.

The source of water for the subject area is the Alexander-Orr Water treatment Plant. MDWASD will be the utility providing water services subject to the following conditions:

- Adequate transmission and Plant capacity exist at the time of the applicant's request.
- Adequate water supply is available prior to issuance of a building permit or its functional equivalent.
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

The South District Wastewater Treatment Plant (WWTP) is the facility for treatment and disposal of the wastewater. This WWTP is currently operating under a permit from the Florida Department of Environmental Protection. MDWASD will be the utility providing sewer services subject to the following conditions:

- Adequate transmission and plant capacity exist at the time of the owner's request. Capacity evaluations of the plant for average flow and peak flows will be required, depending on the compliance status of the United States Environmental Protection Agency (USEPA) Second and Final Partial Consent Decree, which may change in the future when the County enters into a new Consent Decree
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

Water Conservation: All future development for the subject area will be required to comply with water use efficiency techniques for indoor water use in accordance with Section 8-31, 32-84 and 8A-381 of the Code of Miami-Dade County. In addition, the future development will be required to comply with the landscape standards in sections 18-A and 18-B of Miami-Dade County Code. In addition, all developments must comply with the Miami-Dade County's permanent landscape irrigation restrictions in Section 32-8.2 of the Miami-Dade County Code.

In addition, please note that Section 8A-381 (c) of the Miami-Dade County Code estates that, *"Effective January 1, 2009, all permit applications for new multifamily residential developments shall be required to include a sub-meter for each individual dwelling unit."*

For more information about our Water Conservation Program please go to
<http://www.miamidade.gov/conservation/home.asp>.

For information concerning the Water-Use Efficiency Standards Manual please go to
http://www.miamidade.gov/conservation/library/WUE_standards_manual_final.pdf

Should you have any questions, please call me at (786) 552-8198 or Alfredo Sanchez at (786) 552-8237.

Memorandum



Date: December 3, 2013

To: Jack Osterholt, Director
Regulatory and Economic Resources

From: Dave Downey, Fire Chief
Miami-Dade Fire Rescue Department

Subject: DIC 2013000092 – Department of Regulatory and Economic Resources
Bird Road Corridor Urban Area District (BRCUAD)

The Department of Regulatory and Economic Resources is requesting a district boundary change from various zoning districts to the Bird Road Corridor Urban Area District (BRCUAD) along Bird Road (SW 40 Street) between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike.

On March 22, 2006, the Board of County Commissioners passed Resolution 564-06 to initiate and organize a Charrette for the area along Bird Road between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike. This legislation, sponsored by Commissioner Javier Souto, initiated the Bird Road Corridor Study which resulted in the adoption of the BRCUAD into the Zoning Code in 2013 by Ordinance 13-58.

The Miami-Dade Fire Rescue Department (MDFR) recognizes that as a result of vehicle dominance, narrow sidewalks, peak hour traffic and off peak excessive vehicular speed, the corridor is not pedestrian friendly and discourages walking and bicycle travel. Furthermore, the corridor is highly recognized as a significant means of east-west travel in Miami-Dade County and lacks identification and distinctive features such as defined gateways or entrances, adequate landscape, and open space. Additionally, the corridor provides inadequate parking and driveway conditions, and is aesthetically unappealing as a result of the clutter of excessive and non-regulated signage.

Bird Road, also known as State Road 976 and SW 40 Street, is a major east-west regional corridor under the jurisdiction of the State of Florida Department of Transportation. Bird Road consists of a six lane divided highway with a median which varies in width. MDFR operates Station No. 3 located at 3911 SW 82 Avenue and it along with other emergency response units utilize the corridor as a means of travel to emergencies.

Presently, MDFR provides adequate emergency and fire service to the residences and businesses along the corridor. In addition to Station No. 3, the following MDFR stations are within close proximity to the corridor and are capable of rendering additional emergency and fire service.

STATION	ADDRESS	EQUIPMENT	STAFF
3	3911 SW 82 Avenue	Rescue, Engine	7
13	6000 SW 87 Avenue	Aerial	4
47	9361 SW 24 Street	Rescue, Engine	7
37	4200 SW 142 Avenue	Rescue, Engine	7

Although emergency and fire response time is adequate to the residences and businesses along the corridor, as a result of the length of the corridor and lack of proposed development information, the Miami-Dade Fire Rescue Department is concerned that future land use re-designations or the rezoning of specific properties may increase population, residential units, along with commercial square footage thereby impacting existing levels of service that the MDFR provides to that area of the County.

Nonetheless, MDFR recognizes that property ownership along the corridor is fragmented. The majority of properties under common ownership are less than five acres with a few properties exceeding five acres. The larger properties are currently developed with commercial and institutional businesses. However, in the event of a significant land use change or rezoning which may increase population, residential units or commercial area, MDFR requests it be notified accordingly in an effort to evaluate the impact on existing service and determine the need for an additional fire station or service to absorb the additional number of alarms.

Notwithstanding, the Miami-Dade Fire Rescue Department supports the BRCUAD and believes it will transform Bird Road from a pass-through corridor into an economically vibrant and livable corridor that will offer a diverse mix of uses served by a variety of transportation modes that will create a unique identity for the community.

This BRCUAD will transform Bird Road into a significant destination as well as safely accommodate vehicle and pedestrian traffic. The improvements to Bird Road will enhance the Westchester area by improving the business environment, providing an array of housing opportunities and improving the overall aesthetics of the corridor.

For additional information, please contact Mr. Carlos Heredia, Planning Section Supervisor, at 786-331-4544.

/ch

Memorandum



Date: December 19, 2013

To: Jack Osterholt, Deputy Mayor
Director, Regulatory and Economic Resources Department

From: Maria I. Nardi, Chief *M.I.N.*
Planning and Research Division
Parks, Recreation and Open Spaces Department

Subject: Z2013000092: DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES.

Application Name: DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES.

Project Location: The site is located at BIRD ROAD (SW 40 ST) BETWEEN THE PALMETTO EXPWY AND THE FTP HOMESTEAD EXTENSION PALMETTO, Miami-Dade County.

Proposed Development: The request is for approval a district boundary change from RU1-2-3B-4-4M-5A-BU1A-2-3/IU1 TO BIRD ROAD.

Existing Conditions: Existing zoning permits 3,283 residential units, industrial, retail and office uses. The local park space need for existing conditions, based on 2.75 acres per 1,000 population, is estimated to be 18.06 acres.

There are 7 local and 5 areawide County parks located within one-mile of the boundaries of the proposed BRCUAD. Within a 3 mile distance of the general boundaries of the BRCUAD, there are numerous other community parks, mini-parks, and neighborhood parks as shown in Table A. This includes Concord Park which is the largest of the nearby local parks.

Table A - County Parks (local only)
Within a 3 Mile Radius of Application Area.

PARK FACILITY	ACRES	CLASSIFICATION
Westbrook Park	2.5	NEIGHBORHOOD PARK
Coral Estates Park	5.2	COMMUNITY PARK
Sunset Heights Park	0.3	MINI-PARK
Schenley Park	2.0	NEIGHBORHOOD PARK
Humble Mini Park	0.5	MINI-PARK
Brothers To The Rescue Memorial Park	5.7	SINGLE PURPOSE PARK
Banyan Park	3.1	NEIGHBORHOOD PARK
Rockway Park	2.5	COMMUNITY PARK
Concord Park	10.0	NEIGHBORHOOD PARK
Westwood Park	5.5	COMMUNITY PARK
Tropical Estates Park	9.1	COMMUNITY PARK
Miller Drive Park	4.1	COMMUNITY PARK
Blue Lakes Park	6.0	NEIGHBORHOOD PARK
Sudlow Park	1.1	MINI-PARK
Sunkist Park	0.8	NEIGHBORHOOD PARK

Snapper Creek Park	5.5	NEIGHBORHOOD PARK
Boys & Girls Club of Miami-Kendall Unit	22.7	COMMUNITY PARK
Sunset Park	2.6	NEIGHBORHOOD PARK
Kendallwood Park	2.7	NEIGHBORHOOD PARK
Tamiami Lakes Park	5.0	NEIGHBORHOOD PARK
International Gardens Park	5.4	NEIGHBORHOOD PARK
Bent Tree Park	5.9	NEIGHBORHOOD PARK
Bird Lakes Park	9.1	COMMUNITY PARK
Royale Green Park	3.3	NEIGHBORHOOD PARK
Millers Pond Park	13.1	COMMUNITY PARK
McMillan Park	13.4	SINGLE PURPOSE PARK
Tamiami Canal Park	1.8	NEIGHBORHOOD PARK
Ruben Dario Park	15.3	COMMUNITY PARK
Francisco Human Rights Park	3.8	MINI-PARK
North Trail Park	15.3	COMMUNITY PARK
Kendall Soccer Park	42.0	SINGLE PURPOSE PARK
Southern Estates Park	13.2	NEIGHBORHOOD PARK
Tamiami Trail Park (North)	1.7	NEIGHBORHOOD PARK
Coral Villas Park	0.4	MINI-PARK

Proposed: The population generated by the additional 4,201 residential dwelling units by the proposed rezoning is estimated to generate a population of approximately 8,402 depending on final development plans. The local park space need, based on 2.75 acres per 1,000 population, would be about 23.1 acres over that generated by existing zoning.

One of the controlling plans included in the BRCUAD regulating plan is the Designated Open Space Plan which provides for about 7 acres of greens, squares and plazas in 26 spaces controlled by anchor points. It is understood that the implementation of the BRCUAD is expected to occur over a long period of time. The proposed BRCUAD is consistent with the vision and principles of the Miami-Dade County Parks and Open Space System Master Plan by promoting a walkable, interconnected street hierarchy which can provide links to existing and planned parks and open spaces with residential uses and transit. The many opportunities to focus landscape beautification along the major roadway corridors and greenways recognize the significant role of the public realm and its relationship to the adjacent land uses. As development is proposed within the BRCUAD, on a case by case basis, it will be important that consideration be given for additional land to be set aside to offset new recreational demands to meet the requirements of the newly developed residential areas. Greenways proposed in the area of the BRCUAD could provide for numerous recreation opportunities with links to areawide and local parks.

Concurrency/Capacity Status: Recreation and Open Space Element policies ROS-2a (i); (ii); (iii); (iv); and (v) provide for the establishment of Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space. This application is in Park Benefit District 2 (PBD2) which has a surplus capacity of 504.72 acres when measured by the County concurrency level-of-services standard for the unincorporated area of 2.75 acres of local recreation open space for 1,000 persons in UMSA.

The 2007 Miami-Dade County Parks and Open Space System Master Plan (OSMP) recommends the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international communities. The future development plans of the application area should be developed to be consistent this objective.

Recommendation: Based on our findings described herein **PROS HAS NO OBJECTION TO THIS APPLICATION**

If you need additional information or clarification on this matter, please contact John Bowers at (305) 755-5447.

MN:jb

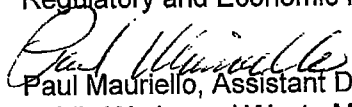
Cc: John M. Bowers, Parks Property Management Supervisor

Memorandum



Date: November 21, 2013

To: Eric Silva, Assistant Director
Regulatory and Economic Resources Department

From: 
Paul Mauriello, Assistant Director, Waste Operations
Public Works and Waste Management Department

Subject: RER - Bird Road Corridor Urban Area District (DIC #13_092)

The Department's review of the above-referenced item is provided below. Additional comments will be provided as needed. If you should have any questions, please do not hesitate to contact Stacey McDuffie, Manager of the Fiscal Management and Planning Division, at 305-514-6661. **The PWWM has no objections to the proposed application.**

Application: *The Regulatory and Economic Resources Department* is requesting a district boundary change to establish the Bird Road Corridor Urban Area District. The present zoning classifications to be changed include: Single Family Residential (RU-1), Two-family Residential (RU-2), Bungalow Court (RU-3B), High Density Apartment House (RU-4), Modified Apartment House (RU-4M), Semi-professional Office (RU-5A) Limited Business (BU-1A), Special Business (BU-2), Liberal Business (BU-3), and Industrial, light manufacturing (IU-1).

Size: The subject property is approximately 315 acres.

Location: The subject property is located at Bird Road, SW 40th Street, between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike, in Miami-Dade County, Florida.

Analysis:

1. Solid Waste Disposal

The Miami-Dade County Solid Waste Management System consists of both County facilities and private facilities under contract as follows: three Class I landfills (two owned by Waste Management Inc., of Florida) a Class III landfill, a Resources Recovery Facility waste to energy plant and associated ash monofill, and three regional transfer facilities. The Public Works and Waste Management Department (PWWM) does not assess or adjust estimated capacity requirements based on the impacts of individual developments. Instead, the Department maintains sufficient disposal capacity to accommodate five years of waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows. The latest Concurrency Status Determination issued on September 25, 2013, which is valid for one year, shows sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Regulatory and Economic Resources Department (formerly the Department of Planning and Zoning) is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed.

2. Garbage and Trash Collection Services

The Bird Road Corridor Urban Area District provides for a variety of land use options. Pursuant to Chapter 15 of the Miami-Dade County Code (Code), entitled Solid Waste Management, single family residences on the property will likely meet the County Code definition of residential units, apartments will be considered multi-family residential establishments, and business and office uses will be considered commercial establishments.

As such, according to Chapter 15 of the Code, residential units, once constructed on the property will receive PWWM waste collection service. Twice weekly curbside waste collection, twice per year scheduled bulky waste collection service, and unlimited use of the 13 Trash and Recycling Centers are the services currently provided to residential units in the PWWM solid waste collection service area.

Per the Code the following is required of multi-family establishments and commercial located in unincorporated Miami-Dade County:

"every commercial and multi-family residential establishment shall utilize the solid waste collection services of either the proper governmental agency able to provide such services, or that of a licensed solid waste hauler authorized to perform such services by the Director of the Department." Therefore, the landlord or property owner is required to contact a private hauler to provide waste and recycling collection service.

3. Recycling: Residential Establishments

The PWWM provides curbside recycling services to **residential units** located in unincorporated Miami-Dade County through a private contractor. The single stream recycling program currently includes separation of glass, aluminum cans, steel cans, plastic bottles, newspaper and phone books. Further information may be obtained by calling the Department's Public Information & Outreach Division at 305-594-1500 or 305-514-6714.

Applicants are **strongly** advised to incorporate adequate space in their building plans to accommodate the recycling program (i.e. somewhere for residents to store their recycling carts).

4. Recycling: Multi-family Residential Establishments

The following language from **Section 15-2.2a** of the Code requires "every multi-family residential establishment shall provide for a recycling program which shall be serviced by a permitted hauler or the appropriate governmental agency and shall include, at a minimum, the five (5) materials listed in Section 15-2.2 below."

- 1) Newspaper
- 2) Glass (flint, emerald, amber)
- 3) Aluminum cans
- 4) Steel cans
- 5) Plastics (PETE, HDPE-natural, HDPE-colored)

Section 15-2.2b of the Code states the failure of a multi-family residential establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner(s) shall be liable, provided, however, that in the case of a condominium or cooperative apartment having a

condominium association or cooperative apartment association, said association, rather than individual unit owners, shall be liable for any such violation.

Applicants are **strongly** advised to incorporate adequate space and facilities in their building plans to accommodate the required recycling program. Requests for approval of modified recycling programs must be made directly to the Department at 305-514-6666.

5. Recycling: Commercial Establishments

The following language from **Section 15-2.3a** of the Code requires commercial establishments "to provide for a recycling program, which shall be serviced by a permitted hauler or the appropriate governmental agency. The recycling program for commercial establishments must include a minimum of three (3) materials chosen from the following:

- | | |
|----------------------------------|--|
| 1) High grade office paper | 6) Steel (cans, scrap) |
| 2) Mixed paper | 7) other metals/scrap production materials |
| 3) Corrugated cardboard | 8) Plastics (PETE, HDPE-natural, HDPE-colored) |
| 4) Glass (flint, emerald, amber) | 9) Textiles |
| 5) Aluminum (cans, scrap) | 10) Wood |

Section 15-2.3 of the Code states the failure of a commercial establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner and the owner(s) and operator(s) of the commercial establishment shall be jointly and severally liable.

6. Waste Storage/Setout Considerations

Section 15-4 of the Code requires that plans for storage and collection of solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of solid waste collection and storage facilities. The site plan legend must contain the following statement: "Facilities for the collection and storage of solid waste are shown in accordance with Section 15-4 of the Miami-Dade County Code."

7. Site Circulation Considerations

It is required that development plans associated with this project incorporate at least one of the following traffic circulation criteria to minimize the reversing of waste vehicles and hence, provide for the safe circulation of service vehicles:

- a. Cul-de-sac with a minimum 49 foot turning radius (no "dead-ends")
- b. "T" shaped turnaround 60 feet long by 10 feet wide
- c. Paved throughway of adequate width (minimum 15 feet)

In addition, any and all alleyways designed with utilities, including waste collection, provided at the rear of the property should be planned in accordance with standard street specifications with sufficient width and turning radii to permit large vehicle access. Additionally, there should be no "dead-end" alleyways developed. Also, a sufficient waste set-out zone should be preserved (between the edge of the pavement and any possible obstructions such as parked cars, fencing, etc.,) that would interrupt or preclude waste collection.

DATE: 25-MAR-14
REVISION 1

**BUILDING AND NEIGHBORHOOD
COMPLIANCE DEPARTMENT**

**ENFORCEMENT HISTORY OF VIOLATIONS OF CHAPTER 19 AND
CHAPTER 33 OF THE MIAMI-DADE COUNTY CODE**

DEPARTMENT OF REGULATORY &
ECONOMIC RESOURCES

BIRD ROAD, SW 40 ST BETWEEN
THE PALMETTO EXPWY AND THE
FTP HOMESTEAD EXTENSION
PALMETTO, MIAMI-DADE
COUNTY, FLORIDA.

APPLICANT

ADDRESS

Z2013000092

HEARING NUMBER

HISTORY:

ENFORCEMENT HISTORY: NC: No cases for folio 3040150410161 and folio 3040220000000.
BNC: No bss cases open or closed for folio 3040150410161 and 3040220000000.

Department of Regulatory & Economic Resources

**OUTSTANDING FINES, PENALTIES, COST OR LIENS
INCURRED PURSUANT TO CHAPTER 8CC:**

REPORTER NAME:

Bird Road Corridor Urban Area (BRCUA) District

The Bird Road Corridor Urban Area District was adopted into the zoning code in 2013 by Ordinance 13-58. For the official adopted article, refer to the Code of Miami-Dade County published by the Municipal Code Corp., available online at www.municode.com.

Sec. 33-284.99.67. Purpose, intent and applicability.

- A. The BRCUAD is guided by the goals, objectives, policies and interpretative text of the Land Use Element of the Comprehensive Development Master Plan.
- B. The regulations contained in this chapter and Chapter 18A, Landscape Code, Code of Miami-Dade County, Florida, shall apply to this article, except as otherwise added to or modified herein.
- C. This Article applies primarily to the area fronting Bird Road (SW 40th Street) between the Palmetto Expressway and the Homestead Extension of the Florida Turnpike. Figure 1 shows the boundaries of the Bird Road Corridor Urban Area District (BRCUAD).
- D. The BRCUAD's Designated Urban Center shall consist of the areas designated as the Core and Center Sub-districts on the Sub-districts Plan in Sec. 33-284.99.69 of this article. As provided in the Standard Urban Center District Regulations, the Workforce Housing requirement shall apply to the area included in the Designated Urban Center boundaries. The legal description of the boundaries of the BRCUAD is on file with the Development Services Division of the Miami-Dade County Department of Regulatory and Economic Resources.
- E. Full scale maps of the boundaries presented in Figure 1, as well as all the Regulating Plans and Street

Development Parameters figures in this article, are on file with the Development Services Division of the Miami-Dade County Department of Regulatory and Economic Resources.

- F. No provision in this article shall be applicable to any property lying outside the boundaries of the BRCUAD as described herein. No property lying within the boundaries of the BRCUAD shall be entitled to the uses or subject to the regulations provided in this article until an application for a district boundary change to BRCUAD has been heard and approved in accordance with the provisions of this chapter.

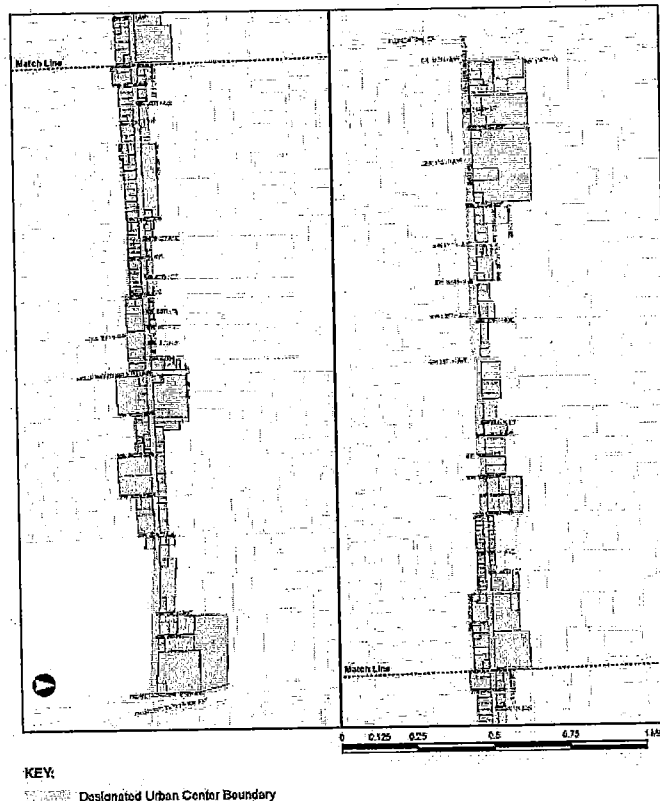


Figure 1

Sec. 33-284.99.68. Bird Road Corridor Urban Area District (BRCUAD) Requirements.

Except as provided herein, all developments within the BRCUAD shall comply with the requirements provided in Article XXXIII(K), Standard Urban Center District Regulations, of this chapter.

Sec. 33-284.99.69. Uses.

Except as provided herein, all permitted, conditionally permitted, and temporary uses within the BRCUAD

shall comply with Section 33-284.83 of this code.

- A. Prohibited Uses. In the Mixed-Use Corridor Special (MCS) category, the following automotive uses shall be prohibited:
 - 1. Sales of new and used automobiles
 - 2. Automobile body and top work and painting
- B. Conditionally Permitted Uses. Notwithstanding the provisions of Section 33-284.83, only the following conditional uses shall be permitted, subject to the





administrative approval of a site plan as required by Section 33-284.88 of this code:

1. Liquor package stores, which shall only be permitted in the Core and Center Sub-districts, and only in compliance with Article X of this chapter.

Sec. 33-284.99.70. Regulating Plans.

The Regulating Plans consist of the following controlling plans as defined and graphically depicted in this section.

- A. The Land Use Plan, which delineates the areas where specified land uses and development of various types and intensities shall be permitted.
- B. The Density Plan, which delineates areas where specified maximum residential densities shall be permitted.
- C. The Building Heights Plan, which establishes the minimum and maximum allowable number of stories.
- D. The Sub-districts Plan, which delineates three (3) sub-districts: the Core, Center and Edge. These sub-districts shall regulate the allowable intensity of development in accordance with the Comprehensive Development Master Plan and this article.
- E. The Designated Open Space Plan, which designates open spaces. Designated open spaces shall be shown in all development plans. The designated open spaces are controlled by anchor points.
- F. The New Streets Plan, which shows the location and the number of new streets needed to create the prescribed network of streets within the BRCUAD. All new A streets shall be required in the same general location as shown on the New Streets Plan. All B streets shall be located as provided in section 33-284.86(F) of this code.

 MCS Mixed-Use Corridor Special
 MC Mixed-Use Corridor
 RM Residential Modified
 I Institutional

This is an aerial map of a residential area in Miami, Florida. The map is oriented with North at the top. A vertical dashed line labeled "Match Line" divides the map into two sections. The left section shows streets from SW 10th Ave to SW 100th Ave. The right section shows streets from SW 100th Ave to SW 108th Ave. A scale bar at the bottom indicates distances from 0 to 1 mile. A north arrow is located in the bottom left corner.

Streets shown on the left side of the Match Line include:







- SW 10th Ave
- SW 11th Ave
- SW 12th Ave
- SW 13th Ave
- SW 14th Ave
- SW 15th Ave
- SW 16th Ave
- SW 17th Ave
- SW 18th Ave
- SW 19th Ave
- SW 20th Ave
- SW 21st Ave
- SW 22nd Ave
- SW 23rd Ave
- SW 24th Ave
- SW 25th Ave
- SW 26th Ave
- SW 27th Ave
- SW 28th Ave
- SW 29th Ave
- SW 30th Ave
- SW 31st Ave
- SW 32nd Ave
- SW 33rd Ave
- SW 34th Ave
- SW 35th Ave
- SW 36th Ave
- SW 37th Ave
- SW 38th Ave
- SW 39th Ave
- SW 40th Ave
- SW 41st Ave
- SW 42nd Ave
- SW 43rd Ave
- SW 44th Ave
- SW 45th Ave
- SW 46th Ave
- SW 47th Ave
- SW 48th Ave
- SW 49th Ave
- SW 50th Ave
- SW 51st Ave
- SW 52nd Ave
- SW 53rd Ave
- SW 54th Ave
- SW 55th Ave
- SW 56th Ave
- SW 57th Ave
- SW 58th Ave
- SW 59th Ave
- SW 60th Ave
- SW 61st Ave
- SW 62nd Ave
- SW 63rd Ave
- SW 64th Ave
- SW 65th Ave
- SW 66th Ave
- SW 67th Ave
- SW 68th Ave
- SW 69th Ave
- SW 70th Ave
- SW 71st Ave
- SW 72nd Ave
- SW 73rd Ave
- SW 74th Ave
- SW 75th Ave
- SW 76th Ave
- SW 77th Ave
- SW 78th Ave
- SW 79th Ave
- SW 80th Ave
- SW 81st Ave
- SW 82nd Ave
- SW 83rd Ave
- SW 84th Ave
- SW 85th Ave
- SW 86th Ave
- SW 87th Ave
- SW 88th Ave
- SW 89th Ave
- SW 90th Ave
- SW 91st Ave
- SW 92nd Ave
- SW 93rd Ave
- SW 94th Ave
- SW 95th Ave
- SW 96th Ave
- SW 97th Ave
- SW 98th Ave
- SW 99th Ave
- SW 100th Ave

Streets shown on the right side of the Match Line include:

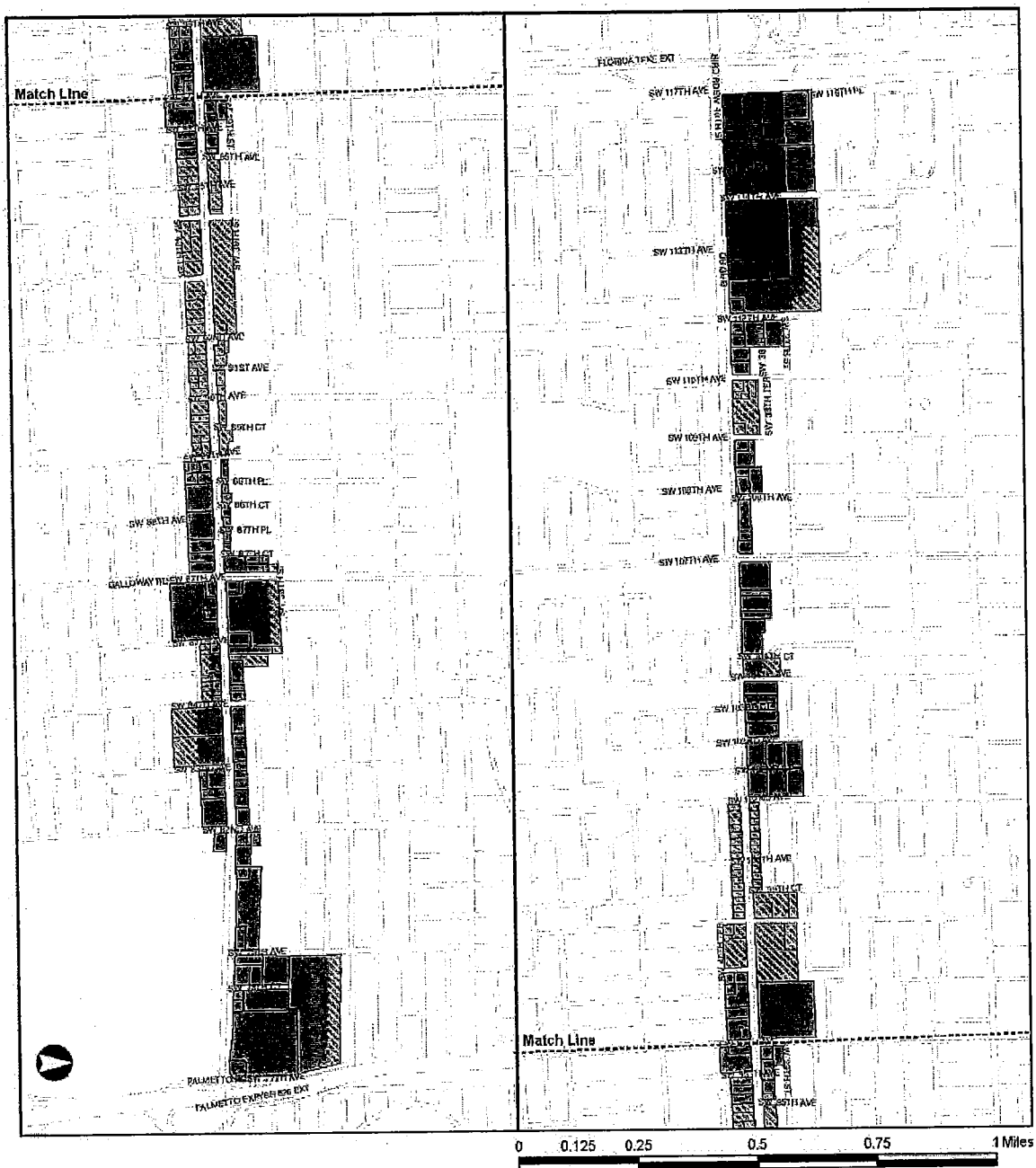
- SW 100th Ave
- SW 101st Ave
- SW 102nd Ave
- SW 103rd Ave
- SW 104th Ave
- SW 105th Ave
- SW 106th Ave
- SW 107th Ave
- SW 108th Ave

Other labels on the map include:




- FLORIDA TURNpike EXT
- SW 10th AVE
- SW 11th AVE
- SW 12th AVE
- SW 13th AVE
- SW 14th AVE
- SW 15th AVE
- SW 16th AVE
- SW 17th AVE
- SW 18th AVE
- SW 19th AVE
- SW 20th AVE
- SW 21st AVE
- SW 22nd AVE
- SW 23rd AVE
- SW 24th AVE
- SW 25th AVE
- SW 26th AVE
- SW 27th AVE
- SW 28th AVE
- SW 29th AVE
- SW 30th AVE
- SW 31st AVE
- SW 32nd AVE
- SW 33rd AVE
- SW 34th AVE
- SW 35th AVE
- SW 36th AVE
- SW 37th AVE
- SW 38th AVE
- SW 39th AVE
- SW 40th AVE
- SW 41st AVE
- SW 42nd AVE
- SW 43rd AVE
- SW 44th AVE
- SW 45th AVE
- SW 46th AVE
- SW 47th AVE
- SW 48th AVE
- SW 49th AVE
- SW 50th AVE
- SW 51st AVE
- SW 52nd AVE
- SW 53rd AVE
- SW 54th AVE
- SW 55th AVE
- SW 56th AVE
- SW 57th AVE
- SW 58th AVE
- SW 59th AVE
- SW 60th AVE
- SW 61st AVE
- SW 62nd AVE
- SW 63rd AVE
- SW 64th AVE
- SW 65th AVE
- SW 66th AVE
- SW 67th AVE
- SW 68th AVE
- SW 69th AVE
- SW 70th AVE
- SW 71st AVE
- SW 72nd AVE
- SW 73rd AVE
- SW 74th AVE
- SW 75th AVE
- SW 76th AVE
- SW 77th AVE
- SW 78th AVE
- SW 79th AVE
- SW 80th AVE
- SW 81st AVE
- SW 82nd AVE
- SW 83rd AVE
- SW 84th AVE
- SW 85th AVE
- SW 86th AVE
- SW 87th AVE
- SW 88th AVE
- SW 89th AVE
- SW 90th AVE
- SW 91st AVE
- SW 92nd AVE
- SW 93rd AVE
- SW 94th AVE
- SW 95th AVE
- SW 96th AVE
- SW 97th AVE
- SW 98th AVE
- SW 99th AVE
- SW 100th AVE

	Max 90 Units/acre net
	Max 60 Units/acre net
	Max 41 Units/acre net
	Max 36 Units/acre net
	Max 23 Units/acre net
	Max 13 Units/acre net

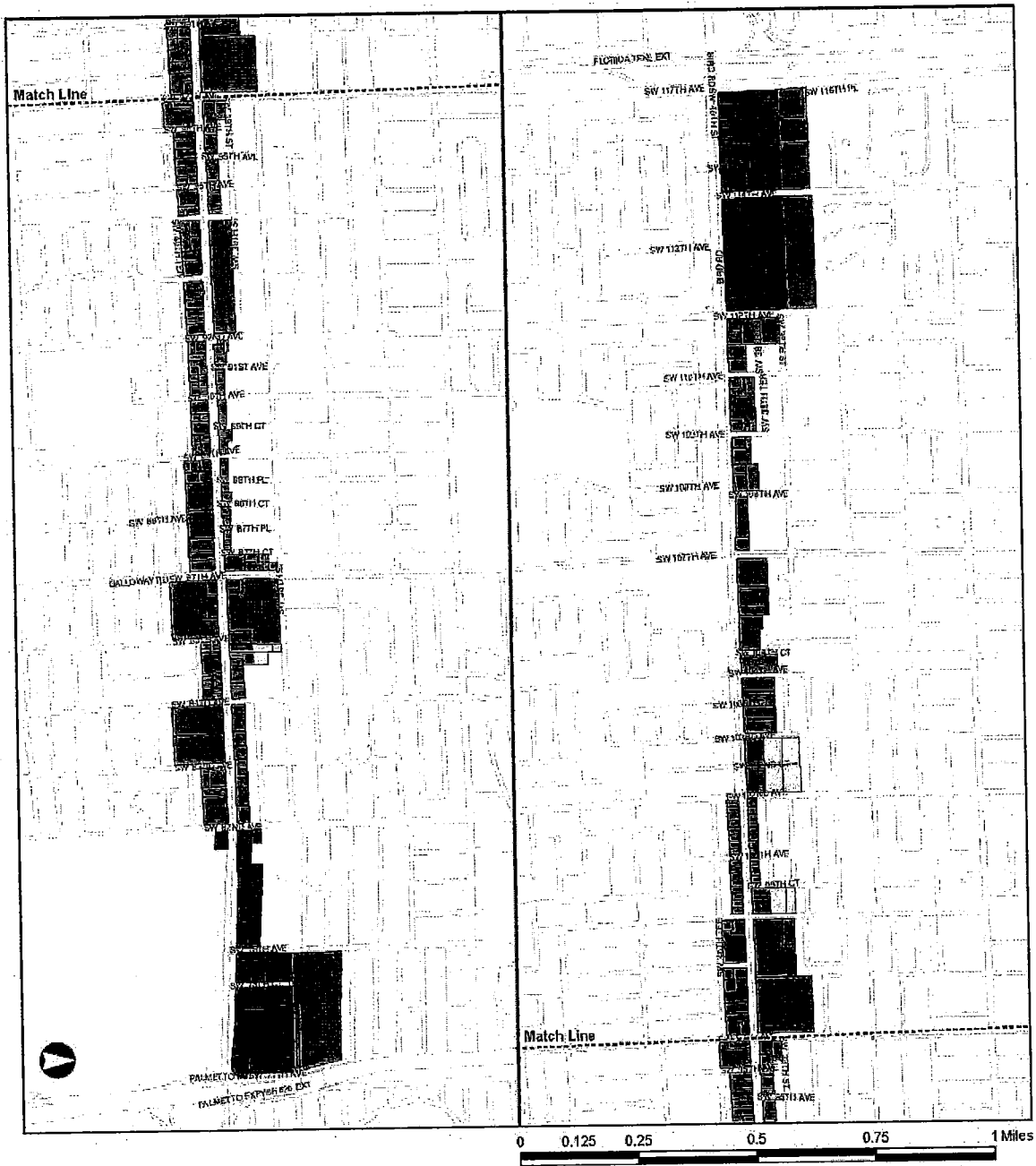
C. Building Height Plan



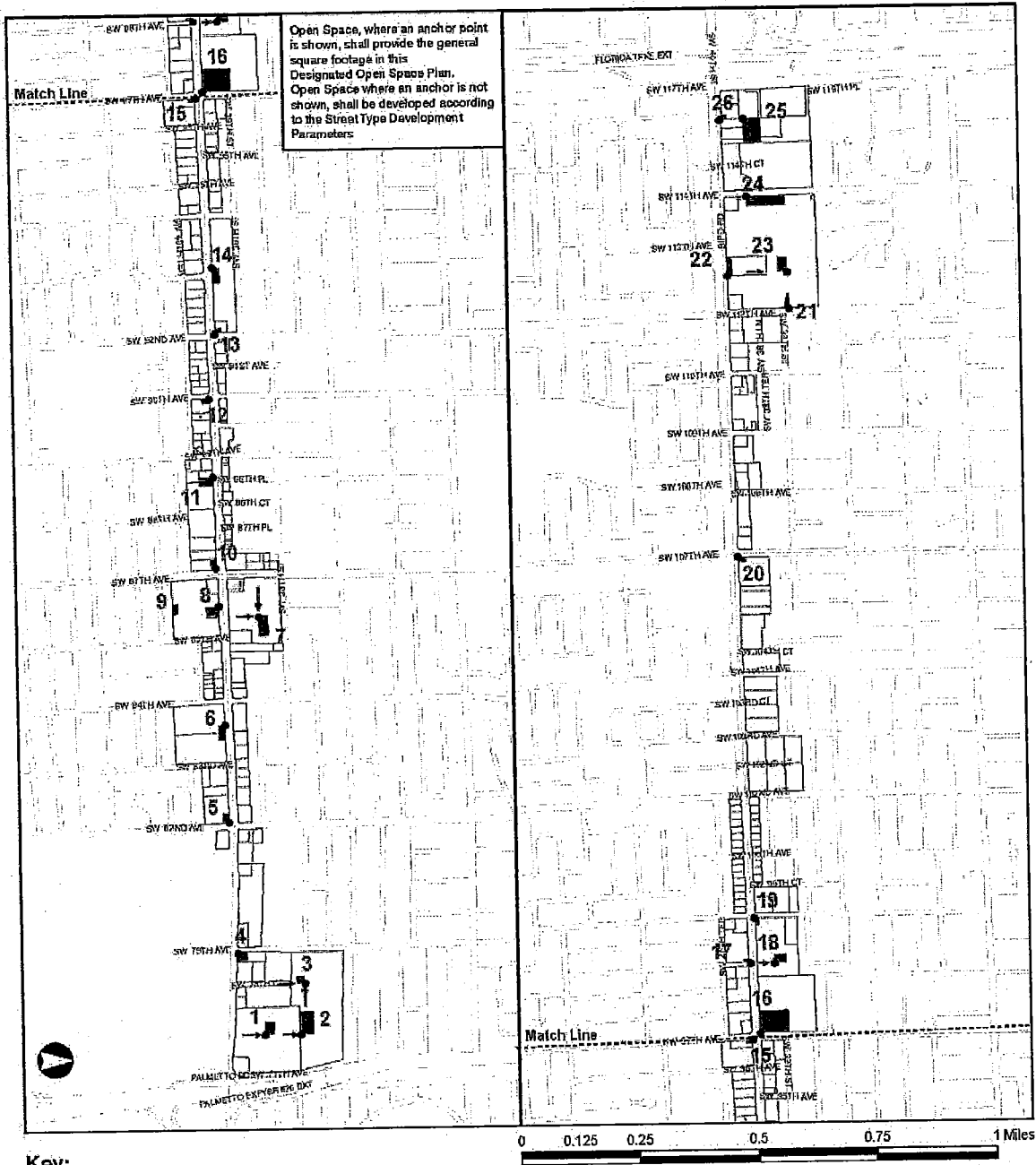
KEY:

 Min 3 - Max 12 Stories
 Min 2 - Max 6 Stories
 Min 2 - Max 4 Stories

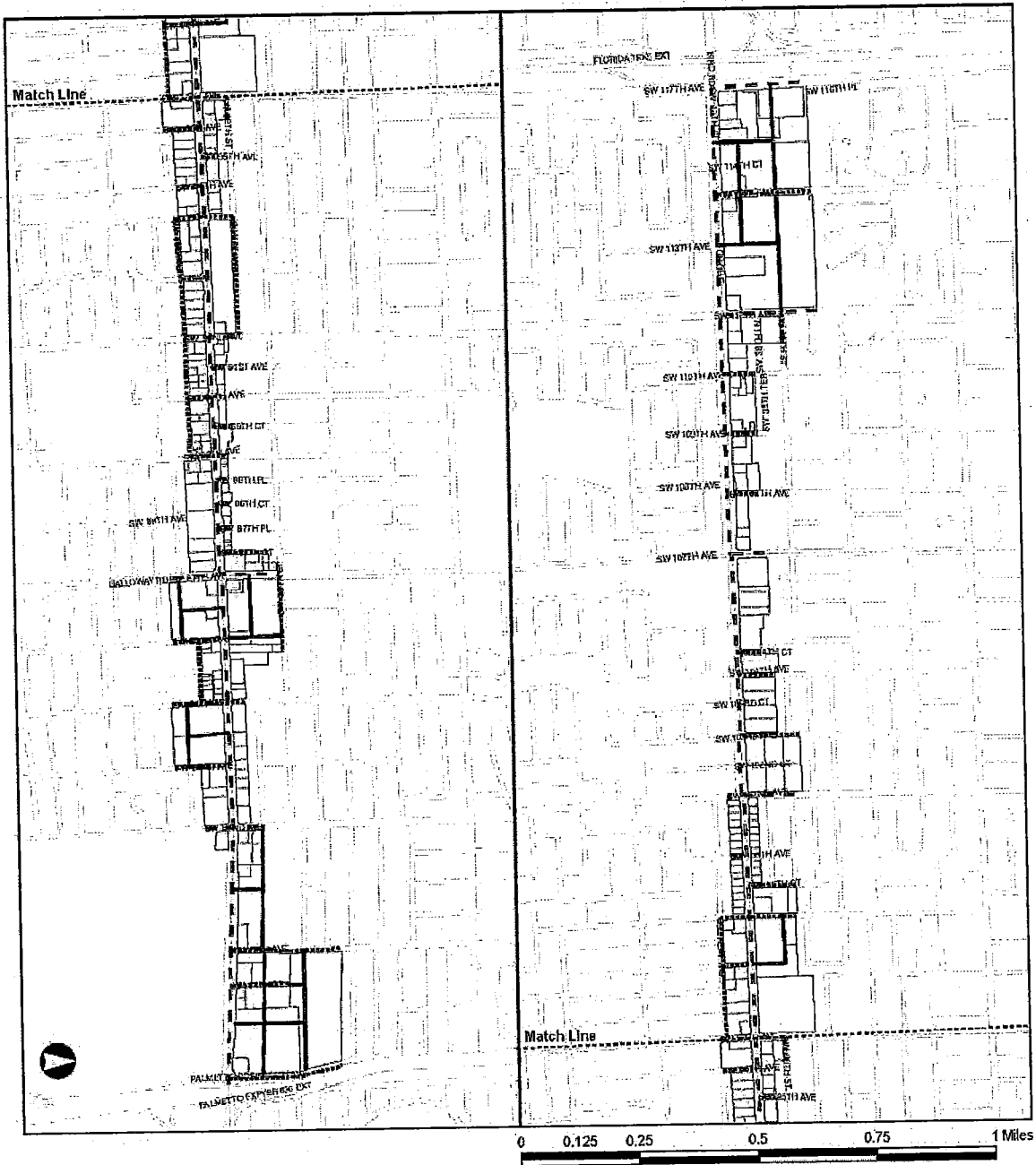
D. Sub-Districts Plan



E. Designated Open Space Plan



F. New Streets Plan



KEY:

- Existing "A" Streets
- Existing "B" Streets
- Proposed "B" Streets

Sec. 33-284.99.71. Development Parameters

- A. Except as otherwise provided in this section, all new development and redevelopment within the BRCUAD shall comply with the development parameters as set forth in Article XXXIII(K) of this chapter.
- B. All new development and redevelopment in areas designated MCS shall comply with the development parameters for the MC area as set forth in Article XXXIII(K) of this chapter.
- C. Except for State roads, streets within the BRCUAD shall comply at a minimum with the Street Type Parameters for Type 5, Minor Street, as provided in section 33-284.85.
- D. The front setback along Bird Road shall be hard surfaced and finished to match the adjoining sidewalk. A minimum of five (5) feet clear width within the setback shall be kept unobstructed for pedestrians. Trees shall be planted within the setback inside grates or planters along the front property line at a maximum of twenty-five (25) feet average on center, with a minimum six (6) inch diameter at breast height.
- E. Buffering between dissimilar land uses shall be in accordance with Section 18A-6(H) of this code.
- F. Where a proposed development abuts an area designated for single-family residential on the Future Land Use Map of the CDMP, the height of the proposed development along the abutting property line, for a minimum depth of 50 feet, shall be no greater than three stories. Examples of the required height transition are shown below.

**Sec. 33-284.99.72. Conflicts with other Chapters and Regulations.**

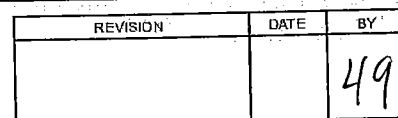
This article shall govern in the event of conflicts with other zoning, subdivision, or landscape regulations of this code, or with the Miami-Dade Department of Public Works Manual of Public Works.

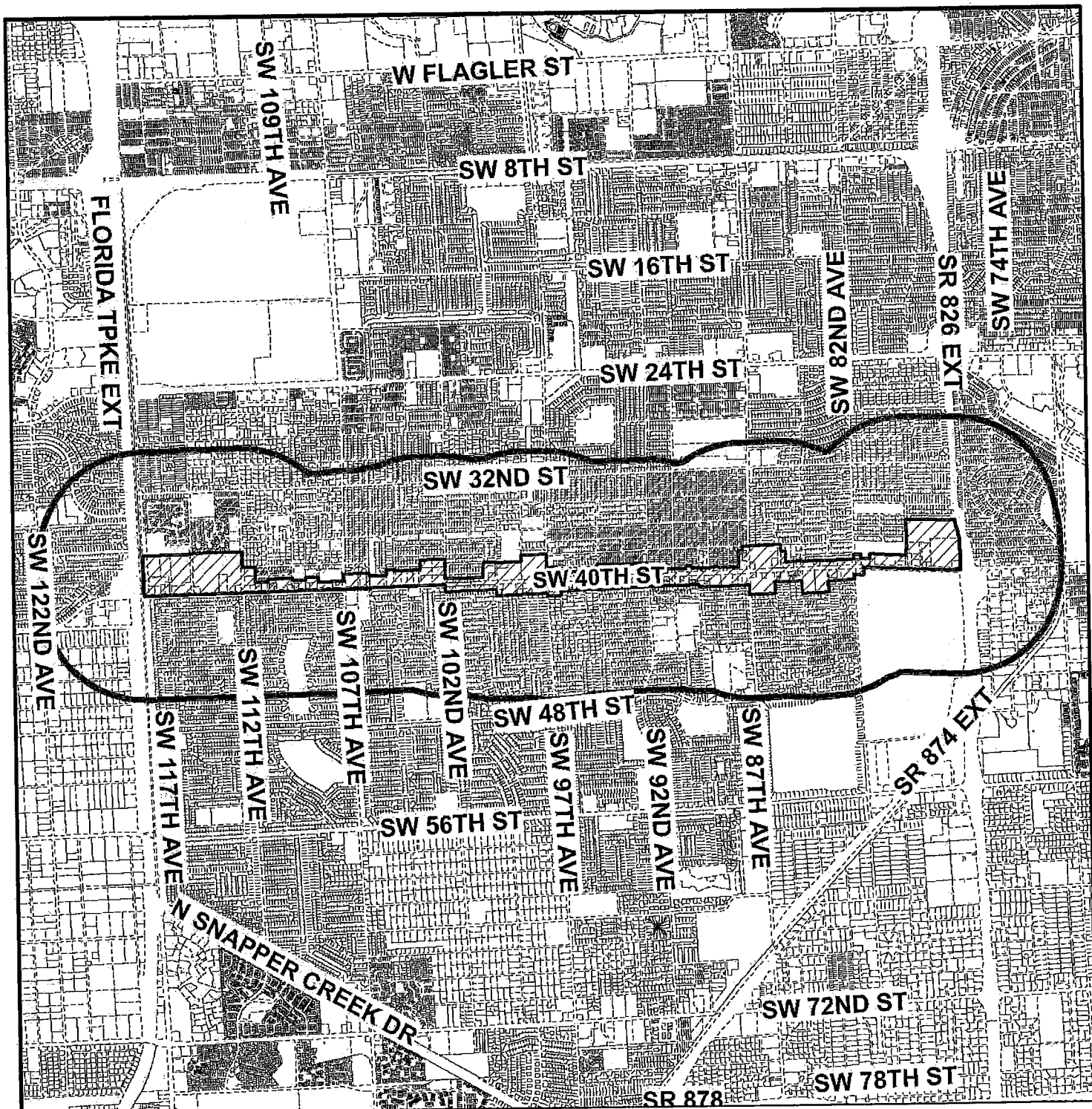
Sec. 33-284.99.73. Nonconforming structures and uses.

Nonconforming uses and structures shall be governed by the provisions of Sec. 33-284.89.2 of this chapter. A

public hearing application that was submitted prior to the date of the district boundary change shall not be subject to the BRCUAD.

(Ord. No. 13-58, 7-4-13)







MIAMI-DADE COUNTY
RADIUS MAP

Process Number
Z2013000092
 RADIUS: 2640



Section: 16/22/17/20/21/19/15/18 Township: 54 Range: 40
 Applicant: DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES
 Zoning Board: BCC
 Commission District: 10
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

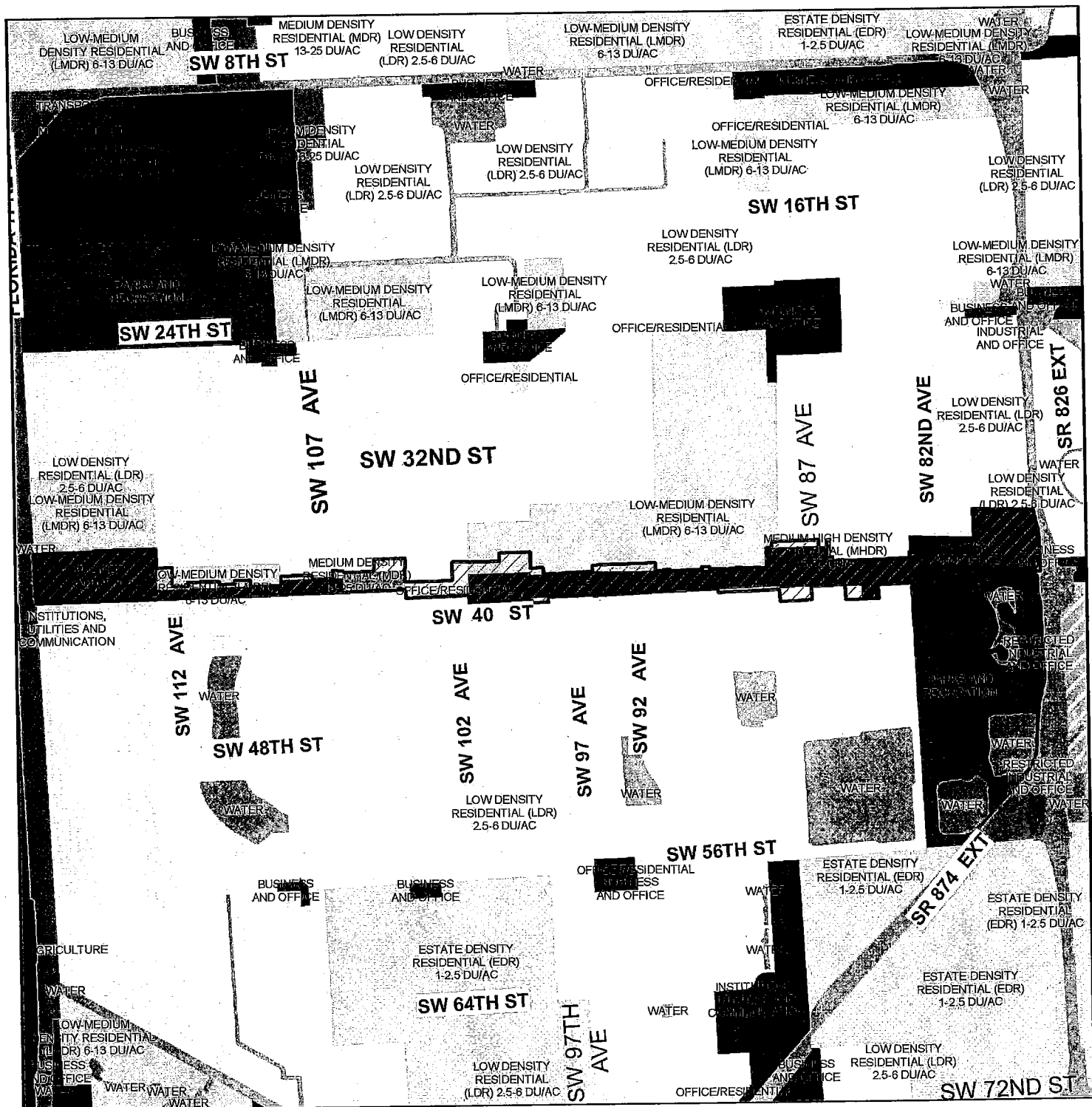
Legend

-  Subject Property
-  Buffer



SKETCH CREATED ON: Friday, November 1, 2013
 REVISION LESS OUT PARCEL : Tuesday, June 10, 2014.

REVISION	DATE	BY
		50





MIAMI-DADE COUNTY
CDMP MAP

Process Number
Z2013000092



Section: 16/22/17/20/21/19/15/18 Township: 54 Range: 40
Applicant: DEPARTMENT OF REGULATORY & ECONOMIC RESOURCES
Zoning Board: BCC
Commission District: 10
Drafter ID: JEFFER GURDIAN
Scale: NTS

Legend

-  Subject Property Case
-  Zoning



SKETCH CREATED ON: Friday, November 1, 2013
REVISION LESS OUT PARCEL : Tuesday, June 10, 2014.

REVISION	DATE	BY

Memorandum



Date: July 17, 2014

To: The Board of County Commissioners

From: Developmental Impact Committee
Executive Council

Subject: Developmental Impact Committee Recommendation

APPLICANT: Advance Learning Charter School, Inc. (Z14-017)

SUMMARY OF REQUESTS:

The applicant seeks to permit a charter school grades K-1st for 125 students.

LOCATION: 17701 NW 57 Avenue, Miami-Dade County, Florida.

COMMENTS:

This application went before the Developmental Impact Committee because the applicant is requesting approval for a charter school. Section 33-303.1(D)(7) of the Code of Miami-Dade County charges the Developmental Impact Committee (DIC) to address applications with respect to: (I) conformance with all applicable plans; (II) environmental impact; (III) impact on the economy; (IV) impact on essential services; and (V) impact on public transportation facilities and accessibility.

Charter schools are educational institutions which are authorized and maintained in accord with the provisions of Chapter 1002 and Chapter 1013.35, Florida Statutes, as same may be amended from time to time. All such public charter schools shall be additionally authorized locally by the Miami-Dade County School Board through a process established by that entity for the approval of the charter. Miami-Dade Land Use regulations relating to public charter school facilities are set forth in Sections 33-152 through 162 of the Code of Miami-Dade County which was established in 2004 pursuant to Ordinance 04-108. The purpose of this Section and relevant provisions of the CDMP are to provide standards for land use approval of public charter school facilities pursuant to said Ordinance. In addition, an Interlocal Agreement with the School Board of Miami-Dade County was also established pertaining to the siting of such facilities and is applicable in the unincorporated area.

The meeting of the DIC Executive Council was held on June 4, 2014 and the attached Department memoranda were reviewed and considered by said Committee.

DIC RECOMMENDATION:

Approval with conditions, as set forth in the Department of Regulatory and Economic Resources' recommendation.

The Executive Council is of the opinion that this application will be in keeping with the Comprehensive Development Master Plan designation for the subject property. In addition, the Council found that the approval of this application with conditions will not be contrary to the public interest, is in keeping with the spirit of the regulations, and will permit the reasonable

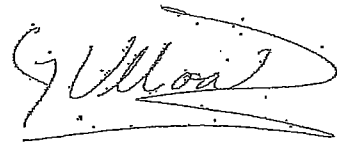
use of the premises. As such, the Executive Council finds that approval of this application will be **consistent** with the CDMP and **compatible** with the surrounding area.

APPLICATION NO. Z14-17
ADVANCED LEARNING CHARTER SCHOOL, INC.

Respectfully Submitted,

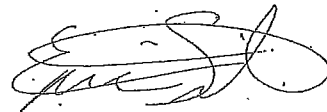
DIC Executive Council
June 04, 2014

Giovannie Ulloa, Fire Chief
Miami-Dade Fire Rescue Department



AYE

Eric Silva, AICP
Sustainability, Planning and Economic Enhancement
Department



AYE

Jose Gonzalez, P.E., Assistant Director
Department of Environmental Resources Mgmt



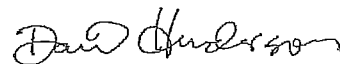
AYE

Bertha M. Goldenberg, Assistant Director
Miami-Dade Water and Sewer Department



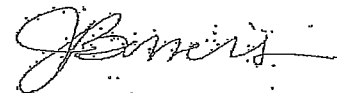
AYE

David Henderson, Bicycle/Pedestrian Specialist
Metropolitan Planning Organization



AYE

John Bowers, Parks Property Management Supervisor
Parks, Recreation and Open Spaces



AYE

**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Development Impact Committee**

PH: Z14-017

DIC Date: June 4, 2014

Recommendation Summary	
Commission District	13
Applicant	Advance Learning Charter School, Inc.
Summary of Requests	The applicant seeks to permit a charter school for 125 students in grades Kindergarten (K) and First (1 st).
Location	17701 NW 57 Avenue, Miami-Dade County, Florida.
Property Size	3.40 acres
Existing Zoning	RU-1, Single-family Residential District 7,500 Sq. Ft. Net
Existing Land Use	Church and Daycare
2020-2030 CDMP Land Use Designation	Low Density Residential (see attached Zoning Recommendation Addendum)
Comprehensive Plan Consistency	Consistent with the LUP map, and the interpretative text and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33-303.1(D)(7) Developmental Impact Committee, Section 33-311(A)(3), Special Exception, Unusual use and New Uses, Section 33-311(A)(7) Generalized Modification Standards (see attached Zoning Recommendation Addendum)
Recommendation	Approval with conditions

REQUESTS:

1. SPECIAL EXCEPTION to permit a charter school.
2. Modification of Condition #2 of Resolution #4-ZAB-309-73, passed and adopted by the Zoning Appeals Board, last modified by Resolution #CZAB5-14-04, passed and adopted by Community Zoning Appeals Board 5, reading as follows:

FROM: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'International Bible Baptist Church,' as prepared by Jerry Clawson, Architect, dated stamped received 8/25/04 and consisting of 12 sheets."

TO: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "Hive - Kindergarten / 1st Grade" as prepared by Sol Arch, consisting of 5 sheets, a floor plan entitled "A New Church Facility For International Bible Baptist Church", as prepared by Jerry Clawson / Architects, consisting of 1 sheet and a landscape plan entitled "International Bible Baptist Church", as prepared by Land Form Design Group, consisting of 1 sheet, for a total of 7 sheets, with sheet A-100 dated stamped received 04/21/14 and the remaining 6 sheets dated stamped received 04/02/14.

The purpose of request #2 is to allow the applicant to submit a revised site plan showing a charter school in lieu of the previously approved private school, kindergarten and day care center.

The aforementioned plans are on file and may be examined in the Department of Regulatory and Economic Resources. Plans may be modified at public hearing.

PROJECT DESCRIPTION AND PROJECT HISTORY:

Pursuant to Resolution #4-ZAB-309-73, the subject property was approved to permit a day nursery and a kindergarten in a private school. Staff notes that there were several other approvals throughout the years. Finally, in 2004, pursuant to Resolution #CZAB5-14-04, the subject property was approved for a religious facility, and a private school containing kindergarten and day care uses for up to 56 children. The applicant now seeks approval of a charter school for 125 students in grades K-1st in place of the previously approved uses.

The submitted plans depict the proposed kindergarten and 1st grade charter school on the 3.40-acre subject property abutting NW 57 Avenue (Red Road) located to the west. Said plans indicate the proposed school comprised of two (2) existing buildings; a two-story church building located towards the southeast corner of the site and a one-story school building located towards the northeast corner of the subject property. A large parking area is shown on the westerly portion of the site and additional parking is shown along the north, south, and east property lines. Adequate landscaping is provided along the perimeter of the site with the exception of ingress and egress areas and it is also provided throughout the site.

<u>NEIGHBORHOOD CHARACTERISTICS</u>		
	Zoning and Existing Use	Land Use Designation
Subject Property	RU-1; Church, private school and daycare	Low Density Residential 2.5 dua to 6 dua
North	RU-1; single-family residences	Low Density Residential 2.5 dua to 6 dua
South	RU-1; single-family residences	Low Density Residential 2.5 dua to 6 dua
East	RU-1; single-family residences	Low Density Residential 2.5 dua to 6 dua
West	IU-C; Offices	Business and Office

NEIGHBORHOOD COMPATIBILITY:

The 3.40-acre subject property is located at 17701 NW 57 Avenue and is surrounded by residential uses.

SUMMARY OF THE IMPACTS:

The approval of this application will allow the applicant to provide the community with additional education services for up to 125 students. However, the proposed increase of one grade level and 69 additional students could have visual, aural and traffic impacts on the surrounding residential area.

COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

The subject property is designated as **Low Density Residential** on the Comprehensive Development Master Plan (CDMP) Land Use Plan (LUP) map. The residential densities allowed in this category shall range from a minimum of 2.5 to a maximum of 6.0 dwelling units per gross

acre. Staff notes that the applicant is requesting to establish a charter school on the subject property with grades K-1st for a maximum of 125 students.

Staff further notes that the CDMP Land Use Element interpretative text for **residential communities** permits neighborhood or community services including **schools** when compatible with the neighborhood. Further, the **Land Use Element Policy LU-4A** sets forth the criteria to determine compatibility and states *when evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable*. Staff notes that to mitigate any potential traffic impact the charter school will be required to comply with the Traffic Operations Plan submitted to the Traffic Engineering Division (TED) of the Public Works and Waste Management (PWWM).

The applicant proposes to utilize the existing buildings on the subject site for a new kindergarten and 1st grade charter school use with a maximum of 125 students. Staff notes that the subject property was previously approved for a private school containing kindergarten and day care uses for up to 56 children. Staff opines that although the proposed increase in students (69 more) and the additional grade level (1st) could generate additional traffic for the surrounding area, the use is compatible with the area given that: the bulk and scale of the structures are similar to the abutting residential developments; does not exceed the maximum height requirement for this residential zoning designation; provides adequate access to the property, and exceeds the minimum parking requirements. Therefore, staff opines that approval of the proposed charter school use is compatible with the surrounding neighborhood. Staff also opines that the proposed kindergarten and 1st grade charter school use would be adequately buffered by the existing landscaping elements which include the required street and lot trees and hedges. Staff further opines that approval of same would not have a negative visual impact on the surrounding properties or on passersby along NW 57 Avenue. For these reasons, staff is of the opinion that the approval of the proposed charter school use is **compatible** with the area based on the criteria described in the CDMP Land Use Element **Policy LU-4A** and **consistent** with the CDMP Land Use Element interpretative text for the **Residential Communities**, and the CDMP Land Use Plan map designation for the subject property.

ZONING ANALYSIS:

When analyzing request #1, to permit a charter school for grades K-1st with 125 students under Section 33-311(A)(3) **Special Exceptions**, Unusual Uses and New Uses, based on the foregoing analysis, staff is of the opinion that the approval of the request with conditions would be **compatible** with the surrounding area. Further, staff opines that based on the memoranda submitted by the departments reviewing the application, approval of the request would not have an unfavorable effect on the economy of Miami-Dade County, will not tend to create a fire or other equally or greater dangerous hazard, or provoke excessive overcrowding of people. The Division of Environmental Resources Management of the Department of Regulatory and Economic Resources memorandum indicates that approval will not result in a reduction in the LOS standards for potable water service, wastewater disposal, or stormwater management. Additionally the memorandum from the Miami-Dade Fire Rescue Department does not indicate that the expansion will have a negative impact on fire rescue services in the area. Staff notes that the memoranda submitted by the Departments of Park, Recreation and Open Spaces, Water and Sewer, and Transit indicate no objection to the application. Based on the aforementioned department memoranda, staff opines that the request will not result in, among other things, excessive noise or cause undue or excessive burden on public facilities.

As part of this application, the applicant submitted a Traffic Impact Study, Site plans and a School Traffic Operations Plan for the Traffic Engineering Division (TED) of the Public Works and Waste Management (PWWM) to review. The PWWM has indicated in its memorandum dated May 6, 2014, that the application will generate 46 PM and 56 AM Peak Hour trips based on the Institute of Traffic Engineering (ITE) standards and will not exceed the Level of Service (LOS) on the surrounding roadways. Therefore, its memorandum indicated that the application meets the Traffic Concurrency criteria. However, said Department indicated in its memorandum certain requirements that need to be met by the applicant among which are that a declaration of restrictions in favor of Miami-Dade County Public Works and Waste Management Department must be recorded in the official records of Miami-Dade County prior to the date of the school opening. Based on the aforementioned analysis, staff opines that approval with conditions of the application would not have a negative impact on traffic on the abutting roadways and would be **compatible** with the surrounding area.

Therefore, when considering the necessity for and reasonableness of the applied for use in relation to the present and future development of the area and the compatibility of the applied for use with the area and its development, staff opines that the proposed charter school is **compatible** with the same based on the reasons stated above. **As such, staff recommends approval with conditions of request #1 under Section 33-311(A)(3) Special Exceptions, Unusual Uses and New Uses.**

The applicant also seeks approval to modify the previously approved plans (request #2) in order to submit a revised site plan showing a charter school in lieu of the previously approved private school, kindergarten and day care center. Staff opines that when request #2 is analyzed under the General Modification Standards, Section 33-311(A)(7), said request would be not generate excessive noise, traffic, provoke excessive overcrowding of people, tend to provoke a nuisance and would be **compatible** with the surrounding area for the reasons stated below. The submitted plans depict the proposed kindergarten and 1st grade charter school on the 3.40-acre subject property abutting NW 57 Avenue (Red Road) located to the west. Staff notes that the buildings' footprints are not changing to accommodate the additional 69 students. However, the applicant is enhancing the parking and traffic configuration to allow for the drop off and pick up of the anticipated 125 total students. Staff opines that the overall design of the existing buildings and location provide for a cohesive campus for the proposed charter school because the façade and scale were previously designed to match that of the existing surrounding residential community. Additionally, staff opines that the proposed charter school use within the existing buildings will not create any new visual impacts and will be adequately buffered from the adjacent properties by landscaping that includes hedges and trees, and therefore, any visual impact generated by the proposed charter school use would be minimal.

Further, as previously mentioned, based on the memoranda from the Departments reviewing the application including the Miami-Dade Fire Rescue and other departments, approval of the application will not generate excessive noise, tend to create a fire or other equally or greater dangerous hazard, or provoke excessive overcrowding of people, or would not tend to provoke a nuisance when considering the necessity and reasonableness of the modification or elimination in relation to the present and future development of the area concerned. **Based on the aforementioned, staff recommends approval with conditions of request #2 under Section 33-311(A)(7) Generalized Modification Standards.**

ACCESS, CIRCULATION AND PARKING: The submitted plans indicate two (2) ingress/egress drives along the western property line abutting NW 57 Avenue. The applicant has provided 94 more parking spaces than the required 63 parking spaces for the 125 students and staff of the proposed charter school. Additionally, the submitted plans indicate 21 stacking spaces for the drop off and pick-up of students within the subject property which staff opines is adequate to accommodate the number of students and staff.

NEIGHBORHOOD SERVICES PROVIDER REVIEW:

Aviation

The Miami-Dade County Aviation Department (MDAD) has no objections to this application.

Division of Environmental Resources Management (Department of Regulatory and Economic Resources)

The Division of Environmental Resource Management (DERM) does not object to this application subject to conditions after a review for compliance with the requirements of Chapter 24 of the Code of Miami-Dade County.

The DERM memorandum states that a concurrency review has been conducted for this application and has determined that the same meets all applicable LOS standards for an initial development order, as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. Therefore, the application has been approved for concurrency subject to the comments and conditions contained herein. Its memorandum indicates that the property is located within the Miami-Dade Water and Sewer Department's water and sewer franchised service areas. Its memorandum further indicates that the applicant is required to comply with the tree permitting requirements and must meet the standards of Section 24.49.2 and 24.49.4 of the Code that includes the submittal of a tree survey. The subject properties do not contain any jurisdictional wetlands.

Miami-Dade Fire Rescue

The Miami-Dade Fire Rescue Department (MDFRD) does not object to this application.

Its memorandum indicates that the proposed development could generate approximately 15 fire and rescue calls annually. The department states that the estimated number of alarms would result in a moderate impact to the existing fire and rescue service and current stations serving the area will be able to handle the additional number of alarms. The average travel time to the vicinity of the proposed development is 6:12 minutes (based on 2013 data). Travel time to the vicinity of the proposed development complies with the national performance objective.

Miami-Dade Police Department

The Miami-Dade Police Department (MDPD) does not object to this application. Its memorandum indicated that based on data pertaining to the charter school, it cannot be projected as to any increase in calls for service. However, the MDPD memorandum indicates that experience lends itself to anticipate that when additional citizens are present in the area, traffic increases, truants may be present and calls for service may rise. The MDPD memorandum also stated that current staffing should accommodate any slight increase in the volume of calls for service. Its memorandum also encouraged the applicant and developers to work with police during any future application, design or construction changes to determine the best possible solutions or security options.

Miami-Dade Transit

The Miami-Dade Transit Department (MDT) has no objections to this application.

Its memorandum indicates that the proposed development meets the mass transit Level-Of-Service standards established for Miami-Dade County. The MDT indicates in its memorandum that there is no direct transit service currently serving this site. However, its memorandum indicates that the planned transit improvements as identified in the 2023 Recommended Service Plan will accommodate the transit demand generated by the proposed development.

Parks, Recreation and Open Spaces

The Miami-Dade Parks, Recreation and Open Spaces Department (MDPROS) does not object to this application.

The MDPROS indicates in its memorandum that the application does not generate any residential population applicable to CDMP Open Space Spatial Standards; therefore, the Department has no pertinent comments concerning impact or demand on existing County parks.

Public Works and Waste Management Department (Traffic Engineering Division):

The Public Works and Waste Management Department, does not object to this application subject to the conditions outlined in its memorandum.

Its memorandum indicates that the anticipated trip generation based on Institute of Transportation Engineers (ITE) is 46 PM and 56 AM Peak Hour trips generated by this development; however, the traffic distribution of these trips will not exceed the acceptable Levels of Service (LOS) on the surrounding roadways.

Its memorandum indicates that the application meets the criteria for traffic concurrency for an Initial Development Order. The memorandum further indicates that no vehicle trips have been reserved by this application and that this project is subject to the payment of Road Impact Fees.

Public Works and Waste Management Department (Fiscal, Planning and Performance Management Division)

The Public Works and Waste Management Department, Fiscal, Planning and Performance Management Division does not object to this application.

Its memorandum indicates that the school will likely be considered a commercial establishment per Chapter 15 of the County Code. The PWWM memorandum indicates that the Department does not actively compete for commercial waste collection service at this time and that waste collection services may be provided by a private hauler, therefore, this application will have no impact or any associated costs.

Water and Sewer Department

The Miami-Dade County Water and Sewer Department (MDWASD), has no objections to this application subject to the conditions. Its memorandum indicates that the subject property is located within the MDWASD service area for water and sewer services within the Urban Development Boundary (UDB).

Miami-Dade County Public Schools

The Miami-Dade County Public Schools does not object to this application.

Its memorandum indicates that the contract status for the charter school has been approved and is awaiting final execution.

OTHER: Not applicable.

RECOMMENDATION:

Approval with conditions.

CONDITIONS FOR APPROVAL :

1. That all the conditions of Resolution #CZAB5-14-04 remain in full force and effect, except as herein modified.
2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "Hive - Kindergarten / 1st Grade" as prepared by Sol Arch, consisting of 5 sheets, a floor plan entitled "A New Church Facility For International Bible Baptist Church", as prepared by Jerry Clawson / Architects, consisting of 1 sheet and a landscape plan entitled "International Bible Baptist Church", as prepared by Land Form Design Group, consisting of 1 sheet, for a total of 7 sheets, with sheet A-100 dated stamped received 04/21/14 and the remaining 6 sheets dated stamped received 04/02/14.
3. That the use be established and maintained in accordance with the approved plan.
4. That the applicant submits to the Department of Regulatory and Economic Resources for its review and approval a landscaping plan which indicates the type and size of plant material prior to the issuance of a building permit and to be installed prior to the issuance of a Certificate of Occupancy.
5. That the applicant shall comply with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Public Works and Waste Management Department as may be contained in its memorandum dated May 6, 2014.
6. That the applicant comply with all the applicable conditions, requirements, recommendations, requests and other provisions of the Division of Environmental Resources of the Department of Regulatory and Economic Resources as contained in its memorandum dated April 23, 2014.
7. That the applicant obtain a Certificate of Use from and promptly renew the same annually with the Department of Regulatory and Economic Resources, upon compliance with all terms and conditions, the same subject to cancellation upon violation of any of the conditions.
8. That the school gates be opened at least 45 minutes prior to the arrival and dismissal times.
9. That at the time of Certificate of Use renewal and each subsequent renewal, the owner shall submit to the Department of Regulatory and Economic Resources a letter from the principal of the school detailing the number of students and the grade levels that are currently enrolled in said facility.

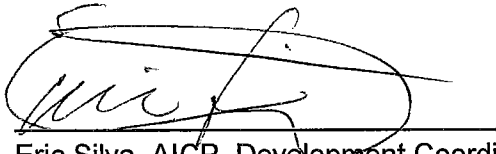
10. That the charter school use be limited to grades Kindergarten through 1st and be limited to a maximum of 125 students.
11. That the owner shall have trained personnel on site to manage the traffic operations during the arrival and dismissal period.
12. That the applicant shall provide an annual traffic report to be submitted and reviewed by the Public Works and Waste Management Department and the Department of Regulatory and Economic Resources prior to the issuance of the annual Certificate of Use, that verifies compliance with the approved Traffic Operations Plan (TOP).
13. That at the time of Certificate of Use renewal and with each subsequent renewal, the owner shall submit to the Department of Regulatory and Economic Resources a letter or approved form from the Public Works and Waste Management Department showing that the school facility is in compliance with the traffic impact study and the TOP that was submitted as part of the hearing application.
14. That no outside speakers other than in connection with emergency systems shall be permitted on the property.
15. That the waste pick-up for the charter school shall be performed by a private commercial entity and shall be limited to pick-up between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday, except during arrival and dismissal times.
16. That night activities and/or special events shall be limited to twelve (12) events per year and shall end no later than 10:00 PM.
17. That the outside lighting shall be permitted with the proper shielding according to Miami-Dade County Code.
18. That if the charter school fails after establishment, the owner, within thirty-six months of the charter school's closure shall:
 - a) Cause the charter school to be in full compliance with all zoning regulations applicable to the Property allowing a use other than the charter school.
 - b) Transfer the operation of the charter school to another charter school operator or to the Miami-Dade County School Board after securing the necessary approvals from the Miami-Dade School Board; or
 - c) Convert the charter school to a permitted use within the zoning district applicable to the property, provided said use has first been authorized through the issuance of the appropriate permits from the Department; or
 - d) Secure necessary public hearing approvals to convert the charter school to a use not otherwise permitted within the zoning district applicable to the property.

Advance Learning Charter School, Inc.

Z14-017

Page | 9

ES:MW:NN:CH:JV

A handwritten signature in black ink, appearing to read 'Eric Silva', is written over a horizontal line.

Eric Silva, AICP, Development Coordinator
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

ZONING RECOMMENDATION ADDENDUM

Advance Learning Charter School, Inc.
Z14-017

NEIGHBORHOOD SERVICES PROVIDER COMMENTS	
Division of Environmental Resource Management (RER)	No objection*
Platting and Traffic Review Section (RER)	No objection*
Parks, Recreation and Open Spaces	No objection
Fire Rescue	No objection
Schools	No objection
*Subject to conditions in their memorandum.	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

Low Density Residential (Pg. I-31)	The Adopted 2015 and 2025 Land Use Plan designates the subject property as being within the Urban Development Boundary for Low Density Residential use. This category allows a range in density from a minimum of 2.5 to a maximum of 6.0 dwelling units per gross acre. The types of housing typically found in areas designated low density include single-family housing e.g., single family detached, cluster and townhouses. It could include low-rise apartments with extensive surrounding open space or a mixture of housing types provided that the maximum gross density is not exceeded.
Residential Communities (Pg. I-26)	The areas designated Residential Communities permit housing types ranging from detached single-family to attached multifamily buildings, as well as different construction systems. Also permitted in Residential Communities are neighborhood and community services including schools, parks, houses of worship, daycare centers , group housing facilities, and utility facilities, only when consistent with other goals, objectives and policies of this Plan and compatible with the neighborhood. The character of the "neighborhood" reflects the intensity and design of developments, mix of land uses and their relationships.
Policy LU-4A (Page I-11)	When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.

PERTINENT ZONING REQUIREMENTS/STANDARDS

Section 33-311(A)(7) Generalized Modification Standards.	The Board shall hear applications to modify or eliminate any condition or part thereof which has been imposed by any final decision adopted by resolution; and to modify or eliminate any provisions of restrictive covenants, or parts thereof, accepted at public hearing, except as otherwise provided in Section 33-314(C)(3); provided, that the appropriate Board finds after public hearing that the modification or elimination, in the opinion of the Community Zoning Appeals Board, would not generate excessive noise or traffic, tend to create a fire or other equally or greater dangerous hazard, or provoke excessive overcrowding of people, or would not tend to provoke a nuisance, or would not be incompatible with the area concerned, when considering the necessity and reasonableness of the modification or elimination in relation to the present and future development of the area concerned, or (b) (i) that the resolution that contains the condition approved a school use that was permitted only as a special exception, (ii) that subsequent law permits that use as of right without the requirement of approval after public hearing, and (iii) that the requested modification or elimination would not result in development exceeding the
---	---

ZONING RECOMMENDATION ADDENDUM

Advance Learning Charter School, Inc.
Z14-017

	<i>standards provided for schools authorized as a matter of right without the requirement of approval after public hearing.</i>
Section 33-311(A)(3) Special Exception, Unusual and New Uses.	<i>Hear applications for and grant or deny special exceptions; that is, those exceptions permitted by the regulations only upon approval after public hearing, new uses and unusual use which by the regulations are only permitted upon approval after public hearing; provide the applied for exception or use, including exception for site or plot plan approval, in the opinion of the Community Zoning Appeals Board, would not have an unfavorable effect on the economy of Miami-Dade County, Florida, would not generate or result in excessive noise or traffic, cause undue or excessive burden on public facilities, including water, sewer, solid waste disposal, recreation, transportation, streets, roads, highways or other such facilities which have been constructed or planned and budgeted for construction, area accessible by private or public roads, streets or highways, tend to create a fire or other equally or greater dangerous hazards, or provoke excessive overcrowding or concentration of people or population, when considering the necessity for and reasonableness of such applied for exception or use in relation to the present and future development of the area concerned and the compatibility of the applied for exception or use with such area of and its development.</i>

3. ADVANCED LEARNING CHARTER SCHOOL, INC.
(Applicant)

14-7-CC-2 (14-017)
BCC/District 13
Hearing Date: 07/17/14

Property Owner (if different from applicant) **David K. O'Rear.**

Is there an option to purchase ☐ /lease ☐ the property predicated on the approval of the zoning request? Yes ☒ No ☐

If so, who are the interested parties? **Advanced Learning Charter School.**

Disclosure of interest form attached? Yes ☒ No ☐

Previous Zoning Hearings on the Property:

<u>Year</u>	<u>Applicant</u>	<u>Request</u>	<u>Board</u>	<u>Decision</u>
1973	Ruston Academy	<ul style="list-style-type: none">- Special Exception to permit continuous use of existing private school.- Unusual Use to permit kindergarten and day nursery.	ZAB	Approved In Part
1983	Spanish Bible Baptist Church	<ul style="list-style-type: none">- Special Exception to permit an expansion of church and school.- Modification of resolution.	ZAB	Approved with Condition(s)
1992	Spanish Bible Baptist Church	<ul style="list-style-type: none">- Modification of condition of resolution.- Non-Use Variance of classroom square footage.	ZAB	Approved with Condition(s)
2004	International Bible Baptist Church Inc.	<ul style="list-style-type: none">- Modification of condition of resolution.- Non-Use Variance of parking setbacks and trees.- Non-Use Variance to waive zoning regulations.	C05	Approved with Condition(s)


Action taken today does not constitute a final development order, and one or more concurrency determinations will subsequently be required. Provisional determinations or listings of needed facilities made in association with this Initial Development Order shall not be binding with regard to future decisions to approve or deny an Intermediate or Final Development Order on any grounds.

Memorandum



Date: May 6, 2014

To: Eric Silva
Development Coordinator
Department of Regulatory and Economic Resources

From: 
Antonio Cotarelo, P.E.
County Engineer

Subject: Public Works and Waste Management Department
DIC 14-017
Name: Advanced Learning Charter School, Inc./DBA Hive Preparatory School
Section 07 Township 52 Range 41

I. PROJECT LOCATION:

The property is located at 17701 NW 57 Avenue.

II. APPLICATION REQUEST:

This application is seeking a special exemption to permit a 125 student charter school for Kindergarten and First grade.

III. RECOMMENDATION:

This project is located within the jurisdiction of Miami-Dade County. It meets Traffic Concurrency for an initial review. This project may be subject to the payment of Road Impact Fees. Miami-Dade County Public Works and Waste Management Department (PWWM) recommends approval of this application subject to the completion of the project requirements stated below.

IV. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

Access to the site is available from the north and the south from NW 57 Avenue and from the east and the west from NW 183 Street and NW 173 Street.

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers)

46 PM Peak Hour trips are generated by this development (This application does not generate additional PM Peak trips)

56 AM Peak Hour trips are generated by this development (This application generates 10 additional AM Peak trips)

B. Cardinal Distribution

North	23%	East	24%
South	42%	West	11%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Station F-2516 located on Miami Gardens Drive/NW 183 Street w/o NW 57 Avenue, has a maximum LOS "EE" of **4296** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **3512** vehicles and an additional **35** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2516** with its PHP and assigned vehicles is at LOS "D". The **1** vehicle trip is generated by this development when combined with the **3512** and those previously approved through Development Orders, **35**, equal **3548** and will cause this segment to remain at LOS "D" whose range is 3421 to 3580.

Station F-2514 located on NW 57 Avenue n/o Miami Gardens Drive/NW 183 Street, has a maximum LOS "D" of **5080** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2346** vehicles and an additional **47** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2514** with its PHP and assigned vehicles is at LOS "B". The **2** vehicle trips generated by this development when combined with the **2346** and those previously approved through Development Orders, **47**, equal **2395** and will cause this segment to remain at LOS "B" whose range is 701 to 4240.

Station F-1233 located on Miami Gardens Drive/NW 183 Street e/o NW 57 Avenue, has a maximum LOS "EE" of **6468** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **2316** vehicles and an additional **43** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-1233** with its PHP and assigned vehicles is at LOS "C". The **1** vehicle trips generated by this development when combined with the **2316** and those previously approved through Development Orders, **43**, equal **2360** and will cause this segment to remain at LOS "C" whose range is 1 to 5250.

Station 9436 located on NW 37 Avenue s/o SR 826, has a maximum LOS "E+20" of **2532** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **1987** vehicles and an additional **89** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9436** with its PHP and assigned vehicles is at LOS "E". The **1** vehicle trip generated by this development when combined with the **1987** and those previously approved through Development Orders, **89**, equal **2077** and will cause this segment to remain at LOS "E" whose range is 1501 to 2110.

Station F-1190 located on NW 57 Avenue s/o NW 173 Street, has a maximum LOS "EE" of **6468** vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of **4894** vehicles and an additional **37** vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-1190** with its PHP and assigned vehicles is at LOS "C". The **5** vehicle trips generated by this development when combined with the **4894** and those previously approved through Development Orders, **37**, equal **4936** and will cause this segment to remain at LOS "C" whose range is 1 to 5250.

VII. PROJECT REQUIREMENTS:

- All off-site improvements required below shall be constructed prior to the school opening.
- A School Speed Zone composed of signs (fluorescent yellow-green material must be used where applicable), pavement markings, and flashing beacons, is required to be installed along the school's frontage roads (NW 57 Avenue) upon the Florida Department of Transportation's (FDOT) approval. The installation of this school speed zone may be waived by PWWM if a school policy explicitly stating that all students walking to this school must be accompanied by an adult is provided within a covenant for this facility and published as school policy; and with the provision that in the future, if the PWWM determines the need for said devices, the school agrees to provide such traffic control devices at the expense of the school administration in a timely manner.
- A "Declaration of Restrictions" in favor of PWWM must be recorded in the Official Records of Miami-Dade County, Florida prior to the date of the school opening. The "Declaration of Restrictions" shall include a TOP narrative and plan that has been found acceptable by PWWM.

VIII. SITE PLAN CRITIQUE

- This land complies with Chapter 28 of the Miami-Dade County Code. The property is platted as Tract C of Plat Book 65, Page 144.

IX. STANDARD CONDITIONS:

1. A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."
2. Public sidewalks are required to extend across all school driveways around the site. This will include pedestrian ramps that meet American with Disability Act (ADA) specifications where applicable. All pedestrian crosswalks around the school must have zebra pavement markings.
3. Safe sight distance clearance is required at all driveways; therefore, no trees shall remain or be planted in any clear zones. No tree foliage or branches shall descend below 7 feet within the public right-of-way. All tree placements in sight triangles shall meet or exceed FDOT Index 546. Any proposed planting, relocation or removal of trees and other foliage including any installation of irrigation systems in the public right-of-way must be approved by the R.A.A.M. Division of the Parks Recreation and Open Spaces Department. Also, any relocation or removal of trees must be approved by RER. These approvals should be applied for, and received, prior to DIC Executive Council approval of this project. A "Covenant for Maintenance" agreement, recorded in the public records, must be provided prior to permitting any of these types of installations within the public right-of-way.
4. Plans submitted for Permit shall conform to MUTCD, PWWM and other appropriate standards for engineering design in the public right-of-way. Prior to formal submittal of plans for approval and permitting, a Dry Run Paving and Drainage submittal is required to review compliance with

DIC conditions for approval and appropriate standards, and to rectify any discrepancies between existing facilities, plans, conditions for approval, or standards. Existing and proposed striping, signs, and lane widths must be shown on these plans for all adjacent roadways. Also, plans must indicate any existing or proposed private driveways across the streets adjacent to the school site.

5. All roadway improvements including, but not limited to, traffic signs, markings and signals shall be installed by the applicant adjacent to, or nearby, this facility to ameliorate any adverse vehicular impacts caused by the traffic attracted to this facility. Also, traffic control devices, e.g., crosswalks, may be required at locations remote from this site along safe routes to school to provide for pedestrian student safety. These requirements may be determined at the time of Dry Run submittal of Paving and Drainage Plans.
6. PWWM reserves the right to add or modify requirements based upon any additional information that may be received during this review process.

c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources
Joan Shen, Ph. D., P.E., PTOE, Chief, Traffic Engineering Division, PWWM
Jeff Cohen, P.E., Assistant Chief, Traffic Engineering Division, PWWM

Memorandum



Date: May 16, 2014

To: Jack Osterholt, Director
Department of Regulatory and Economic Resources

From: Ammad Riaz, P.E. *A.R.*
Chief of Aviation Planning
Aviation Department

Subject: DIC Application #14-017
Advanced Learning Charter School, Inc./DBA Hive Preparatory School
MDAD DN-14-04-1328

As requested by the Department of Regulatory and Economic Resources, the Miami-Dade Aviation Department (MDAD) has reviewed Developmental Impact Committee (DIC) Zoning Hearing Application Number 14-017. The applicant is requesting a special exception to permit a charter school, and a modification of a previous resolution to show a charter school in lieu of the previously approved private school. The site is located at 17701 NW 57 Avenue in Miami-Dade County, Florida. The size of the property is 3.40 acres.

MDAD does not object to the request provided that the applicant complies with any applicable federal, state and local aviation regulations including the Code of Miami-Dade County, Chapter 33, as it pertains to airport zoning.

C: Jorge Vital, DIC Coordinator, Department of Regulatory and Economic Resources
Dulce Conde, Sol-ARCH



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

Miami-Dade County School Board
Perla Tabares Hantman, Chair
Dr. Lawrence S. Feldman, Vice Chair
Dr. Dorothy Bendross-Mindingall
Susie V. Castillo
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

April 22, 2014

DELIVERY VIA ELECTRONIC MAIL

Mr. Nicholas Nitti, DIC Coordinator
Zoning Evaluation Section
NDN@miamidade.gov

RE: Highly Inquisitive & Versatile Education (HIVE) Preparatory School (1014)

Dear Mr. Nitti:


As per your request, please see the information below in response to your inquiry regarding Advanced Learning Charter School, Inc., on behalf of **Highly Inquisitive & Versatile Education (HIVE) Preparatory School (1014)**.

Application Approval:	12/19/07
Contract Status	
Original Contract:	Approved at the April 22, 2009 School Board Meeting: https://www.dropbox.com/home#!/home/HIVE%20fka%20Adv.%20Learning%20CS
First Renewal:	Approved at the May 8, 2013 School Board Meeting: https://www.dropbox.com/home#!/home/HIVE%20fka%20Adv.%20Learning%20CS
First Amendment to the 1 st Renewal:	Approved at the April 9, 2014 School Board Meeting: <ul style="list-style-type: none">Amended contract currently on the process of getting executed. Please see below and attached School Board Item for specifics on the approval item.
School location(s):	5855 N.W. 171 Street, Miami, Florida 33015 Folio No.
	17701 N.W. 57 Avenue, Miami, Florida 33055 Folio No. 30-2107-005-3140 (Kindergarten and First Grade will be housed at this location commencing with the 2014-2015 school year.)
(As per School Board Policy 9800, <i>Charter Schools</i> , and Charter School Contract, Section 5: Facilities, "the School shall not allow the enrollment at any time to exceed the number of students permitted by this Contract, zoning capacity, certificates of use and/or occupancy, applicable laws and regulations.")	

Contract Details	
Original Contract:	5 years; August 2009 to June 30, 2014.
First Renewal:	(1) Contract renewed for a 5-year term; and (2) change the School's name from Advanced Learning Charter School to Highly Inquisitive & Versatile Education (HIVE) Preparatory School.
First Amendment to the 1 st Renewal:	(1) Added grade six through grade eight; (2) increase student enrollment to: (a) 2014-2015 – maximum of 552 students; (b) 2015-2016 – maximum of 900 students; (c) modify the term of the renewal contract from a 5-year term to a 15-year term, commencing with the 2013-2014 school year and ending on June 30, 2028; and (d) add an additional facility located at 17701 N.W. 57 th Avenue, Miami, Florida 33055; Folio No. 30-2107-005-3140, commencing with the 2014-2015 school year.
Enrollment Capacity:	2014-2015 SY – maximum of 552 students 2015-2028 SY – maximum of 900 students. <i>(The enrollment capacity may fluctuate during the term of the contract but cannot exceed the maximum capacity stated in the contract.)</i>
Allowable Grade levels:	Grades K-8 (Grades six through eight, will commence with the 2014-2015 school year.)
Additional Information:	Approved School Board Item (Original Contract): http://pdfs.dadeschools.net/Bdarch/2009/Bd042209/agenda/C31.pdf Approved School Board Item (First Renewal): http://pdfs.dadeschools.net/Bdarch/2013/Bd050813/agenda/C30rev.p df Approved School Board Item (First Amendment to the 1 st Renewal): http://pdfs.dadeschools.net/Bdarch/2014/Bd040914/agenda/C30.PDF

If you have any questions or require additional information, please contact me, at 305 995-1403 or tpauline@dadeschools.net.

Sincerely,

Tiffanie Pauline, 

Tiffanie Pauline
Assistant Superintendent

TP:elg
L172

DATE: 10-APR-14
REVISION 2

**BUILDING AND NEIGHBORHOOD
COMPLIANCE DEPARTMENT**

**ENFORCEMENT HISTORY OF VIOLATIONS OF CHAPTER 19 AND
CHAPTER 33 OF THE MIAMI-DADE COUNTY CODE**

ADVANCED LEARNING CHARTER
SCHOOL, INC.

17701 NW 57 AVENUE, MIAMI-
DADE COUNTY, FLORIDA.

APPLICANT

ADDRESS

Z2014000017

HEARING NUMBER

HISTORY:

ENFORCEMENT HISTORY: NC: No open cases. BNC: No bss cases open/closed.

Advanced Learning Charter School, LLC

**OUTSTANDING FINES, PENALTIES, COST OR LIENS
INCURRED PURSUANT TO CHAPTER 8CC:**


REPORTER NAME:

Memorandum



Date: April 23, 2014

To: Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

From: Jose Gonzalez, P.E.
Department of Regulatory and Economic Resources 

Subject: C-05 #Z2014000017-2nd Revision
International Bible Baptist Church, Inc.
17701 NW 57 Avenue, Miami, Florida 33015
Special Exception to permit a Charter School.
Modification of a previous Resolution to show a Charter School in
lieu of the previously approved private school.
(RU-1) (3.40 Acres)
07-52-41

The subject application has been reviewed by the Department of Regulatory and Economic Resources – Division of Environmental Resources Management (DERM) for compliance with the requirements of Chapter 24 of the Miami-Dade County Code (the Code) and meets the minimum requirements of the Code. Accordingly, the application may be scheduled for public hearing.

Potable Water Service

The subject property is located within the Miami-Dade Water and Sewer Department (MDWASD) water franchised service area. The property is connected to the MDWASD water distribution system. The property has an abutting 8" water distribution main and a 48" water transmission main, along NW 57th Avenue. Said mains are owned and operated by MDWASD.

The source for these water supplies is the Hialeah Preston Water Treatment Plant, which are owned and operated by MDWASD. This plant has sufficient capacity to provide current water demand. The plant is presently producing water that meets federal, state, and county drinking water standards.

Wastewater Disposal

The subject property is located within MDWASD sanitary sewer franchised service area. This property is connected to the WASD sanitary sewer system. This property has an abutting 8" gravity main coming from NW 55th Court.

The flow from the 8" gravity sewer that serves the property goes to PS 30-0355, PS 30-0415, PS 30-1310 or PS 30-0300 and to the North District Wastewater Treatment Plant. At this time, the pump stations 30-0355; 30-0415; 30-1310; 30-0300 and the North District Wastewater Treatment Plant has sufficient capacity to treat current discharge.

The pump stations 30-0355; 30-0415; 30-1310; 30-0300 and the North District Wastewater Treatment Plant are owned and operated by MDWASD, and they comply within the mandated criteria set forth in the New Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 6, 2013.

Stormwater Management

An Environmental Resources Permit from DERM may be required for the construction and operation of the required surface water management system. This permit shall be obtained prior to site development, final plat or public works approval of paving and drainage plans.

Stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage plans shall provide for full on-site retention of the stormwater runoff generated by a 5-year / 1-day storm event.

Site grading and development shall provide for the full retention of the 25-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code, as well as with all state and federal criteria, and shall not cause flooding of adjacent properties.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

Wetlands

The subject property does not contain wetlands as defined by Section 24-5 of the Code; therefore, a Class IV Wetlands Permit will not be required.

The applicant is advised that permits from the Army Corps of Engineers (305-526-7181), the Florida Department of Environmental Protection (561-681-6600) and the South Florida Water Management District (1-800-432-2045) may be required for the proposed project. It is the applicant's responsibility to contact these agencies.

Tree Preservation

The proposal to permit a charter school will not impact tree resources. However, be advised that a site inspection performed by the Tree Permitting Program staff on February 10, 2004, revealed that specimen sized (trunk diameter at breast height 18 inches or greater) trees exist on the site. Specifically, a specimen sized mahogany tree located along the northern part of the site which was required to be preserved as part of the approval of a previous zoning application.

Please be advised that review of records and aeriels (2003 through 2013) revealed that tree resources, including the specimen sized mahogany tree, were removed from the site without first obtaining the required Miami-Dade County Tree Removal/Relocation Permit. However, on March 27th, 2014 the applicant submitted photos in an email to the DERM Tree Permitting Program. These photos demonstrate that the mahogany tree was damaged due to a hurricane; therefore DERM made the decision to not require an after the fact tree removal permit.

DERM Tree Permitting Program has no objection to this zoning application, however please be advised that a Miami-Dade County Tree Removal/Relocation Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code.

Enforcement History

There are no open or closed enforcement records for violations of Chapter 24 of the Code for the subject property.

Concurrency Review Summary

A concurrency review has been conducted for this application and has determined that the same meets all applicable LOS standards for an initial development order, as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. Therefore, the application has been approved for concurrency subject to the comments and conditions contained herein.

This concurrency approval does not constitute a final concurrency statement and is valid only for this initial development order, as provided for in the adopted methodology for concurrency review. Additionally, this approval does not constitute any assurance that the LOS standards would be met by any subsequent development order applications concerning the subject property.

This memorandum shall constitute written approval as required by Chapter 24 of the Code.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Christine Velazquez at (305) 372-6764.

cc: Nathan Kogon, Department of Regulatory and Economic Resources

Memorandum



Date: April 24, 2014

To: Jack Osterholt, Director
Regulatory and Economic Resources

From: Dave Downey, Fire Chief
Miami-Dade Fire Rescue Department

Subject: DIC 2014000017 – Advanced Learning Charter School, Inc. (Revision No. 1)

According to the revised letter of intent dated March 10, 2014, the applicant is seeking a special exception to permit a charter school.

SERVICE IMPACT/DEMAND

- (A) Based on development information, this project is expected to generate approximately **15** fire and rescue calls annually. Although the estimated number of alarms results in a minimal impact to existing fire and rescue service, current stations serving this area will be able to absorb the additional number of alarms.
- (B) Based on data retrieved during calendar year 2013, the average travel time to the vicinity of the proposed development was **6:12** minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to the vicinity of the proposed development complies with the performance objective of national industry.
- (C) A suspected fire within this project would be designated as a building dispatch assignment. Such an assignment requires four (4) suppression units; one of which must be an aerial, and the other three may be a combination of engines, tankers, ladders or aerials. Additionally, the assignment will require one (1) rescue and a battalion commander. This assignment requires twenty (20) firefighters and officers.

EXISTING SERVICES

STATION	ADDRESS	EQUIPMENT	STAFF
1	16699 NW 67 Avenue	Rescue, Aerial, Battalion	8
51	4775 NW 199 Street	Rescue, Engine	7
64	8205 Commerce Way	Engine	4
44	7700 NW 186 Street	Rescue, Engine	7

SITE PLAN REVIEW:

- (A) Fire Engineering & Water Supply Bureau reviewed and approved the revised site plan entitled 'Hive Kindergarten/1st Grade' as prepared by So Arch Architects, dated stamp received April 1, 2014.

- (B) This plan has been reviewed to assure compliance with the MDR Access Road Requirements for DIC applications. Please be advised that during the platting and permitting stages of this project, the proffered site plan must be reviewed by the Fire Engineering & Water Supply Bureau to assure compliance with the Florida Fire Prevention Code (FFPC) and National Fire Protection Association (NFPA) standards, including all applicable conditions set forth during the DIC review process.

For additional information, please contact Mr. Carlos Heredia, Planning Section Supervisor at 786-331-4544.

Memorandum



DATE: March 20, 2014

TO: Jorge Vital
DIC Coordinator
Department of Regulatory and Economic Resources

FROM: Jacqueline Carranza *Jacqueline Carranza*
Transit Planner 2
Miami-Dade Transit - Engineering, Planning & Development Division

SUBJECT: DIC Project No. 18-017 Advanced Learning Charter School, Inc.
MDT Project No. OSP006
FSC No. 41.04

MDT Comments/Recommendations

The subject site is currently developed with a church and kindergarten/daycare facility and is located at 17701 N.W. 57th Avenue. Miami-Dade Transit (MDT) Metrobus Routes 75 and 286 (North Ponte Circulator), with the nearest bus stop located approximately 175 feet from the subject property, currently provide local bus service with 30 minute or better AM/PM peak hour headway. Therefore, this application meets the adopted mass transit level of service standards as prescribed by Policy MT-1A of the Mass Transit Sub-element of the Comprehensive Development Master Plan (CDMP). This project has been reviewed by MDT for mass transit concurrency and was found to be concurrent with the mass transit level of service standards established for Miami-Dade County. **As such, MDT has no objections to this application.**

Project Description

14-017 – Advanced Learning Charter School, Inc. is requesting a special exception to permit a 125 student Kindergarten/1st Grade Charter School. The site is currently developed with a church and kindergarten/daycare facility, which was approved in March 1992. The site plan submitted proposes no new construction. The subject property is approximately 3.40 acres and is located at 17701 N.W. 57th Avenue in Miami-Dade County, Florida.

Current Transit Service

Existing transit service is located adjacent to and approximately 175 feet to the south of the subject site and is provided by Routes 286 and 75, respectively. The alignments for these routes are illustrated on the attached maps. The service headways for these routes (in minutes) are as follows:

**Metrobus Route Service Summary
Advanced Learning Charter School, Inc.**

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
75	30	30	60	n/a	45	60	0.03	L
286	48	48	n/a	n/a	48	n/a	0	L

Notes: L means Metrobus local route service
F means Metrobus feeder service to Metrorail
E means Express or Limited-Stop Metrobus service

November 2013 Line Up

Future Transportation/Transit Improvements

The 2014 Transportation Improvement Program (TIP) does not propose any improvements on the roadways within the immediate vicinity of the site.

The 2035 Long Range Transportation Plan (LRTP) does not propose any improvements on the roadways within the immediate vicinity of the site.

The 2013 ten-year Transit Development Plan (TDP) does not identify any improvements/adjustments on the existing routes serving the vicinity of the project in its 2023 Recommended Service Plan.

In addition, the 2013 ten-year TDP does not identify any new routes that will serve the vicinity of the project in its 2023 Recommended Service Plan.

c: Monica D. Cejas, P.E., Senior Professional Engineer
Nilia Cartaya, Principal Planner
Douglas Robinson, Principal Planner
Gerald Bryan, Transit Planning Section Chief
Eric Zahn, Transit Planning Section Supervisor

Memorandum



Date: April 7, 2014

To: Jack Osterholt, Deputy Mayor
Director, Regulatory and Economic Resources Department

From: Maria I. Nardi, Chief *M.I.N.*
Planning and Research Division
Parks, Recreation and Open Spaces Department

Subject: Z2014000017: ADVANCED LEARNING CHARTER SCHOOL, INC.
Revised plans submitted dated 4/1/2014

Application Name: ADVANCED LEARNING CHARTER SCHOOL, INC.

Project Location: The site is located at 17701 NW 57 AVENUE, Miami-Dade County.

Proposed Development: The request is approval of a special exception for a charter school.

Impact and demand: This application does not generate any residential population applicable to CDMP Open Space Spatial Standards.

Recommendation: PROS has no pertinent comments for this application concerning impact or demand on existing County parks, proposed or budgeted service expansion, nor do we perform a concurrency review. And, therefore, based on our findings described herein **PROS HAS NO OBJECTION TO THIS APPLICATION.**

If you need additional information or clarification on this matter, please contact John Bowers at (305) 755-5447.

MN:jb

Cc: John M. Bowers, Parks Property Management Supervisor

Memorandum



Date: March 14, 2014

To: Eric Silva, AICP, Assistant Director
Development Services Division
Department of Regulatory and Economic Resources

From: *[Signature]*
J.D. Patterson, Director
Miami-Dade Police Department

Subject: Review – Developmental Impact Committee - Zoning Application
Case: No. Z2014000017 – Advance Learning Charter School, Inc.

APPLICATION

The applicant, Advance Learning Charter School, Inc., is requesting a public hearing for a Special Exception to permit a public charter school facility to be located on 3.4 acres at 17701 NW 57 Avenue. The request would include grades kindergarten through the 1st grade and serve up to 125 students.

CURRENT POLICE SERVICES

The school would be located in unincorporated Miami-Dade County and serviced by our Northwest District, located at 5975 Miami Lakes Drive East, Miami, Florida. Our current staffing allows for an average emergency response time of eight minutes or less.

REVIEW

A review of the application and related documents was conducted to predict the impact on the Miami-Dade Police Department's (MDPD) resources and the impact that the location could have on the proposed zoning modification changes. A police check of crimes/calls for service of the area was completed and has been provided in the attached documents for your Department.

Current data of police staffing, population, and crimes/calls for service was examined to project any increase in calls for service. Based on this data and due to the nature of the request (school), it cannot be predicted as to any projected increase in calls for service. Experience lends itself to anticipate that when additional citizens are present, traffic increases, and calls for police service will rise. Current staffing should accommodate any slight increase in the volume of calls for service. However, should demand for police services increase beyond current levels, additional sworn personnel, support staff, and equipment may be required to maintain current levels of service. Additionally, it is recommended that the Advance Learning Charter School, Inc. work closely with the local police district command staff in considering security options for the site, especially during high volume times, to include but not limited to, school start/dismissal times and special events.

The MDPD does not object to any proposed zoning modifications to complete this project. The applicant and developers are encouraged to work with police during any future application, design, or construction changes to determine the best possible solutions or security options.

Eric Silva, AICP, Assistant Director
March 14, 2014
Page 2

In addition to the above comments, the MDPD recommends the following to be implemented if the proposed zoning modifications are approved.

- Install additional traffic control devices on the appropriate streets surrounding the school as necessary.
- Establish an internal system and protocols to locate and identify the residence of any sexual offenders residing within 1,000 and 2,500 feet of the school as reflected in Florida Statute 775.215 and the Code of Miami-Dade County, Section 21.281(a) respectively.
- Develop and implement a parking and traffic plan that includes, but is not limited to, adequate parking during special events, traffic flow, and safe street crossing for pedestrians in and around the immediate area surrounding the campus.
- Meet regularly with residents in the surrounding neighborhoods to discuss and remedy issues of mutual concern.

Should you have any questions or require additional information, Sergeant Keith Hedrick, of the Strategic Planning and Development Section, may be contacted at (305) 471-1990.

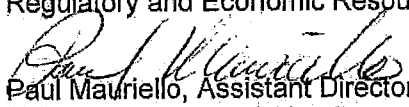
JDP/kh
Attachment

Memorandum



Date: April 11, 2014

To: Eric Silva, Assistant Director
Regulatory and Economic Resources Department

From: 
Paul Mauriello, Assistant Director, Waste Operations
Public Works and Waste Management Department

Subject: Advanced Learning Charter School, Inc. update (DIC #14_017)

The Department's review of the above-referenced item is provided below. This review updates a previous response, dated March 10, 2014, and is based on revised documents provided by the applicant. Additional comments will be provided as needed. If you should have any questions, please do not hesitate to contact Stacey McDuffie, Manager of the Fiscal Management and Planning Division, at 305-514-6661. **The PWWM has no objections to the proposed application.**

Application: *Advanced Learning Charter School, Inc.*, is requesting a special exception and a modification of Resolutions No. 4-ZAB-106-92 and No. 4-ZAB-309-73 to permit a charter school at a facility currently permitted as a church, kindergarten and elementary school.

Size: The subject property is 3.4 acres.

Location: The subject property is located at 17701 N.W. 57 Avenue in Miami-Dade County, Florida.

Analysis:

1. Solid Waste Disposal

The Miami-Dade County Solid Waste Management System consists of both County facilities and private facilities under contract as follows: three Class I landfills (two owned by Waste Management Inc., of Florida) a Class III landfill, a Resources Recovery Facility waste to energy plant and associated ash monofill, and three regional transfer facilities. The Public Works and Waste Management Department (PWWM) does not assess or adjust estimated capacity requirements based on the impacts of individual developments. Instead, the Department maintains sufficient disposal capacity to accommodate five years of waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows. The latest Concurrency Status Determination issued on September 25, 2013, which is valid for one year, shows sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Regulatory and Economic Resources Department (formerly the Department of Planning and Zoning) is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed.

2. Garbage and Trash Collection Services

Pursuant to Chapter 15 of the Miami-Dade County Code (Code), entitled Solid Waste Management, the school on the property meets the County Code definition of a commercial establishment. Per the Code the following is required of commercial establishments located in unincorporated Miami-Dade County:

"Every commercial and multi-family residential establishment shall utilize the solid waste collection services of either the proper governmental agency able to provide such services, or that of a licensed solid waste hauler authorized to perform such services by the Director of the Department." Therefore, the landlord or property owner is required to contact a private hauler to provide waste and recycling collection service, once the building is developed.

3. Recycling

The following language from **Section 15-2.3a** of the Code requires commercial establishments "to provide for a recycling program, which shall be serviced by a permitted hauler or the appropriate governmental agency. The recycling program for commercial establishments must include a minimum of three (3) materials chosen from the following:

- | | |
|----------------------------------|--|
| 1) High grade office paper | 6) Steel (cans, scrap) |
| 2) Mixed paper | 7) other metals/scrap production materials |
| 3) Corrugated cardboard | 8) Plastics (PETE, HDPE-natural, HDPE-colored) |
| 4) Glass (flint, emerald, amber) | 9) Textiles |
| 5) Aluminum (cans, scrap) | 10) Wood |

Section 15-2.3 of the Code states the failure of a commercial establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner and the owner(s) and operator(s) of the commercial establishment shall be jointly and severally liable.

4. Waste Storage/Setout Considerations

Section 15-4 of the Code requires that plans for storage and collection of solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of solid waste collection and storage facilities. The site plan legend must contain the following statement: "Facilities for the collection and storage of solid waste are shown in accordance with Section 15-4 of the Miami-Dade County Code."

5. Site Circulation Considerations

It is required that development plans associated with this project incorporate at least one of the following traffic circulation criteria to minimize the reversing of waste vehicles and hence, provide for the safe circulation of service vehicles:

- Cul-de-sac with a minimum 49 foot turning radius (no "dead-ends")
- "T" shaped turnaround 60 feet long by 10 feet wide
- Paved throughway of adequate width (minimum 15 feet)

In addition, any and all alleyways designed with utilities, including waste collection, provided at the rear of the property should be planned in accordance with standard street specifications with

sufficient width and turning radii to permit large vehicle access. Additionally, there should be no "dead-end" alleyways developed. Also, a sufficient waste set-out zone should be preserved (between the edge of the pavement and any possible obstructions such as parked cars, fencing, etc.,) that would interrupt or preclude waste collection.

Memorandum



Date: March 17, 2014

To: Jack Osterholt, Director
Department of Regulatory and Economic Resources (RER)

From: Maria A. Valdes, CSM, LEED® Green Associate
Chief, Comprehensive Planning & Water Supply Certification Section

Subject: Advanced Learning Charter School, Inc. - DIC Application No. Z2014000017

Below, please find the Miami-Dade Water and Sewer Department's (MDWASD) comments for the subject project.

Recommendation: Approval based on conditions noted below.

Application Name: Advanced Learning Charter School, Inc

Proposed Development: The applicant is requesting a public hearing to obtain a special exception to permit a 125 students Kindergarten through 1st Grade Charter School. There is currently a Church and Kindergarten/Daycare on the property. The Kindergarten/Daycare building will house the proposed Charter School. The existing kindergarten/day care facility's water demand is estimated at 20 gpd/100 SF, and the total water demand for the proposed development is estimated at 12 gpd/100 SF. Therefore, the proposed development results in a no-net increase for water demand.

The total water demand in gallons per day (gpd) for this project is described below:

Projected Water Demand				
Uses	Unit	Total	Flow Rate (GPD)	Total GPD
Proposed School (Kindergarten-1 st Grade)	Sq.ft	3,922	12 gpd / 100 SF	471.0
Total				471.0

Project Location: The subject property is located at 17701 NW 57th Ave, Miami, in unincorporated Miami-Dade County.

Water: The subject project is located within MDWASD's service area. The source of water for the project is the Hialeah Preston Water Treatment Plant. The existing facility is currently being served by MDWASD. All comments addressing water service are provided in accordance with CDMP policies WS-1A, WS-1B and WS-2A.

A Water Supply Certification (WSC) from Miami-Dade Water and Sewer Department will be required for the proposed development. Said Certification will be issued at the time a Verification Form is offered. The Certification is required to assure adequate water supply is available to all water users of the MDWASD as required by Policy CIE-5D and WS-2C in the County's CDMP and in accordance with the permitted withdrawal capacity in the MDWASD's 20-year Water Use Permit.

MDWASD will be the utility providing water services subject to the following conditions:

- Adequate transmission and Plant capacity exist at the time of the applicant's request.

- Adequate water supply is available prior to issuance of a building permit or its functional equivalent.
- Approval of all applicable governmental agencies having jurisdiction over these matters is obtained.

Sewer: The subject project is located within MDWASD's service area. The existing facility is currently being served by MDWASD.

The North District Wastewater Treatment Plant (WWTP) is the facility for treatment and disposal of the wastewater. This WWTP is currently operating under a permit from the Florida Department of Environmental Protection. MDWASD will be the utility providing sewer services subject to the following conditions:

- Adequate transmission and plant capacity exist at the time of the owner's request consistent with policy WS-2A(2) of the CDMP. Capacity evaluations of the plant for average flow and peak flows will be required, depending on the compliance status of the United States Environmental Protection Agency (USEPA) Second and Final Partial Consent Decree, and the new USEPA/FDEP Consent Decree effective on December 6, 2013.
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

Water Conservation: All future development for the subject area will be required to comply with water use efficiency techniques for indoor water use in accordance with Section 8-31, 32-84 and 8A-381 of the Code of Miami-Dade County. In addition, the future development will be required to comply with the landscape standards in sections 18-A and 18-B of Miami-Dade County Code.

For more information about our Water Conservation Program please go to
<http://www.miamidade.gov/conservation/home.asp>

For information concerning the Water-Use Efficiency Standards Manual please go to
http://www.miamidade.gov/conservation/library/WUE_standards_manual_final.pdf

Should you have any questions, please call me at (786) 552-8198 or Alfredo B. Sanchez at (786) 552-8237.

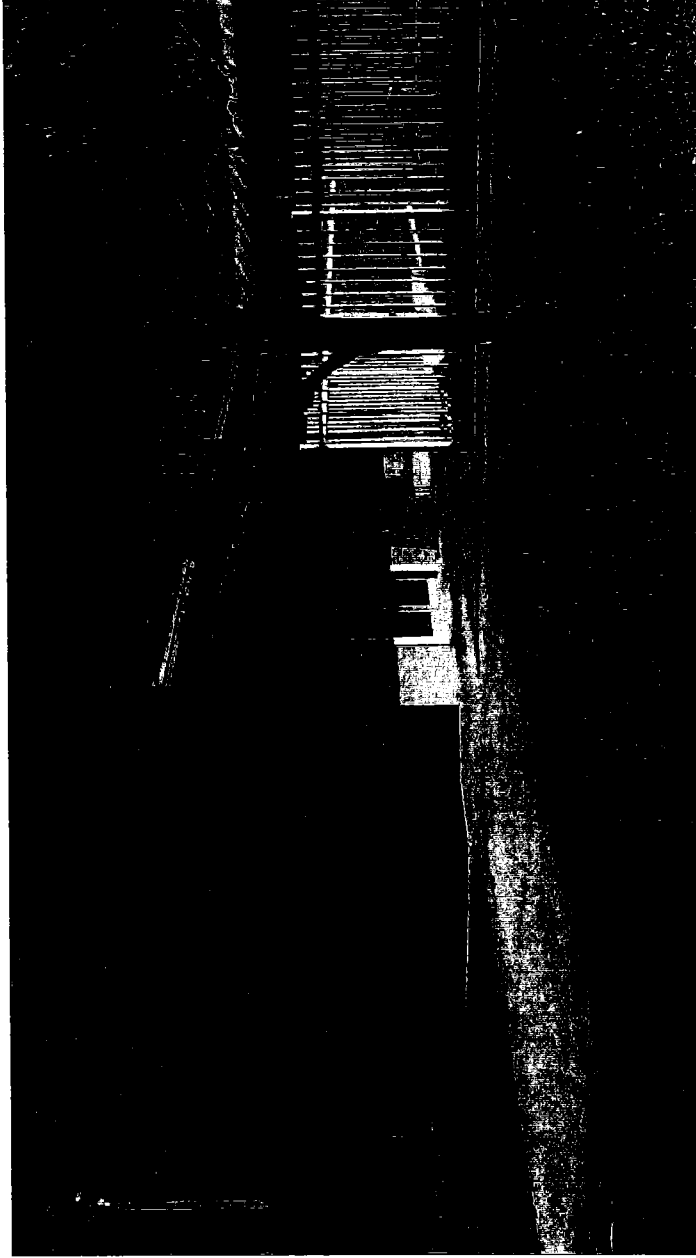
RECEIVED
214-017

APR 02 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

HIVE - KINDERGARTEN / 1st GRADE

17701 NW 57th AVENUE
MIAMI, FLORIDA



MARCH 31, 2014
CONSTRUCTION DOCUMENTS FOR INTERIOR REMODELING
FOR HIVE KINDERGARTEN / 1st GRADE

ARCHITECTURE AND PLANNING
4917 SW 74TH COURT MIAMI FL 33155 P 305 740 4660 F 305 740 0716

ARCH

ARCH

41

1 Existing Ground Floor Plan-Demolition
SCALE: 3/16" = 1'-0"

2 General Notes
SCALE: NTS

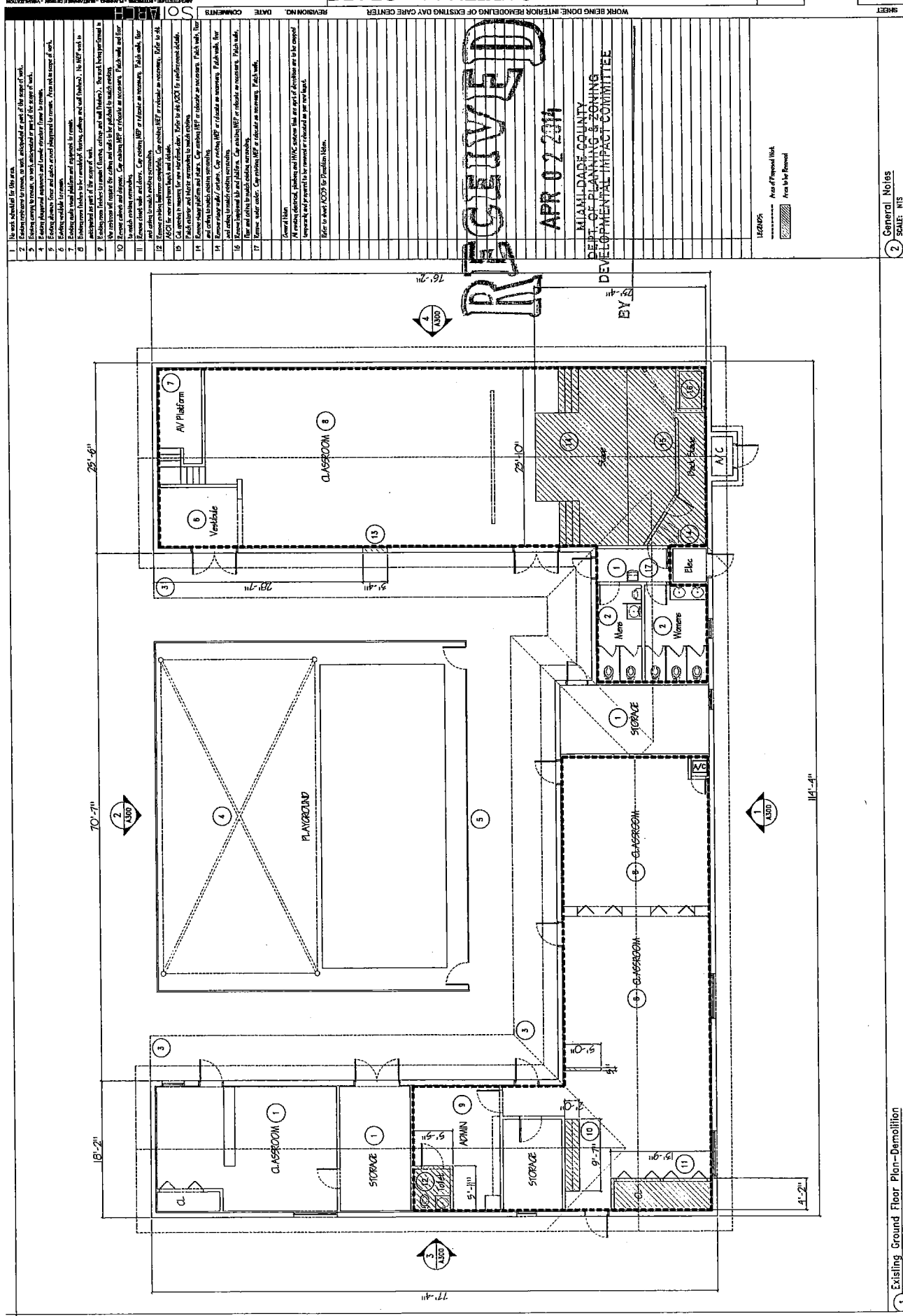
A200

PROJ. NO.: 14-004-00
ISSUE DATE: 3-31-2014
PLANT DATE: 3-31-2014
SCALE: AS NOTED
DRAWN BY: DCP/PC
CHECKED BY: DCP/PC

REVISIONS TO THIS PLAN
NO. DATE DESCRIPTION
1 3-31-2014
2 3-31-2014
3 3-31-2014
4 3-31-2014
5 3-31-2014
6 3-31-2014
7 3-31-2014
8 3-31-2014
9 3-31-2014
10 3-31-2014
11 3-31-2014
12 3-31-2014
13 3-31-2014
14 3-31-2014
15 3-31-2014
16 3-31-2014
17 3-31-2014
18 3-31-2014
19 3-31-2014
20 3-31-2014
21 3-31-2014
22 3-31-2014
23 3-31-2014
24 3-31-2014
25 3-31-2014
26 3-31-2014
27 3-31-2014
28 3-31-2014
29 3-31-2014
30 3-31-2014
31 3-31-2014
32 3-31-2014
33 3-31-2014
34 3-31-2014
35 3-31-2014
36 3-31-2014
37 3-31-2014
38 3-31-2014
39 3-31-2014
40 3-31-2014
41 3-31-2014
42 3-31-2014
43 3-31-2014
44 3-31-2014
45 3-31-2014
46 3-31-2014
47 3-31-2014
48 3-31-2014
49 3-31-2014
50 3-31-2014
51 3-31-2014
52 3-31-2014
53 3-31-2014
54 3-31-2014
55 3-31-2014
56 3-31-2014
57 3-31-2014
58 3-31-2014
59 3-31-2014
60 3-31-2014
61 3-31-2014
62 3-31-2014
63 3-31-2014
64 3-31-2014
65 3-31-2014
66 3-31-2014
67 3-31-2014
68 3-31-2014
69 3-31-2014
70 3-31-2014
71 3-31-2014
72 3-31-2014
73 3-31-2014
74 3-31-2014
75 3-31-2014
76 3-31-2014
77 3-31-2014
78 3-31-2014
79 3-31-2014
80 3-31-2014
81 3-31-2014
82 3-31-2014
83 3-31-2014
84 3-31-2014
85 3-31-2014
86 3-31-2014
87 3-31-2014
88 3-31-2014
89 3-31-2014
90 3-31-2014
91 3-31-2014
92 3-31-2014
93 3-31-2014
94 3-31-2014
95 3-31-2014
96 3-31-2014
97 3-31-2014
98 3-31-2014
99 3-31-2014
100 3-31-2014

MIAMI, FL 33055-3530
17701 NW 57th Avenue
HIVE KINDERGARTEN / 1st GRADE

DATE: 3-31-2014
DRAWN BY: DCP/PC
CHECKED BY: DCP/PC
ISSUE DATE: 3-31-2014
PLANT DATE: 3-31-2014
SCALE: AS NOTED
DRAWN BY: DCP/PC
CHECKED BY: DCP/PC

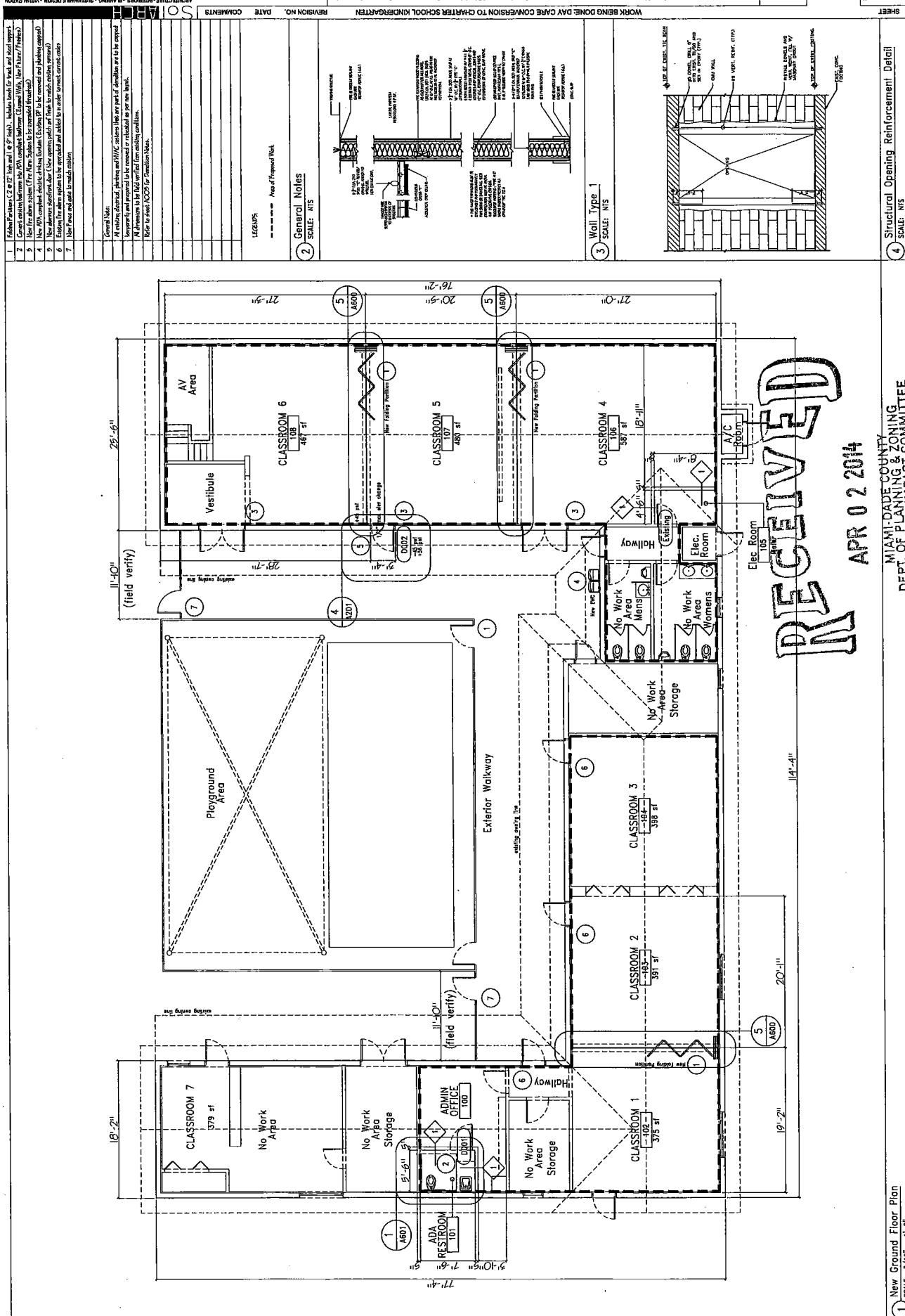


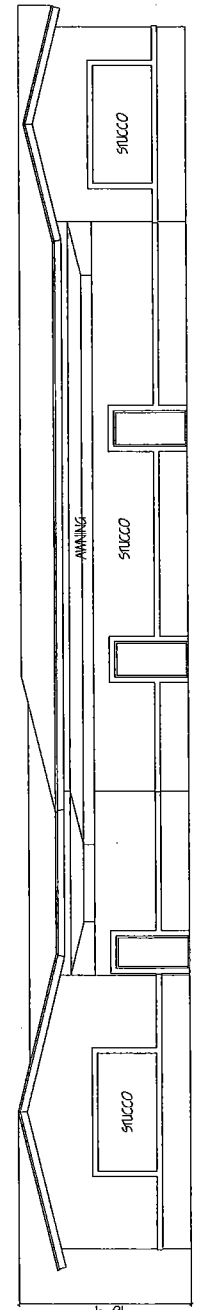
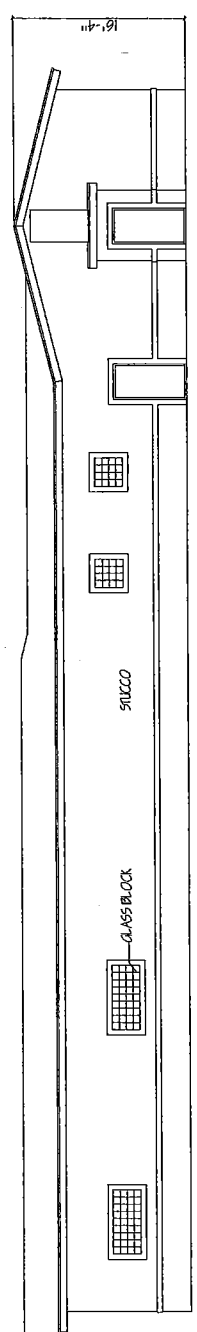
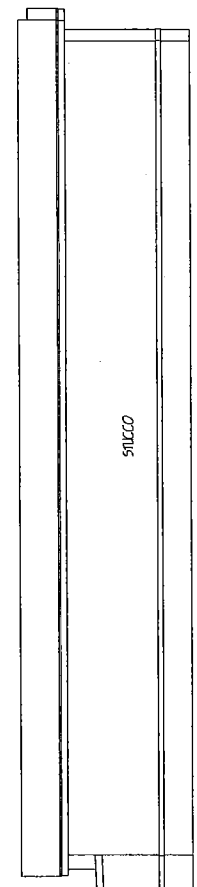
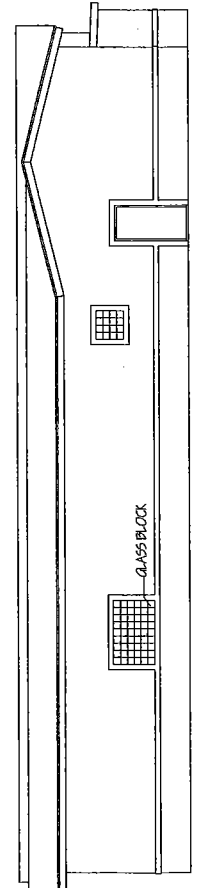
RECEIVED
APR 02 2014
MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

REVISION NO.	DATE	COMMENTS
1		No work scheduled for this area.
2		Remove existing structure to be demolished as shown on site of the scope of work.
3		Remove existing structure to be demolished as shown on site of the scope of work.
4		Remove existing structure to be demolished as shown on site of the scope of work.
5		Remove existing structure to be demolished as shown on site of the scope of work.
6		Remove existing structure to be demolished as shown on site of the scope of work.
7		Remove existing structure to be demolished as shown on site of the scope of work.
8		Remove existing structure to be demolished as shown on site of the scope of work.
9		Remove existing structure to be demolished as shown on site of the scope of work.
10		Remove existing structure to be demolished as shown on site of the scope of work.
11		Remove existing structure to be demolished as shown on site of the scope of work.
12		Remove existing structure to be demolished as shown on site of the scope of work.
13		Remove existing structure to be demolished as shown on site of the scope of work.
14		Remove existing structure to be demolished as shown on site of the scope of work.
15		Remove existing structure to be demolished as shown on site of the scope of work.
16		Remove existing structure to be demolished as shown on site of the scope of work.
17		Remove existing structure to be demolished as shown on site of the scope of work.

人

42



<p>1 Existing Elevation - Front (West) SCALE: 3/16" = 1'-0"</p> 	<p>2 Existing Elevation - Rear (East) SCALE: 3/16" = 1'-0"</p> 	<p>3 Existing Elevation - Side (North) SCALE: 3/16" = 1'-0"</p> 	<p>4 Existing Elevation - Side (South) SCALE: 3/16" = 1'-0"</p> 
---	--	--	---

RECEIVED
 APR 02 2014
 MIAMI-DADE COUNTY
 DEPT. OF PLANNING & ZONING
 DEVELOPMENTAL IMPACT COMMITTEE
 BY _____

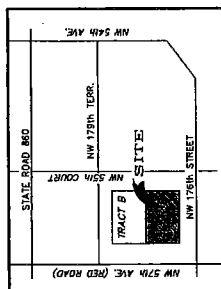
FOR REFERENCE ONLY

2 General Notes
 SCALE: NS

P.B. 65, PG. 144, D.C.R.)
CITY OF MIAMI
DADE COUNTY, FLORIDA.

DATE	BY	REVISIONS	DATE	BY	SCALE 1" = 30'
06/25/04	WJD	001	06/25/04	WJD	
06/25/04	WJD	002	06/25/04	WJD	
06/25/04	WJD	003	06/25/04	WJD	
06/25/04	WJD	004	06/25/04	WJD	
06/25/04	WJD	005	06/25/04	WJD	
06/25/04	WJD	006	06/25/04	WJD	
06/25/04	WJD	007	06/25/04	WJD	
06/25/04	WJD	008	06/25/04	WJD	
06/25/04	WJD	009	06/25/04	WJD	
06/25/04	WJD	010	06/25/04	WJD	
06/25/04	WJD	011	06/25/04	WJD	
06/25/04	WJD	012	06/25/04	WJD	
06/25/04	WJD	013	06/25/04	WJD	
06/25/04	WJD	014	06/25/04	WJD	
06/25/04	WJD	015	06/25/04	WJD	
06/25/04	WJD	016	06/25/04	WJD	
06/25/04	WJD	017	06/25/04	WJD	
06/25/04	WJD	018	06/25/04	WJD	
06/25/04	WJD	019	06/25/04	WJD	
06/25/04	WJD	020	06/25/04	WJD	
06/25/04	WJD	021	06/25/04	WJD	
06/25/04	WJD	022	06/25/04	WJD	
06/25/04	WJD	023	06/25/04	WJD	
06/25/04	WJD	024	06/25/04	WJD	
06/25/04	WJD	025	06/25/04	WJD	
06/25/04	WJD	026	06/25/04	WJD	
06/25/04	WJD	027	06/25/04	WJD	
06/25/04	WJD	028	06/25/04	WJD	
06/25/04	WJD	029	06/25/04	WJD	
06/25/04	WJD	030	06/25/04	WJD	
06/25/04	WJD	031	06/25/04	WJD	
06/25/04	WJD	032	06/25/04	WJD	
06/25/04	WJD	033	06/25/04	WJD	
06/25/04	WJD	034	06/25/04	WJD	
06/25/04	WJD	035	06/25/04	WJD	
06/25/04	WJD	036	06/25/04	WJD	
06/25/04	WJD	037	06/25/04	WJD	
06/25/04	WJD	038	06/25/04	WJD	
06/25/04	WJD	039	06/25/04	WJD	
06/25/04	WJD	040	06/25/04	WJD	
06/25/04	WJD	041	06/25/04	WJD	
06/25/04	WJD	042	06/25/04	WJD	
06/25/04	WJD	043	06/25/04	WJD	
06/25/04	WJD	044	06/25/04	WJD	
06/25/04	WJD	045	06/25/04	WJD	
06/25/04	WJD	046	06/25/04	WJD	
06/25/04	WJD	047	06/25/04	WJD	
06/25/04	WJD	048	06/25/04	WJD	
06/25/04	WJD	049	06/25/04	WJD	
06/25/04	WJD	050	06/25/04	WJD	
06/25/04	WJD	051	06/25/04	WJD	
06/25/04	WJD	052	06/25/04	WJD	
06/25/04	WJD	053	06/25/04	WJD	
06/25/04	WJD	054	06/25/04	WJD	
06/25/04	WJD	055	06/25/04	WJD	
06/25/04	WJD	056	06/25/04	WJD	
06/25/04	WJD	057	06/25/04	WJD	
06/25/04	WJD	058	06/25/04	WJD	
06/25/04	WJD	059	06/25/04	WJD	
06/25/04	WJD	060	06/25/04	WJD	
06/25/04	WJD	061	06/25/04	WJD	
06/25/04	WJD	062	06/25/04	WJD	
06/25/04	WJD	063	06/25/04	WJD	
06/25/04	WJD	064	06/25/04	WJD	
06/25/04	WJD	065	06/25/04	WJD	
06/25/04	WJD	066	06/25/04	WJD	
06/25/04	WJD	067	06/25/04	WJD	
06/25/04	WJD	068	06/25/04	WJD	
06/25/04	WJD	069	06/25/04	WJD	
06/25/04	WJD	070	06/25/04	WJD	
06/25/04	WJD	071	06/25/04	WJD	
06/25/04	WJD	072	06/25/04	WJD	
06/25/04	WJD	073	06/25/04	WJD	
06/25/04	WJD	074	06/25/04	WJD	
06/25/04	WJD	075	06/25/04	WJD	
06/25/04	WJD	076	06/25/04	WJD	
06/25/04	WJD	077	06/25/04	WJD	
06/25/04	WJD	078	06/25/04	WJD	
06/25/04	WJD	079	06/25/04	WJD	
06/25/04	WJD	080	06/25/04	WJD	
06/25/04	WJD	081	06/25/04	WJD	
06/25/04	WJD	082	06/25/04	WJD	
06/25/04	WJD	083	06/25/04	WJD	
06/25/04	WJD	084	06/25/04	WJD	
06/25/04	WJD	085	06/25/04	WJD	
06/25/04	WJD	086	06/25/04	WJD	
06/25/04	WJD	087	06/25/04	WJD	
06/25/04	WJD	088	06/25/04	WJD	
06/25/04	WJD	089	06/25/04	WJD	
06/25/04	WJD	090	06/25/04	WJD	
06/25/04	WJD	091	06/25/04	WJD	
06/25/04	WJD	092	06/25/04	WJD	
06/25/04	WJD	093	06/25/04	WJD	
06/25/04	WJD	094	06/25/04	WJD	
06/25/04	WJD	095	06/25/04	WJD	
06/25/04	WJD	096	06/25/04	WJD	
06/25/04	WJD	097	06/25/04	WJD	
06/25/04	WJD	098	06/25/04	WJD	
06/25/04	WJD	099	06/25/04	WJD	
06/25/04	WJD	100	06/25/04	WJD	
06/25/04	WJD	101	06/25/04	WJD	
06/25/04	WJD	102	06/25/04	WJD	
06/25/04	WJD	103	06/25/04	WJD	
06/25/04	WJD	104	06/25/04	WJD	
06/25/04	WJD	105	06/25/04	WJD	
06/25/04	WJD	106	06/25/04	WJD	
06/25/04	WJD	107	06/25/04	WJD	
06/25/04	WJD	108	06/25/04	WJD	
06/25/04	WJD	109	06/25/04	WJD	
06/25/04	WJD	110	06/25/04	WJD	
06/25/04	WJD	111	06/25/04	WJD	
06/25/04	WJD	112	06/25/04	WJD	
06/25/04	WJD	113	06/25/04	WJD	
06/25/04	WJD	114	06/25/04	WJD	
06/25/04	WJD	115	06/25/04	WJD	
06/25/04	WJD	116	06/25/04	WJD	
06/25/04	WJD	117	06/25/04	WJD	
06/25/04	WJD	118	06/25/04	WJD	
06/25/04	WJD	119	06/25/04	WJD	
06/25/04	WJD	120	06/25/04	WJD	
06/25/04	WJD	121	06/25/04	WJD	
06/25/04	WJD	122	06/25/04	WJD	
06/25/04	WJD	123	06/25/04	WJD	
06/25/04	WJD	124	06/25/04	WJD	
06/25/04	WJD	125	06/25/04	WJD	
06/25/04	WJD	126	06/25/04	WJD	
06/25/04	WJD	127	06/25/04	WJD	
06/25/04	WJD	128	06/25/04	WJD	
06/25/04	WJD	129	06/25/04	WJD	
06/25/04	WJD	130	06/25/04	WJD	
06/25/04	WJD	131	06/25/04	WJD	
06/25/04	WJD	132	06/25/04	WJD	
06/25/04	WJD	133	06/25/04	WJD	
06/25/04	WJD	134	06/25/04	WJD	
06/25/04	WJD	135	06/25/04	WJD	
06/25/04	WJD	136	06/25/04	WJD	
06/25/04	WJD	137	06/25/04	WJD	
06/25/04	WJD	138	06/25/04	WJD	
06/25/04	WJD	139	06/25/04	WJD	
06/25/04	WJD	140	06/25/04	WJD	
06/25/04	WJD	141	06/25/04	WJD	
06/25/04	WJD	142	06/25/04	WJD	
06/25/04	WJD	143	06/25/04	WJD	
06/25/04	WJD	144	06/25/04	WJD	
06/25/04	WJD	145	06/25/04	WJD	
06/25/04	WJD	146	06/25/04	WJD	
06/25/04	WJD	147	06/25/04	WJD	
06/25/04	WJD	148	06/25/04	WJD	
06/25/04	WJD	149	06/25/04	WJD	
06/25/04	WJD	150	06/25/04	WJD	
06/25/04	WJD	151	06/25/04	WJD	
06/25/04	WJD	152	06/25/04	WJD	
06/25/04	WJD	153	06/25/04	WJD	
06/25/04	WJD	154	06/25/04	WJD	
06/25/04	WJD	155	06/25/04	WJD	
06/25/04	WJD	156	06/25/04	WJD	
06/25/04	WJD	157	06/25/04	WJD	
06/25/04	WJD	158	06/25/04	WJD	
06/25/04	WJD	159	06/25/04	WJD	
06/25/04	WJD	160	06/25/04	WJD	
06/25/04	WJD	161	06/25/04	WJD	
06/25/04	WJD	162	06/25/04	WJD	
06/25/04	WJD	163	06/25/04	WJD	
06/25/04	WJD	164	06/25/04	WJD	
06/25/04	WJD	165	06/25/04	WJD	
06/25/04	WJD	166	06/25/04	WJD	
06/25/04	WJD	167	06/25/04	WJD	
06/25/04	WJD	168	06/25/04	WJD	
06/25/04	WJD	169	06/25/04	WJD	
06/25/04	WJD	170	06/25/04	WJD	
06/25/04	WJD	171	06/25/04	WJD	
06/25/04	WJD	172	06/25/04	WJD	
06/25/04	WJD	173	06/25/04	WJD	
06/25/04	WJD	174	06/25/04	WJD	
06/25/04	WJD	175	06/25/04	WJD	
06/25/04	WJD	176	06/25/04	WJD	
06/25/04	WJD	177	06/25/04	WJD	
06/25/04	WJD	178	06/25/04	WJD	
06/25/04	WJD	179	06/25/04	WJD	
06/25/04	WJD	180	06/25/04	WJD	
06/25/04	WJD	181	06/25/04	WJD	
06/25/04	WJD	182	06/25/04	WJD	
06/25/04	WJD	183	06/25/04	WJD	
06/25/04	WJD	184	06/25/04	WJD	
06/25/04	WJD	185	06/25/04	WJD	
06/25/04	WJD	186	06/25/04	WJD	
06/25/04	WJD	187	06/25/04	WJD	
06/25/04	WJD	188	06/25/04	WJD	
06/25/04	WJD	189	06/25/04	WJD	
06/25/04	WJD	190	06/25/04	WJD	
06/25/04	WJD	191	06/25/04	WJD	
06/25/04	WJD	192	06/25/04	WJD	
06/25/04	WJD	193	06/25/04	WJD	
06/25/04	WJD	194	06/25/04	WJD	
06/25/04	WJD	195	06/25/04	WJD	
06/25/04	WJD	196	06/25/04	WJD	
06/25/04	WJD	197	06/25/04	WJD	
06/25/04	WJD	198	06/25/04	WJD	
06/25/04	WJD	199	06/25/04	WJD	
06/25/04	WJD	200	06/25/04	WJD	
06/25/04	WJD	201	06/25/04	WJD	
06/25/04	WJD	202	06/25/04	WJD	
06/25/04	WJD	203	06/25/04	WJD	
06/25/04	WJD	204	06/25/04	WJD	
06/25/04	WJD	205	06/25/04	WJD	
06/25/04	WJD	206	06/25/04	WJD	
06/25/04	WJD	207	06/25/04	WJD	
06/25/04	WJD	208	06/25/04	WJD	
06/25/04	WJD	209	06/25/04	WJD	
06/25/04	WJD	210	06/25/04	WJD	
06/25/04	WJD	211	06/25/04	WJD	
06/25/04	WJD	212	06/25/04	WJD	
06/25/04	WJD	213	06/25/04	WJD	
06/25/04	WJD	214	06/25/04	WJD	
06/25/04	WJD	215	06/25/04	WJD	
06/25/04	WJD	216	06/25/04	WJD	
06/25/04	WJD	217	06/25/04	WJD	
06/25/04	WJD	218	06/25/04	WJD	
06/25/04	WJD	219	06/25/04	WJD	
06/25/04	WJD	220	06/25/04	WJD	
06/25/04</					

AVIROM & ASSOCIATES, INC.
SURVEYING & MAPPING
50 S.W. 2ND AVENUE, SUITE 102
BOCA RATON, FLORIDA 33432
TEL (561) 392-2594, FAX (561) 394-7125
AVIROM & ASSOCIATES, INC. AND ITS AFFILIATES ARE NOT RESPONSIBLE FOR ANY REPRODUCTION OR MISUSE OF THE INFORMATION CONTAINED HEREIN.



LOCATION SKETCH

[illegible]

RECEIVED

APR 02 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

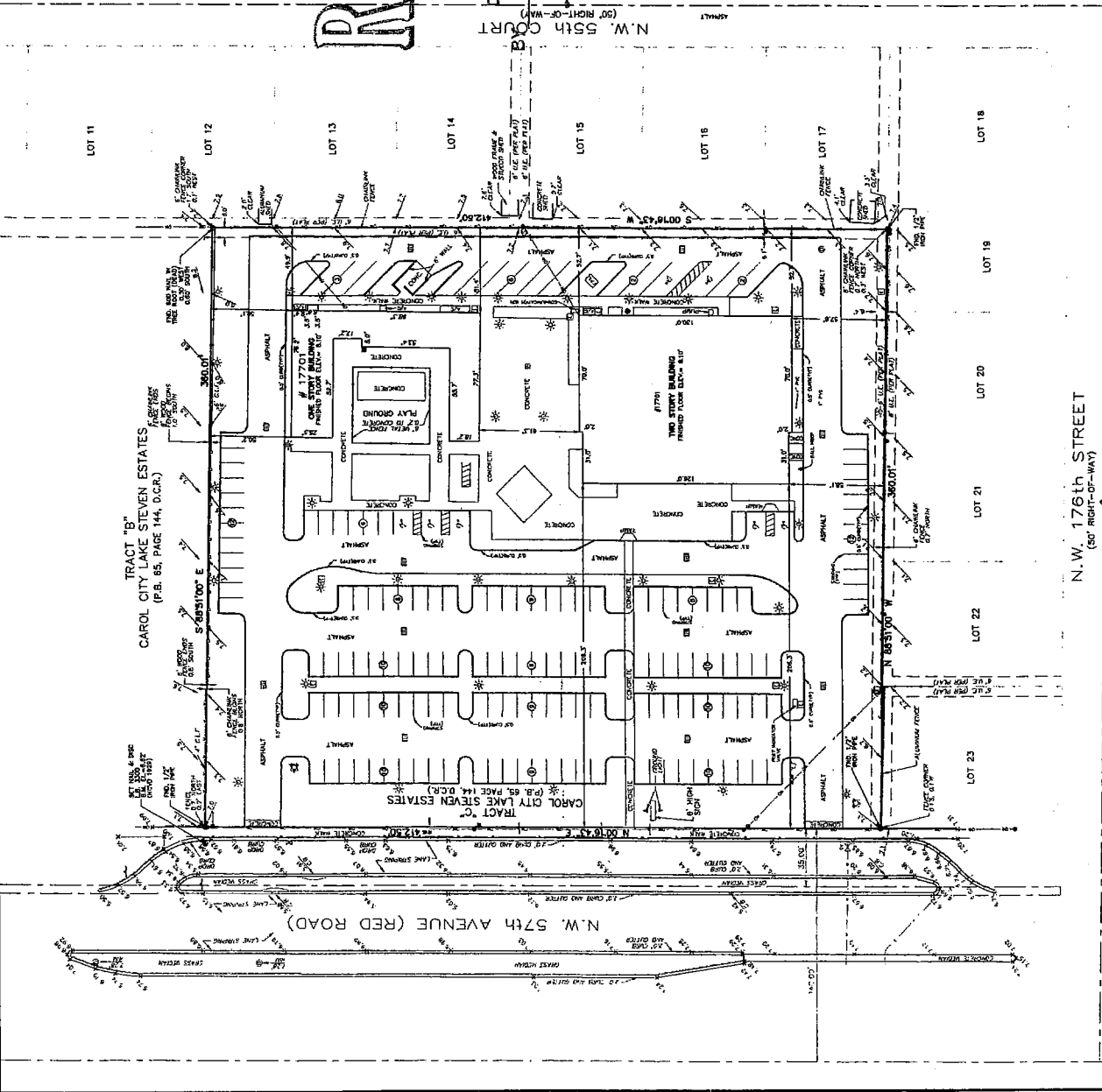
[illegible]

CREATED TO:
Support Title Company; Attorneys Title Insurance Fund, Inc.;
Bible Baptist Church, Inc.

DISCLAIMER: HERBERT CERRY had the attached Boundary and Topographic Survey of the Incorporated and Unincorporated Area of the City of Fort Lauderdale, Florida, as shown and described herein, surveyed in the field by my direction. I, HERBERT CERRY, that title to the Boundary and Topographic Survey may not meet the Minimum Technical Standards set forth in Chapter 51-17.050 through 51-17.053, Florida Administrative Code, and is not subject to Section 472.027, Florida Statutes.

Date: 3/7/14

DAVID E. BREAUX JR., P.L.S.
Florida Registration No. 5957
AVIROM & ASSOCIATES, INC.
L.B. No. 3300



N.W. 176th STREET
(50' RIGHT-OF-WAY)

LAND FORM

design group

17701 N.W. 57th Ave.
Miami, Florida 33155
Tel: 305.444.1000
Email: info@landformgroup.com

CONSULTANTS

PLAN REVIEW BY:
TAMARA L. JAMES, P.E.
FLORIDA PROFESSIONAL ENGINEER
NO. 123456789

ARCHITECT
JERRY CLAWSON /
architect

INTERNATIONAL
BIBLE BAPTIST
CHURCH

17701 N.W. 57th Ave.
MIAMI, FLORIDA

PROJECT

LANDSCAPE PLAN

DATE: 11-10-09

BY: [Signature]

PROJECT SITE

RECEIVED

214-017

APR 02 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

RECEIVED

RECEIVED

RECEIVED

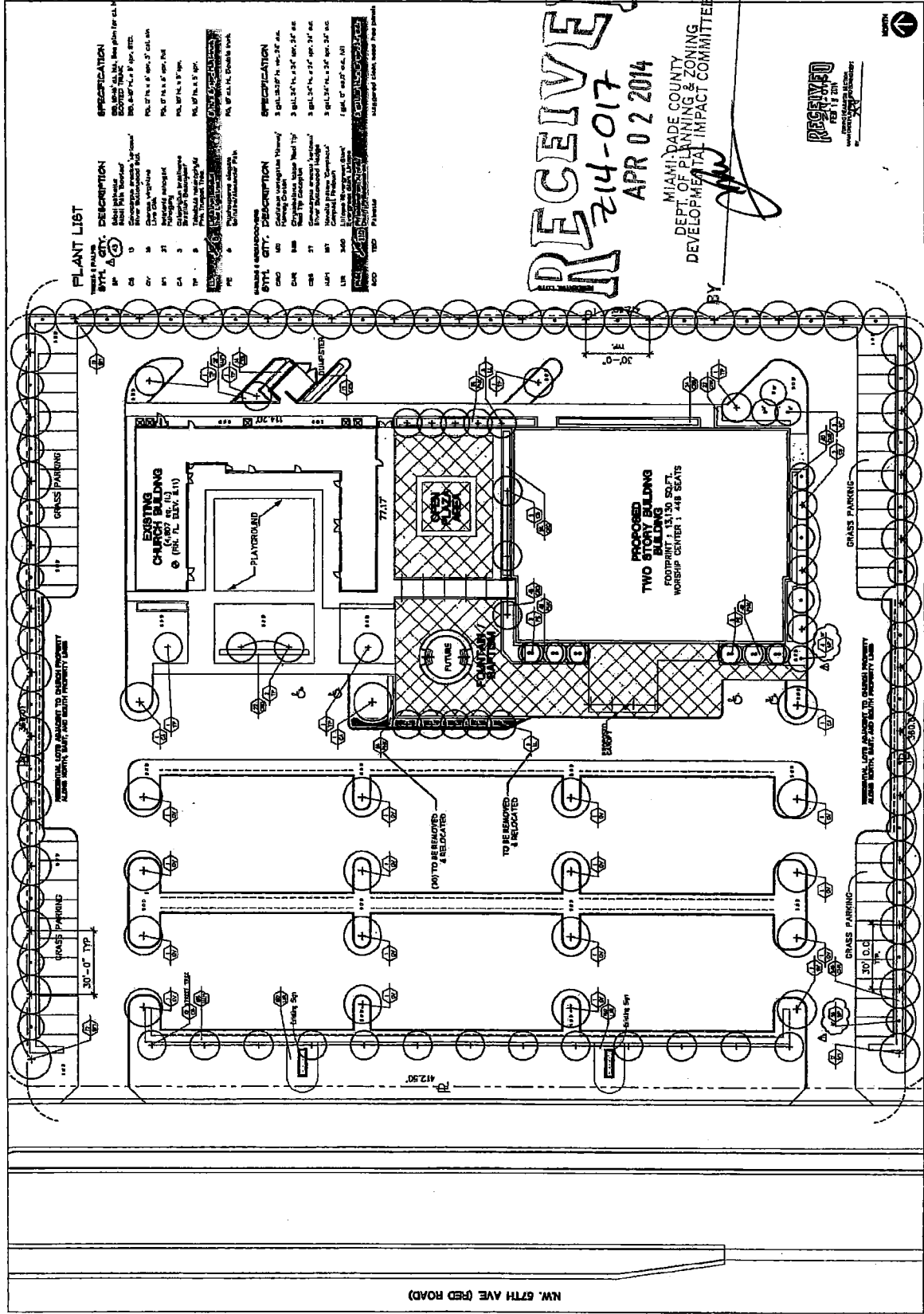
RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED



PLANT LIST	SYMBOL	DESCRIPTION	QUANTITY
1	[Symbol]	1" DBL. PALM TREE	10
2	[Symbol]	2" DBL. PALM TREE	10
3	[Symbol]	3" DBL. PALM TREE	10
4	[Symbol]	4" DBL. PALM TREE	10
5	[Symbol]	5" DBL. PALM TREE	10
6	[Symbol]	6" DBL. PALM TREE	10
7	[Symbol]	7" DBL. PALM TREE	10
8	[Symbol]	8" DBL. PALM TREE	10
9	[Symbol]	9" DBL. PALM TREE	10
10	[Symbol]	10" DBL. PALM TREE	10

SYMBOL	DESCRIPTION	QUANTITY
1	1" DBL. PALM TREE	10
2	2" DBL. PALM TREE	10
3	3" DBL. PALM TREE	10
4	4" DBL. PALM TREE	10
5	5" DBL. PALM TREE	10
6	6" DBL. PALM TREE	10
7	7" DBL. PALM TREE	10
8	8" DBL. PALM TREE	10
9	9" DBL. PALM TREE	10
10	10" DBL. PALM TREE	10

SYMBOL	DESCRIPTION	QUANTITY
1	1" DBL. PALM TREE	10
2	2" DBL. PALM TREE	10
3	3" DBL. PALM TREE	10
4	4" DBL. PALM TREE	10
5	5" DBL. PALM TREE	10
6	6" DBL. PALM TREE	10
7	7" DBL. PALM TREE	10
8	8" DBL. PALM TREE	10
9	9" DBL. PALM TREE	10
10	10" DBL. PALM TREE	10

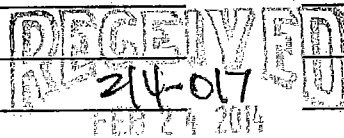
SYMBOL	DESCRIPTION	QUANTITY
1	1" DBL. PALM TREE	10
2	2" DBL. PALM TREE	10
3	3" DBL. PALM TREE	10
4	4" DBL. PALM TREE	10
5	5" DBL. PALM TREE	10
6	6" DBL. PALM TREE	10
7	7" DBL. PALM TREE	10
8	8" DBL. PALM TREE	10
9	9" DBL. PALM TREE	10
10	10" DBL. PALM TREE	10

SYMBOL	DESCRIPTION	QUANTITY
1	1" DBL. PALM TREE	10
2	2" DBL. PALM TREE	10
3	3" DBL. PALM TREE	10
4	4" DBL. PALM TREE	10
5	5" DBL. PALM TREE	10
6	6" DBL. PALM TREE	10
7	7" DBL. PALM TREE	10
8	8" DBL. PALM TREE	10
9	9" DBL. PALM TREE	10
10	10" DBL. PALM TREE	10

DISCLOSURE OF INTEREST*

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: Advanced Learning Charter School, Inc.

<u>NAME AND ADDRESS</u>	<u>Percentage of Stock</u>
<u>See Exhibit A - Non for Profit</u>	<u>0 %</u>
	

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Interest</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Ownership</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

If there is a CONTRACT FOR PURCHASE, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

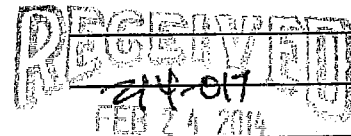
NAME OF PURCHASER: _____

NAME, ADDRESS AND OFFICE (if applicable)

Percentage of Interest

Date of contract: _____

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



ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY: AV

NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

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

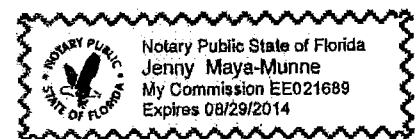
Signature: Joaquin A. Novoa
(Applicant)

Joaquin A. Novoa
(Print Applicant Name)

Sworn to and subscribed before me this 24th day of February 20 14. Affiant is personally know to me or has produced Driver's License FL. as identification.

Jenny Maya-Munne
(Notary Public)

My commission expires: 8/29/2014



Seal

*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

Exhibit A.

NAME AND ADDRESS

Percentage of Stock

Title O

Garcia-Becerra, Ana – Non for Profit
9727 SW 106 TERRACE
Miami, FL 33176

0%

Title O

Giorgini, Renato Victor – Non for Profit
6950 SW 75 AVENUE
Miami, FL 33143

0%

Title O

Novoa, Joaquin A. – Non for Profit
10821 SW 67 COURT
Miami, FL 33156

0%

RECEIVED
24-017
FEB 24 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT
BY AH

DISCLOSURE OF INTEREST*

RECEIVED
214-017
FEB 24 2014
ZONING HEARINGS SECTION
PLANNING & DEVELOPMENT DEPARTMENT

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: International Bible Baptist Church, Inc.

<u>NAME AND ADDRESS</u>	<u>Percentage of Stock</u>
<u>See Exhibit B - Non for Profit</u>	<u>0 %</u>
_____	_____
_____	_____
_____	_____

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Interest</u>
_____	_____
_____	_____
_____	_____
_____	_____

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Ownership</u>
_____	_____
_____	_____
_____	_____
_____	_____

If there is a CONTRACT FOR PURCHASE, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

NAME OF PURCHASER: _____

NAME, ADDRESS AND OFFICE (if applicable)

Percentage of Interest



ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT

Date of contract: _____

BY AD

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

NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

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

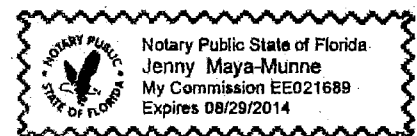
Signature [Signature]
(Applicant)

David K. O'Rear
(Print Applicant Name)

Sworn to and subscribed before me this 24th day of February 2014. Affiant is personally know to me or has produced Driver's License FL as identification.

[Signature]
(Notary Public)

My commission expires: 8/29/2014



Seal

*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

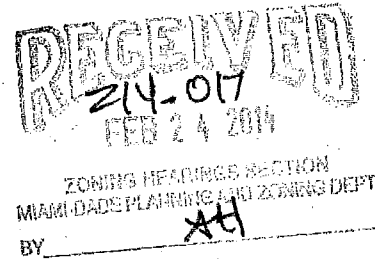


Exhibit B

NAME AND ADDRESS

Percentage of Stock

Title PD

Johnson Russell Rev. – Non for Profit
19511 Cypress CT
Hialeah, FL 00000 AF

0%

Title VD

Melendez, Omar – Non for Profit
6541 W 14 AVENUE
Hialeah, FL 33015

0%

Title TD

O'Rear, David K. – Non for Profit
18899 NW 77 CT
Hialeah, FL 33015

0%

Title SD

Porro, Martha – Non for Profit
18776 NW 80TH AVE
Hialeah, FL 33015

0%

Title AT

Porro, William – Non for Profit
18776 NW 80TH AVE
Hialeah, FL 33015

0%

Title AS

Zelaya, Carolina – Non for Profit
1855 W 60 AVE #203
Hialeah, FL 33012

0%

CHILD CARE CHECK LIST FOR CHARTER SCHOOLS

A signed charter contract from the Miami-Dade County School Board must accompany this application which matches the location, # of students and grade levels of the proposed application.

School Name: Advanced Learning Charter School, Inc. School Address: 17701 NW 57th AVE, Miami, FL 33015

Tax Folio # 30-2107-005-3140 Total size of site: 3.40 acres

Is this an expansion to an existing school? ☒ Yes ☐ No

If yes, indicate the # of students and grade levels previously approved:

56/Kindergarten and the Resolution # 4-ZAB-106-92

Number of children/students requested: 125 Grade Levels: K and 1st Ages: 5-7 years

Number of classrooms: 7 Total square footage of classroom area: 3,007 s.f.

Total square footage of non-classroom area (offices, bathrooms, kitchens, etc.) 1,207 s.f.

Total square footage of outdoor recreation/play area: 2,152 s.f.

Number of parking spaces provided for staff, visitors, and transportation vehicles: 15

Days and hours of operation: 5 days; Monday - Friday, 7:00 AM to 6:30 PM

THE INFORMATION ABOVE IS COMPLETE AND IS CORRECT TO THE BEST OF MY KNOWLEDGE.

Signed, sealed, executed and acknowledged on this 13th day of March at Miami-Dade County, Florida.

WITNESSES:

[Signature]

214-017

[Signature]
Joaquin A. Novoa

RECEIVED

APR 02 2014

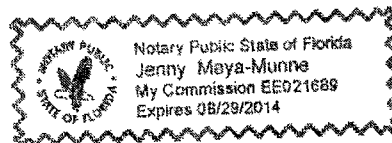
STATE OF FLORIDA
COUNTY OF MIAMI-DADE

I hereby certify that on this 13th day of March, 2014 by, before me personally appeared Joaquin A. Novoa, to me known to be the person described in an who executed the foregoing instrument and he/she acknowledge to me the execution thereof to be his/her free act for the uses and purposes therein mentioned.

My Commission Expires 8/29/2014

4/1/08

[Signature]





MIAMI-DADE COUNTY
HEARING MAP

Process Number

Z2014000017



Section: 07 Township: 52 Range: 41

Applicant: ADVANCED LEARNING CHARTER SCHOOL, INC./DBA HIVE PREPARATORY SCHOOL

Zoning Board: C5

Commission District: 1

Drafter ID: JEFFER GURDIAN

Scale: NTS

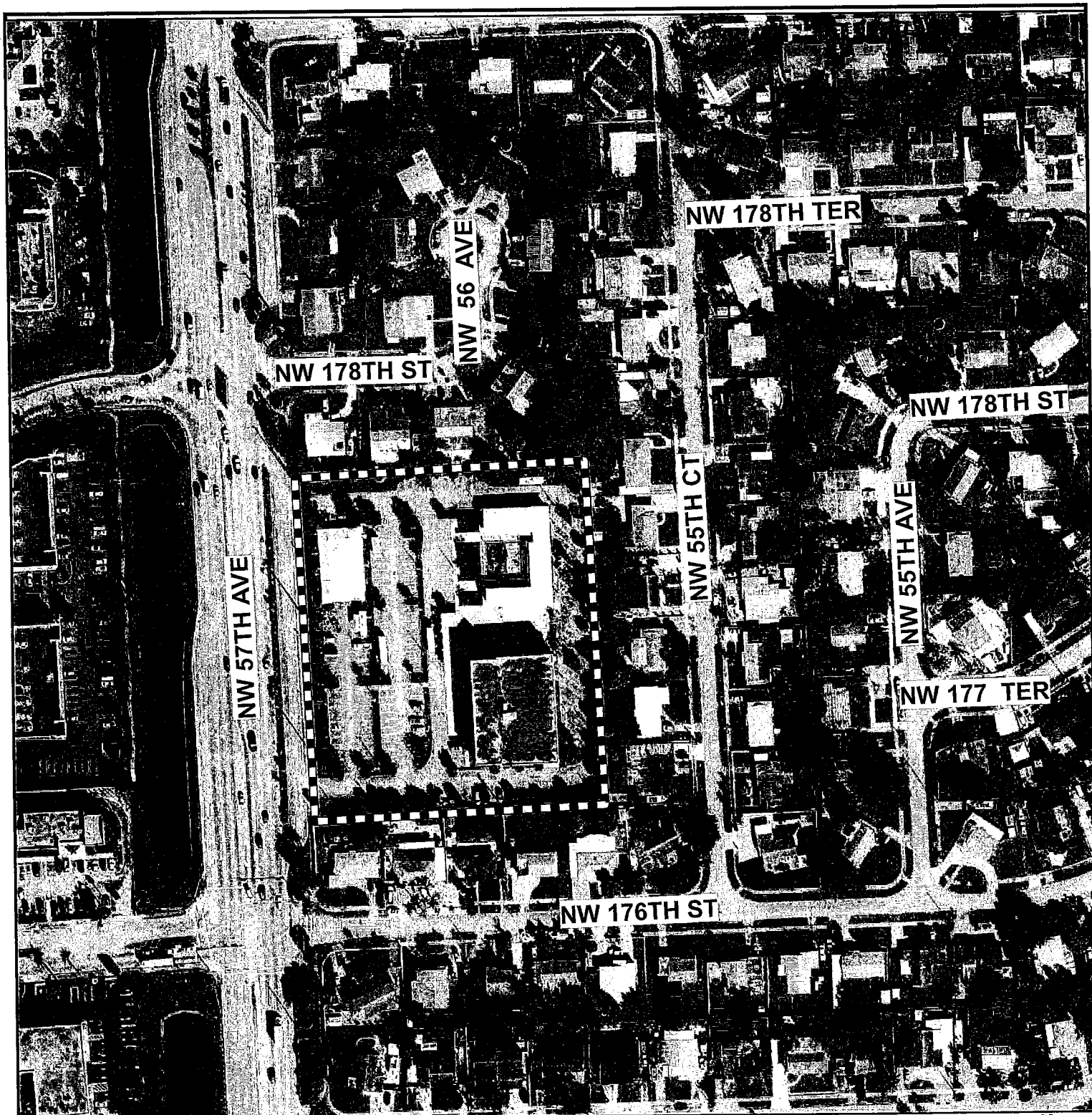
Legend



Subject Property Case



REVISION	DATE	BY
		53

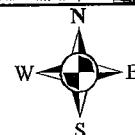


MIAMI-DADE COUNTY

AERIAL YEAR 2013

Process Number

Z2014000017



Section: 07 Township: 52 Range: 41

Applicant: ADVANCED LEARNING CHARTER SCHOOL, INC./DBA HIVE PREPARATORY SCHOOL

Zoning Board: C5

Commission District: 1

Drafter ID: JEFFER GURDIAN

Scale: NTS

Legend

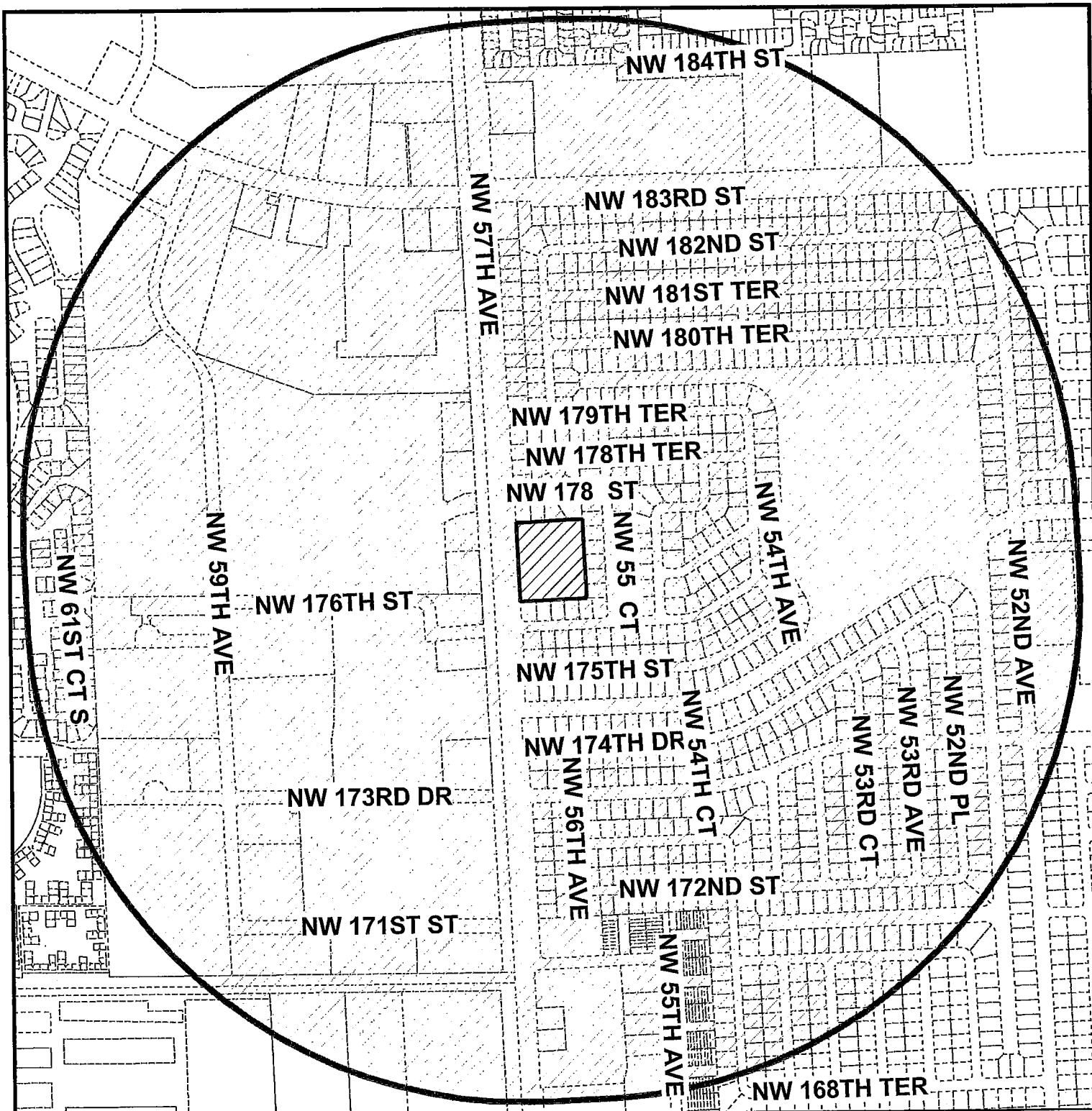


Subject Property



SKETCH CREATED ON: Wednesday, March 5, 2014

REVISION	DATE	BY
		54



MIAMI-DADE COUNTY
RADIUS MAP

Process Number

Z2014000017

RADIUS: 2640

Section: 07 Township: 52 Range: 41

Applicant: ADVANCED LEARNING CHARTER SCHOOL, INC./DBA HIVE PREPARATORY SCHOOL

Zoning Board: C5

Commission District: 1

Drafter ID: JEFFER GURDIAN

Scale: NTS

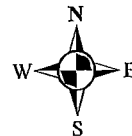
Legend



Subject Property



Buffer



REVISION	DATE	BY
		SS

**BUSINESS
AND OFFICE**

NW 57TH AVE

NW 178TH ST

NW 56 AVE

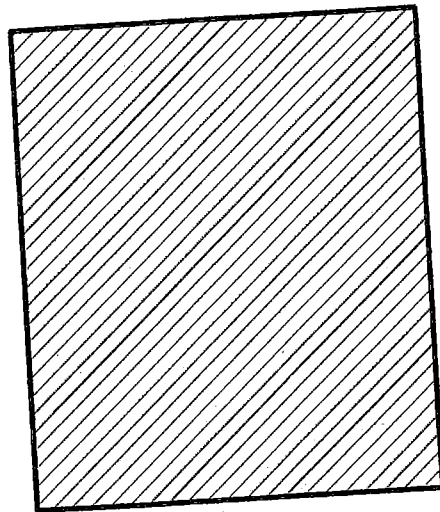
NW 178TH TER

NW 55TH CT

NW 178TH ST

NW 55TH AVE

NW 177 TER



(LDR) 2.5-6 DU/AC

NW 176TH ST

**INDUSTRIAL
AND OFFICE**

MIAMI-DADE COUNTY
CDMP MAP

Process Number
Z2014000017

Section: 07 Township: 52 Range: 41

Applicant: ADVANCED LEARNING CHARTER SCHOOL, INC./DBA HIVE PREPARATORY SCHOOL

Zoning Board: C5

Commission District: 1

Drafter ID: JEFFER GURDIAN

Scale: NTS

Legend



Subject Property Case



Zoning



SKETCH CREATED ON: Wednesday, March 5, 2014

REVISION	DATE	BY

Memorandum



Date: July 17, 2013

To: Board of County Commissioners

From: Rapid Transit Developmental Impact Committee (RTDIC)
Executive Council

Subject: RTDIC Recommendation

APPLICANT: DT Miami, LLC (Z14-059)

SUMMARY OF REQUEST:

The applicant is requesting a special exception to permit approval of a general plan for a passenger rail system with 3,269,875 sq. ft. of development area consisting of a rail station mixed with commercial, office, residential, hotel, and open space.

LOCATION: West of NW 1st Avenue, between NW 1st Street and NW 8th Street and east of NW 1st Avenue, between NW 6th and NW 7th Street, Miami-Dade County, Florida.

COMMENTS:

This application went before the Developmental Impact Committee because the proposed development is located within the Rapid Transit Zone. Section 33-303.1(D)(7) of the Code of Miami-Dade County charges the Developmental Impact Committee (DIC) to address applications with respect to: (I) conformance with all applicable plans; (II) environmental impact; (III) impact on the economy; (IV) impact on essential services; and (V) impact on public transportation facilities and accessibility.

The meeting of the RTDIC Executive Council was held on July 2, 2014 and the attached Department memoranda were reviewed and considered by said Committee.

RTDIC RECOMMENDATION:

Approval with conditions, as set forth in the Department of Regulatory and Economic Resources' recommendation.

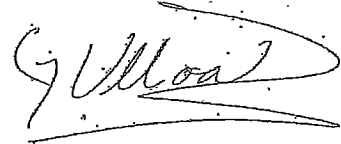
The Executive Council is of the opinion that this application will be in keeping with the Comprehensive Development Master Plan designation for the subject property. In addition, the Council found that the approval of this application with conditions will not be contrary to the public interest, is in keeping with the spirit of the regulations, and will permit the reasonable use of the premises. As such, the Executive Council finds that approval of this application will be **consistent** with the CDMP and **compatible** with the surrounding area.

APPLICATION NO. Z14-59
DT MIAMI, LLC

Respectfully Submitted,


DIC Executive Council
July 02, 2014

Giovannie Ulloa, Fire Chief
Miami-Dade Fire Rescue Department



AYE

Eric Silva, AICP
Sustainability, Planning and Economic Enhancement
Department




AYE

Antonio Cotarelo, Assistant Director
Public Works Department




AYE

Jose Gonzalez, P.E., Assistant Director
Department of Environmental Resources Mgmt



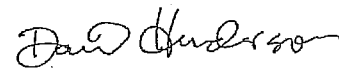
AYE

Bertha M. Goldenberg, Assistant Director
Miami-Dade Water and Sewer Department



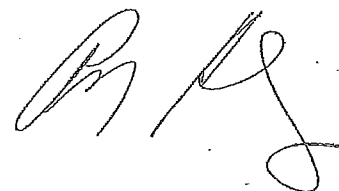
AYE

David Henderson, Bicycle/Pedestrian Specialist
Metropolitan Planning Organization



AYE

Albert A. Hernandez, Deputy Director, Engineering
Miami-Dade Transit

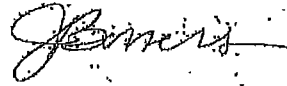


AYE

APPLICATION NO. Z14-59
DT MIAMI, LLC

July 02, 2014

John Bowers, Parks Property Management Supervisor
Parks, Recreation and Open Spaces



AYE

Irene Hegedus, Zoning Administrator
City of Miami



AYE

Francisco J. Garcia, Director
City of Miami Department of Planning and Zoning



AYE

**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Developmental Impact Committee**

PH: 14-059

DIC Date: July 2, 2014

Recommendation Summary for DT Miami, LLC	
Miami-Dade Commission District	3 and 5
Applicant	DT Miami, LLC
Summary of Requests	This application is requesting a special exception to permit approval of a general plan for a passenger rail system with 3,269,875 sq. ft. of development area. The development will have approximately 70,600 sq. ft. of train related operational area located within the Rapid Transit Zone, and a combination of commercial and residential development consisting of a maximum of 1,111 residential multi-family units, a maximum of 177,400 sq. ft. of station retail, a 327-room hotel and a maximum 1,155,000 sq. ft. of office space.
Location	West of NW 1 st Avenue, between NW 1 st Street and NW 8 th Street and east of NW 1 st Avenue, between NW 6 th and NW 7 th Street.
Property Size	8.93 Acres
Existing Zoning	Downtown Intermodal District Corridor Sub-Zone of the Rapid Transit Zone
Existing Land Use	Surface parking lots
2020 - 2030 CDMP Land Use Designation	Regional Urban Center
Comprehensive Plan Consistency	Consistent with the urban center interpretative text, goals, objectives and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33C-9(E) Initial Review of the Downtown Intermodal District Corridor Sub-Zone Section 33-311(A)(3) Special Exception (see attached Zoning Recommendation Addendum)
Recommendation	Approval with conditions of the special exception to permit a general plan for a passenger rail system and associated uses

REQUESTS:

SPECIAL EXCEPTION to permit approval of a general plan for a Passenger Rail System located within the Rapid Transit Zone. This request will also include a combination of Commercial, Residential, Hotel and Office Space.

PROPERTY HISTORY & DESCRIPTION:

The subject parcels, owned by DT Miami, LLC, are within the Downtown Intermodal District Corridor Sub-Zone of the Rapid Transit Zone (Chapter 33C). Resolution 353-14 approved an inter-local agreement ("the Agreement") between the City of Miami and Miami-Dade County in connection with the development of an intercity passenger rail system on the subject parcels. The Agreement allowed the jurisdictional transfer to Miami-Dade County of all zoning and permitting authority for the development of an intercity passenger rail system and associated uses on the subject parcels. Prior to this agreement, a major portion of the subject parcels jurisdiction was located in the City of Miami and therefore subject to the Miami 21 zoning requirements and review procedures. The Agreement stipulates that due to the regional significance of the proposed transportation system, providing train service from Miami to Orlando, and its integration with the local rapid transit systems, consisting of Metrorail, Metromover and bus service serving the metropolitan area, development coordination of the proposed train station and uses supporting the facility would be facilitated by Miami-Dade County and subject to Miami-Dade County standards and procedural rules. As such, parcels

previously under City of Miami jurisdiction are now within the boundaries of the Miami-Dade County Rapid Transit Zone known as Chapter 33C.

Chapter 33C ("the Chapter"), the Fixed-Guideway Rapid Transit System - Development Zone, not only authorizes the construction of the County's rapid train system, known collectively as the Metrorail, but allows development of parcels immediately surrounding Metrorail stations with a variety of land uses, residential densities and building intensities consistent with the Miami-Dade County adopted Comprehensive Development Master Plan (CDMP) Urban Center text. Sections of Chapter 33C, which include standards for development of properties around stations in conformance with the thresholds of the CDMP are identified as station Subzones. Ordinance No. 14-37, adopted by the Board of County Commissioners on April 8, 2014, which created Section 33C-9 of Chapter 33C and is referred to as the Downtown Intermodal District Corridor Subzone, guides development of the subject parcels adjoining Government Center and Overtown/Historic Lyric Theater Metrorail Stations. The Downtown Intermodal District Corridor Subzone boundaries extend from NW 1st Street on the south to approximately NW 8th Street to the north and between the aforementioned Metrorail stations and NW 1st Avenue, with a small portion located between NW 1st Avenue and North Miami Avenue. Parcels included for development of the proposed train facility in this Subzone are currently vacant, but have been used as surface parking serving the predominant concentration of governmental uses in the area. This Subzone permits the development of an intercity passenger rail system, retail, office, hotel, multi-family, among other uses and provides the standards for building placement, open space allocation, building height, parking requirements, setbacks, plan review guidelines and approval process.

Further, development approval in the Downtown Intermodal District Subzone requires a two part project review process. The first part called the "Initial Review", which is the subject application, requires approval of a general plan by the Miami-Dade Board of County Commissioners, indicating the proposed total development build-out program in the form of numerical calculations of building sizes, densities, building heights, open space area and graphical information illustrating the massing, scale, and architectural vision of the project. This process undertaken by representatives from the City of Miami and Miami-Dade County staff evaluates the maximum development thresholds of the proposal and the impacts it generates on existing infrastructure. Subsequent to the approval of the general plan, the applicant will submit detailed plans for review and approval by County and City of Miami agencies and representatives, respectively, in a process called the Administrative Site Plan Review Process (ASPR). The ASPR process requires detailed plans of proposed development in the Subzone, which show a high level of construction information that allows staff to address, among other things: life safety issues; aesthetic considerations; buffering of service and parking areas; technical aspects of vehicular and pedestrian circulation; landscaping; lighting; connectivity to adjoining streets and blocks; fire rescue set-up sites; and any information requested by staff to address the final project design. Completion of the ASPR review and approval allows the applicant to proceed to permitting and construction.

NEIGHBORHOOD CHARACTERISTICS		
	Zoning and Existing Use	Land Use Designation
Subject Property	RTZ -Downtown Intermodal District Corridor Subzone (Miami-Dade County): vacant	Regional Urban Center (Miami-Dade County land use plan map); Central Business District (City of Miami land use plan map)

North	T6-60A-O and Easement (City of Miami): FEC railway corridor; vacant land (former Miami Arena)	Regional Urban Center (Miami-Dade County land use plan map); Restricted Commercial (City of Miami land use plan map)
South	CI (City of Miami): Historical Museum of South Florida, Library and Civil Courthouse	Regional Urban Center (Miami-Dade County land use plan map); Major Institutional, Public Facilities and Transportation (City of Miami land use plan map)
East	T6-80-O, T6-60A-O and SD-16.3: federal courthouses, office buildings; retail and parking lots/garages; warehouses	Regional Urban Center (Miami-Dade County land use plan map); Central Business District (City of Miami land use plan map)
West	CI (City of Miami): Government Center offices, Children's Courthouse, State offices and garage, Miami-Dade County offices	Regional Urban Center (Miami-Dade County land use plan map); Major Institutional, Public Facilities and Transportation (City of Miami land use plan map)

NEIGHBORHOOD COMPATIBILITY:

The properties making up the 8.93-acre development area are improved with surface parking lots and vacant parcels abutting major institutional and transportation uses. Metrorail, Metromover, Miami-Dade County and State offices lie directly west of the subject properties and federal courthouses, retail, offices, parking areas and vacant properties lie to the east. South of the subject properties are the Historical Museum of South Florida, the Downtown Library and the Miami-Dade County Civil Courthouse. The federal courthouses, which are major downtown Miami focal points, are located east together with retail and general office uses. The properties are in close proximity to major access circulation corridors such as I-95 and I-395. Generally, the area is characterized with uses serving government and institutional needs of residents of Miami-Dade County and those living in the emerging residential neighborhoods along Biscayne Boulevard and in and around the Miami River to the south and west of the subject properties. The proposed train station facility is compatible and complements the existing Metrorail and Metromover transportation modes serving downtown Miami and the Metropolitan area. The scale of the proposal, consisting of high rises above a train station platform containing retail, office and hotel uses, among others is similar to the existing high scale development that characterizes the area and permitted by the City of Miami zoning code known as Miami 21. This development will provide a gateway into the City, increase Metrorail and Metromover ridership, stimulate and encourage development in Downtown Miami, serve as an alternative regional transportation mode and provide additional retail, office and services to the area.

SUMMARY OF THE IMPACTS:

The approval of this application will allow the development of an integrated regional transportation facility with retail, office, hotel, open space and residential uses among others. This will provide the Metropolitan area with an alternative mode of transport and add services to

the immediate neighborhoods which surround the facility. During construction and completion of the train station and subsequent phases, traffic impacts in the surrounding area will increase as the structural components of the facility emerge on the subject properties and those portions which cantilever over the street network extending from NW 3rd Street to approximately NW 8th Street. Parking demands are projected to increase due to services provided by the facility and proposed uses such as residential, office and retail making up the remaining building program. Office, residential, hotel and similar uses will impact water and sewer demands which are also projected to rise. Further, additional security may be necessary due to the nature of the development which will generate a high volume of pedestrians, visitors and train users.

MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

Staff is of the opinion that the proposed train station and accompanying land uses in the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone are, as analyzed below, **consistent** with the urban center interpretative text criteria provided by the 2020-2030 adopted Miami-Dade County Comprehensive Development Master Plan.

CDMP: *Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Such centers shall be characterized by physical cohesiveness, direct **accessibility by mass transit service**, and **high quality urban design**. **Regional** and **Metropolitan Centers**, as described below, should also have convenient, **preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility**.*

Analysis: The subject properties making up the 8.93-acre development is designated as a **Regional Urban Center** in the adopted 2020-2030 Miami-Dade County Comprehensive Development Master Plan (CDMP) land use plan map (LUP). The intercity passenger rail system proposed on the subject property is accessible from I-95, I-395 and major corridors such as Biscayne Boulevard, Flagler Street and North Miami Avenue which are located ½ a mile away or closer. Metrorail, Metromover and buses will directly link to the proposed train station. This will allow residents and visitors to access the facility using different transit modes from neighborhoods located in south Dade, from Miami International Airport and nearby City of Miami neighborhoods such as Brickell, Downtown Miami, and the Omni area, among others. The train station acts as a gateway into the City of Miami and a Miami-Dade County destination.

CDMP: *According to the CDMP Urban Center text, centers shall be designed to create an identity and a distinctive sense of place through unity of design and **distinctively urban architectural character** of new developments within them. The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers.*

Analysis: The applicant is proposing a development where uses such as retail, residential, offices, hotel(s) and other uses would be integrated vertically and horizontally on the site and placed within an interconnected network of short blocks and streets adjoining the downtown Miami grid. The applicant is proposing a style that is modern but borrows from the emerging Downtown Miami and Brickell architectural characteristics such as abundant fenestration to take advantage of street, sky and ocean views, large eaves and balconies for weather protection and enjoyment of the outdoors. Moreover, the plan proposes, in addition to the station's retail and office components, residential, office, hotels and commercial uses that complement the uses

permitted by City of Miami regulations and found in Downtown Miami. The central location of the station in the core of Downtown Miami, will allow train users to easily access Downtown Miami services by foot or transit.

CDMP: *The urban center text further indicates that the design of developments and roadways within the centers emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and area wide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time.*

Analysis: Staff notes that the proposed train station and associated uses will promote transit use as potential passengers can easily access the County's Metrorail and Metromover system as well as bus service. The combination of the proposed train station with the County's Metrorail, Metromover and bus station adjoining and in most cases, linked to the train station site will create an intermodal transit hub in the City of Miami core. Likewise, the integration of different uses ranging from retail, hotel, and office within the same structure and the development's proximity to City services by transit reduces some dependence on the automobile to access immediate services. Due to the presence of transit adjoining the proposal, the applicant plans on developing an intense building program totaling 3,269,875 sq. ft. that will take advantage of and support transit use. In addition, the retail component proposed will be conveniently located to the employees working in the immediate area as well as those using the trains. Further, the submitted general plan indicates buildings in close proximity to the street which, as the submitted vision images illustrate, will be interconnected to the surrounding street network. The buildings are lined with habitable space and include uses that encourage their use by pedestrians. As a gateway into the City of Miami and Miami-Dade County, the development will incorporate signage, pedestrian connections, crosswalks and similar urban elements that facilitate its access and connections to land uses nearby. When completed, with or without the multi-phased building program of varying uses, the development will attract and deliver many people to the City, helping to support its business core and promote further growth in the area.

CDMP: *Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity.*

Analysis: The proposed development plans, in future phases, to include a building(s) with approximately 1,130,000 sq. ft. of residential space incorporating a total of 1,111 units and build an approximately 210,000 sq. ft. mixed-use development that will include 327 hotel units. In

staff's opinion, the mixing of residential uses in the station is in keeping with the already emerging residential uses occurring on the east and south areas of Downtown Miami. For most of the City's history, the downtown has had a large concentration of business and office uses, with some entertainment and cultural uses. This large concentration of commercial and office resulted in a downtown where the majority of the activities occurred during the day when workers were present. During the few years of the City's growth, residential uses have increased in the area and demand for cultural activities and entertainment have increased as well. The construction of significant cultural centers and museums has begun to address the cultural demands of people wishing to reside in Miami's urban core. The high density residential uses planned on the station site, consistent and in keeping with the urban center's Regional density thresholds, will help bring additional people to live in the downtown core that support those cultural uses currently in place and bring people closer to Miami's employment centers. Additional residential uses introduced by this project and others in combination with existing business and office uses in the area provides a balanced mix of uses for a more sustainable, active and culturally diverse downtown. In addition, the station incorporates two significant open spaces, one on the south side of the Subzone, fronting NW 1st Street and another between NW 6th Street and NW 7th Street, on the east side of NW 1st Avenue. These spaces act as entrance plazas into the station. Their large sizes potentially allow the accommodation of landscaping, furnishings, lighting, monuments and other appointments which encourage social activities in and around the station.

CDMP: *Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas.* The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity.

Analysis: The train station is proposed on six blocks connected to the City of Miami's street grid. All structures will be accommodated on the blocks linked to transit and with frontage to the surrounding street system. The blocks making up the Subzone are short and interconnected to the downtown street network; therefore, the routes to the proposed development are direct and distances to other destinations in the area are possible by bicycle or foot. Although the massing

and scale of the proposal permitted by urban centers is intense, portions of the building having street frontage will be treated with storefronts and glazing that permit views within. Blank walls will be avoided or mitigated with architectural elements similar to those used on proposed buildings to maintain a high quality pedestrian experience at street level. The train tracks are enclosed within a ribbed concrete and metal structure possessing a sculptural quality that is attractive and screens the trains and its tracks from street views. The station's glazing is a predominant feature of the station and its abundance allows, in addition to views, for light from proposed uses to spill onto the sidewalk and street. As one approaches the station from adjoining streets and streets that intersect the parcels, one will be able to appreciate the impact of the scale and architectural qualities of the development when considering the visual impact generated by the materials enveloping the structure such as the glass that allows more light on the street and the metal components of the train track elements that reflects the ambient light. The approach to the development is an important part of the pedestrian experience and the applicant is prepared to enhance this experience by fitting the sidewalks surrounding the station with landscaping, street lighting and textured paths and sidewalks. Awareness of the project and safe access to the project is significant for both vehicular users and pedestrians. In this regard, the applicant plans crosswalks mid-block and at street corners for pedestrians to safely walk to the proposal from adjoining streets. The existing street grid which bisects the development's parcels, allows options for automobiles to arrive and depart from the station and access station parking. Structural components of the station and building floors will cantilever over sidewalks and streets. Parts of the structural components that cantilever over station streets and sidewalks which reach the ground in the form of vertical or v-shaped concrete columns act as colonnades that protect station patrons from inclement weather. Buildings are placed in close proximity to the street to define sidewalks, blocks and open space thereby creating environments suitable for pedestrians. Open spaces will be interconnected with the station's pedestrian pathways and sidewalks to create a seamless relationship between station uses and potential parks, which are planned on the south side and east sides of the Subzone. Similar materials and landscaping used on sidewalks adjoining the station are planned inside open spaces for visual consistency and quality of space. It is envisioned that these open spaces are considered focal points of the development and as outdoor rooms where visitors and patrons of the station and its proposed uses will interact.

CDMP: *Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. **Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses. Regional urban centers shall have an average floor area ratio (FAR) greater than 4.0 in the Core and a maximum residential density of 500 units per gross acre.***

Analysis: The structures housing the train station program and associated uses will occupy most of the blocks forming a compact urban condition that defines sidewalks that are planned to be aesthetically pleasing and comfortable for pedestrians. Habitable space will line garages and occupy the street frontage to fully engage the pedestrian visually with proposed uses and provide accessibility by foot to the uses and services provided. Submitted plans indicate a multi-level train structure with buildings housing a variety of uses on top of the station structure and one signature high rise on the south side of said station. The development totaling 3,269,875

sq. ft. of building area with a maximum of 1,111 residential units proposed is consistent with the high floor ratios permitted by the Regional Urban Center text and at 124 units per acre, in conformance with the residential thresholds permitted in said urban center.

ZONING ANALYSIS:

The applicant, DT Miami, LLC, is **requesting a special exception** to permit approval of a general plan for a passenger rail system with approximately 70,600 sq. ft. of operational area located within the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone with a combination of commercial, office, hotel and residential development. The 8.93-acre property is located in the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone extending between NW 1st Street and NW 8th Street and from the Government Center and Overtown/Historic Lyric Theater Metrorail stations to NW 1st Avenue, in the City of Miami, Florida. A triangular parcel located east of NW 1st Avenue, between NW 6th and NW 7th Streets is also part of the Subzone. To the west of the Subzone District lies the Miami-Dade Government Center and Overtown/Historic Lyric Theater Metrorail Stations, the Children's Courthouse, State of Florida service offices and Miami-Dade County Offices. East of the Subzone are the federal courthouses, offices, retail, parking garages, the Miami-Dade County Bar Association offices, Miami-Dade County ISD offices, surface parking lots, and vacant land once improved with the Miami Arena. The Historical Museum of South Florida, library, and Civil Courthouse, and parking lots are to the south.

The general plan documents submitted as part of the Initial Review under Chapter 33C-9, and labelled as the following: Downtown Miami Context: Intermodal Connections; Schematic Site Plan: Ground Level; Schematic Site Plan: Platform/Overbuild Levels; Aerial Isometric; Isometric: General Scale and Location of Concourses; Isometric: General Organization of Retail Uses; Isometric: Rail Infrastructure and Platforms; Isometric: Future Phase Permitted Mixed-use Towers; Floor Area Ratio, Residential Density, and Open Space; and Development Program; provide the location of the proposed train station and associated land uses, density, intensity of development, open spaces, scale of development, and maximum development square footage thresholds. The Initial Review of the general plan, the subject of this application, is only to evaluate the maximum development thresholds and its generated impacts on existing infrastructure. A more rigorous review of the project, where details of buildings, vehicular and pedestrian circulation, architecture, landscaping, among other criteria, will occur during the Final Review process indicated in Chapter 33C-9 and referred to as the Administrative Site Plan Review Process (ASPR). Other documents submitted by the applicant for this application to explain the proposal, which include perspectives, isometricss and aerial views indicate an above street multi-level train station structure occupying three of the six parcels located within the boundaries of the Subzone, between NW 2nd Street and NW 8th Street. Parts of the structure housing the train station, including rail lines, bridge over streets intersecting the parcels, except for NW 2nd and NW 3rd Streets. The lower levels of the station structure will house parking and mixed-use, the middle levels accommodate train operation functions such as terminal concourses, waiting areas, ticket sales, and retail, and the upper level accommodates the train lines in an enclosed 'viaduct' sheathed with metal and concrete components. Above the station, three multiple story buildings incorporating a hotel or office, multi-family units and office is planned as future phases. On a parcel located between NW 3rd Street and NW 2nd Street a multi-use signature high-rise containing mixed-use is proposed. The station and accompanying uses is proposed in phases with the train station and ancillary mixed-use component to be completed first. Subsequent to the completion of the station, the development above the station

platform and the signature high rise will follow as phased development. When the station portion of the development is completed, a total of 774,875 square feet of area consisting of parking structures, rail functions, and commercial uses will be in full operation. A total of 3,269,875 sq. ft. of development is expected at the completion of the multi-phased project with a 327 room hotel (210,000 sq. ft.), 1,155,000 sq. ft. of office, and 1,130,000 sq. ft. of multi-family use. It is expected that, at full capacity, a total of 32 trains will depart and arrive at the station.

Staff opines that when the special exception request is analyzed under Section 33-311(A)(3), said request would not generate excessive noise, traffic, provoke excessive overcrowding of people, tend to provoke a nuisance and would be **compatible** with the surrounding area for the reasons stated below. As part of this application, the applicant submitted a Traffic Impact Study for the Traffic Engineering Division (TED) of the Public Works and Waste Management to review. According to TED, NW 7th Avenue south of NW 20th Street has a maximum LOS "E+50" and when the 100 vehicle trips generated by this development is combined with the 1229 Peak Hour Period (PHP) vehicle trips assigned for this road and those previously approved through Development Orders, this segment will remain at LOS "A". NW 7th Avenue north of NW 20th Street has a maximum LOS "E+50". The 137 vehicle trips generated by this development combined with the road's 1822 PHP vehicle trips and those previously approved through Development Orders will cause this segment to remain at LOS "D". Biscayne Boulevard north of NE 71 Street and south of NE 6 Avenue has a maximum LOS "E+50" with current PHPs of 3123 and 1381, respectively. When combined with 591 vehicle trips generated by the development and combined with said road's 3123 and 1381 PHP vehicle trips and those previously approved through Development Orders, both street segments will remain at LOS "E+50". SE 13 Street west of Brickell Avenue has a maximum LOS "E+20" and a current PHP of 1236 vehicle trips. The 415 vehicle trips generated by this development when combined with the 1236 PHP vehicle trips and those previously approved through Development Orders will cause this segment to remain at LOS "C". Further, the Dolphin Expressway west of the NW 10 Avenue Bridge has a maximum LOS of "D" and a current PHP of 8277 vehicle trips. The 237 vehicle trips generated by this development when combined with the 8277 PHP vehicle trips and those previously approved through Development Orders will cause this segment to remain at LOS "D". The **Public Works and Waste Management Department** has **no objections** to the application and indicates that in accordance with Chapter 33G-5(1)(a)(1) of the Miami-Dade County Code, this application will be granted concurrency approval since the project is located within the Urban Infill Area. Based from the memorandum from TED the proposed development will not change the current LOS in area streets. The **Division of Environmental Resources Management of the Department of Regulatory and Economic Resources** memorandum indicates that **approval** will not result in a reduction in the LOS standards for potable water service, wastewater disposal, and flood protection.

The **Miami-Dade Fire Rescue Department** has **no objections** to the proposed rail station and indicates that in the event of an emergency, the Miami-Dade Fire Rescue Department is able to provide mutual aide to the City of Miami upon request. In the event of mutual aide, stations responding to the rail station include Station 39 located at 641 Europe Way in the Port of Miami and Station 2 located at 6460 NW 27 Avenue. Staff notes that the memorandum submitted by the **Parks, Recreation and Open Spaces Department** indicates that it has **no objection** to the application. Parks has no pertinent comments concerning impact or demand on existing County parks, proposed or budgeted service expansion, nor do they perform a concurrency review. The site of this application is located within the City of Miami and therefore the CDMP Open Spaces Spatial Standards do not apply. The **Water and Sewer Department** has **no objections** to the application and recommends approval with conditions based on resolution of

the conflict with the existing 30-inch water main along NW 6th Street and the 60-inch sanitary sewer force main along NW 4th Street. The applicant and Miami-Dade Water and Sewer are currently addressing the construction and cost of parallel pipes to bypass the conflict. The **Public Works and Waste Management Department's Waste Operations Section has no objections** to the application and indicates waste collection is available for the site. The applicant must comply with site circulation considerations for waste vehicle collection, waste storage considerations on site, and provide a recycling area/program for the development. The **Miami-Dade County Aviation Department (MDAD) has no objections** to the application. Aviation provided that both the Federal Aviation Administration (FAA) and MDAD study and issue airspace determinations for proposed structures are completed. Aviation notes that MDAD and FAA will review each permanent structure reaching 200 feet above ground level. The **Miami-Dade Police Department does not object** to the application but anticipates an increase in the volume of calls for service and as such, additional sworn police personnel, plus support staff and equipment will be required for the development. The Police Department recommends the applicant work closely with the Miami Police Department and the Miami-Dade County Police Department in considering security options for the site. **Miami-Dade Transit indicates no objection** to the application provided the application complies with the conditions indicated in their memorandum dated July 2, 2014. The Miami-Dade County **Metropolitan Planning Organization (MPO) has no objections** to the application subject to conditions which, among other things: provide during the final review elevation diagrams addressing the grade separation of the tracks as they proceed from north of and under I-395, past NW 11th, 10th, 9th, and 8th Streets, and arriving into the Miami Station; provide connections between the Miami Station and Government Center and Historic Overtown/Lyric Theater Metrorail Station, Metromover Stations (Government Center and Wilkie D. Ferguson, Jr.), the Miami Trolley, the proposed Downtown Bus Terminal Facility as well as planned rail lines such as the Tri-Rail Coastal Link and the Beach Corridor Transit Connection; bicycle and pedestrian connections shall be clearly shown to nearby existing and planned greenways and trails; provide pedestrian amenities and a bicycle commuter station and their locations; indicate taxi waiting areas in plans submitted for final review; provide an open space plan with shade trees and landscaping; address pedestrian and bicyclist safety and security for all phases of the development in the Subzone; include connections between the proposed bus terminal and proposed transit/pedestrian mall at NW 1st and 2nd Avenues; and consider pedestrian and bicycle friendly design for proposed parking garage and bus terminal. The **Miami-Dade County Internal Services Department (ISD) has no objections** to the application; however, they recommend the applicant take all of the necessary steps to minimize the vehicular and pedestrian access disruptions to the four County buildings impacted by the proposal. To that end, the applicant should coordinate with ISD personnel at the earliest possible date prior to construction on how to minimize disruption in access to these buildings during the construction period. The **City of Miami** has reviewed the application and in their letter dated July 1, 2014, requests that the applicant address in the Administrative Site Plan Review (ASPR) process, among other things, the following: connectivity (pedestrian, bicycle, vehicular, and similar) from the proposed station to Metrorail in Phase I and Metromover; connectivity (pedestrian, bicycle, vehicular, and similar) from the proposed station to the Government Center Metrorail; maintenance of train track viaduct due to architectural expression of materials and their exposure to the urban environment; connectivity (pedestrian, bicycle, vehicular, and similar) between the station and the proposed expo center in Downtown Miami; connectivity (pedestrian, bicycle, vehicular, and similar) to areas west of the station; and provisions of design documents showing the relationship and interaction between elevated train tracks and train structural components with NW 8th Street roads, pedestrian crossings, and buildings.

Based on the aforementioned department memoranda, staff opines that the requests will not result in, among other things, excessive noise or traffic or cause undue or excessive burden on public facilities. Staff opines that approval of these requests will allow the applicant to develop an intercity train station and mixed-use project that will stimulate the local economy by bringing visitors and residents to the urban core of the City of Miami and use its services and commerce. The project will support local transit such as the Metrorail and bus systems and act as a catalyst for further development in this area of the City of Miami. The applicant's vision contemplates an architecturally modern facility that will be designed to address the street and its open spaces in a manner that creates pedestrian activity. As proposed, the station, its anticipated circulation and pedestrian systems, height of buildings and proposed land uses complement the downtown area of the City of Miami with its historically interconnected block and street system and **compatible** with existing development surrounding the proposal consisting of multiple high rises, mid and low-rise buildings housing office, retail, government uses and residences. The conditions and recommendations by the reviewing agencies will be addressed by the applicant during the Administrative Site Plan Review Process (ASPR), to mitigate, among other criteria, traffic, security and infrastructure needs of the development. It is anticipated that the development will attract large numbers of people to its facilities and to the area; however, the station and its accompanying uses will be designed to properly accommodate large volumes of visitors, patrons, residents and workers. Most of the uses are housed vertically in a Regional Urban Center, which permits buildings with unlimited floor area ratios and heights restricted by the FAA. Staff opines that the requests will have a favorable effect on the economy of Miami-Dade County and will not result in excessive traffic, tend to create a fire or other equally or greater dangerous hazard, or provoke excessive overcrowding of people for the reasons indicated above. Therefore, when considering the necessity for and reasonableness of the applied for special exception in relation to the present and future development of the area and the compatibility of the applied for use with the area and its development, staff opines the proposed train station and accompanying uses is **compatible** with same based on the reasons stated above. As such, **staff recommends approval with conditions of the special exception request under Section 33-311(A)(3) Special Exceptions, Unusual Uses and New Uses.**

RECOMMENDATION:

Approval with conditions of the special exception to permit a general plan for a passenger rail system and associated uses

CONDITIONS FOR APPROVAL:

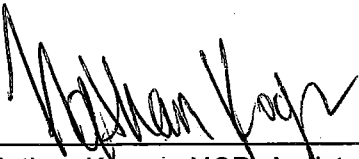
1. That a site plan be submitted to and meet with the approval of the Director of the Department of Regulatory and Economic Resources for Administrative Site Plan Review (ASPR), said plan must include, among other things but not limited to, all exhibits indicated by Section 33C-9(F)(3) and reviewed pursuant Section 33C-9(G).
2. That in the approval of the general plan, the same be substantially in accordance with that submitted for the hearing entitled "All Aboard Florida Miami – Rapid Transit Developmental Impact Committee (RTDIC) Initial Review for Special Exception Approval of a General Site Development Plan" by SOM and Zyscovich Architects, consisting of 19 sheets dated stamped received May 21, 2014 and May 30, 2014. Except that the perspective sheets may be modified at ASPR.

3. That the use be established and maintained in accordance with the approved general site development plan.
4. That development design guidelines entitled "All Aboard Florida Terminal Design Guidelines" addressing, among other things: the architectural style; landscaping of open spaces and the street; materials used on the building and horizontal surfaces such as sidewalks and pedestrian paths; street and building lighting; and buffering of garages and surface parking; submitted by the applicant be utilized by the Department of Regulatory and Economic Resources in the ASPR Final Review process for future development plans for the Downtown Intermodal District Corridor Sub-zone. In the event of conflicts between the All Aboard Florida Terminal Design Guidelines and the Chapter 33C-9 Plan Review Standards, the stricter of the two shall control.
5. That the applicant submit to the Director of RER for its review and approval a maintenance plan for the All Aboard train station portion of the development during the ASPR Final Review process for this application.
6. Developments shall provide direct pedestrian and vehicular connections to the adjacent block and street network. Pedestrian crosswalks providing safe passage from adjoining streets and blocks into the development project of the Subzone shall be installed at street corners and, if practicable, midblock locations. Crosswalks shall be distinguished from other street elements by the use of conspicuous materials, texture and color.
7. Public open space in the form of plazas, squares, greens, and landscaped areas shall be incorporated in the design of all development projects at grade or on above-grade surfaces and at station levels. The public open spaces should have a scale that is compatible and complementary with the intensity of proposed development and seamlessly connect to transit stations, retail, entertainment and other uses proposed within and surrounding the Subzone. Landscaping, furniture, art, paved pedestrian paths, and lighting, and similar features shall be used to enhance the open spaces pedestrian experience.
8. Landscaping shall be planted in a manner that reduces, to the maximum extent possible, the heat island effect of the development.
9. All new development in the Subzone shall meet certification standards from Florida Green Building Coalition or a similar organization.
10. Developments shall be designed with a coordinated outdoor lighting and signage system that is an integral part of the project; compatible and harmonious with existing and proposed development in the Subzone and with surrounding uses. Signage shall clearly indicate locations and guide pedestrians and vehicles to proposed parking areas, transit facilities, permitted uses, and surrounding activities and uses.
11. Proposed development in the Subzone shall provide connections via bridges, paths, sidewalks, or a combination of such features to the Metrorail and Metromover systems that adjoin the property. That the applicant provide an elevated pedestrian connection between the proposed All Aboard Station and the Government Center Metrorail Station in Phase 1, subject to receiving approval from all agencies with jurisdiction over the area.

12. Pedestrian and vehicular circulation systems shall be designed to serve the needs of the development and are compatible with surrounding pedestrian and vehicular circulation systems.
13. Bicycle facilities, including bicycle racks shall be provided and reasonable connections to existing and planned greenways, paths shall be identified in the plans submitted for Administrative Site Plan Review (ASPR).
14. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Aviation Department as contained in its memorandum dated June 11, 2014.
15. The applicant shall address comments by the City of Miami as contained in their letter correspondence dated July 1, 2014, prior to final Administrative Site Plan Review approval. Except that regarding comment #1, the applicant will work with the City, County and MPO regarding various design concerns of the railroad connection to the surrounding area through the ASPR process, and regarding comment #3, to the extent practicable, the applicant will work with the developer of the Expo Center to provide an elevated bridge connection between the station and the Expo Center.
16. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Fire Rescue Department as contained in its memorandum dated June 9, 2014.
17. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Water and Sewer Department as contained in its memorandum dated June 6, 2014.
18. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Department of Regulatory and Economic Resources – Division of Environmental Resources Management as contained in its memorandum dated July 7, 2014.
19. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Department of Public Works and Waste Management – Waste Operations as contained in its memorandum dated June 24, 2014.
20. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Police Department as contained in its memorandum dated June 13, 2014.
21. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Department of Public Works and Waste Management as contained in its memorandum dated June 23, 2014.

22. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Metropolitan Planning Organization (MPO) as contained in its memorandum dated July 2, 2014.
23. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Transit Department as contained in its memorandum dated July 2, 2014.
24. That the applicant complies with all the applicable conditions, requirements, recommendations, requests and other provisions of the Internal Services Department as contained in its memorandum dated June 19, 2014.
25. Regarding Baylink, the applicant, to the extent practicable, will accommodate a stop – a bi-directional stop if feasible – for the proposed Baylink system on the west side of NW 1st Avenue.

ES:MW:NN:JV:GB



Nathan Kogon, AICP, Assistant Director
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

ZONING RECOMMENDATION ADDENDUM

DT MIAMI, LLC

14-059

NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resources Management (RER)	No objection*
Public Works & Waste Management – Traffic Engineering Division	No objection*
Parks, Recreation and Open Spaces	No objection
Fire Rescue	No objection*
Police	No objection*
Schools	No objection
Miami-Dade Transit	No objection*
Water and Sewer	No objection*
Public Works & Waste Management – Waste Operations	
*Subject to conditions in the Department's attached memorandum	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

<p>Urban Centers (Pg. I-45-48)</p>	<p><i>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.</i></p> <p><i>The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.</i></p> <p><i>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and area wide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.</i></p> <p><i>Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the</i></p>
---	--

ZONING RECOMMENDATION ADDENDUM

DT MIAMI, LLC

14-059

intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

Uses and Activities. Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Streets and Public Spaces. Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenades, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

Buildings. Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short

ZONING RECOMMENDATION ADDENDUM

DT MIAMI, LLC

14-059

	<i>intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.</i>
Land use Element Policy LU-4A (Pg. I-9)	<i>When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.</i>

PERTINENT ZONING REQUIREMENTS/STANDARDS

Section 33-304. Applications	All requests for a district boundary change, changes in the zoning regulations, appeals of administrative decisions, special exceptions or unusual uses, new uses, variances, approvals of or modifications to developments of regional impact ("DRI"), including substantial deviation determinations, and determinations that a DRI is essentially built out, shall be made by filing an application therefor with the Director on application forms prescribed by the Director or by rule and regulation of the Developmental Impact Committee. Forms shall include, but not be limited to, disclosure forms for corporations, trusts, and partnerships, and disclosure of information regarding contract purchasers and their percentage(s) of interest. Disclosure shall not be required of: i) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or ii) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or iii) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, and where no one (1) person or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation, or trust. Disclosure forms shall be established by administrative order to be approved by the Board of County Commissioners. Such disclosure forms shall be included in the agendas distributed in connection with the public hearing on the application. Where applicable, requests shall specify whether, and the extent to which, the requested change in land use or proposed development conforms to the Comprehensive Development Master Plan for Miami-Dade County, Florida.
Section 33-310. Notice and hearing prerequisite to action by the Community Zoning Appeals Boards or Board of County Commissioners.	Applications filed hereunder shall be promptly transmitted to the appropriate board, together with the written recommendation of the Director. Where applicable the Developmental Impact Committee shall issue its recommendation, which shall include a statement of the Director as to the application's relationship to the Comprehensive Development Master Plan. All such recommendations shall state all facts relevant to the application, including an accurate depiction of known living, working, traffic and transportation conditions in the vicinity of the property that is the subject of the application, and also a description of all projected effects of the proposed zoning action on those conditions. Before reaching a conclusion, each recommendation shall list all known factors both in favor of and against each application. All such recommendations shall be signed and considered final no earlier than thirty (30) days prior to the public hearing to give the public an opportunity to provide information to the staff prior to the recommendations becoming final. This shall not preclude earlier, preliminary recommendations. All documents of the County departments evaluating the application, which documents pertain to the application, are open for public inspection to applicants or other interested persons.
Section 33-311(A)(3.) Special Exceptions, Unusual Uses and New Uses	The Board shall hear an application for and grant or deny special exceptions ; that is, those exceptions permitted by regulations only upon approval after public hearing, new uses and unusual uses which by the regulations are only permitted upon approval after public hearing; provided the applied for exception or use, including exception for site or plot plan approval, in the opinion of the Community Zoning Appeals Board, would not have an unfavorable effect on the economy of Miami-Dade County, Florida, would not generate or result in excessive noise or disposal, recreation, transportation, streets, roads, highways or other such facilities which have been constructed or which are planned and budgeted for construction, are accessible b

ZONING RECOMMENDATION ADDENDUM

DT MIAMI, LLC

14-059

	private or public roads, streets or highways, tend to create a fire or other equally or greater dangerous hazards, or provoke excessive overcrowding or concentration of people or population, when considering the necessity for and reasonableness of such applied for exception or use in relation to the present and future development of the area concerned and the compatibility of the applied for exception or use with such area and its development.
Section 33C-1. Legislative intent, findings and purposes.	<p>The Board further finds that the Stage I Fixed-Guideway Rapid Transit System has, since 1973, undergone extensive planning, review, analysis, and engineering design efforts. The Stage I System has received design approval from both the federal and State governments and is in the process of final design, procurement and construction activities. The Stage I System, including proposed improvements in other forms of surface transportation facilities, represents a concerted, coordinated effort to improve not only the transportation facilities within Miami-Dade County, but the overall quality of life enjoyed by citizens of and visitors to Miami-Dade County. Finally, the Stage I System represents one (1) of the largest public works projects ever undertaken in Miami-Dade County and the Southeastern United States. As such, the Stage I Fixed-Guideway Rapid Transit System may only be planned, engineered, implemented, and administered on a County-wide basis, in a manner which will:</p> <p>The Board further finds that the legislative intent, findings and purposes set forth herein also apply to public or private intercity Passenger Rail Systems.</p>
Section 33C-2(2)(a). Other uses; procedures for approval of such uses within the Rapid Transit Zone.	Such other uses, including commercial, office, hotel, governmental, institutional, health care facilities, rental car facilities, and residential uses, as may be appropriate to and compatible with the operation of the Rapid Transit System or an Intercity Passenger Rail System and the convenience of the ridership thereof.
Section 33C-2(2)(b).	Intercity Passenger Rail Systems, both public and private, including all uses permitted for the Rapid Transit System pursuant to subparagraphs (1)(a) through (h) herein and including ancillary facilities associated with the maintenance and operations of a rail system. "Intercity Passenger Rail System" means a rail system that provides passenger service on a guideway system between two or more cities, between several destinations within one city, or both.
Section 33C-2(2)(e)(2). Process for City of Miami - Downtown Intermodal District Corridor	Notwithstanding any other provision of this code to the contrary, whenever uses authorized by subparagraphs (D)(2)(a) and (D)(2)(b) above are proposed within the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone as designated in subsection 33C-9 herein, the procedures and development standards adopted pursuant to subsection 33C-9 shall control.
Section 33C-3. Rapid Transit Developmental Impact Committee	There is hereby established a Rapid Transit Developmental Impact Committee Executive Council composed of the County's Developmental Impact Committee Executive Council (established by Section 33-303.1, Miami-Dade County Code) and two (2) representatives from each of the following municipalities: City of South Miami, City of Coral Gables, City of Miami, and the City of Hialeah. It is provided, however, that for developments located within the Downtown Intermodal District Corridor Subzone established by subsection 33C-9, however, the Rapid Transit Developmental Impact Committee shall be composed of the County's Developmental Impact Committee Executive Council and three (3) representatives from the City of Miami. In addition, there shall be an RTDIC Staff Council composed of members of the County Departments identified in Section 33-303.1(A) of this Code and three (3) representatives from the City of Miami. The Rapid Transit Developmental Impact Committee shall, subject to the procedures specified in 33-303.1, Miami-Dade County Code, perform the duties specified in Section 33C-2 and Section 33C-4 of this Chapter.
Section 33C-4(b). Rapid Transit Development Impact Zone	Except for the Downtown Intermodal District Corridor Subzone established by subsection 33C-9 herein, and notwithstanding anything to the contrary herein, mailed notice of hearings before the Rapid Transit Development Impact Committee pursuant to Section 33-2(D)(2)(e)(1) shall be provided in the same manner as hearings on applications filed before the Community

ZONING RECOMMENDATION ADDENDUM

DT MIAMI, LLC

14-059

	<p>Zoning Appeals Board pursuant to Section 33-310(d)(3) for the special exceptions expressly enumerated in that subsection. Mailed notice of hearings shall also be provided simultaneously to the municipality in which the application is located. Applications shall comply with the procedural requirements of Section 33-304.</p>
<p>Section 33C-9(E). Initial Review</p>	<p>(1) Following the pre-application conference, a request for approval of a general site development plan for development within the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone as provided in subsection 33C-9 herein, shall be made by filing an application with the Rapid Transit Developmental Impact Committee (RTDIC) in accordance with the provisions of Section 33-304. Said application shall be considered a special exception for approval of a general site development plan to be considered and acted upon directly by the Board of County Commissioners pursuant to the development regulations established in Section 33C-9. Applications shall comply with the procedural requirements of Section 33-304 of this code. Within sixty (60) days after the filing of the application, the RTDIC Staff Council shall review the application, and the RTDIC shall issue a recommendation upon such application. The recommendation shall reflect the consensus of the members present. In the event that the City representatives present do not concur with a recommendation for approval, the recommendation shall be for denial. The recommendation shall be transmitted to the Board of County Commissioners for final action.</p> <p>(2) Phased Development. The intermodal characteristics of the DID Corridor Subzone serving the MetroRail, MetroMover, and MetroBus systems may require that the construction of infrastructure to serve future development be completed in phases. Where a phased development is requested, the Board of County Commissioners, in approving a phased site plan, shall specify building footprints, heights, density, intensity, and gross square footage of buildings that are identified on the site plan as future development parameters granted by the Board of County Commissioners. Specific land uses and design details of said future development may be reviewed and approved by the Rapid Transit Developmental Impact Committee pursuant to the Final Review criteria enumerated herein, provided the development parameters approved by the Board of County Commissioners in the phased site plan are not exceeded and the development regulations set forth herein are met.</p> <p>(3) Required exhibits for Initial Development. The following exhibits shall be submitted with the application for a general site development plan:</p> <p>(a) A narrative describing the project's scope, including but not limited to: vision statement, size of project and location, and prominent components of the development; phasing of the development if necessary; scale; relevance to the region; its connection to the surrounding urban context; economic impact on the local economy; design concepts; significance of the project as a gateway to the community; and any additional information necessary to explain the development.</p> <p>(b) Schematic site plan(s) at a scale of not less than one (1) inch equals one hundred (100) feet indicating: prominent structural components of the development; permitted land uses; existing and proposed streets; major points of egress/ingress of the development; public open space locations and area in square feet; floor area ratio; pedestrian circulation; residential density; and square feet of retail, office, institutional, governmental, and other proposed land uses not to exceed the development thresholds contained in the administrative site plan development parameters included herein.</p> <p>(c) Information on adjoining and adjacent uses on an plan at a scale no less than one (1) inch equals one hundred (100) feet to indicate the relationship(s) between the proposed development and adjacent areas including, but not limited to: existing land uses and their intensities; densities; vehicular and pedestrian circulation systems; blocks and lots; and unique geographical features.</p> <p>(d) Perspectives, isometrics, elevations and other drawings illustrating proposed development.</p> <p>(e) Any additional information specified by the Rapid Transit Developmental Impact</p>

ZONING RECOMMENDATION ADDENDUM

DT MIAMI, LLC

14-059

	<i>Committee at the pre-application conference to evaluate the character and impact of the proposed development.</i>
--	--

4. DT MIAMI, LLC
(Applicant)

14-7-CC-3 (14-059)
BCC/District 03
Hearing Date: 07/17/14

Property Owner (if different from applicant) **NONE**

Is there an option to purchase ☐ /lease ☐ the property predicated on the approval of the zoning request? Yes ☐ No ☒

Disclosure of interest form attached? Yes ☒ No ☐

Previous Zoning Hearings on the Property:

<u>Year</u>	<u>Applicant</u>	<u>Request</u>	<u>Board</u>	<u>Decision</u>
--------------------	-------------------------	-----------------------	---------------------	------------------------

Multiple zoning actions				
----------------------------	--	--	--	--

Action taken today does not constitute a final development order, and one or more concurrency determinations will subsequently be required. Provisional determinations or listings of needed facilities made in association with this Initial Development Order shall not be binding with regard to future decisions to approve or deny an Intermediate or Final Development Order on any grounds.

Memorandum



Date: June 11, 2014

To: Jack Osterholt, Director
Department of Regulatory and Economic Resources

From: Ammad Riaz, P.E.
Chief of Aviation Planning *A.R.*
Aviation Department

Subject: RTDIC Application #14-059
DT Miami, LLC
MDAD DN-14-06-1396

As requested by the Department of Regulatory and Economic Resources, the Miami-Dade Aviation Department (MDAD) has reviewed Rapid Transit Developmental Impact Committee (RTDIC) Application Number 14-059. The applicant is requesting a special exception to permit a general site development plan. The site is generally bounded by NW 1st Street, NW 1st Avenue, NW 8th Street and the Metrorail Right-of-Way. The size of the property is approximately 8.31 acres.

Since the plans for this proposed development are conceptual at this time, please be advised that once plans are finalized, both MDAD and the Federal Aviation Administration (FAA) will need to study each individual proposed permanent structure associated with this development reaching or exceeding 200 feet Above Ground Level (AGL). The airspace review process is governed by two different regulations: The Miami-Dade County Code, Chapter 33, Article XXXVII, Miami International Airport (Wilcox Field) Zoning, and the Code of Federal Regulation (CFR) Title 14 Part 77. Each agency has its own independent airspace evaluation requirements, and issues airspace determinations for both permanent and temporary structures.

For planning purposes, the allowable heights for this area vary from approximately 650 feet Above Mean Sea Level (AMSL) on the north side of the site to approximately 900 feet AMSL on the extreme south-eastern portion of the site. The following data is required for an MDAD airspace and land-use analysis and letter of determination:

- Project name, address, folio number(s), proposed use, duration of project and site plans
- The GPS coordinates in State Plane North American Datum (NAD'83) for the four corners of each building must be provided.
- Site elevation stated in North American Vertical Datum of 1988 (NAVD88). This information may be obtained from a survey.
- Elevation Plans depicting the maximum elevation (the tallest element on the roof, such as the top of any elevator shafts, architectural features, lightning rods, flag poles or other appurtenances).
- Requisite fees

Our webpage at http://www.miami-airport.com/planning_forms_maps.asp contains the request forms for a MDAD-issued airspace/land-use letter of determination as well as airport zoning resources, including the Height Zoning Map for MIA.

As for the FAA's analysis, please be advised that in accordance with Code of Federal Regulation (CFR) Title 14 Part 77, any permanent structure meeting the requirements of Part 77.9 "Construction or

Jack Osterholt
June 11, 2014
Page 2

Alteration Requiring Notice" requires the filing with the Federal Aviation Administration (FAA) using Form 7460-1 'Notice of Proposed Construction or Alteration'. The form is available on-line and can be "e-filed" through the FAA website: <https://oeaaa.faa.gov>. Alternatively, the form can also be mailed to: Federal Aviation Administration, Southwest Regional Office Obstruction Evaluation Group, 2601 Meacham Blvd, Ft. Worth, TX 76137-0520.

Please keep in mind that construction cranes reaching or exceeding 200' Above Ground Level (AGL) must also be studied by MDAD and the FAA. MDAD issues "Permissible Crane Height Determinations". The interactive Permissible Crane Height Determination request form is available on our website, http://www.miami-airport.com/planning_forms_maps.asp.

Please note, any proposed construction cranes at this location reaching or exceeding 200 feet AGL are required to be filed with the FAA using Form 7460-1 'Notice of Proposed Construction or Alteration'. It may take the FAA up to 90 days to issue a determination.

Upon completion of this project, no Certificate of Use or Certificate of Occupancy shall be issued by a municipal building official or Miami-Dade County until approval is obtained from MDAD after certifying that the structure was built no higher than the height approved. The approval shall be issued by this office after submittal by applicant of the required information as outlined in Article XXXVII, Section 33-349(A)(2) of the Code.

MDAD does not object to the conceptual development provided that both the FAA and MDAD study and issue airspace determinations for both the permanent and temporary structures associated with this development once plans are finalized. The development must comply with all applicable federal, state and local aviation regulations including the Code of Miami-Dade County, Chapter 33, as it pertains to airport zoning.

Should you have any questions, please do not hesitate to contact me at 305-876-7036.

C: J. Ramos
Jorge Vital, DIC Coordinator, Department of Regulatory and Economic Resources
Jose Gonzalez, Florida East Coast Industries

Memorandum



Date: July 7, 2014

To: Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

From: Jose Gonzalez, P.E.
Department of Regulatory and Economic Resources

A handwritten signature in black ink, appearing to read "Jose Gonzalez", written over the printed name and title.

Subject: BCC #Z2014000059
DT Miami, LLC
Generally bounded by NW 1st Street, NW 1st Avenue, NW 8th Street
and the Metrorail right-of-way.
Special Exception for site plan approval to wit a passenger rail train,
commercial and residential uses within the Rapid Transit Zone.
(8.31 Acres)
36-53-41

The subject application has been reviewed by the Department of Regulatory and Economic Resources – Division of Environmental Resources Management (DERM) for compliance with the requirements of Chapter 24 of the Miami-Dade County Code (the Code) and meets the minimum requirements of the Code. Accordingly, the application may be scheduled for public hearing.

Potable Water Service

The subject area is located within the Miami-Dade Water and Sewer Department (MDWASD) water franchise service area. There are water mains distributed through out the project area.

The source for this water supply is the MDWASD's Hialeah Preston Water Treatment Plant. This plant has sufficient capacity to provide current water demand. The plant is presently producing water that meets Federal, State, and County drinking water standards.

Wastewater Disposal

The subject property is located within the MDWASD sanitary sewer franchise service area. The property is abutting at the north side by a force main and at East West and South by gravity mains.

The gravity mains direct the flow to pump stations 30-0002 and 30-0001 and then to the Central District Wastewater Treatment Plant. The flow collected by the force main is directed to the Central District Wastewater Treatment Plant.

The aforementioned sanitary sewer pump stations, as well as the Central District Wastewater Treatment Plant, are owned and operated by MDWASD. These pump stations are currently working within the mandated criteria set forth in the New Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 6, 2013. At this time the Central District Wastewater Treatment Plant has sufficient capacity to treat current flows.

Stormwater Management

A Surface Water Management General Permit from the Florida Department of Environmental Protection (FDEP) may be required for the construction and operation of the required surface water management system. This permit shall be obtained prior to any future development order approval. It is the applicant's responsibility to contact FDEP for further information regarding permitting procedures and requirements.

Stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage plans shall provide for full on-site retention of the stormwater runoff generated by a 5-year / 1-day storm event.

Site grading and development plans shall comply with the requirements of Chapter 11C of the Code, as well as with all state and federal criteria, and shall not cause flooding of adjacent properties.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

Tree Preservation

Portions of the subject project contain tree resources. Section 24-49 of the Code provides for the preservation and protection of tree resources. A Miami-Dade County Tree Removal/Relocation Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions the Code. Said permit shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code.

The applicant is required to comply with the above tree permitting requirements. DERM's approval of the subject application is contingent upon inclusion of said tree permitting requirements in the resolution approving this application.

The applicant is advised to contact the Tree Permitting Program at (305) 372-6574 for additional information regarding permitting procedures and requirements prior to site development.

Enforcement History

There are no open or closed enforcement records for violations of Chapter 24 of the Code for the subject properties.

Concurrency Review Summary

A concurrency review has been conducted for this application and has determined that the same meets all applicable LOS standards for an initial development order, as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. Therefore, the application has been approved for concurrency subject to the comments and conditions contained herein.

This concurrency approval does not constitute a final concurrency statement and is valid only for this initial development order, as provided for in the adopted methodology for concurrency review. Additionally, this approval does not constitute any assurance that the LOS standards would be met by any subsequent development order applications concerning the subject property.

This memorandum shall constitute written approval as required by Chapter 24 of the Code.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Christine Velazquez at (305) 372-6764.

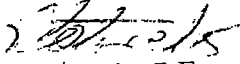
cc: Nathan Kogon, Department of Regulatory and Economic Resources

Memorandum



Date: June 23, 2014

To: Eric Silva
Development Coordinator
Regulatory and Economic Resource Department

From: 
Antonio Côtarelo, P.E.
County Engineer
Public Works and Waste Management Department

Subject: DIC 14-059
Name: DT Miami, LLC
Section 36 Township 53 South Range 41 East

I. PROJECT LOCATION:

Property is located between NW 1 Avenue and the Metrorail Right-of-Way from NW 1 Street to NW 8 Street

II. APPLICATION REQUEST:

This application requests a rail station on the 9-acres of land.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

This application is being served from the North and the South by I-95, NW 1 Avenue and Biscayne Boulevard and from the East and the West by the Dolphin Expressway, SW 8 Street, NW 36 Street, I-195 and Flagler Street.

IV. RECOMMENDATION:

This project is located within the jurisdiction of Miami-Dade County. Pursuant to Chapter 33G-5(1)(a)1 of the Miami-Dade County Code, this application will be granted concurrency approval since the project is located within the Urban Infill Area. No vehicle trips have been reserved by this application. This project is subject to the payment of Road Impact Fees. Additional improvements may be required at time of permitting/platting. It is recommended that the applicant further coordinate with Florida Department of Transportation pursuant to the attached emails. **Public Works and Waste Management Department (PWWM) recommends approval of this application.**

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers 8th Edition)

1480 PM Peak Hour trips are generated by this development.

B. Cardinal Distribution

North	30%	East	17%
South	20%	West	33%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Station 9336 located on NW 7 Avenue south of NW 20 Street, has a maximum LOS "E+50" of 4290 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1229 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9330** with its PHP and assigned vehicles is at LOS "A". The 100 vehicle trips generated by this development when combined with the 1229 and those previously approved through Development Orders, 0, equal 1329 and will cause this segment to remain at LOS "A" whose range is 1 to 1990.

Station F-5005 located on NW 7 Avenue north of 20 Street, has a maximum LOS "E+50" of 4380 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1822 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5005** with its PHP and assigned vehicles is at LOS "D". The 137 vehicle trips generated by this development when combined with the 1822 and those previously approved through Development Orders, 0, equal 1959 and will cause this segment to remain at LOS "D" whose range is 1311 to 2920.

Station F-5065 located on Biscayne Blvd north of NE 71 Street, has a maximum LOS "E+50" of 4380 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 3123 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5065** with its PHP and assigned vehicles is at LOS "E+50". The 399 vehicle trips generated by this development when combined with the 3123 and those previously approved through Development Orders, 0, equal 3522 and will cause this segment to remain at LOS "E+50" whose range is 2921 to 4380.

Station F-522 located on Biscayne Blvd south of NE 6 Avenue, has a maximum LOS "E+50" of 4380 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1381 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-522** with its PHP and assigned vehicles is at LOS "E+50". The 192 vehicle trips generated by this development when combined with the 1381 and those previously approved through Development Orders, 0, equal 1573 and will cause this segment to remain at LOS "E+50" whose range is 2921 to 4380.

Station F-86 located on SE 13 Street west of Brickell Avenue, has a maximum LOS "E+20" of 4296 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1236 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-86** with its PHP and

assigned vehicles is at LOS "C". The 415 vehicle trips generated by this development when combined with the 1236 and those previously approved through Development Orders, 0, equal 1651 and will cause this segment to remain at LOS "C" whose range is 1 to 3420.

Station F-2240 located on Dolphin Expressway west of Bridge NW 10 Avenue, has a maximum LOS "D" of 10060 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 8277 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2240** with its PHP and assigned vehicles is at LOS "C". The 237 vehicle trips generated by this development when combined with the 8277 and those previously approved through Development Orders, 0, equal 8514 and will cause this segment to operate at LOS "D" whose range is 8371 to 10060.

VII. SITE PLAN CRITIQUE:

- This land requires platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications and/or improvements required will be accomplished thru the recording of a plat.

Development Improvements Required for This Project:

The following improvements are required based on the revised traffic impact study, dated June 2014, to alleviate the project impacts:

- It should be noted that additional traffic analysis will be required for different components of the development during later phases of the application.
- The right-of-way dedication may be required upon review of the future phases of the project.
- The future level of service analysis for NW 1 Avenue and NW 8 Street intersection shown in Appendix K, revealed failing operational conditions for northbound left-turn lane. Therefore, the northbound left-turn storage capacity must be extended.
- The pedestrian infrastructure deficiencies (sidewalks, ramps, pedestrian countdown signal heads) as discussed in Table 22 on page 48, should be mitigated by the developer for safe and efficient pedestrian circulation around the project site.
- Optimization of following signals should be provided and signal timing coordination should be carried out with the Traffic Signals and Signs Division, Miami-Dade County Public Works and Waste Management Department:
 - a. NW 2 Avenue and NW 3 Street
 - b. NW 2 Avenue and NW 6 Street
- Bicycle routing on street and on site need to be included in addressing non-motorized access to the proposed site and between transit modes.

- The proposed Baylink light rail system should be integrated into the development frontage. If the Baylink routing adopts a westbound to northbound right turn from NW 2 Street to NW 1 Avenue, it would be preferred if both directions of track can be placed on the west side of NW 1 Avenue. This will achieve a bi-directional stop to be placed on the same side of the avenue as the AAF station entrance. A sliver of right of way and/or easement may be needed on the west side of NW 1 Avenue between NW 2 Street and NW 3 Street if the Avenue's right of way is insufficient.

VIII. ACCESS IMPROVEMENTS REQUIRED FOR THIS PROJECT:

Review of the traffic impact study and roadway network revealed the following additional required improvements:

- Future level of service analysis for NW 1 Avenue and NW 8 street intersection shown in Appendix K is failing operational conditions for the northbound left-turn lane. Therefore, the northbound left-turn storage capacity must be extended.

IX. STANDARD CONDITIONS:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."

- c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources
Joan Shen, Ph. D., P.E., PTOE, Chief, Traffic Engineering Division, PWWM
Jeff Cohen, P.E., Assistant Chief, Traffic Engineering Division, PWWM

Garcia, Marlene (RER)

From: Lyn, Neil <Neil.Lyn@dot.state.fl.us>
Sent: Friday, June 20, 2014 8:58 AM
To: Chow, LeeFang
Cc: Meitin, Omar; Sierra, Ramon; Legcevic, Evelin; Llamas, Hugo; Vilches, Mary T.
Subject: RE: ISD Review Comments: Methodology Letter for AAF Traffic Study

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning LeeFang,

We have reviewed the All Aboard Florida – Miami Station Traffic Impacts Analysis Study and provide the comments here below.

1. Page 6, Second paragraph, second sentence: Explain LOS E+50, add details to what +50 entails.
2. Page 7, Table 2 LOS column: Are those LOS optimized? And
3. Page 8, Second paragraph bullets: Explain why did you used count stations 877044 and 877062 instead of using counts stations within the study area (878156 and 878254)
4. Page 9, Committed Developments: Have the team coordinated with the Miami-Dade County Public Work . Department, The Metropolitan Planning Organization or the Miami Downtown Development Authority on proposed projects in the area. For example, the MPO recently completed a study for the Downtown Miami Intermodal Terminal which proposes potential closure of a segment of NW 1 Street.
5. Page 9, Third paragraph: consider revising first sentence to "The Port of Miami Tunnel has been completed and will be open to traffic Summer 2014.
6. Page 12, Trip Generation Section, second paragraph: Explain why a 23% reduction and a 10% reduction average multimodal and pedestrian reduction factors were chosen for the study.
7. Page 15, Table 5: How the percentage of trips was developed? They are too evenly distributed. Explain and revised as needed.
8. Page 18, Future Total Traffic Section: Why the study does not include a 20 year projection. How the development will impact the area for horizon years 2024 and 2034.
9. For Appendix K, SYNCHRO Future Conditions Analysis – Please check the Outputs & make sure the HCM 2010 version is being used, noticed 1 or 2 cases that showed HCM 2000 was being used. Revise as needed.

Please include our ISD comments within Traffic Operation's response comments. Let us know if you have any questions.

Thanks,

Neil Lyn
District Statistics Administrator
Intermodal Systems Development (ISD) Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111-A
Miami, FL 33172
Phone: 305-470-5373
Email: Neil.Lyn@dot.state.fl.us

- * 18 KIP ESAL Request Form
- * General Data Request Form
- * District 6 Statistics Sharepoint for Maps and Publications

Garcia, Marlene (RER)

From: Castillo, Nelson <ncastillo@gfnet.com>
Sent: Tuesday, June 17, 2014 6:26 AM
To: Chow, LeeFang
Subject: Contract C9299 - TWO No. 24, Assignment No. 29: Review TIA for All Aboard Florida; Miami Station

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Leefang,

I reviewed the TIA prepared by Kimley-Horn and Associates, Inc, and offer the following comments for the Department's consideration:

1) Operational analyses:

- a) A review of the operational analyses for all the intersections used a Heavy Vehicle (HV) percentage of 5%. However, the report does not indicate how the HV of 5 % was obtained. A brief review of the HV values provided in pages 309 through 332 show that some movements have a HV greater than 5%. The operational analyses should utilize the HV obtained from the TMCs.
- b) Also, it was observed that some of the operational analyses do not include the HV percentage for certain approaches where the through movement is shared with left and/or right-turn movements. For example, on page 220 it can be observed that a HV of 5% was used for WBT but not for WBRT and WBLT movements.
- c) The study should include the calculations of the PIIF utilized in the operational analysis since the PHF utilized in the analyses cannot be verified based on the TMCs included in Appendix C.
- d) Since the trips are reduced by approximately 33% (because of multimodal and pedestrian reduction factors), consider evaluating or discussing the impact of the pedestrians in the operational analyses. Please note that the accessibility of pedestrians/bicyclists should be documented since the TIA considers a considerable reduction in the number of trips because of the pedestrian trips.

2) On page 13, under "Programmed Roadway Improvements":

- a) The report states that "...the majority of through truck traffic on ...will utilize the [Port Miami] tunnel instead of the local street network" However, it appears that 100% of the truck volume was removed from the through traffic (e.g., see page 348 where 10 vehicles were deleted from WBT). Please note that a study conducted by FDOT has indicated that approximately 12% of the trucks that go to the Port will not be able to enter into the tunnels because of their cargo. The traffic study should not remove 100% of the truck traffic at the selected intersections.

- 3) On page 20: The trip distribution shows that 14% of the entering traffic would utilize NW 5th Street. This assumption appears to be too high for NW 5th Street considering the layout of the arterials in downtown

Miami. For example, to take NW 5th Street to access downtown then a motorist would have to take SR 7 or the



eastbound SR 836 off ramp to NW 3rd Court.

4) A review of the Trip Generation Calculations revealed that a 10% of the total daily boarding/alighting data was assumed to be the trip generation of the train station (see pages 334 and 335 of the PDF). The report should indicate the reasons for assuming 10% only. If this area is supposed to encourage more transit use and trips performed by walking or riding a bike, then, the trip generation of the train station may be higher during the peak hours.

5) Queuing analyses: It is understood that at this time there are some issues that could be changing in the future during the design of the project. For example, at this time the study assumes a ticket dispenser. It is recommended to mention that the queuing analyses will have to be submitted again when the final design is completed to verify that queues would not impact traffic operations on the roadway network.

- a) The queuing analyses assumed a ticket dispenser (push button) system. Consider indicating if the service rate of the ticket dispenser is similar to that of a proximity card reader.
- b) Consider verifying if valet parking operations are planned for the residential, hotel and shopping land uses.
- c) Please verify the calculation shown on page 539 since it does not appear to match the trip generation values presented on page 334. For example, the volume for "station" shown on page 539 is 79 in the morning but page 334 shows 95 vph after applying the multimodal and pedestrian reductions. It is likely that the overall result may not change, but it is better to verify.

6) The study should include the intersections of NW 3rd Street with NW 8th St and NW 6th St.

I will call you later to discuss,

Nelson

Nelson Castillo, PE, PTOE | Senior ITS/Traffic Engineer

Gannett Fleming, Inc. | 7300 Corporate Center Drive, Suite 701, Miami, FL 33126-1233

t 786.845.9540 | c 305.407.5737 | <mailto:ncastillo@gfnet.com>

Excellence Delivered As Promised

Gannett Fleming is ISO 9001:2008 Certified.

www.gannettfleming.com

Memorandum



Date: June 9, 2014

To: Jack Osterholt, Director
Regulatory and Economic Resources

From: Dave Downey, Fire Chief
Miami-Dade Fire Rescue Department

Subject: DIC 2014000059 – All Aboard Florida Miami Passenger Rail Station
(Downtown Miami)

According to the letter of intent dated May 21, 2014, the applicant is seeking to develop an approximate 9-acre parcel of land located between NW 1st Avenue and the Metrorail corridor from NW 1st Street and NW 8th Street with a rail station intended to provide intercity passenger rail system in the State of Florida.

The applicant proposes to reinstate passenger rail service utilizing the same right-of-way corridor that originally brought intercity rail service to the State of Florida. The proposed rail station will consist of an elevated platform that will allow for pedestrian and vehicular circulation to be preserved. In addition to rail operation area, the platform will include a hotel, residential apartments, retail, and office space. The applicant is working with the Miami-Dade Transit Authority to include a transition from the Metrorail and Metromover into the proposed rail station.

The proposed rail station lies within the jurisdiction of the City of Miami. However, in the event of a major emergency, the Miami-Dade Fire Rescue Department is able to provide mutual aid to the City upon request. In the event of mutual aid, stations responding to the rail station include Station 39 located at 641 Europe Way in the Port of Miami and Station 2 located at 6460 NW 27 Avenue.

The Miami-Dade Fire Rescue Department has **no objections** to the proposed rail station and discloses that the Miami-Dade Fire Engineering and Water Supply Bureau has not reviewed plans in connection with the rail station.

For additional information, please contact Mr. Carlos Heredia, Planning Section Supervisor at 786-331-4544.

City of Miami



DANIEL J. ALFONSO
City Manager

July 1st, 2014

Mr. Jorge Vital, DIC Coordinator
Miami-Dade County Department of Planning and Zoning
111 NW 1st Street, 11th Floor
Miami, Florida 33128

Re: Rapid Transit DIC (RTDIC): Lower Council Meeting 2nd July, 2014 / Process No. 14-059

Dear Mr. Vital:

Below please find the City of Miami's comments, at this time, regarding the subject development proposal:

1. The north end of the project as the tracks elevate and go over 8th Street will be of paramount importance. Whether or not this may fall outside the present scope, the city will require design documents showing relationship of tracks, roads, pedestrian crossings, column spacing and relationship to buildings adjacent to the project.
2. Connectivity of project to areas to the west is as important as it's connectivity to the east. There are alleys and back buildings predominantly as presently shown. Design documents conveying the configuration and appearance from adjacent area of these functional aspects of the project shall be submitted for further review that depict appropriate sensitivity masking functional components of the project and providing a pleasing frontage as seen from the west while addressing connectivity all-the-while.
3. Connectivity between project and the proposed exposition center is critical. This concern has been highlighted throughout and specific proposals as to how to achieve appropriate linkage and integration with the exposition center are required.
4. Cladding materials and form for the track channels need additional attention. This will become one of the gateways to the city and as such their appearance is critical. The City of Miami is concerned about the design's predisposition to gather soot especially from diesel engines. Maintenance difficulty is a concern as presented; consequently design documents addressing these concerns are required.
5. The documents presented appear to downplay connection to the government center station as greater emphasis is placed on the Overtown station. Design documents addressing specifically the means of connection to the government center station are required.
6. Design documents addressing the connection to Metrorail in phase I are required.
7. Design documents addressing the connection to Metro Mover are required.
8. There is a need for "specificity" or at least stated "intent" in this proposal. The project is "connected" to the context by virtue of its location. It is also important that the character of the pedestrian experience be more clearly defined. Design documents specifying the configuration and definition of open spaces at ground level as well as the means through which connectivity to surrounding development and other open space is achieved, both physically and esthetically, are required.

We remain available to provide additional feedback as appropriate.

Kind regards,

Francisco J. Garcia, Director
City of Miami Department of Planning and Zoning

- c. Marc David Sarnoff, Commissioner District 2, City of Miami
Daniel J. Alfonso, City Manager, City of Miami
Alice N. Bravo, P.E., Deputy City Manager / Chief of Infrastructure, City of Miami
Irene Hegedus, Zoning Administrator, City of Miami

Memorandum



DATE: July 2, 2014

TO: Jack Osterholt
Deputy Mayor
Director, Regulatory and Economic Resources Department

FROM: Ysela Llort
Director
Miami-Dade Transit

for

SUBJECT: DIC Project No. 14-059 DT Miami, LLC
MDT Project No. OSP006
FSC No. 41.04

Project Description

14-059 – DT Miami, LLC, All Aboard Florida (AAF), is requesting a Special Exception for site plan approval to permit a passenger rail train, commercial and residential uses within the Rapid Transit Zone. The proposed AAF Miami Station will consist of an elevated platform that will allow for at grade pedestrian and vehicular circulation to be preserved. Along with the AAF Miami Station the proposed mixed-use development will include 70,600 square feet of rail operational area, 177,400 square feet of station retail, up to 1,111 residential apartment units, 327 room hotel and 1,155,000 square feet of office uses. The subject property is approximately 8.93 acres in size and is located west of NW 1st Avenue, between NW 1st Street and NW 8th Street, Miami-Dade County, Florida.

MDT Comments/Recommendations

The proposed project will restore passenger rail service within the existing Florida's East Coast (FEC) corridor. The proposed new passenger rail service will be a 235-mile privately owned and operated intercity service that will connect Southeast Florida – Miami, Fort Lauderdale, and West Palm Beach to Orlando, Florida. The project site is located within the Rapid Transit Zone and the Downtown Intermodal Terminal Area, (i.e., Historic Overtown/Lyric Theater (OTV) and Government Center Metrorail stations, the Wilkie D. Ferguson, Jr. and the Government Center Metromover stations and the Central Business District (CBD) Downtown Miami Bus Terminal) and will connect to existing local MDT transit hubs/systems.

Miami-Dade Transit (MDT) is pleased to welcome All Aboard Florida (AAF) to the Downtown Intermodal Terminal Area and seeks to fully integrate the two transit systems for a state-of-the-art Downtown Intermodal Station featuring a smooth and seamless travel experience for all transit riders. MDT believes that the full integration of AAF intercity passenger rail service and the MDT system is key to the success of the rider experience for all passengers and will have a transformational effect on Downtown Miami, South Florida and the State of Florida.

Presently AAF and Miami-Dade County are planning the replacement of the existing CBD Downtown Miami Bus Terminal with a consolidated 27-bay Metrobus terminal, which is critical to the success of this development. MDT urges the applicant to continue to work with Miami-Dade County towards achieving this important component of the project. MDT recognizes that the integration of the AAF intercity passenger rail service and the MDT system will likely require upgrades and modernization of MDT facilities in the Downtown Intermodal Terminal Area that are directly impacted by the AAF development. At the time that more detailed information is available, MDT reserves the right to request improvements to said facilities as well as a shared financial contribution to operate and maintain the same.

The nature of this project is such that MDT property, facilities, and services are surrounded by, directly adjacent to and under various components of this private rail mixed-use development. The proposed project runs parallel to the MDT rail guideways from North of NW 8th Street to NW 1st Street, approximately 0.5 miles. To the west of the OTV Metrorail Station and OTV office buildings is the proposed AAF parking garage (AAF/CRA parcel). Immediately to the east of the OTV Metrorail station is the proposed AAF North Concourse and Overbuild 1 Office Building. To the south of the OTV Metrorail station and east of the rail guideways between NW 6th Street and NW 5th Street is the AAF proposed Mixed Use Overbuild 2 residential building. The proposed AAF platform runs over the metromover guideway along NW 5th Street between the Metrorail guideway and NW 1st Avenue. To the east of the MDT Government Center Metrorail and Metromover stations is the proposed AAF mixed use tower, and directly northeast, is the proposed AAF Overbuild 3 residential or office building. The applicant shall be required to obtain all necessary easements, agreements, and/or permits to utilize MDT Right-of-Way, air rights, or if any portion of the project encroaches into MDT property.

MDT opines that the size and characteristics of the proposed development will generate a significant number of residents, employees, and tourists, which is expected to result in a major increase in ridership for all MDT transit modes. Based on the projected increase in ridership and impact to the area, it is estimated that there is sufficient demand to warrant the improvement of the existing Downtown Intermodal Terminals, consisting of, but not limited to, the Historic Overtown/Lyric Theater (OTV) and Government Center Metrorail stations, the Wilkie D. Ferguson, Jr. and the Government Center Metromover stations and the Central Business District (CBD) Downtown Miami Bus Terminal, as herein described.

MDT staff has reviewed the subject application and has determined that the same meets the adopted mass transit level of service standards as prescribed by Policy MT-1A of the Mass Transit Sub-element of the Comprehensive Development Master Plan (CDMP). **As such, MDT has no objections to this application, looks forward to continuing to work with the applicant to create a fully integrated intermodal hub for Miami's urban core, subject to the following conditions:**

Conditions:

1. That Miami-Dade Transit (MDT) reviews and approves the site plans for the proposed project through the Administrative Site Plan Review (ASPR) process.

- a. MDT reserves the right to make revisions and/or add conditions at the time of ASPR review.
2. That MDT reviews and approves the portions of the AAF building permit plans that involve connections to MDT facilities or construction which spans over MDT facilities prior to the issuance of any AAF building permit.
3. The applicant shall be required to obtain all necessary easements, agreements, and/or permits to utilize MDT Right-of-Way, air rights, or if any portion of the project encroaches into MDT property.
4. The Metrorail and Metromover Systems were funded in part by the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT). Consequently, all work and agreements affecting these systems must be approved by said agencies prior to the issuance of any AAF building permit. Approval of these agencies is beyond MDT's control; however, a typical review takes up to 60 days for approval.
5. That the applicant shall comply with all MDT conditions, prior to ASPR approval, including but not limited to:
 - a. That the applicant address the following comments made by MDT in its review of the 'Traffic Impact Analysis' dated May 2014:
 - i. The applicant shall coordinate with MDT prior to submittal of a revised Traffic Impact Analysis to further discuss inaccuracies and inconsistencies found by MDT.
 - ii. That the applicant not solely base future traffic growth on the transportation network upon historic growth trends, given that growth in the Miami Downtown area is currently increasing and will substantially increase as a direct result of this project. The applicants shall refer to other cities/urban centers with comparable projects of this magnitude to provide a more appropriate growth rate value. MDT also recommends that the applicant provide statistical historical and projected population and employment growth rates in the downtown area which account for a large number of the trips.
 - iii. That the applicant provide a revised trip generation table to include the modal split (auto, transit, paratransit (STS, taxis, jitneys, shuttles, etc.) bike and pedestrian) as a result of the maximum buildout of the development.
 - iv. That the applicant provide proposed trip generation and modal split of future pedestrian traffic conditions, including the Miami World Center and Miami's Children's Courthouse developments as background conditions for all MDT modes.
 - v. That the applicant provide projected ridership information for the proposed Tri-Rail Coastal Link, which will have its terminal station at the AAF Miami Station. This information is available from FDOT.
 - vi. The MDT routes listed in the analysis as serving the Downtown Intermodal Terminal Area do not accurately reflect the total number of routes or their respective headways.

- vii. That the applicant ensure that SERPM model runs include the Tri-Rail Coastal Link and the Beach Corridor Transit Connection projects as well as future MDT premium transit routes.
 - b. That all construction on the development site that involves connections to MDT facilities or spans over MDT facilities is subject to review and approval by the MDT Rail Change Review Board.
6. That the applicant provide for full intermodal integration of AAF intercity passenger rail service and the Miami-Dade Transit system to create a complete, seamless and compatible transit experience for all transfers between systems.
 - a. That protection from the elements be provided for all passenger transfers between transit systems.
 - b. That pedestrian/bicycle access provides a safe, comfortable, and convenient environment for all transfers; including, but not limited to, amenities such as: ample at-grade and/or elevated walkways, sidewalks, and lighting.
 - c. That the applicant provide the nearest possible ingress/egress from the AAF facilities to the MDT facilities to minimize walking distance for all transfers.
 - d. That the applicant provide full intermodal integration of all elements to create effective and direct vertical connections between all modes.
 7. That connections and integration elements between AAF facilities and Government Center and Historic Overtown/Lyric Theater Metrorail and Metromover Stations, the Miami Trolley, the proposed Downtown Bus Terminal Facility as well as planned rail lines such as the Tri-Rail Coastal Link and the Beach Corridor Transit Connection be provided and clearly illustrated.
 8. That all integrated components of the project, which may include MDT facilities/infrastructure updates, upgrades, renovations, and replacements be completed prior to issuance of any and all AAF Certificates of Occupancy or Temporary Certificates of Occupancy.
 9. All guideway structures shall remain accessible at all times; up to thirty (30) feet of open area may be required to remain on either side of the Metrorail guideway and stations to allow for emergency vehicle access, inspections and maintenance. The exact requirements will be determined by MDT and the Miami-Dade Fire Life Safety Committee.
 10. Any non-MDT structures within 30 feet of the MDT system shall be evaluated by MDT and, as such, will require a review by the MDT Fire/Life Safety Technical Committee. All work to be done within 30 feet of the guideway drip line (safety zone) is to follow the MDT Adjacent Construction Safety Manual and spotters will be required at the developer's expense.
 11. Any reconfiguration of MDT station/facilities/guideway design elements must be reviewed and approved by the MDT Rail Change Review Board and may require formal Safety and Security Certification (SSC). If MDT deems the project to require SSC, then the developer can choose to sub-contract this activity or have MDT subcontract same at developer's expense.

12. The applicant shall provide additional security posts, roll-down gates, and security kiosks as needed.
13. Prior to the issuance of a building permit, the applicant shall be required to submit to MDT for review and approval a Settlement Monitoring and Mitigation Action Plan, which shall include the following information:
 - a. All MDT piers within 100 feet of any boundary of the proposed project will be surveyed at given intervals (i.e. monthly) to assess any settlement, rotations and displacement of the structural elements that may occur.
 - b. This plan shall contain corrective actions should the settlement limits to be established by MDT be reached; AAF is responsible for the cost of this plan, surveying and all remediation necessary to ensure MDT's safe and uninterrupted service.
 - c. All AAF structures shall be self-supporting; proposed structures shall not be supported by any MDT facilities and shall not interfere with the stability of MDT's structural foundations.
14. That the applicant shall be in compliance with the following:
 - a. Rapid Transit System Extensions Compendium of Design Criteria.
 - b. MDT Construction Safety Manual.
 - c. MDT Adjacent Construction Safety Manual.
 - d. MDT Rail Fixed Guideway System Safety Program Plan.
 - e. National Fire Protection Association (NFPA) codes and standards.
15. Construction and development shall not interfere with MDT operation or system components, such as but not limited to train control, traction power, and all communications.

Current Transit Service

Existing transit service is provided to the Downtown Intermodal Terminal Area by twenty-three (23) MDT bus routes, the Metromover and Metrorail transit services. The alignments for these routes and systems are illustrated on the attached maps. In addition, the Broward County Transit system also provides service to the project area.

The service headways for the MDT bus routes (in minutes) are as follows:

Metrobus Route Service Summary
DT Miami, LLC

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
2	20	20	30	n/a	20	30	0	L
3	18	18	30	60	15	20	0	L
6	60	60	n/a	n/a	60	60	0	L
7	15	20	30	n/a	20	20	0	L
8	10	15	20	n/a	15	20	0	L
9	12	30	30	n/a	30	30	0	L
11	8	12	20	60	12	15	0	L
21	30	30	60	n/a	40	40	0	L
51	15	30	30	n/a	n/a	n/a	0	E
77	8	12	30	n/a	15	30	0	L
93	15	30	n/a	n/a	n/a	n/a	0	E
95	5	n/a	n/a	n/a	n/a	n/a	0	E
103 (C)	20	20	30	n/a	20	30	0	L
119 (S)	12	12	12	60	15	15	0	L
120	12	12	30	n/a	15	30	0	E
195	15	n/a	n/a	n/a	n/a	n/a	0	E
207	15	20	20	n/a	20	20	0	L
208	15	20	20	n/a	20	20	0	L
211	45	45	n/a	n/a	n/a	n/a	0	L
243	30	n/a	n/a	n/a	n/a	n/a	0	L
246 (OWL)	n/a	n/a	n/a	60	60	60	0	O
277	18	n/a	n/a	n/a	n/a	n/a	0	E
500 (OWL)	n/a	n/a	n/a	60	60	60	0	O

Notes: L means Metrobus local route service
F means Metrobus feeder service to Metrorail
E means Express or Limited-Stop Metrobus service

November 2013 Line Up

The service headways for the Metrorail and Metromover services (in minutes) are as follows:

Metrorail and Metromover Service Summary
DT Miami, LLC

Mode	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
Metrorail	5	7.5	15	n/a	15	15	0	R
Metromover	1.5	1.5	1.5	n/a	1.5	1.5	0	M

Notes: R means Metrorail service
M means Metromover service

November 2013 Line Up

Future Transportation/Transit Improvements

MDT's Transit Development Plan and Transit Service Evaluation Study identify the following improvements/adjustments on the existing routes serving the vicinity of the project:

Metrobus Route Service Summary
DT Miami, LLC

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
2	15	15	60	n/a	20	30	0	L
3	30	30	60	60	60	60	0	L
3M (93)	10	15	30	n/a	15	20	0	E
7	15	15	30	n/a	20	20	0	L
8	15	30	n/a	n/a	60	60	0	L
8M	15	15	30	n/a	15	20	0	E
9	15	30	30	n/a	30	30	0	E
11	8	12	20	60	12	15	0	L
11M (51)	8	10	60	n/a	12	15	0	E
77	30	30	60	60	60	60	0	L
77M (277)	7	10	30	n/a	20	30	0	E
95	5	n/a	n/a	n/a	n/a	n/a	0	E
120 (S)	20	20	20	20	30	30	0	L
120M	7	7	30	n/a	12	15	0	E
195	5	n/a	n/a	n/a	n/a	n/a	0	E
207	15	20	20	n/a	20	20	0	L
208	15	20	20	n/a	20	20	0	L
211	45	45	n/a	n/a	n/a	n/a	0	L
246 (OWL)	n/a	n/a	n/a	60	60	60	0	O
295	15	n/a	n/a	n/a	n/a	n/a	0	E

Notes: L means Metrobus local route service
F means Metrobus feeder service to Metrorail
E means Express or Limited-Stop Metrobus service
O means overnight service

c: Albert Hernandez, P.E., Assistant Director
Monica D. Cejas, P.E., Senior Professional Engineer

Memorandum



Date: June 6, 2014

To: Jack Osterholt, Director
Department of Regulatory and Economic Resources (RER)

From: Maria A. Valdes, CSM, LEED® Green Associate
Chief, Comprehensive Planning & Water Supply Certification Section

Subject: DT Miami, LLC (Rapid Transit Development)
DIC Application No. Z2014000059

Below, please find the Miami-Dade Water and Sewer Department's (MDWASD) comments for the subject project.

Recommendation: Approval based on conditions noted below, and on resolution of the conflict with the existing 30-inch water main along NW 6th St. and the 60-inch sanitary sewer force main along NW 4th St.

Application Name: DT Miami, LLC (Rapid Transit Development)

Proposed Development: The applicant is requesting a review of the general site development plan for the rail station on +/- 9-acres of vacant land between NW 1st Ave. and the Metrorail ROW from NW 1st St. to NW 8th St.

The estimated total water demand in gallons per day (gpd) for this project is described below:

Projected Water Demand				
Uses	Unit	Total	Flow Rate (GPD)	Total GPD
Rail system Operational +Platform	Sq.ft	211,000	5 gpd / 100 SF	10,550
Residential multifamily units (apartments)	each	1,111	150/unit	166,650
Retail space	Sq.ft	177,400	10 gpd / 100 SF	17,740
Hotel	Rooms	327	100gpd / room	32,700
Office Space	Sq.ft	1,155,000	5 gpd / 100 SF	57,750
Total				285,390

Project Location: The subject property is approximately 9 acres of vacant land located between NW 1st Ave. and the Metrorail ROW from NW 1st St. to NW 8th St., in the City of Miami.

Water: The subject project is located within MDWASD's service area. The source of water for the project is the Hialeah Preston Water Treatment Plant. There is a 12-inch water main along NW 1st Ave. and along NW 3rd St., to where the developer may connect for water service for each of the development sites. In addition, there is a 30-inch water main along NW 6th St. which is in conflict with the proposed platform for the rail project. The applicant and MDWASD are currently addressing the construction and cost of a parallel pipe to bypass the conflict. Approval of this application is pending resolution of this issue. Please note that water main extensions may be required. All comments addressing water service are provided in accordance with CDMP policies WS-1A, WS-1B and WS-2A.

A Water Supply Certification (WSC) from Miami-Dade Water and Sewer Department will be required for the proposed development. Said Certification will be issued at the time the MDWASD Agreement is offered. The Certification is required to assure adequate water supply is available to all water users of the MDWASD

as required by Policy CIE-5D and WS-2C in the County's CDMP and in accordance with the permitted withdrawal capacity in the MDWASD's 20-year Water Use Permit.

MDWASD will be the utility providing water services subject to the following conditions:

- Adequate transmission and Plant capacity exist at the time of the applicant's request.
- Adequate water supply is available prior to issuance of a building permit or its functional equivalent.
- Approval of all applicable governmental agencies having jurisdiction over these matters is obtained.

Sewer: The subject project is located within MDWASD's service area. There are existing sanitary gravity sewer lines in the vicinity of the project on NW 6th St., NW 5th St., NW 4th St., NW 3rd St., NW 2nd St., NW 1st St. and along NW 1st Ave. south of NW 8th St. where the developer may connect for service. In addition, there is a 60-inch force main along NW 4th St., which is in conflict with the proposed platform for the rail project. The applicant and MDWASD are currently addressing the construction and cost of a parallel pipe to bypass the conflict. Approval of this application is pending resolution of this issue.

Pump Station: 0001
Yearly NAPOT: 7.16 Hrs
Projected NAPOT: 7.93 Hrs
Projected NAPOT including this project flows: 7.98 Hrs

The Central District Wastewater Treatment Plant (WWTP) is the facility for treatment and disposal of the wastewater. This WWTP is currently operating under a permit from the Florida Department of Environmental Protection. MDWASD will be the utility providing sewer services subject to the following conditions:

- Adequate transmission and plant capacity exist at the time of the owner's request consistent with policy WS-2A(2) of the CDMP. Capacity evaluations of the plant for average flow and peak flows will be required. Connection to the COUNTY'S sewage system will be subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the COUNTY and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Order entered on April 9, 2014 in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

Water Conservation: All future development for the subject area will be required to comply with water use efficiency techniques for indoor water use in accordance with Section 8-31, 32-84 and 8A-381 of the Code of Miami-Dade County. In addition, the future development will be required to comply with the landscape standards in sections 18-A and 18-B of Miami-Dade County Code.

In addition, please note that Section 8A-381 (c) of the Miami-Dade County Code estates that,
"Effective January 1, 2009, all permit applications for new multifamily residential developments shall be required to include a sub-meter for each individual dwelling unit."

For more information about our Water Conservation Program please go to
<http://www.miamidade.gov/conservation/home.asp>

For information concerning the Water-Use Efficiency Standards Manual please go to
http://www.miamidade.gov/conservation/library/WUE_standards_manual_final.pdf

Should you have any questions, please call me at (786) 552-8198 or Alfredo B. Sanchez at (786) 552-8237.



Date: June 19, 2014 (Rev 7-2-14)

To: Jorge Vital
Department of Planning and Zoning

From: Susan Schreiber, Transportation Systems Analyst *S. Schreiber*
Miami-Dade County Metropolitan Planning Organization

Subject: Rapid Transit DIC (RTDIC) Lower Council Meeting 6-13-14
Process # 14-059, DT Miami, LLC – Request Special Exception to permit approval of general plan for passenger rail and other uses

Regarding RTDIC Process # 14-059, DT Miami, LLC request, the Metropolitan Planning Organization (MPO) staff requests that:

1. Elevation diagrams be shown for the grade separation of the tracks as they proceed from north of and under I-395 (as planned), past NW 11th, 10th, 9th, and 8th Streets, and arriving into the Miami Station. The applicant shall work with the MPO regarding their concerns about the various design aspects of the grade separation of the tracks as they proceed north of NW 8th Street through the Administrative Site Plan Review (ASPR) process.
2. Connections between All Aboard Florida (AAF) Station and Government Center and Historic Overtown/Lyric Theater Metrorail Stations, Metromover Stations (Government Center and Wilkie D. Ferguson, Jr.), the Miami Trolley, the proposed Downtown Bus Terminal Facility as well as planned rail lines such as the Tri-Rail Coastal Link and the Beach Corridor Transit Connection, be provided and clearly illustrated.
 - a. To the degree possible, protection from the elements be provided for all transfers.
3. Bicycle and pedestrian connections be provided and shown clearly including connections to any nearby existing and currently planned greenways and trails. The applicant shall show pedestrian connections to greenways and trails through the ASPR process.
4. Pedestrian amenities and a bicycle commuter station be provided, and the location of the latter be illustrated.
5. Taxi waiting areas be included and clearly shown.
6. Open space be landscaped appropriately, with shade trees where space permits; and for the larger irregular open space parcel at the northeast end of the development, that a proper park be provided with adequate shade and amenities for adults and children.
7. For the proposed bus terminal and parking garage, a design be considered which is very pedestrian and bicycle friendly and minimizes driveways to the extent possible; which maximizes natural lighting; preserves some landscaped open space around and in the center of the building, the latter of which would reduce daytime internal lighting requirements, and help minimize exhaust gases; and where other removed green space is mitigated for off-site, if it cannot be accommodated on site.
8. Due to the vehicular movement, safety and security of the pedestrians and bicyclists be addressed.
9. Connections between the proposed bus terminal and the proposed transit/pedestrian mall at NW 1st Street between NW 1st and 2nd Avenues be provided and illustrated. The applicant shall illustrate how the Project connects to the proposed bus terminal and the

- proposed transit/pedestrian mall when those projects are at the ASPR stage of development through the ASPR process.
10. AAF provide a presentation to the MPO's Transportation Aesthetics Review Committee (TARC), which reviews high visibility transportation projects for their aesthetic impacts on the community.

Thank you for the opportunity to comment on this application.


C. Irma San Roman, Miami-Dade County MPO Executive Director
Jesus Guerra, MPO Acting Deputy Director
David Henderson, MPO Bicycle Pedestrian Program Manager

Memorandum



Date: June 10, 2014

To: Jack Osterholt, Deputy Mayor
Director, Regulatory and Economic Resources Department

From:  Maria I. Nardi, Chief
Planning and Research Division
Parks, Recreation and Open Spaces Department

Subject: Z2014000059: DT MIAMI, LLC

Application Name: DT MIAMI, LLC

Project Location: The site is located in that area LYING WEST OF NW 1ST AVENUE, BETWEEN NW 1ST STREET & NW 8 STREET, within the municipal boundaries of the City of Miami, Miami-Dade County.

Proposed Development: The request is for a special exception to permit approval of a general plan for a passenger rail system with approximately 70,600 SF of operational area within the Rapid Transit System Development Zone. This application includes a mixed-use development with a maximum of 1,111 multi-family dwelling units, 177,400 SF of station retail, a 327 room hotel and 1,155,000 SF of office on 8.31 acres.

Impact and demand: Recreation and Open Space Element policies ROS-2a (i); (ii); (iii); (iv); and (v) provide for the establishment of Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space within unincorporated areas of the county. The site of this application is located within the City of Miami and therefore the CDMP Open Space Spatial Standards do not apply.

Recommendation: PROS has no pertinent comments for this application concerning impact or demand on existing County parks, proposed or budgeted service expansion, nor do we perform a concurrency review. Based on our findings described herein **PROS HAS NO OBJECTION TO THIS APPLICATION.**

If you need additional information or clarification on this matter, please contact John Bowers at (305) 755-5447.

MN:jb


Cc: John M. Bowers, Parks Property Management Supervisor

Memorandum



Date: June 19, 2014

To: Jack Osterholt, Deputy Mayor
Director, Regulatory and Economic Resources Department

From: Leland Salomon, Assistant Director
Internal Services Department (ISD) 

Subject: Rapid Transit Development Impact Committee (RTDIC) – Zoning Application
No. Z2014000059 – DT Miami, LLC

Application Name: DT Miami, LLC

Project Location: The site is located in that area LYING WEST OF NW 1ST AVENUE, BETWEEN NW 1ST STREET & NW 8TH STREET, within the municipal boundaries of the City of Miami, Miami-Dade County, Florida

Proposed Development: The request is for a special exception to permit approval of a general plan for a passenger rail system with approximately 70,600 SF of rail operational area within the Rapid Transit System Development Zone. This application includes a mixed-use development with a maximum of 1,111 multi-family dwelling units, 177,400 SF of station retail, a 327 room hotel, 1,155,000 SF of office space and parking garages on 8.93 acres.

Impact on County Facilities: There are currently four (4) County owned and operated office buildings located immediately to the west to this proposed development. These buildings are as follows:

Stephen P. Clark Center – 111 NW 1st. Street
Children's Courthouse – 155 NW 3rd. Street
Overtown Transit Village South – 601 NW 1st. Court
Overtown Transit Village North – 701 NW 1st. Court

The County ISD recognizes that there will be many benefits to employees in these buildings and to visitors to these buildings once the project is completed, such as greater transportation access to these buildings and greater access to retail, office and residential amenities immediately adjacent to these buildings. However, it should be noted that there will be possible short term disruptions to pedestrian and vehicle access to these buildings during the construction period.

Recommendation: ISD has no objection to this application. However, ISD would recommend that DT Miami, LLC take all the necessary steps to minimize the disruptions in access to these four (4) County owned buildings. To that end, DT Miami, LLC should coordinate with ISD personnel at the earliest possible date prior to construction on how to minimize disruption in access to these buildings during the entire construction period.

If you need additional information or have any questions, please contact me directly at 305-375-4421 or Robert Warren at 305-375-5843.

Cc: Robert Warren, ISD Real Estate Division

Memorandum



Date: June 13, 2014

To: Eric Silva, AICP, Assistant Director
Development Services Division
Department of Regulatory and Economic Resources

From:  J.D. Patterson, Director
Miami-Dade Police Department

Subject: Review - Developmental Impact Committee - Zoning Application
Case: No. Z2014000059 - DT Miami, LLC.

APPLICATION

The applicant, DT Miami, LLC., is requesting a public hearing for a Special Exception to permit approval of the general site development plan for a passenger rail system/station that links Miami, Fort Lauderdale, West Palm Beach, and Orlando. The request also comprises a combination of commercial and residential development to include 70,600 square feet of rail operational area, a maximum of 1,111 residential multi-family units, a maximum of 177,400 square feet of retail business space, a 327 room hotel, a maximum of 1,107,000 square feet of office space, and parking garages. The property is located on approximately 8.31 acres west of NW 1 Avenue, between NW 1 Street and NW 8 Street, located in the city of Miami, within Miami-Dade County.

CURRENT POLICE SERVICES

The rail station is proposed to be built within the jurisdictional boundaries of the city of Miami. Any incidents requiring law enforcement services to the location will be provided by the Miami Police Department. However, any criminal incident that may occur on/in the train while in transit from one train station to another within Miami-Dade County, that requires law enforcement response and investigation, where specific jurisdiction cannot be immediately established (e.g. city of Miami), then the responsibility of the investigation will be that of the Miami-Dade Police Department (MDPD). While in transit, initial emergency response to these incidents shall be that of the closest available jurisdiction.

While the Miami Police Department will provide police services to the proposed development, the Miami Intermodal Center, Rental Car Center, Stephen P. Clark Center, Metrorail, and Metromover would directly be impacted. These locations are serviced by our Police Operations Section, located at 140 West Flagler Street, Miami, Florida, and Airport District, located at the Miami International Airport. Our current staffing allows for an average emergency response time of eight minutes or less.

REVIEW

A review of the application and related documents was conducted to predict the impact on the MDPD's resources and the impact that the location could have on the proposed zoning modification changes. A police check of crimes/calls for service of the area was completed and has been provided in the attached documents for your Department.

Current data of police staffing, population, and crimes/calls for service was examined to project any increase in calls for service. Based on this data and due to the nature of the request, which includes but is not limited to, an increase in residents, visitors/tourists, pedestrian and vehicle traffic, it cannot be predicted as to a specific number of projected increase in calls for service. Experience lends itself to anticipate that when additional people are present, traffic increases, and calls for police service will rise.

Present MDPD staffing would not accommodate the anticipated increase in the volume of calls for service. Nonetheless, as the project is developed, it is projected that a minimum of 27 additional sworn police personnel, plus support staff and equipment will be required at the Police Operations Section and the Airport District to maintain current levels of service. The anticipated enhancement in staffing should be increased as the project is developed to provide a smooth and safe transition. However, should demand for police services increase beyond current levels, additional sworn personnel, support staff, and equipment may be required to maintain current levels of service. Additionally, it is recommended that DT Miami, LLC., (All Aboard Florida) work closely with the Miami Police Department and the MDPD in considering security options for the site.

While the MDPD does not object to any proposed zoning modifications to complete this project, we strongly recommend the following to be implemented if the proposed zoning modifications are approved.

- Meet regularly with business owners, County and city officials, and residents in the surrounding area to discuss and remedy issues of mutual concern.
- Work with the Public Works and Waste Management Department regarding pedestrian traffic, vehicle traffic, speed zones, parking areas, and related signage along bordering streets.
- Provide continual licensed and uniform security personnel throughout the development and on the trains.
- Install internal and exterior security cameras throughout the project with electronic archiving capabilities of a minimum of 90 days.
- Regularly meet with the MDPD and Miami Police Department in order to address matters of mutual concern as it relates to the development.
- Consult with the MDPD and Miami Police Department to develop and maintain incident plans and protocols for hurricane and other emergency situations. The plans shall be inclusive of the entire development and reviewed annually by the law enforcement officials.
- Consult with the MDPD and Miami Police Department and local homeless advocacy groups to establish protocols to best address matters concerning the local homeless population.
- In order to accommodate the citizens, businesses, and police resources operating within the development area, an indoor/secured police work station is requested to be located within the train station. The work station should include, but not be limited to, a desk/work table, telephone, computer terminal, restroom, and a "Police Only" parking space located near the work station.

The applicant is encouraged to work with police during any future application changes to determine the best possible solutions or security options.

Should you have any questions or require additional information, Sergeant Keith Hedrick, of the Strategic Planning and Development Section, may be contacted at (305) 471-1990.

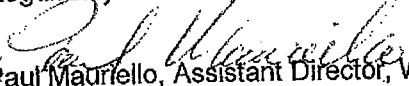
JDP/kh
Attachment

Memorandum



Date: June 24, 2014

To: Eric Silva, Development Coordinator
Regulatory and Economic Resources Department

From: 
Paul Mauriello, Assistant Director, Waste Operations
Public Works and Waste Management Department

Subject: DT Miami, LLC. (DIC #14_059)

The Department's review of the above-referenced item is provided below. Additional comments will be provided as needed. If you should have any questions, please do not hesitate to contact Stacey McDuffie, Manager of the Fiscal Management and Planning Division, at 305-514-6661. **The PWWM has no objections to the proposed application.**

Application: *DT Miami, LLC* is requesting a special exception for approval of a general site development plan. The plan proposes an elevated platform for a rail station consisting of 70,600 square feet of rail operational area, 177,400 square feet of station retail, up to 1,111 residential apartment units, a 327 room hotel and 1,155,000 square feet of office uses. The present zoning classification is Fixed-Guideway Rapid Transit System-Development Zone.

Size: The subject property is 9 acres.

Location: The subject property is approximately located between NW 1st Avenue and the Metrorail ROW from NW 1st Street to NW 8th Street, in Miami-Dade County, Florida.

Analysis:

1. Solid Waste Disposal

The Miami-Dade County Solid Waste Management System consists of both County facilities and private facilities under contract as follows: three Class I landfills (two owned by Waste Management Inc., of Florida) a Class III landfill, a Resources Recovery Facility waste to energy plant and associated ash monofill, and three regional transfer facilities. The Public Works and Waste Management Department (PWWM) does not assess or adjust estimated capacity requirements based on the impacts of individual developments. Instead, the Department maintains sufficient disposal capacity to accommodate five years of waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows. The latest Concurrency Status Determination issued on September 25, 2013, which is valid for one year, shows sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Regulatory and Economic Resources Department (formerly the Department of Planning and Zoning) is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed.

2. Garbage and Trash Collection Services

Pursuant to Chapter 15 of the Miami-Dade County Code (Code), entitled Solid Waste Management, the proposed development of retail, office, and hotel uses proposed will meet the County Code definition of commercial establishments, while the development of apartments will meet the definition of multi-family residential establishments.

Per the Code the following is required of multi-family residential and commercial establishments located in unincorporated Miami-Dade County:

"Every commercial and multi-family residential establishment shall utilize the solid waste collection services of either the proper governmental agency able to provide such services, or that of a licensed solid waste hauler authorized to perform such services by the Director of the Department." The property is on residential waste collection route 3105 therefore, the landlord or property owner may fulfill the requirement, either through the PWWM, which can provide commercial waste cart service or through a private hauler to provide waste and recycling collection service.

3. Recycling: Multi-family Residential Establishments

Regarding multi-family units, **Section 15-2.2a** of the Code requires "every multi-family residential establishment shall provide for a recycling program which shall be serviced by a permitted hauler or the appropriate governmental agency and shall include, at a minimum, the five (5) materials listed in Section 15-2.2 below."

- 1) Newspaper
- 2) Glass (flint, emerald, amber)
- 3) Aluminum cans
- 4) Steel cans
- 5) Plastics (PETE, HDPE-natural, HDPE-colored)

Section 15-2.2b of the Code states the failure of a multi-family residential establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner(s) shall be liable, provided, however, that in the case of a condominium or cooperative apartment having a condominium association or cooperative apartment association, said association, rather than individual unit owners, shall be liable for any such violation.

Applicants are **strongly** advised to incorporate adequate space and facilities in their building plans to accommodate the required recycling program. Requests for approval of modified recycling programs must be made directly to the Department at 305 514-6666.

4. Recycling: Commercial Establishments

The following language from **Section 15-2.3a** of the Code requires commercial establishments "to provide for a recycling program, which shall be serviced by a permitted hauler or the appropriate governmental agency. The recycling program for commercial establishments must include a minimum of three (3) materials chosen from the following:

- | | |
|----------------------------------|--|
| 1) High grade office paper | 6) Steel (cans, scrap) |
| 2) Mixed paper | 7) other metals/scrap production materials |
| 3) Corrugated cardboard | 8) Plastics (PETE, HDPE-natural, HDPE-colored) |
| 4) Glass (flint, emerald, amber) | 9) Textiles |

- 5) Aluminum (cans, scrap) 10) Wood

Section 15-2.3 of the Code states the failure of a commercial establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner and the owner(s) and operator(s) of the commercial establishment shall be jointly and severally liable.

5. Waste Storage/Setout Considerations

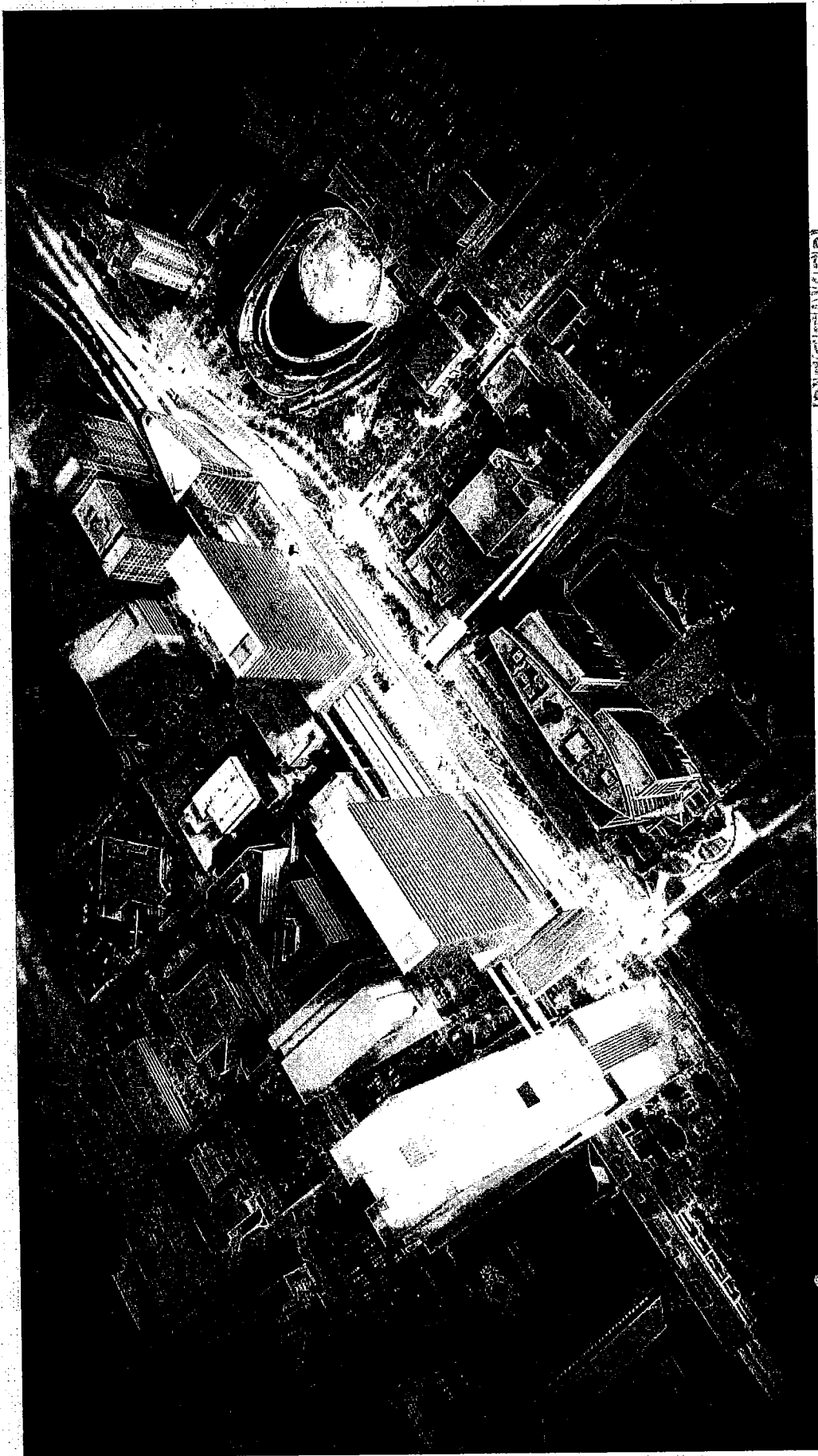
Section 15-4 of the Code requires that plans for storage and collection of solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of solid waste collection and storage facilities. The site plan legend must contain the following statement: "Facilities for the collection and storage of solid waste are shown in accordance with Section 15-4 of the Miami-Dade County Code."

6. Site Circulation Considerations

It is required that development plans associated with this project incorporate at least one of the following traffic circulation criteria to minimize the reversing of waste vehicles and hence, provide for the safe circulation of service vehicles:

- a. Cul-de-sac with a minimum 49 foot turning radius (no "dead-ends")
- b. "T" shaped turnaround 60 feet long by 10 feet wide
- c. Paved throughway of adequate width (minimum 15 feet)

In addition, any and all alleyways designed with utilities, including waste collection, provided at the rear of the property should be planned in accordance with standard street specifications with sufficient width and turning radii to permit large vehicle access. Additionally, there should be no "dead-end" alleyways developed. Also, a sufficient waste set-out zone should be preserved (between the edge of the pavement and any possible obstructions such as parked cars, fencing, etc.,) that would interrupt or preclude waste collection.



Prepared by
ZYSCOVICH
 1701 N. Biscayne Blvd., Suite 11
 Miami, FL 33132-2504

SOM

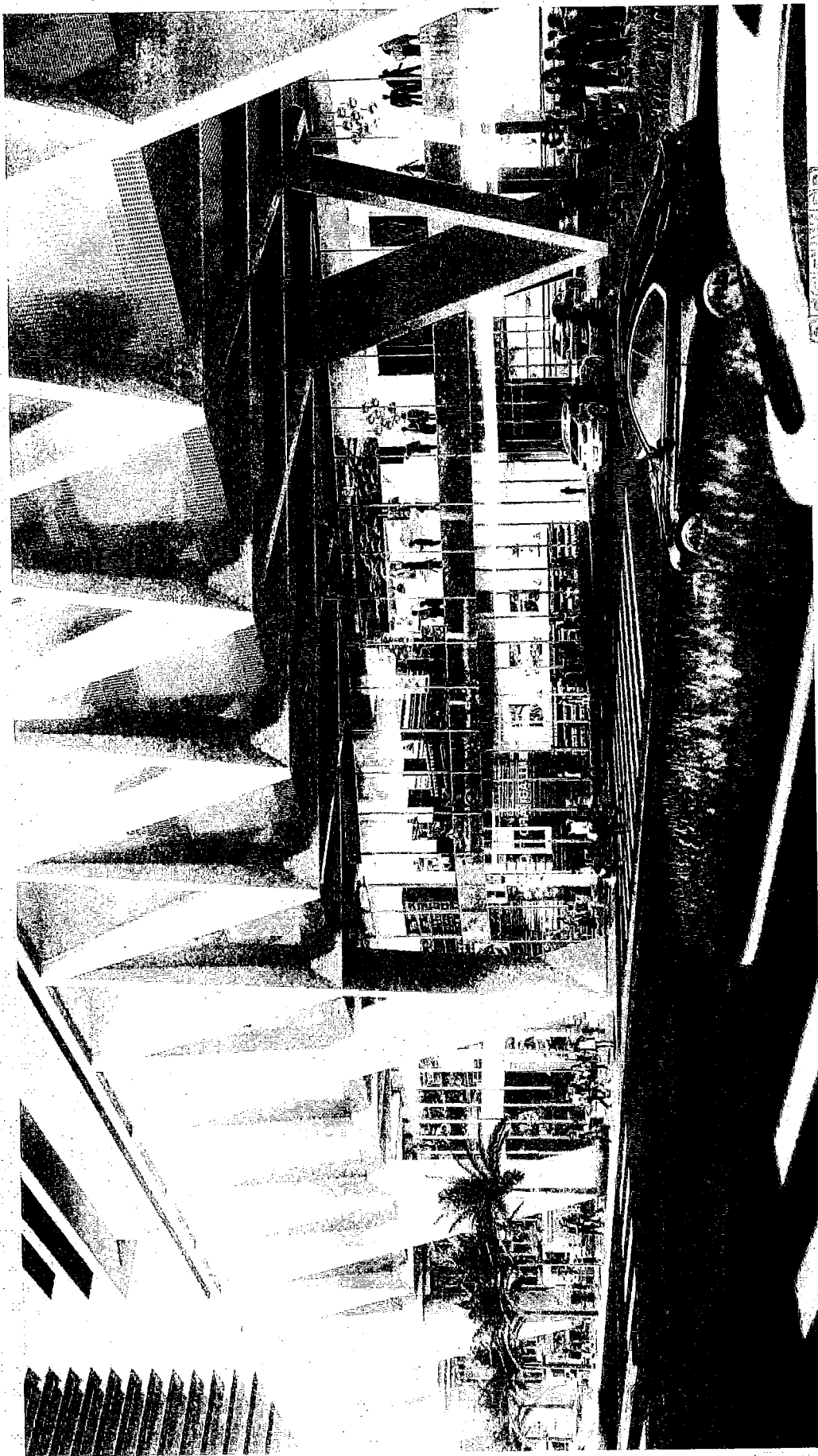
RECEIVED
 MAY 21 2014
 214-054

AS NOTED, THE PLANNING DEPT.
 HAS REQUESTED THE FOLLOWING DEPT.
 BY *AK*

AERIAL PERSPECTIVE

MAY 21, 2014

ALL ABOARD FLORIDA, MIAMI
 RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
 INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



PERSPECTIVE (VIEWING SOUTHWEST):
NW 1ST AVE & NW 6TH ST

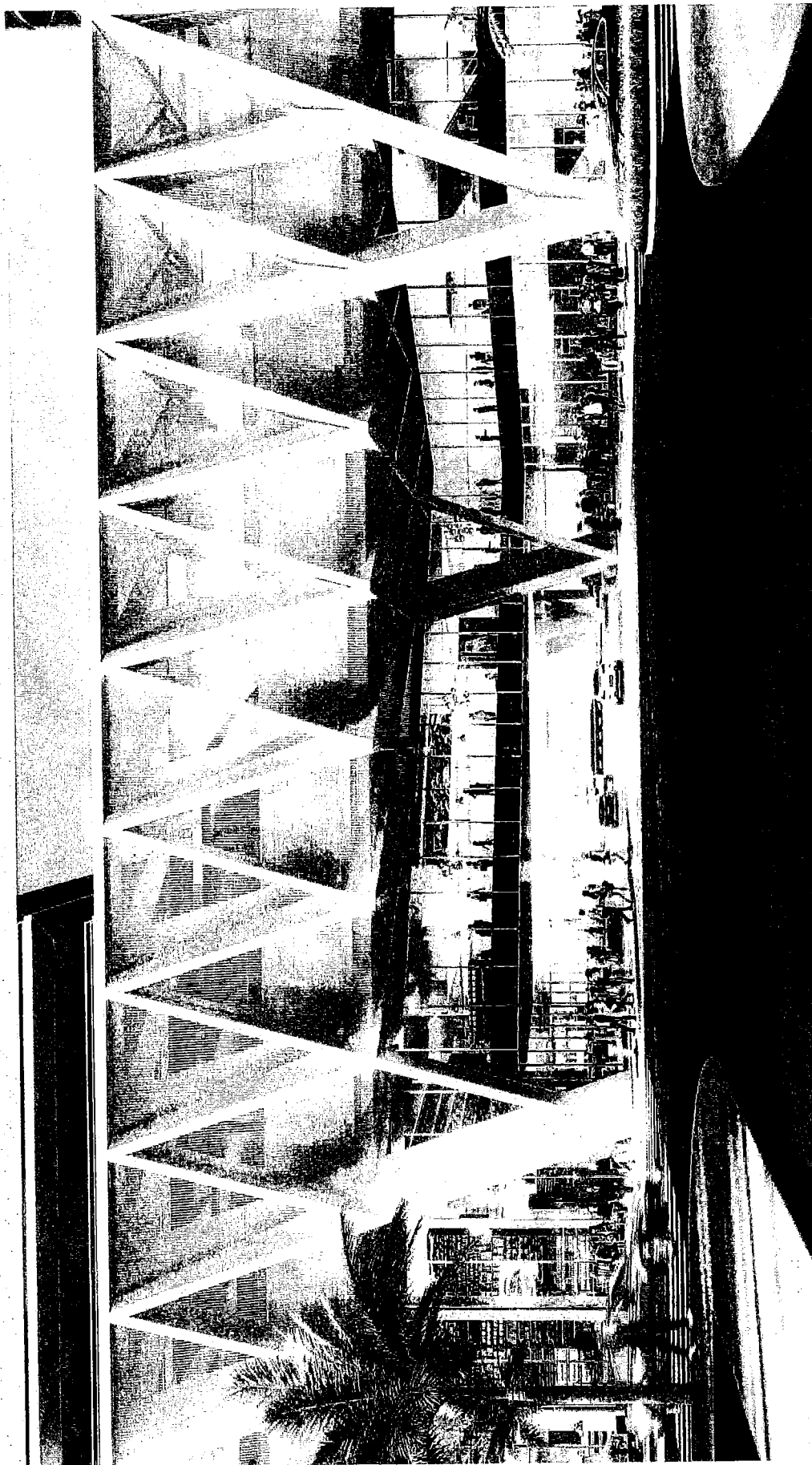
Prepared by:
ZYSCOVICH
1900 Biscayne Blvd., Suite 2100
Miami, FL 33132-2824

SOM

MAY 21, 2014

ALL ABOARD FLORIDA - MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN

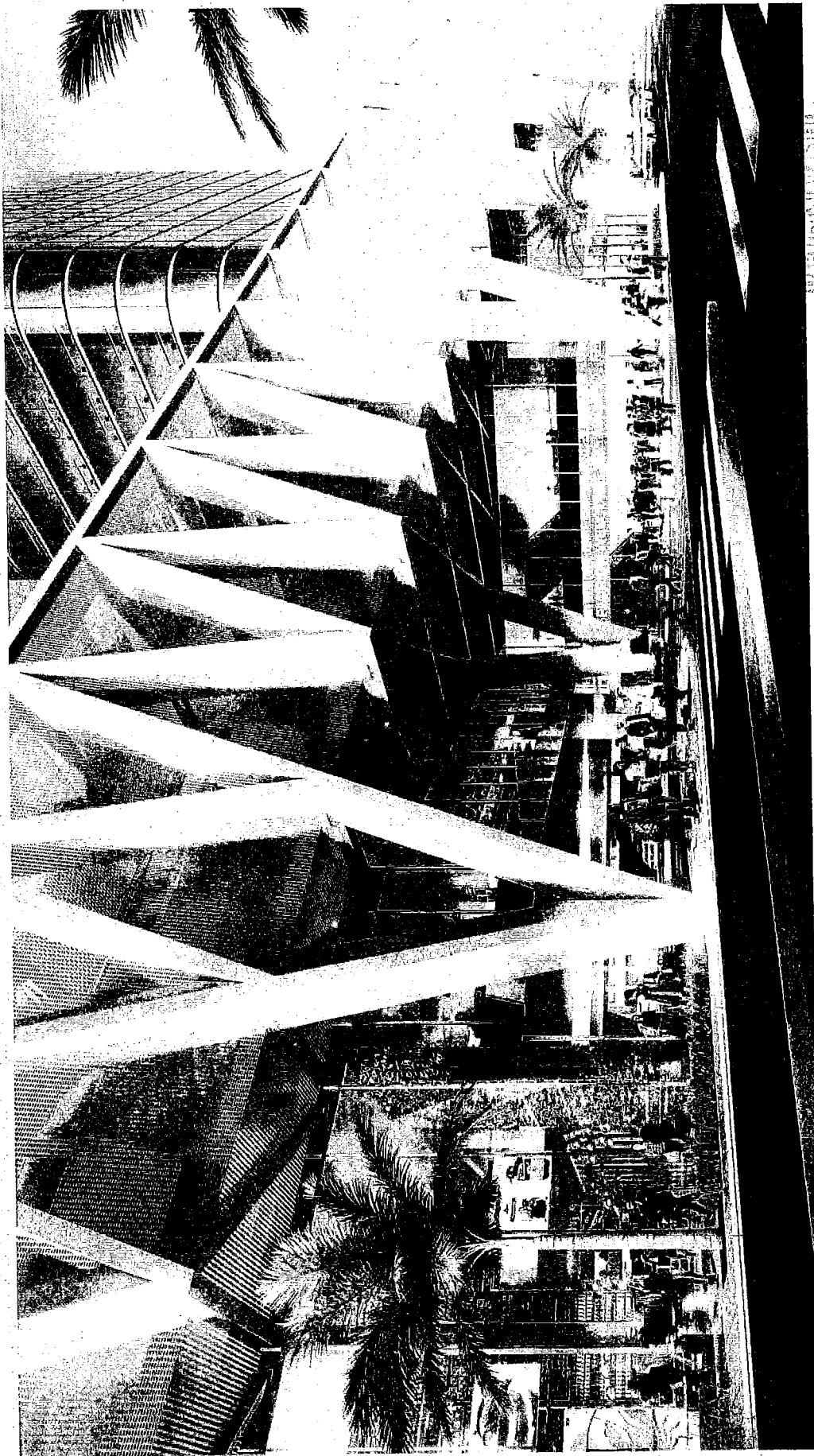
214-057
APPROVED
MAY 21, 2014
BY: [Signature]
FOR: [Signature]



Prepared by:
 ZYSKOVICH
 100 N. Biscayne Blvd. Ste. 10
 Miami, FL 33132-2000
 SOM
 MAY 21, 2014
 MAY 21, 2014
 MAY 21, 2014

PERSPECTIVE/ELEVATION (VIEWING WEST):
 NORTH CONCOURSE AT NW 1ST AVE & NW 6TH ST

MAY 21, 2014
 ALL ABOARD FLORIDA MIAMI
 RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTIC)
 INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



PERSPECTIVE (VIEWING NORTHWEST):
NORTH CONCOURSE AT NW 1ST AVE & NW 6TH ST

Prepared by:
ZYSKOVICH
200 N.W. 1st Ave., Suite 200
Miami, FL 33128-2504

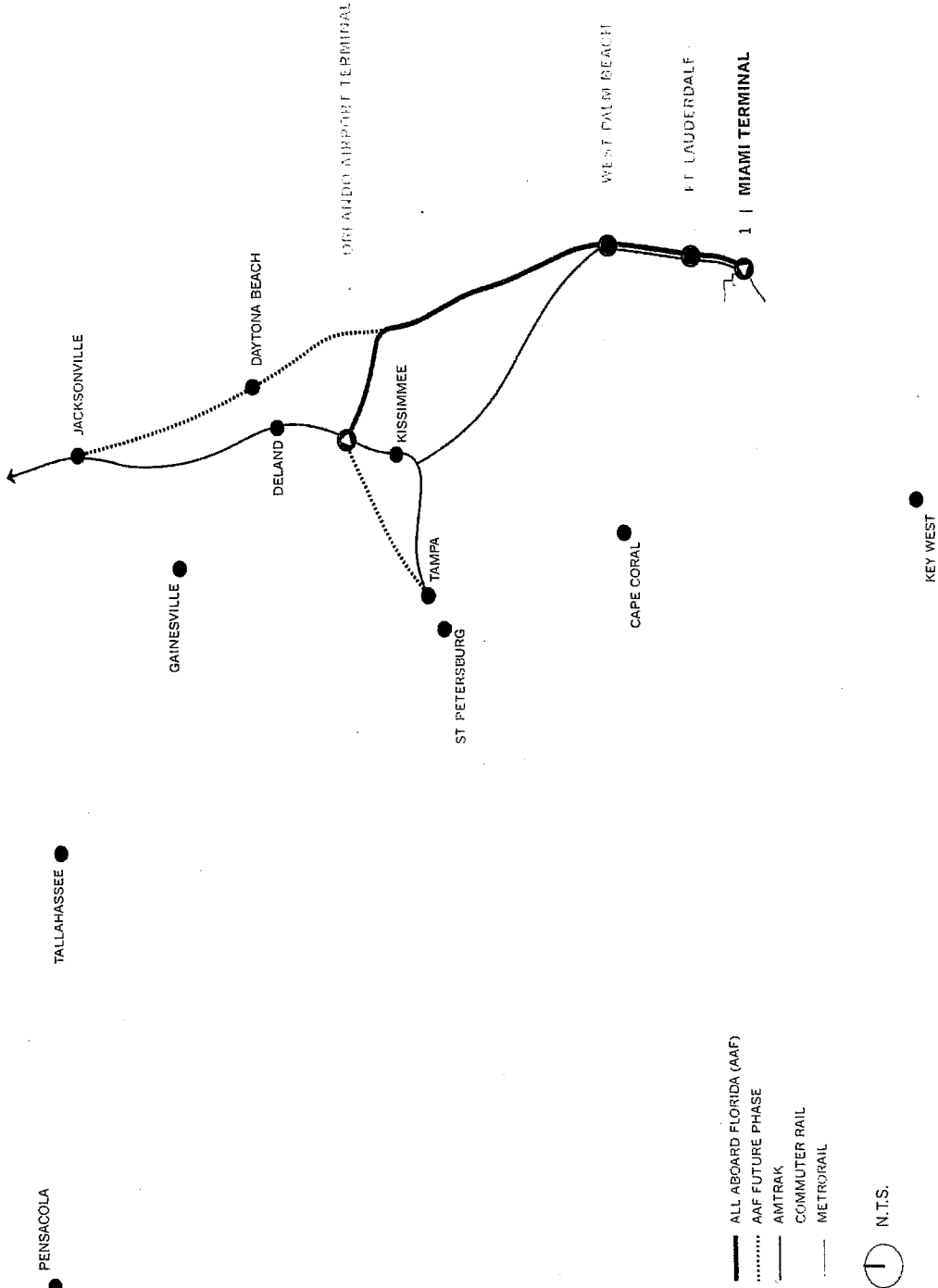
SDM

DATE: 05/21/2014
BY: *AD*

24-009

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



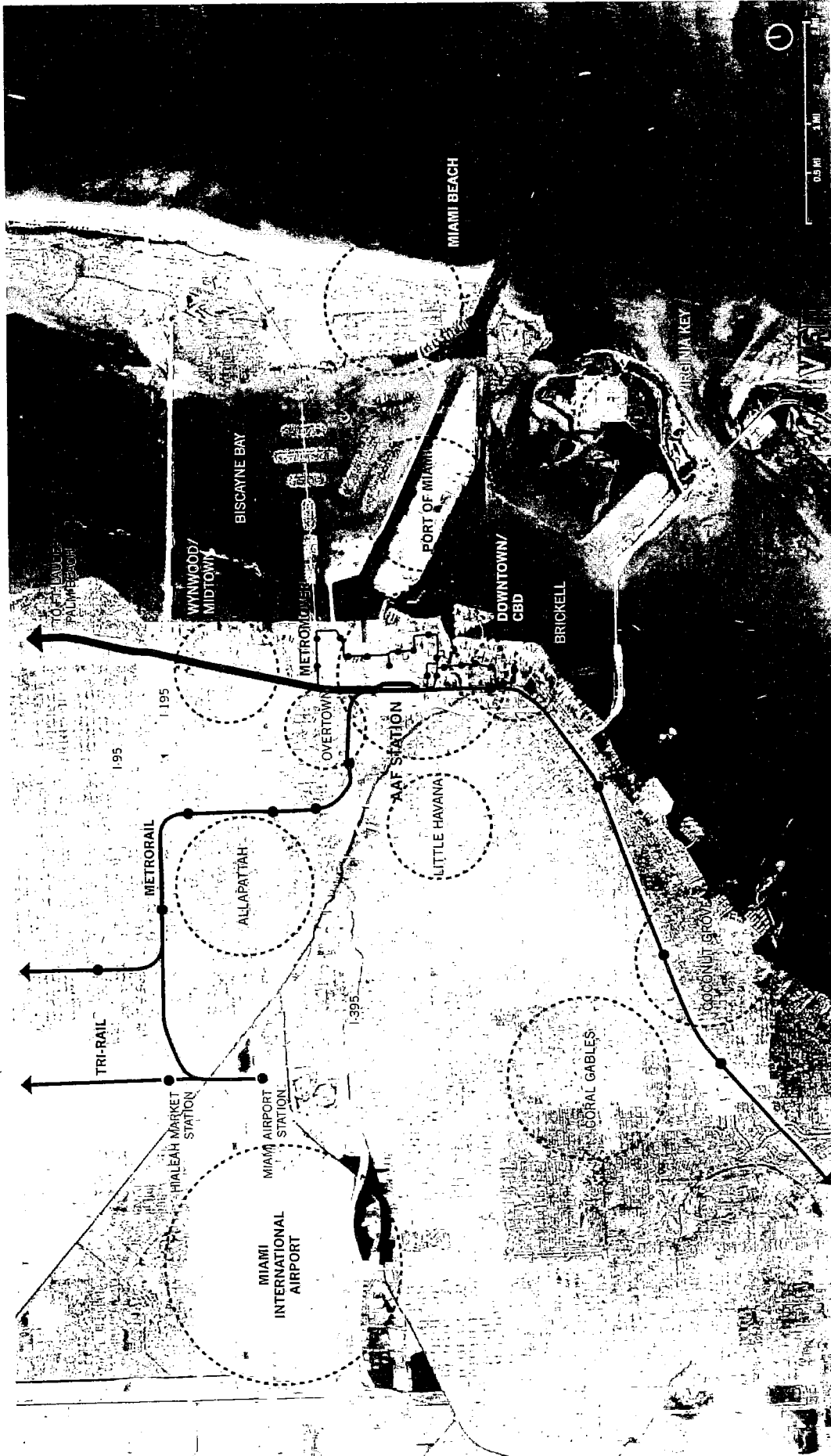
RECEIVED
214-059
BY: *AA*

PROJECT:
SOM
ZYSOVICH
10371 Biscayne Blvd. 27th Fl.
Miami, FL 33122-2021

OVERALL PROJECT SCOPE

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



Project:
ZYSCOVICH
 10014 Business Blvd. Suite 400
 Miami, FL 33156-2526

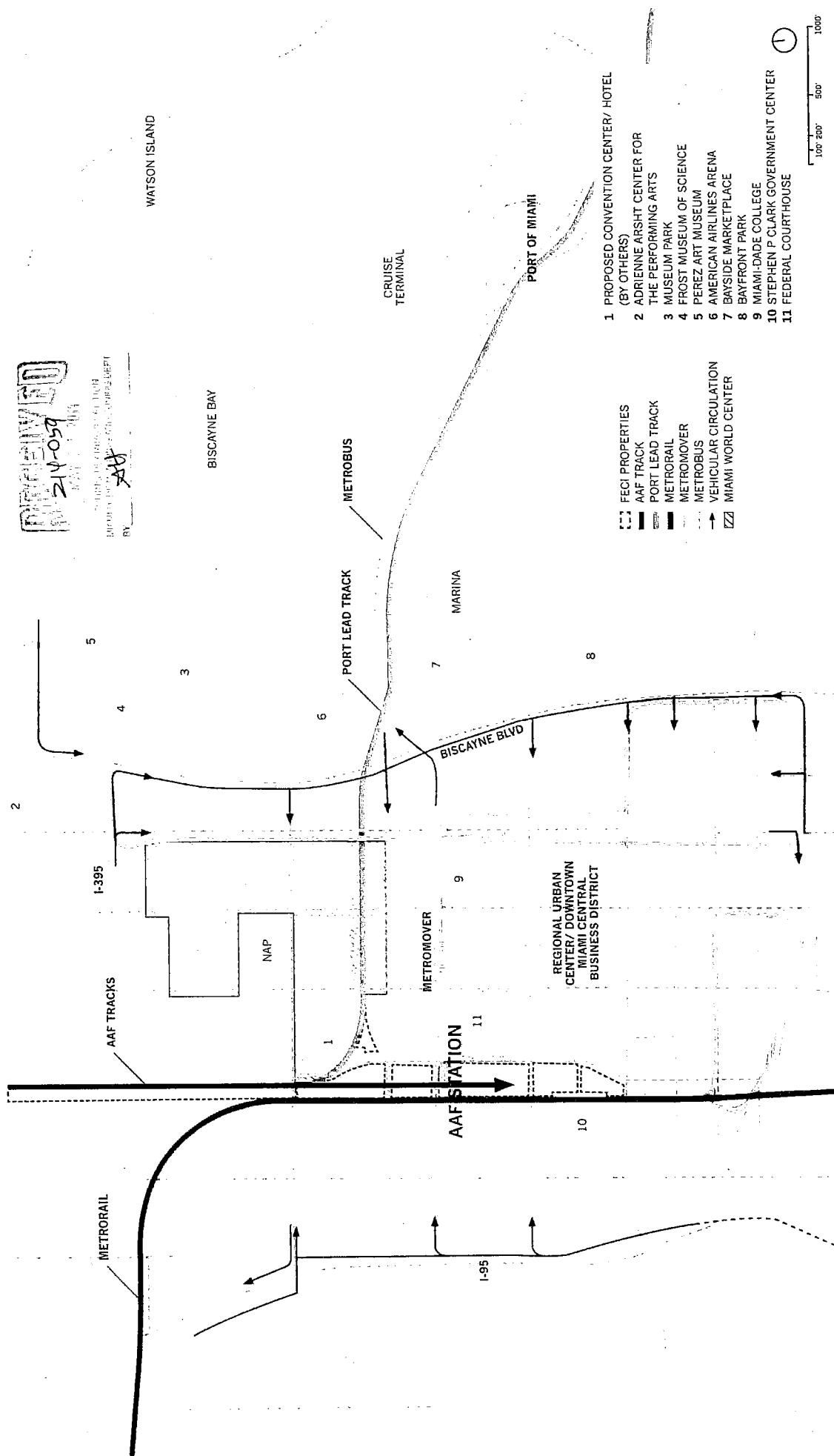
SOM

MIAMI CONTEXT PLAN

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
 RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
 INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN

PREPARED BY: **ST**
 DATE: 5/21/14
 PROJECT: 214-059



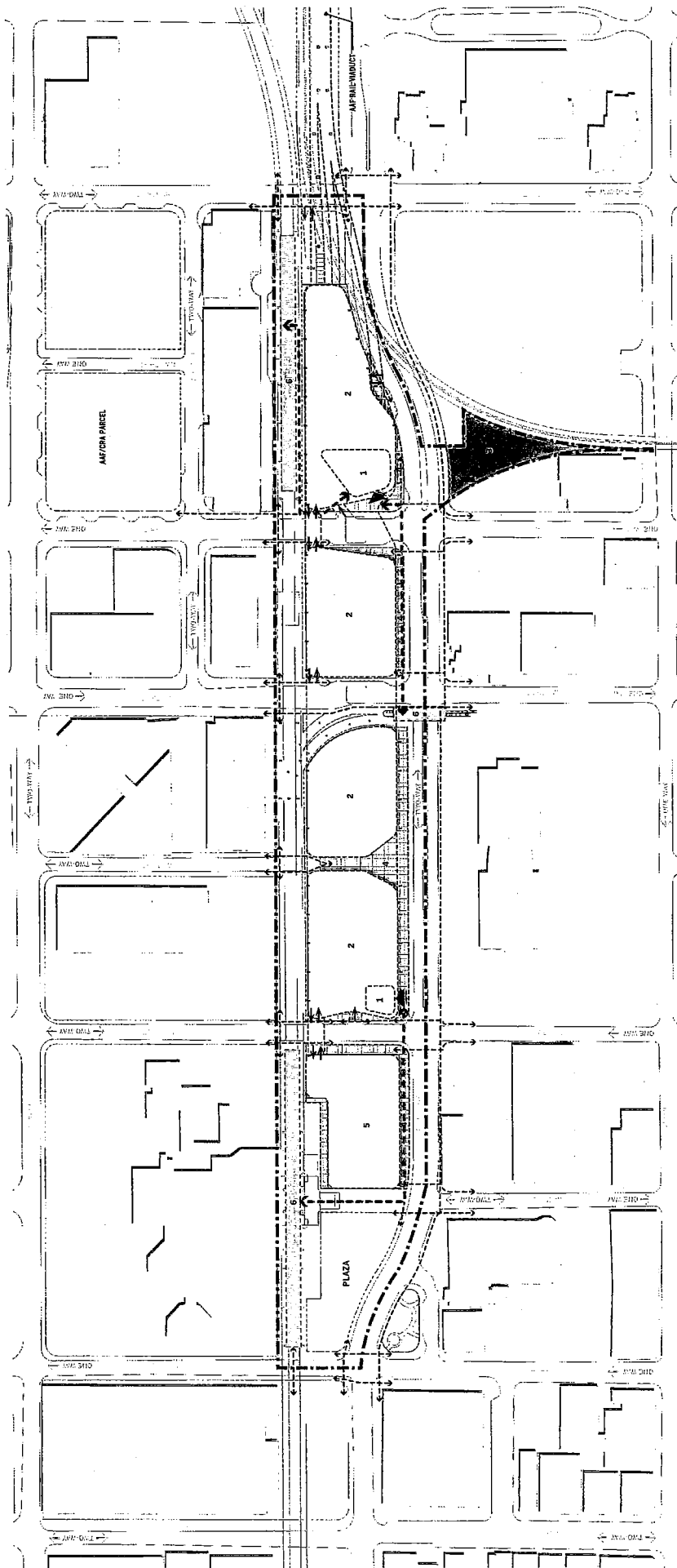
RECEIVED
214-059
MAY 21 2014
BY: [Signature]

ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN

MAY 21, 2014

DOWNTOWN MIAMI CONTEXT: INTERMODAL CONNECTIONS

SOM ZYSCOVICH



RECEIVED

MAY 21 2014

SCALE: 1" = 100'

SOM

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

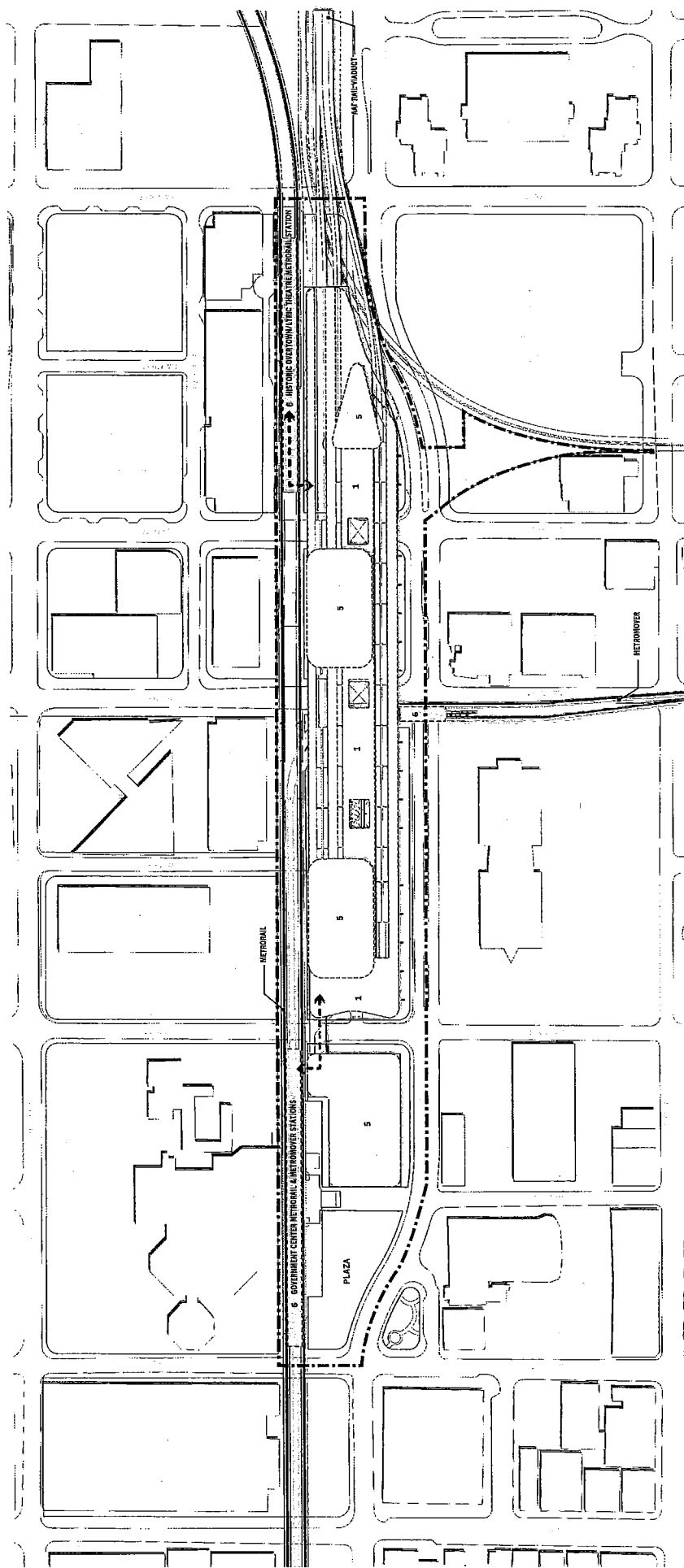
BY

SCHEMATIC SITE PLAN: GROUND LEVEL

MAY 21, 2014

- DOWNTOWN INTERMEDIAL DISTRICT (DID) CORRIDOR SUBZONE BOUNDARY
- 1 PASSENGER CONCOURSES (GENERAL SCALE AND LOCATION AND PLATFORMS)
- 2 PERMITTED MIXED USES AND VEHICULAR USE AREAS
- 3 OPEN SPACE (JOB PARCELS)
- 4 OPEN SPACE (PLAZA COURTYARDS, ARCHES/COLONNADAS, PEDESTRIAN PORCHES)
- 5 FUTURE PARKS (PERMITTED MIXED USE TOWN)
- 6 FUTURE PARKS (PERMITTED MIXED USE TOWN)
- 7 MAJOR POINTS OF PEDESTRIAN INGRESS/EGRESS
- 8 MAJOR POINTS OF VEHICULAR INGRESS/EGRESS
- GENERAL PEDESTRIAN CONNECTIVITY
- POTENTIAL CONNECTIVITY TO METRO RAIL & METRONOMER

ALL ABOVE FLORIDA, MIAMI
INITIAL REVIEW SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



- DOWNTOWN INTERMODAL DISTRICT (DID) CORRIDOR SUBZONE BOUNDARY
- 1 PASSENGER CONCOURSES (GENERAL SCALE AND LOCATION AND PLATFORMS)
- 2 PERMITTED MIXED-USES AND VEHICULAR USE AREAS
- 3 OPEN SPACE (POD PARCELS)
- 4 OPEN SPACE (POD PARCELS)
- 5 PLAZA (POD PARCELS)
- 6 PLAZA (POD PARCELS)
- 7 PLAZA (POD PARCELS)
- 8 PLAZA (POD PARCELS)
- 9 PLAZA (POD PARCELS)
- 10 PLAZA (POD PARCELS)
- 11 PLAZA (POD PARCELS)
- 12 PLAZA (POD PARCELS)
- 13 PLAZA (POD PARCELS)
- 14 PLAZA (POD PARCELS)
- 15 PLAZA (POD PARCELS)
- 16 PLAZA (POD PARCELS)
- 17 PLAZA (POD PARCELS)
- 18 PLAZA (POD PARCELS)
- 19 PLAZA (POD PARCELS)
- 20 PLAZA (POD PARCELS)
- 21 PLAZA (POD PARCELS)
- 22 PLAZA (POD PARCELS)
- 23 PLAZA (POD PARCELS)
- 24 PLAZA (POD PARCELS)
- 25 PLAZA (POD PARCELS)
- 26 PLAZA (POD PARCELS)
- 27 PLAZA (POD PARCELS)
- 28 PLAZA (POD PARCELS)
- 29 PLAZA (POD PARCELS)
- 30 PLAZA (POD PARCELS)
- 31 PLAZA (POD PARCELS)
- 32 PLAZA (POD PARCELS)
- 33 PLAZA (POD PARCELS)
- 34 PLAZA (POD PARCELS)
- 35 PLAZA (POD PARCELS)
- 36 PLAZA (POD PARCELS)
- 37 PLAZA (POD PARCELS)
- 38 PLAZA (POD PARCELS)
- 39 PLAZA (POD PARCELS)
- 40 PLAZA (POD PARCELS)
- 41 PLAZA (POD PARCELS)
- 42 PLAZA (POD PARCELS)
- 43 PLAZA (POD PARCELS)
- 44 PLAZA (POD PARCELS)
- 45 PLAZA (POD PARCELS)
- 46 PLAZA (POD PARCELS)
- 47 PLAZA (POD PARCELS)
- 48 PLAZA (POD PARCELS)
- 49 PLAZA (POD PARCELS)
- 50 PLAZA (POD PARCELS)
- 51 PLAZA (POD PARCELS)
- 52 PLAZA (POD PARCELS)
- 53 PLAZA (POD PARCELS)
- 54 PLAZA (POD PARCELS)
- 55 PLAZA (POD PARCELS)
- 56 PLAZA (POD PARCELS)
- 57 PLAZA (POD PARCELS)
- 58 PLAZA (POD PARCELS)
- 59 PLAZA (POD PARCELS)
- 60 PLAZA (POD PARCELS)
- 61 PLAZA (POD PARCELS)
- 62 PLAZA (POD PARCELS)
- 63 PLAZA (POD PARCELS)
- 64 PLAZA (POD PARCELS)
- 65 PLAZA (POD PARCELS)
- 66 PLAZA (POD PARCELS)
- 67 PLAZA (POD PARCELS)
- 68 PLAZA (POD PARCELS)
- 69 PLAZA (POD PARCELS)
- 70 PLAZA (POD PARCELS)
- 71 PLAZA (POD PARCELS)
- 72 PLAZA (POD PARCELS)
- 73 PLAZA (POD PARCELS)
- 74 PLAZA (POD PARCELS)
- 75 PLAZA (POD PARCELS)
- 76 PLAZA (POD PARCELS)
- 77 PLAZA (POD PARCELS)
- 78 PLAZA (POD PARCELS)
- 79 PLAZA (POD PARCELS)
- 80 PLAZA (POD PARCELS)
- 81 PLAZA (POD PARCELS)
- 82 PLAZA (POD PARCELS)
- 83 PLAZA (POD PARCELS)
- 84 PLAZA (POD PARCELS)
- 85 PLAZA (POD PARCELS)
- 86 PLAZA (POD PARCELS)
- 87 PLAZA (POD PARCELS)
- 88 PLAZA (POD PARCELS)
- 89 PLAZA (POD PARCELS)
- 90 PLAZA (POD PARCELS)
- 91 PLAZA (POD PARCELS)
- 92 PLAZA (POD PARCELS)
- 93 PLAZA (POD PARCELS)
- 94 PLAZA (POD PARCELS)
- 95 PLAZA (POD PARCELS)
- 96 PLAZA (POD PARCELS)
- 97 PLAZA (POD PARCELS)
- 98 PLAZA (POD PARCELS)
- 99 PLAZA (POD PARCELS)
- 100 PLAZA (POD PARCELS)

RECEIVED
MAY 21 2014

SCHEMATIC SITE PLAN: PLATFORM/ OVERBUILD LEVELS

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

SCALE: 1" = 100'

Prepared by:
ZYSKOVICH
100 N. Biscayne Blvd., Suite 2700
Miami, FL 33132-2700

INITIAL REVIEW, SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN

ALL APPLICANTS: MIAMI
REPRESENTATIVE: DEVELOPMENTAL IMPACT COMMITTEE (ITDC)

BY _____

TOTAL SITE AREA	Area (GSF)	Area (acres)
	387,684	8.90

FLOOR AREA RATIO

	Area (GSF)	FAR
AAF DEVELOPMENT PROGRAM: PHASE 1 TOTAL	546,525	1.41
AAF DEVELOPMENT PROGRAM: FUTURE PHASE TOTAL	2,723,350	7.02
AAF DEVELOPMENT PROGRAM: TOTAL	3,269,875	8.43

PERMITTED FLOOR AREA RATIO: Unlimited

RESIDENTIAL DENSITY

	Area (GSF)	Units	Units per Acre
AAF RESIDENTIAL PROGRAM: PHASE 1 TOTAL	0	0	0
AAF RESIDENTIAL PROGRAM: FUTURE PHASE TOTAL	1,130,000	1,111	125
AAF RESIDENTIAL PROGRAM: TOTAL	1,130,000	1,111	125

PERMITTED RESIDENTIAL DENSITY: 500

OPEN SPACE

	Area (GSF)	%
FDG Parcel	22,651	5.8%
COURTYARDS, ARCADES/COLONNADES, PEDESTRIAN PATHS	72,207	18.6%
TRANSIT PLATFORM AREAS	140,400	36.2%
BALCONIES, TERRACES, ROOFTOP GREEN SPACES	TBD	TBD
AAF OPEN SPACE: TOTAL	235,258	60.7%

REQUIRED OPEN SPACE: 15.0%

RECEIVED
MAY 1 2014

ZONING HEARINGS SECTION
ADMINISTRATIVE PLANNING & ZONING DEPT
BY: *[Signature]*

Prepared by:
ZYSKOVICH
2014 Rapid Transit
Miami, FL 33134

SOM

FLOOR AREA RATIO, RESIDENTIAL DENSITY, & OPEN SPACE

ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN

PERMITTED USE	Area (GSF)	Units/Spaces
All Aboard Florida Intercity Passenger Rail System Rail Operational Area	70,600	
All Aboard Florida Intercity Passenger Rail System Platform Area	140,400	
Commercial/Retail	177,400	
Office Infrastructure (Related to Overbuild 1)	16,700	
Residential Infrastructure (Related to Overbuild 2)	26,400	0
Residential or Office Infrastructure (Related to Overbuild 3)	31,300	0
Sub-Total	462,800	0 units
Parking Lots and Parking Structures	83,725	197 spaces
Sub-Total	83,725	
PHASE 1 TOTAL	546,525	197 spaces

PERMITTED USE	Area (GSF)	Units/Spaces
Office (Overbuild 1)	103,300	
Residential (Overbuild 2)	398,600	400 units
Residential (Alternate Overbuild 3)	393,700	400 units
Office (Alternate Overbuild 3)	425,000	
Mixed-Use Tower: Office	610,000	
Mixed-Use Tower: Hotel	210,000	327 keys
Mixed-Use Tower: Residential	280,000	311 units
Sub-Total	2,420,600	1,111 units 327 keys
Parking Lots and Parking Structures	302,750	910 spaces
Sub-Total	302,750	910 spaces
FUTURE PHASES TOTAL	2,723,350	1,111 units 910 spaces

PERMITTED USE	Area (GSF)	Units/Spaces
All Aboard Florida Intercity Passenger Rail System Rail Operational Area	70,600	
All Aboard Florida Intercity Passenger Rail System Platform Area	140,400	
Commercial/Retail	177,400	
Office	1,155,000	
Residential	1,130,000	1,111 units
Mixed-Use Tower: Hotel	210,000	327 keys
Parking Lots and Parking Structures	386,475	1,107 spaces
TOTAL (ALL PHASES)	3,269,875	

RECEIVED
214-059
MAY 21 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

BY

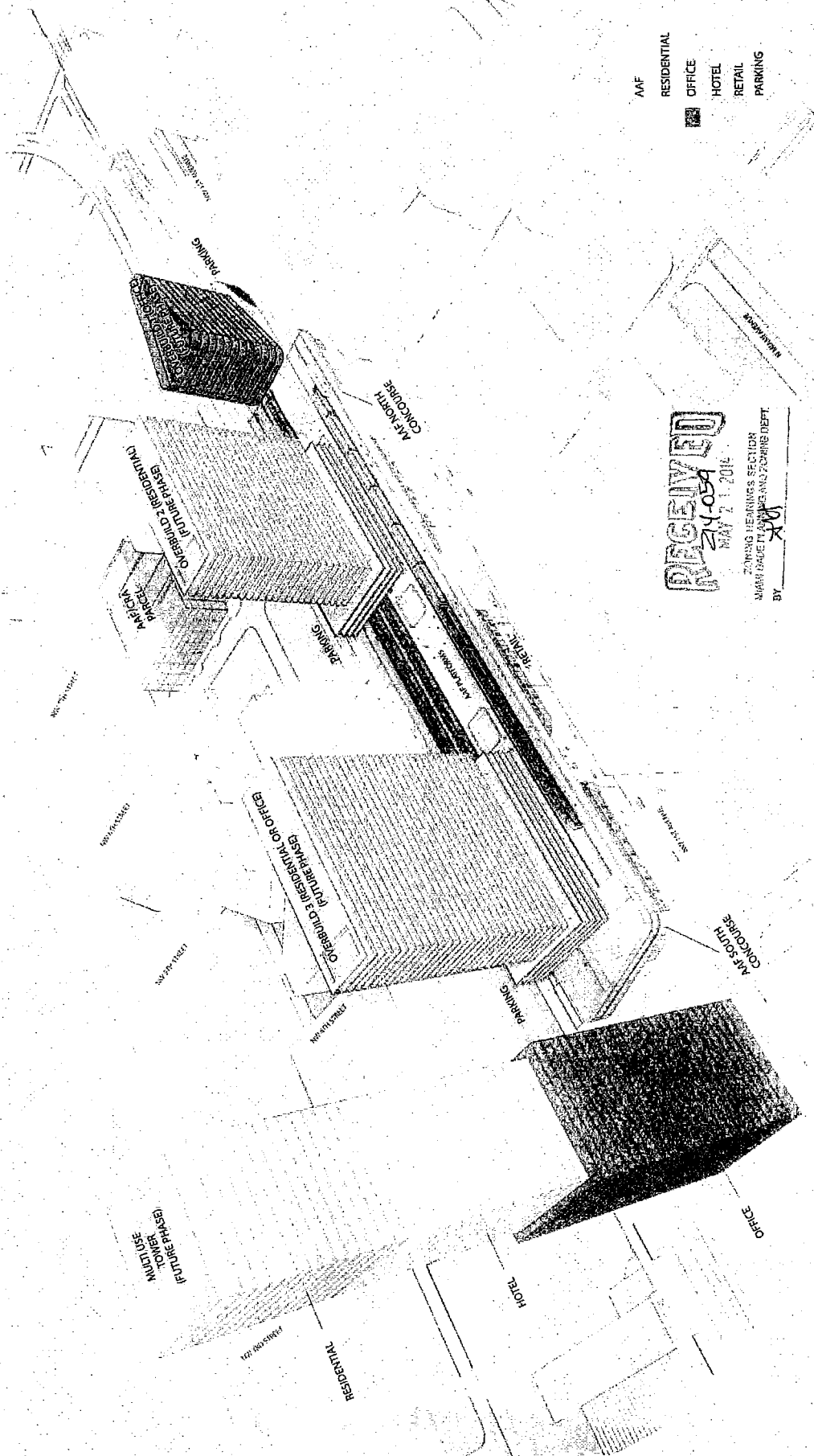
[Signature]

Prepared by:
ZYSKOVICH
LUD N. Bickner, Bldg 2796 R
Miami, FL 33132-2354

DEVELOPMENT PROGRAM

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



- AAE
- RESIDENTIAL
- OFFICE
- HOTEL
- RETAIL
- PARKING

RECEIVED
 MAY 21 2014
 PLANNING DEPARTMENT
 MAY 21 2014
 BY: [Signature]

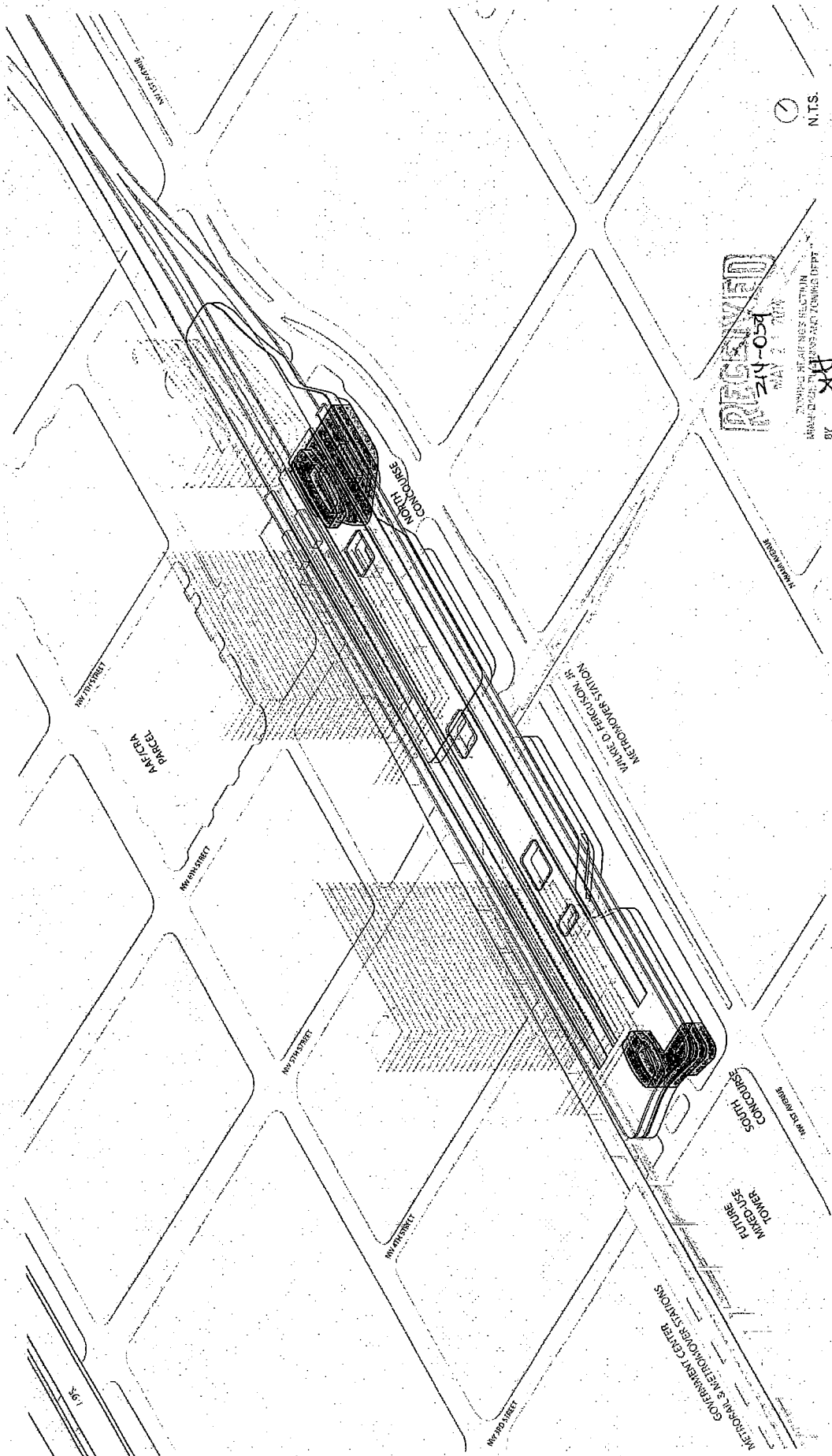
Prepared by:
ZYSCOVICH
 1025 N. E. 13th St., Suite 100
 Miami, FL 33132-2654

SOM

AERIAL ISOMETRIC

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
 RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
 INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



RECEIVED
MAY 2 2014
214-054
AIRPORT PLANNING AND ZONING DEPT.
BY: [Signature]

NTS.

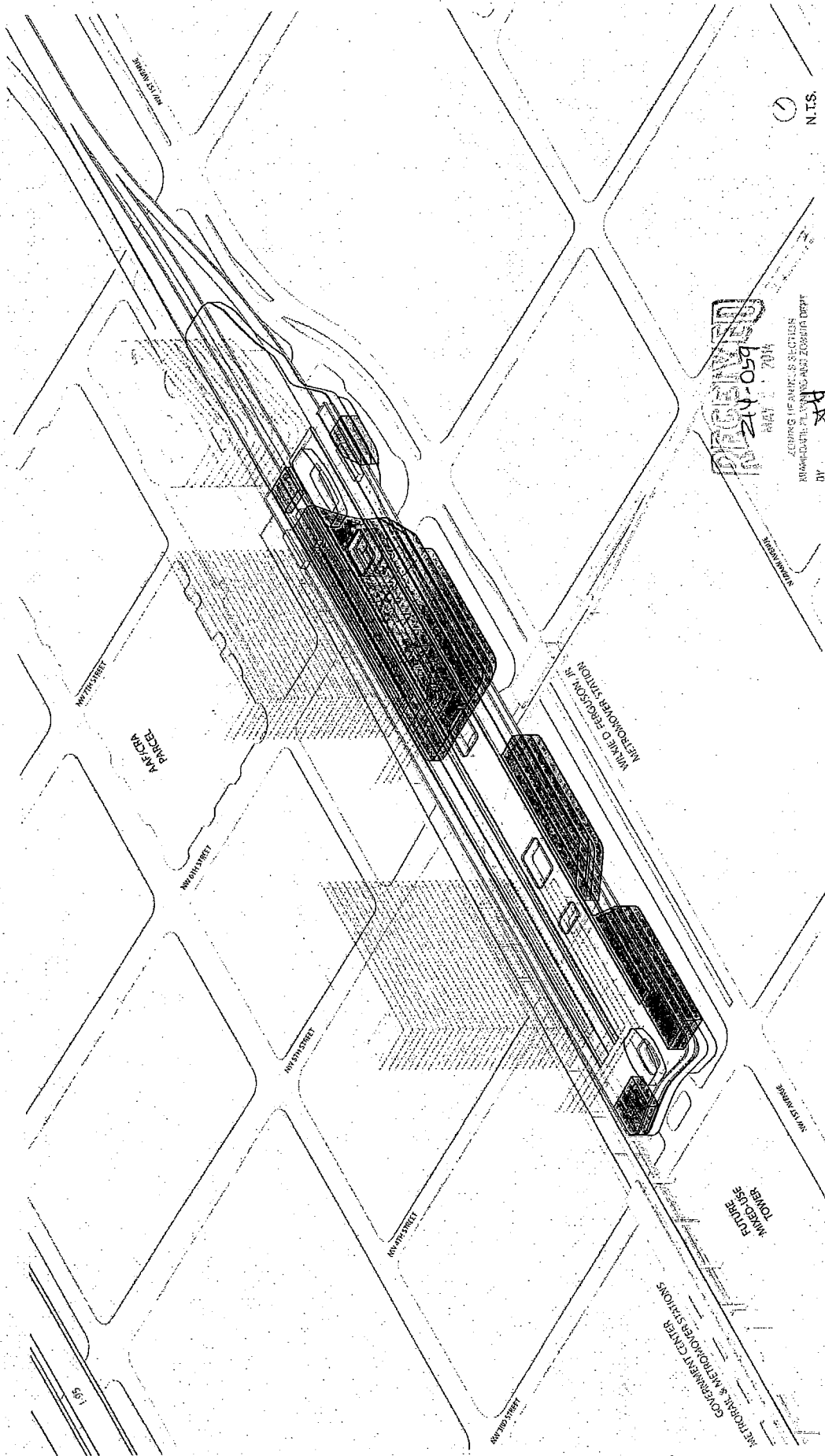
Prepared by
ZYSCOVICH
100 N. Broward Blvd., Suite 200
Miami, FL 33136-2904

SOM

**ISOMETRIC:
GENERAL SCALE AND LOCATION OF CONCOURSES**

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW, SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



24-052
 MAY 2014
 ARCHITECTURAL SECTION
 PREPARED BY: [Signature]
 N.T.S.

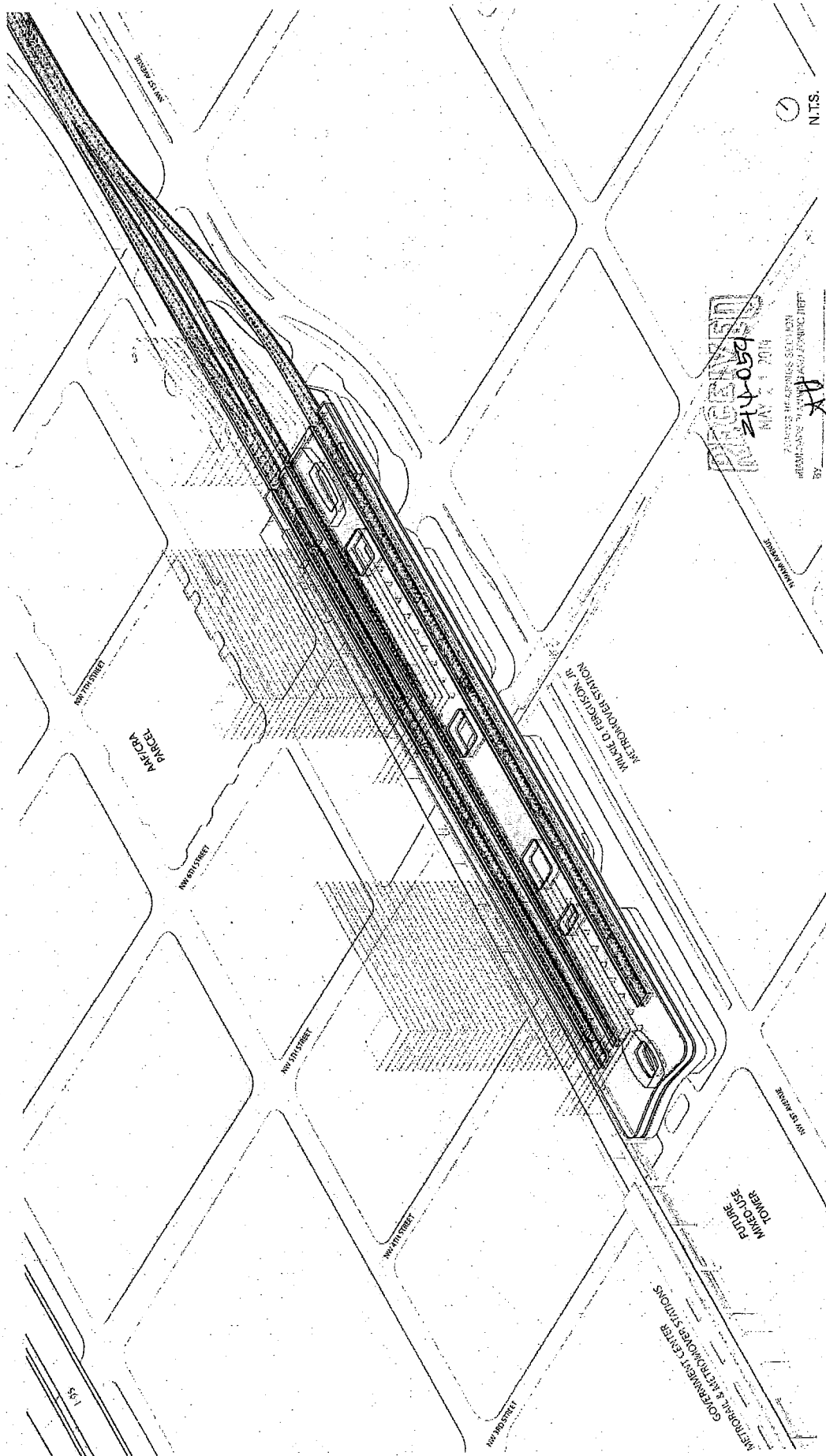
Prepared by:
ZYSCOVICH
 1001 S. Biscayne Blvd. 20th Fl.
 Miami, FL 33133-3334

SOM

ISOMETRIC:
GENERAL ORGANIZATION OF RETAIL USES

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
 RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
 INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



RECEIVED
MAY 1 2014
BY
ZONING DEPARTMENT
PLANNING & ZONING DEPT

N.T.S.

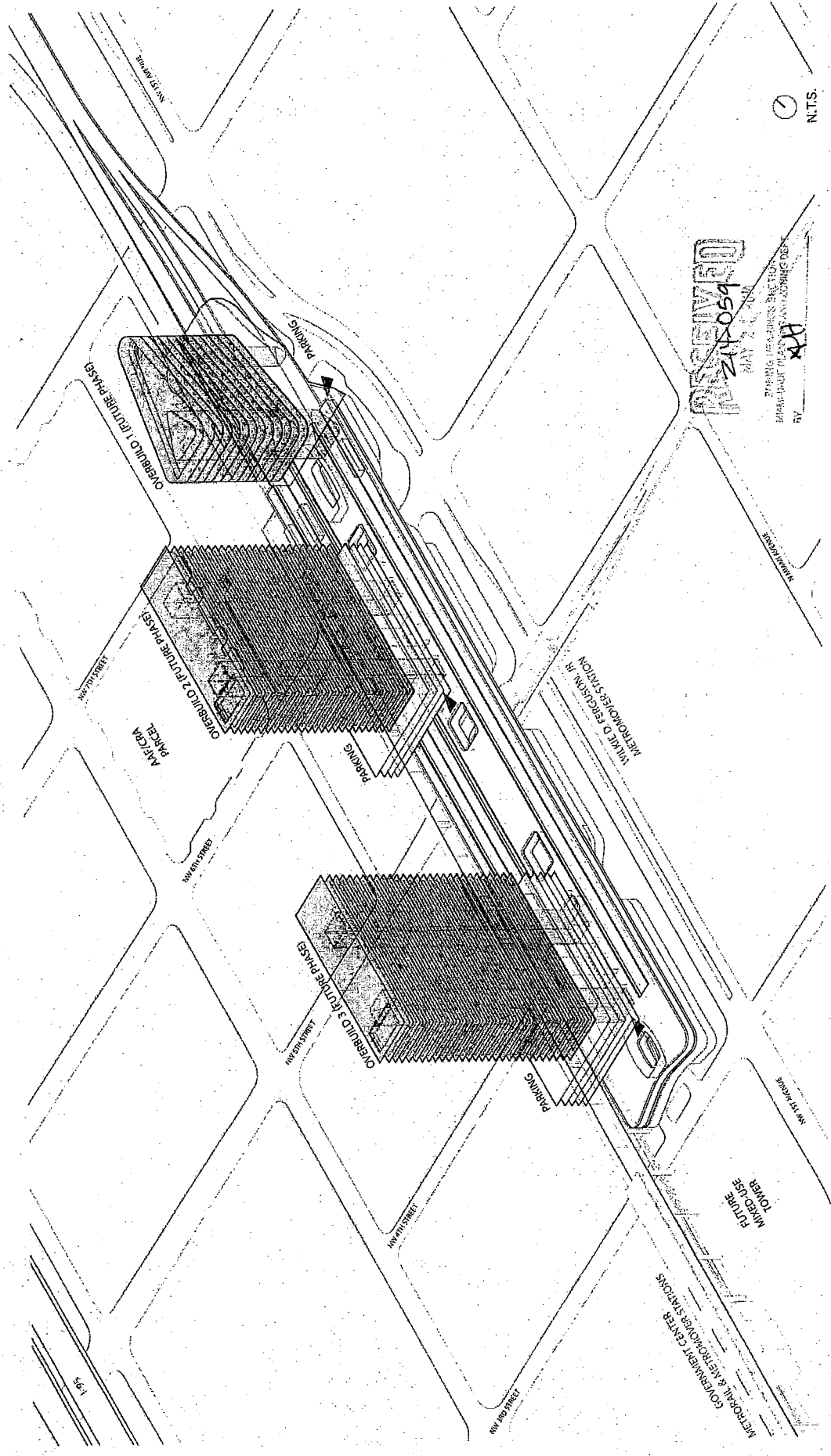
Prepared by
ZYSCOVICH
1001 N. Biscayne Blvd., Suite 100
Miami, FL 33132-2004

SOM

**ISOMETRIC:
RAIL INFRASTRUCTURE AND PLATFORMS**

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



Prepared by:
ZYSKOVICH
 1001 N. Bayshore Blvd. Suite 2700
 Miami, FL 33132-2304

SOM

**ISOMETRIC:
 FUTURE PHASE PERMITTED MIXED-USE TOWERS**

MAY 21, 2014

ALL ABOARD FLORIDA MIAMI
 RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
 INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN



ALL ABOARD FLORIDA MIAMI TERMINAL STATION DESIGN GUIDELINES

The following design criteria provide guidelines for the All Aboard Florida Miami Terminal Station facilities (AAF), AAF associated uses and all proposed development in the Downtown Intermodal District (DID) Corridor Subzone. They are intended to compliment the Plan Review Standards provided in Section 33C-9(H) of the Miami-Dade County Code. If these design guidelines are found to be in conflict with the provisions of the DID Corridor Subzone, the DID Corridor Subzone provisions shall prevail.

Architectural Style and Building Materials

Development in the Downtown Intermodal District (DID) Corridor Subzone, including the Miami Terminal Station and associated uses should be designed in a contemporary 21st century architectural style prevalent in the emerging high rise buildings found in the Downtown area of the City of Miami. Additionally, the architecture should be responsive to the area's sub-tropical climate and reflect its primary function as a 21st century transportation facility. Therefore, buildings should:

- Provide contemporary streamline compositions that evoke movement and connectivity. This may be accomplished through any combination of organic, angular, regular and irregular geometries and shapes.
- Utilize contemporary building materials that are durable and easy to maintain against the local urban environment. To the maximum extent possible, exterior building materials should have light colors with high albedo to reduce heat gain.
- Ground floor uses and storefronts fronting streets should be protected against the elements by the uses and/or rail platform areas above or include weather protection elements.

Building Facades and Treatments

Building facades should:

- Provide frequent pedestrian entrances at street level and abundant fenestration on all floors.
- Incorporate a high percentage of transparent glazing on all floors, especially those used for retail, office, and areas of high pedestrian traffic.
- Avoid blank walls. When present, blank walls should be treated with architectural detailing, streetscreens, landscaping, sculpture, art, and similar elements to mitigate their negative visual impact.

RECEIVED

JUN 27 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

BY _____

- Have storage, electrical equipment, plumbing, mechanical equipment, communications equipment, and similar elements screened from street views by habitable space, liner buildings, walls, landscaping, or other similar device or methods.
- Screen parking garages, surface parking, loading zones, and service areas. When parking garages are exposed to the street or open space, their facades should incorporate architectural elements and detailing complementary to that used in buildings. When possible, surface parking should be screened with a combination of landscaping and walls to lessen its visual impact at street level.
- Provide modulations, rhythms, proportions, and shapes that yield contemporary, streamlined compositions. The use of cantilevers, shading devices, balconies, and similar elements should be used when needed, to express a building's horizontal lines.
- Avoid the use of security doors and screens on storefronts and facades fronting streets having a high level of pedestrian traffic. When used, security door and screen hardware and operating mechanisms should be concealed from view.
- All buildings and structures in the Subzone should be maintained to prevent accumulation of dirt, soot, droppings and other elements prevalent in the urban environment.
- Development in the Subzone should strive to reach a LEED (Leadership in Energy and Environmental Design) certified rating or similar organization.

Streetscape and Landscape

Landscape architectural components such as trees, shrubs, groundcover, lighting, street furniture, art, fountains, sculpture, crosswalks, pavers, and similar elements, should be used to furnish streets and open space for pedestrian comfort, visual interest, aesthetically enhance the urban environment, compliment the Subzone's building design, and help to clearly and seamlessly connect development within the Subzone and to the surrounding urban context. Such components, which are subject to the approval of the City and County Public Works Departments, should include:

- Crosswalks at all street intersections, and when required to enhance pedestrian safety, at mid-block locations.
- Plant species that are resilient to the harsh urban environment and require minimal irrigation. Native plant species are encouraged. Plants should also be drought tolerant, salt tolerant and resilient to the impacts generated by the urban environment. Due to the high intensity of development expected in the Subzone, the scale of landscape material, at planting time, should complement the anticipated scale of development in the Subzone and surrounding area.
- Landscaping should be used to shade and buffer pedestrians from traffic, define street edges, define open space, and enhance building architecture.

RECEIVED

JUN 27 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

BY _____

74

- Paving with textures, materials, colors and designs that complement the anticipated building architecture and is incorporated in pedestrian paths, sidewalks, and open spaces.
- Sidewalks, pedestrian paths and vehicular circulation designed as an integral part of the Subzone's development. A high level of connectivity between buildings, open spaces and the surrounding area is highly desirable. Considering the intensity of development allowed in the Subzone and the surrounding area, sidewalks, pedestrian paths and vehicular circulation should be designed to accommodate a high volume of people.
- Street furniture such as benches or seating elements and trash receptacles that are contemporary and complement the prevalent architectural pattern expressed in the Subzone. These elements should be securely fastened and located in areas that are conspicuous to pedestrians.
- Fences and walls used to screen undesirable building functions and made of materials similar to those used in Subzone development. Walls and fences should not only be used to mitigate undesirable impacts generated by parking areas, loading zones, and the like, but designed in a manner that enhances the architecture and public spaces of the Subzone.

Lighting, Way-finding and Signage

Lighting and signage, including way-finding should be designed as unifying and complementary components of the development within the Subzone.

- Lighting fixtures should be used to illuminate significant architectural elements and create highly visible and inviting spaces in the Subzone. Lighting with a high degree of glare from normal viewing angles should not be specified.
- Provide lighting fixtures that are compatible with the overall building and open space design of Subzone development. Lighting fixtures, contemporary in design and of appropriate scale by application, should be selected to address: the exterior aspects of a building; open space; pedestrian paths; streets; vehicular circulation areas; and parking garages.
- Provide luminaires and poles of a scale that is consistent with building architecture, the intended application, and that acknowledge adjacent properties and their uses.
- Façade, structure and parking lot lighting luminaires will be designed to constrain light trespass onto non-zone property in accordance with applicable ordinances. Rooftop parking lighting fixtures should be concealed from street views by parapets, landscaping, or similar elements wherever possible.
- Signage and way-finding should be designed to be an integral part of the overall design of Subzone development. Signage design should be used to unify overall development in the Subzone.

RECEIVED

JUN 27 2014

MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

BY _____

DISCLOSURE OF INTEREST*

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: _____

NAME AND ADDRESS

Percentage of Stock

RECEIVED
214-059
MAY 21 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

BY _____

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME _____

NAME AND ADDRESS

Percentage of Interest

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: DT Miami, LLC

NAME AND ADDRESS

Percentage of Ownership

Florida East Coast Industries

see attached

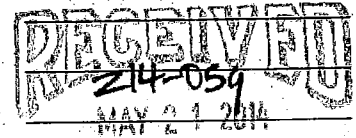
2855 Le Jeune Road, 4th floor, Coral Gables, FL 33134

If there is a **CONTRACT FOR PURCHASE**, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

NAME OF PURCHASER: _____

NAME, ADDRESS AND OFFICE (if applicable)

Percentage of Interest



ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY: XW

Date of contract: _____

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

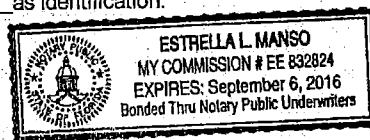
NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

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

Signature: DT Miami LLC
By [Signature] (Applicant) Kathleen Cobb, Vice President

Sworn to and subscribed before me this 20 day of May, 2014. Affiant is personally known to me or has produced _____ as identification.

[Signature]
(Notary Public)



My commission expires: September 6, 2016

Seal

*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

Disclosure of Interest for DT Miami, LLC:

DT Miami, LLC. is wholly owned by Florida East Coast Industries, LLC, a Delaware Limited Liability Company.

Florida East Coast Industries, LLC is owned by investment funds managed by affiliates of Fortress Investment Group, LLC, a publicly traded entity on the New York Stock Exchange (NYSE: FIG).

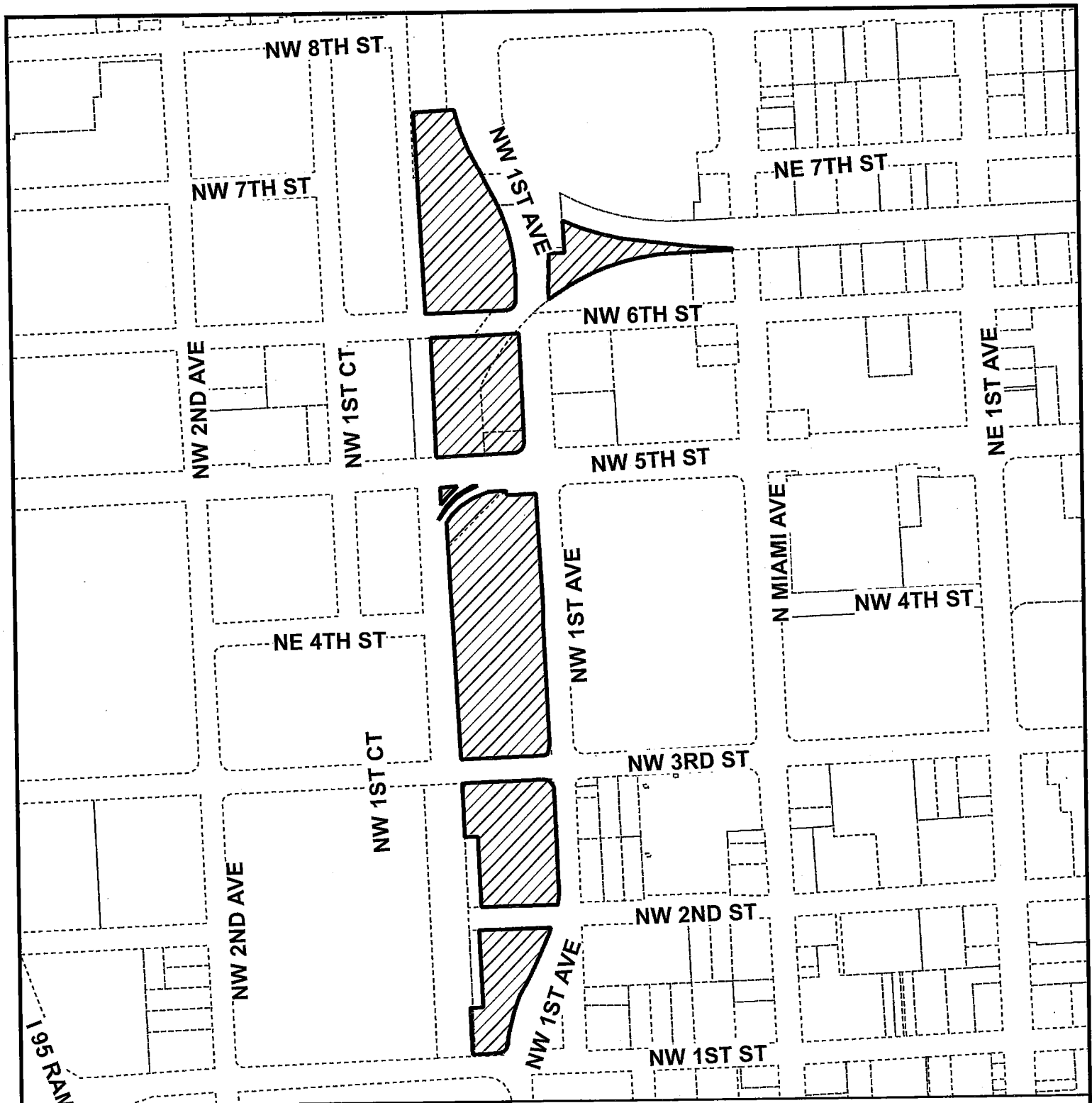
FLORIDA EAST COAST INDUSTRIES, LLC.

100%

DT MIAMI, LLC.

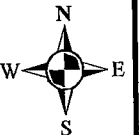
RECEIVED
214-059
MAY 21 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY AH



MIAMI-DADE COUNTY
HEARING MAP

Process Number
Z2014000059



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

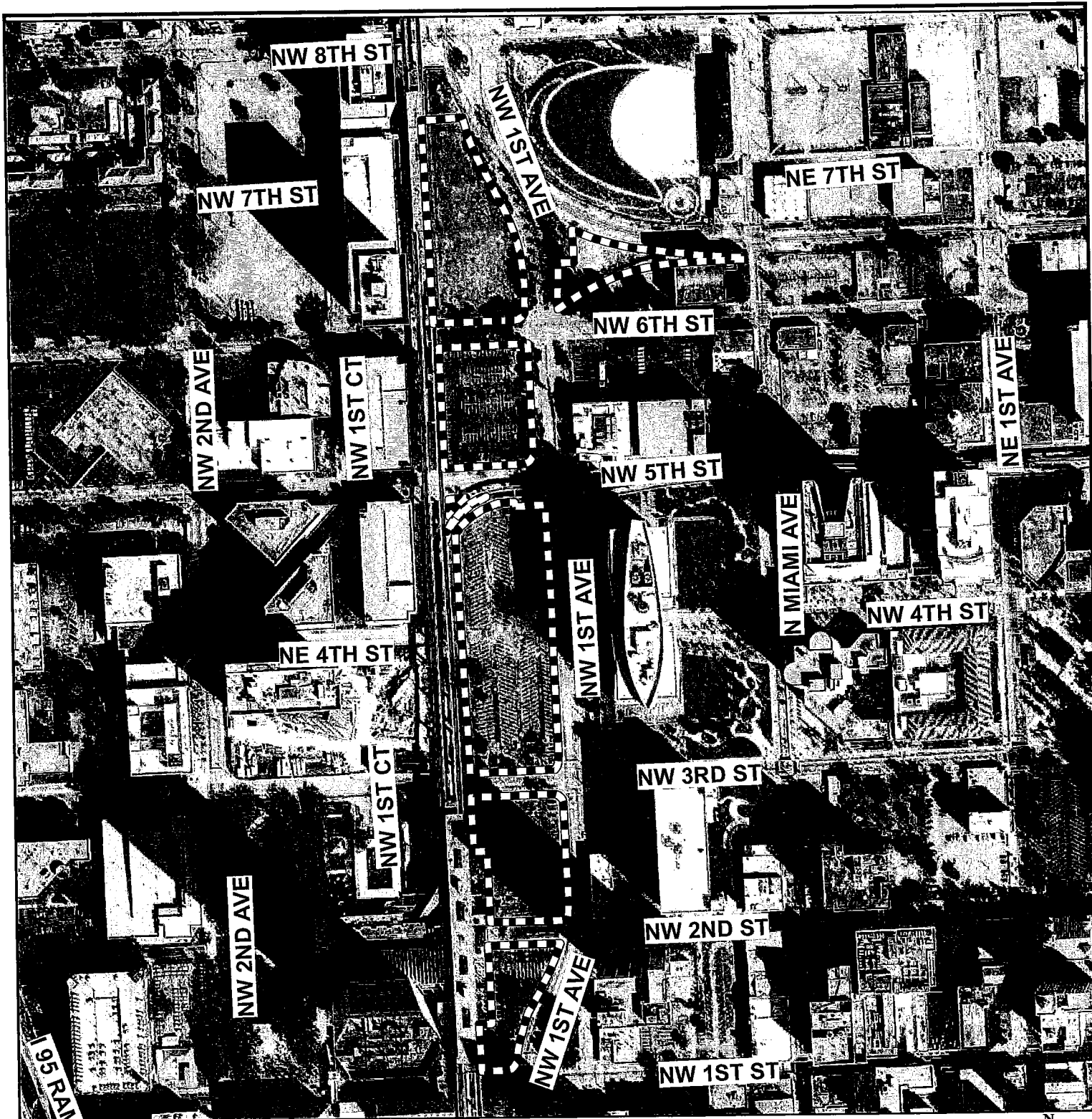
Legend

 Subject Property Case



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY
	7/9	



MIAMI-DADE COUNTY
AERIAL YEAR 2013


Process Number

Z2014000059



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

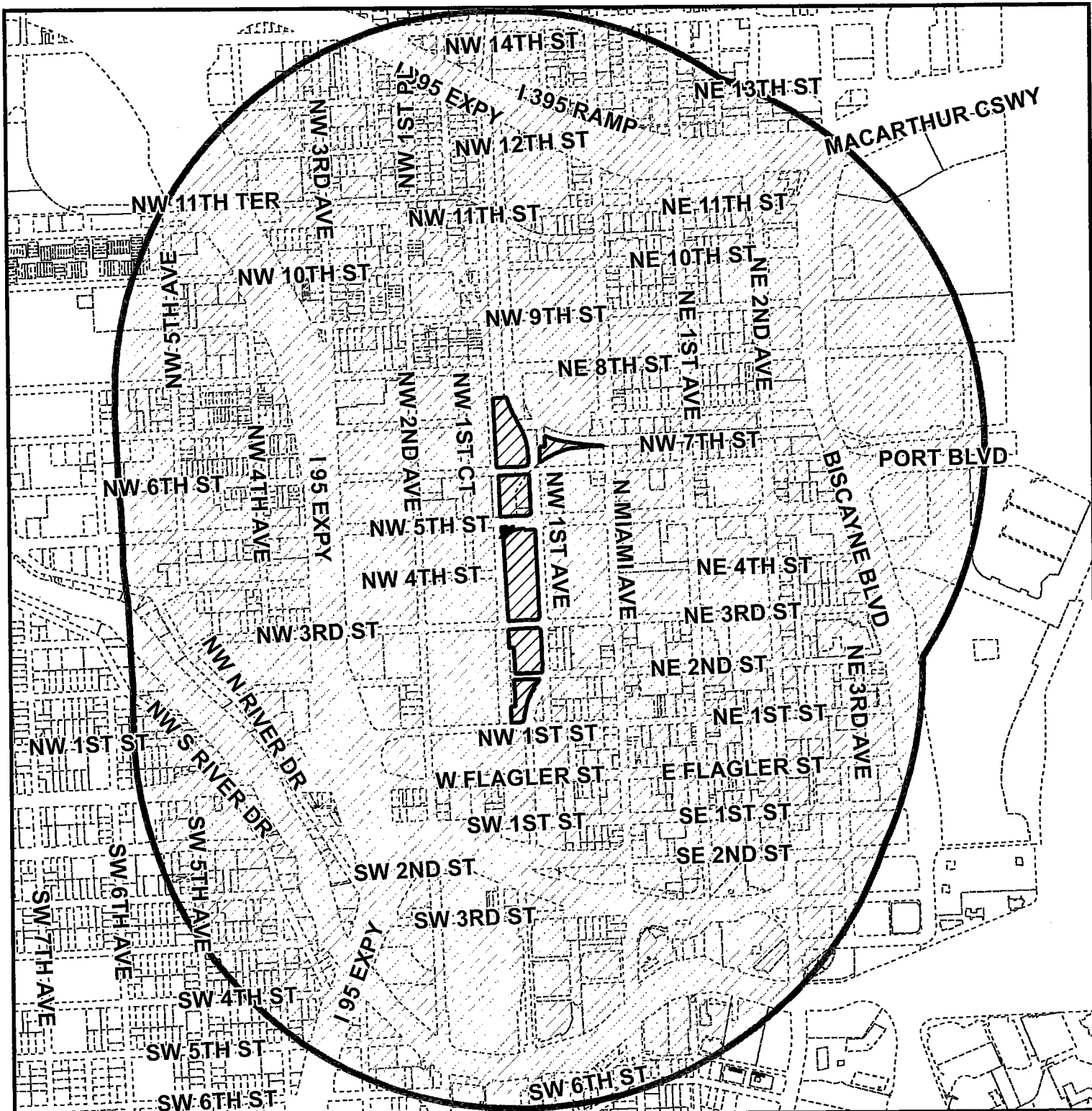
Legend

 Subject Property



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY
	80	



MIAMI-DADE COUNTY
RADIUS MAP



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

Process Number

Z2014000059

RADIUS: 2640

Legend

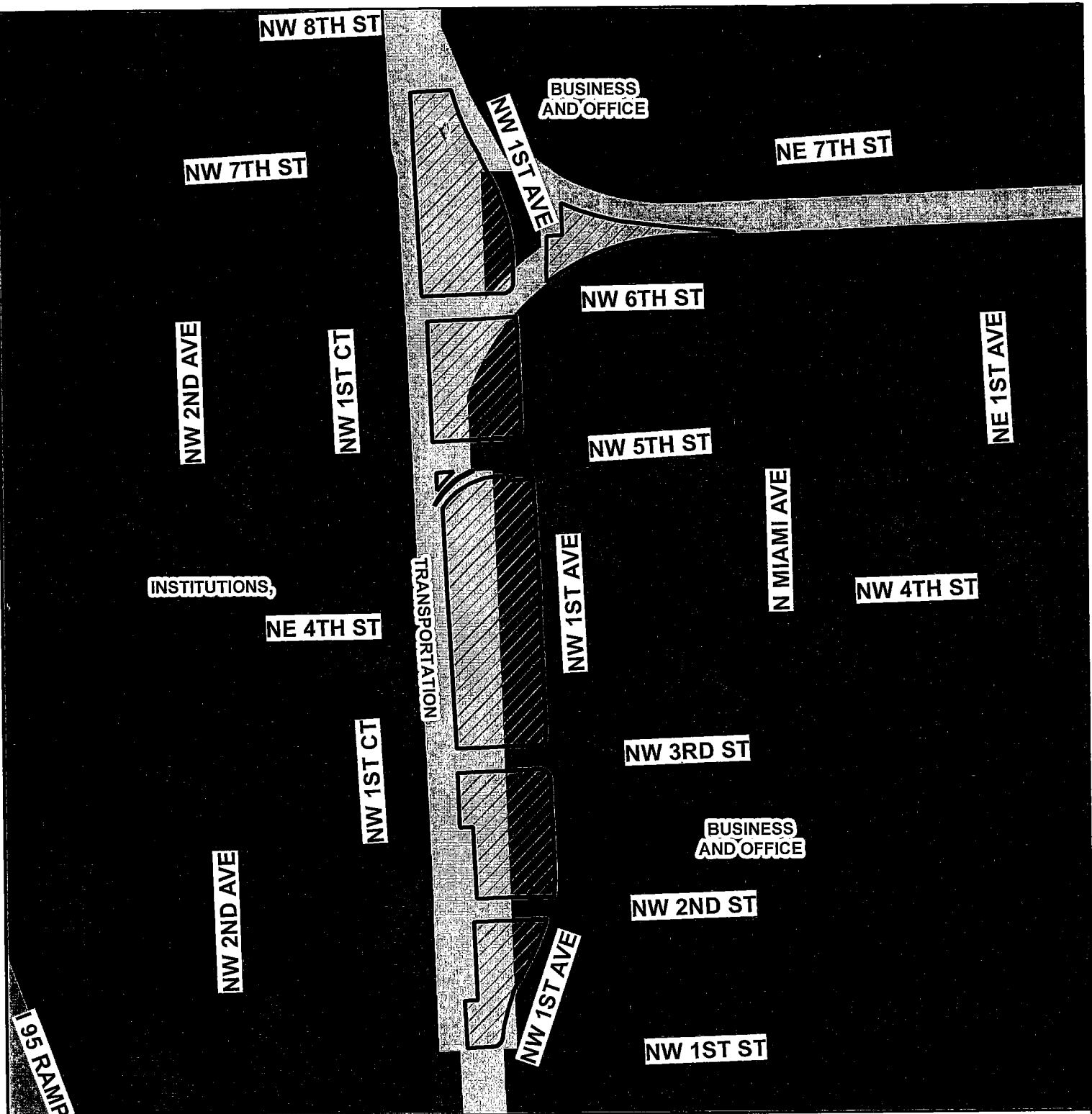
-  Subject Property
-  Buffer



MIAMI-DADE
COUNTY

SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY
	8/1	



MIAMI-DADE COUNTY

CDMP MAP

Section: 36 Township: 53 Range: 41

Section: 01 Township: 54 Range: 41

Applicant: DT MIAMI, LLC

Zoning Board: BCC

Commission District: 5/3

Drafter ID: JEFFER GURDIAN

Scale: NTS

Process Number

Z2014000059



Legend

 Subject Property Case



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY