

FINAL AGENDA

10-18-2012 Version # 1



COMMUNITY ZONING APPEALS BOARD 11
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10201 Hammocks Blvd., Miami
Tuesday, November 20, 2012 at 7:30 p.m.

CURRENT

1. 12-11-CZ11-1 MIAMI DADE AVIATION DEPARTMENT 11-85 15-55-39 N



Official Zoning Agenda

COMMUNITY ZONING APPEALS BOARD

COMMUNITY ZONING APPEALS BOARD - AREA 11

MEETING OF TUESDAY, NOVEMBER 20, 2012

WEST KENDALL REGIONAL LIBRARY

10201 HAMMOCKS BLVD., MIAMI, FLORIDA

NOTICE: THE FOLLOWING HEARINGS ARE SCHEDULED FOR 7:30 P.M., AND

ALL PARTIES SHOULD BE PRESENT AT THAT TIME

ANY PERSON MAKING IMPERTINENT OR SLANDEROUS REMARKS OR WHO BECOMES BOISTEROUS WHILE ADDRESSING THE COMMUNITY ZONING APPEALS BOARD SHALL BE BARRED FROM FURTHER AUDIENCE BEFORE THE COMMUNITY ZONING APPEALS BOARD BY THE PRESIDING OFFICER, UNLESS PERMISSION TO CONTINUE OR AGAIN ADDRESS THE BOARD BE GRANTED BY THE MAJORITY VOTE OF THE BOARD 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 MEETING ROOM. PERSONS EXITING THE MEETING ROOM SHALL DO SO QUIETLY.

THE USE OF CELL PHONES IN THE MEETING ROOM IS NOT PERMITTED. RINGERS MUST BE SET TO SILENT MODE TO AVOID DISRUPTION OF PROCEEDINGS. INDIVIDUALS, INCLUDING THOSE ON THE DAIS, MUST EXIT THE MEETING ROOM 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 WITNESSES

Memorandum



Date: November 20, 2012

To: The Community Zoning Appeals Board - 11

From: Developmental Impact Committee
Executive Council

Subject: Developmental Impact Committee Recommendation

APPLICANT: Miami-Dade Aviation Department (Z11-085)

SUMMARY OF REQUEST:

The applicant is requesting a district boundary change from GU (Interim District), AU (Agricultural District) and IU-C (Industry – Controlled District) to GP (Government Property District).

LOCATION: Lying west of SW 137 Avenue, between SW 120 Street and SW 136 Street, Miami-Dade County, Florida.

COMMENTS:

This application is 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 September 26, 2012 and the attached Department memoranda were reviewed and considered by said Committee.

DIC RECOMMENDATION:

Approval.

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. Z11-85
MIAMI DADE AVIATION DEPARTMENT

Respectfully Submitted,

DIC Executive Council
September 26, 2012

Giovannie Ulloa, Fire Chief
Miami-Dade Fire Rescue Department



AYE

Irma San Roman, Interim Director
Metropolitan Planning Organization Secretariat

Absent

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

**Miami-Dade County Department of Regulatory and Economic Resources
Developmental Impact Committee (DIC)
Recommendation to Community Council 11**

PH: Z11-085

DIC Date: September 26, 2012

Recommendation Summary	
Commission District	11
Applicant	Miami-Dade County Aviation Department
Summary of Requests	The applicant is seeking to rezone the entire Kendall-Tamiami Executive Airport from AU, GU and IU-C to GP.
Location	West of SW 137 Avenue, between SW 120 Street and SW 136 Street, Miami-Dade County, Florida
Property Size	1,386.91-acres
Existing Zoning	AU, GU and IU-C
Existing Land Use	Kendall Tamiami Airport
2015-2025 CDMP Land Use Designation	Terminals (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

REQUESTS:

DISTRICT BOUNDARY CHANGE from GU, AU and IU-C to GP.

PROJECT DESCRIPTION: N/A

<u>NEIGHBORHOOD CHARACTERISTICS</u>		
	Zoning and Existing Use	Land Use Designation
Subject Property	GU, AU and IU-C; Kendall-Tamiami Executive Airport	Terminals
North	RU-1Ma, RU-3, IU-C, BU-1A & GU; vacant land, townhomes, office buildings, warehouses, industrial and Camp Matecumbe	Business & Office, Industrial & Office, Environmentally Protected Parks and Parks & Recreation
South	BU-1A, IU-C & IU-1; vacant land, warehouses, office building, commercial, gas station	Industrial & Office and Low Density
East	BU-1A, BU-3 & IU-C; vacant land, gas station, office buildings, warehouses, and retail	Business & Office and Industrial & Office
West	GU; vacant land	Agriculture

NEIGHBORHOOD COMPATIBILITY:

The subject property is located west of SW 137 Avenue, between SW 120 Street and SW 136 Street. Vacant land, residential, office, commercial, warehouse and industrial uses characterize the surrounding area.

SUMMARY OF THE IMPACTS:

The approval of this application will allow the applicant to develop commercial uses in order to generate crucial revenue needed for the Capital Improvements Program debt service through third-party leaseholds by permitting reasonable and flexible (commercial) non-aviation development. However, the new development could impact traffic in the surrounding area.

COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

The subject property is designated as **Terminals** on the Comprehensive Development Master Plan (CDMP) Land Use Plan (LUP) map. The CDMP Land Use Element interpretive text for Terminals states that as provided in policies of the Transportation Element, transportation facilities such as terminals and transit stations shall contain transportation uses and may contain other uses as provided in the applicable Transportation Subelement. Further, all proposed uses on lands owned by Miami-Dade County at the Kendall-Tamiami Executive Airport that are designated as Terminal on the LUP map may be developed for the uses described in Transportation section of the Land Use Element. All proposed uses shall comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with and not disruptive of airport operations occurring on such lands and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law. Further, staff notes that the location of aviation, aviation related and non-aviation uses are depicted on the Kendall-Tamiami Executive Airport Land Use Master Plan map.

Additionally, the Land Use Element interpretative text and Future Aviation Facilities Section of the Aviation Subelement details aviation uses that are permissible at all Miami-Dade Aviation Department (MDAD) airports, including the Kendall-Tamiami Executive Airport. Aviation uses are permitted on all portions of the airports where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or the Aviation Department's designee, in consultation with the Director of Miami-Dade Department of Regulatory and Economic Resources, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety. The location for such aviation uses is indicated on the Kendall-Tamiami Executive Airport Land Use Master Plan map.

Further, the Land Use Element interpretative text and Future Aviation Facilities Section of the Aviation Subelement indicates that the location for aviation related and non-aviation uses is where general public access is not restricted and may include aviation, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law.

Aviation uses where general public access is allowed may include existing uses and the following or substantially similar uses:

- passenger terminal area, which may include non-aviation related uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental businesses, and lodging establishments,
- parking garages and lots serving the airport,
- access roadways serving the airport,
- offices of aviation industry companies and the Miami-Dade County Aviation Department,
- facilities of fixed base operators,
- hangar rentals and tie downs,
- ground transportation services,
- aircraft and automobile rental establishments,
- aviation-related educational uses such as flight schools, simulator training facilities, helicopter and aerobatics training and other educational facilities providing aviation courses,
- aviation-related governmental agency facilities,
- flying club facilities,
- aviation-related entertainment uses such as skydiving establishments, museums and sightseeing services, and
- aviation-related retail uses such as aircraft sales, electronic and instrument sales and pilot stores

Non-aviation uses at the Kendall-Tamiami Executive Airport are limited to the following percentages of the land area designated for aviation related and non-aviation uses: 0 to 85 percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. Further, the distribution, range, intensity and types of non-aviation uses shall vary based on location, availability of public services, height restrictions, CDMP intensity ceiling for the Urbanizing Area at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front major access roads preferably near major intersections, where practical, and have limited access to major roadways. Non-aviation uses shall comply with applicable law, including but not limited to FAA regulations and the current airport layout plan on file with the MDAD governing permissible uses on the entire airport property. The Land Use Element interpretative text and Future Aviation Facilities Section of the Aviation Subelement limits non-aviation use development to access roads, open space, parking and drainage facilities on an 8.2 acre (973.52 ft x 363 ft) parcel located at the southwest corner of SW 137 Avenue and theoretical SW 124 Street. The following non-aviation uses may be approved in those areas designated for non-aviation uses on the Kendall-Tamiami Executive Airport Land Use Plan map:

- lodgings such as hotels and motels (except for Homestead General),

- office buildings (except for Homestead General),
- lodgings and office buildings at Miami International Airport (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing research and development and machine shops (except for Homestead General),
- agricultural uses,
- retail, restaurants, and personal service establishments (except for Homestead General), and
- gaming establishments (limited to Miami International Airport only).

Staff notes that on August 2, 2011, the Board of County Commissioners adopted Ordinance No. 11-66 establishing Sections 33-396.1 and 33-396.2 of the Code pertaining to uses permitted at Kendall-Tamiami Executive Airport lands in the GP Government Property zoning district and related site plan review criteria. Staff opines that this application will allow the new development at Kendall-Tamiami Executive Airport and further the CDMP Transportation Element Policy **TE-1B** and Aviation Subelement Policies **AV-6A**, **AV-7B**, **AV-7E** and **AV8-B** which address the compatibility of the development with the surrounding area including the natural environment.

Staff opines that approval of this application is **compatible** with the surrounding area and **consistent** with the CDMP LUP map Terminal designation, the Kendall-Tamiami Executive Airport Land Use Master Plan map, Land Use Element interpretative text, Future Aviation Facilities Section of the Aviation Subelement, Transportation Element Policy **TE-1B**, Aviation Subelement Policies **AV-7B**, **AV-7E** and **AV-8B**.

ZONING ANALYSIS:

When analyzing the request to rezone the entire Kendall-Tamiami Executive Airport from AU, GU and IU-C to GP, under Section 33-311 of the Code, staff opines that the approval of this request would be **consistent** with the CDMP's LUP map Terminal designation and the Land Use Element and Aviation Subelement interpretative text under "Future Aviation Facilities". The Environmental Resources Management Division of the Department of Regulatory and Economic Resources (RER) memorandum indicates that approval will not result in a reduction in the Level of Service (LOS) standards for potable water service, wastewater disposal, or stormwater management. Further, staff opines that said request would not have an unfavorable impact on the environmental and natural resources, or economy nor burden water, sewer solid waste disposal, recreation, education or public transportation facilities as evidenced by memoranda submitted by the Departments of Public Works and Waste Management; Parks, Recreation and Open Spaces; the Environmental Resources Management Division of RER; and Miami-Dade Fire Rescue. Additionally, said departments indicate in their memoranda that they do not object to this application. As such, staff opines that the applicant's request for a zone change to GP will not have a negative impact on the surrounding area.

Staff notes that approval of this application will allow development at Kendall-Tamiami Executive Airport in accordance with Ordinance No. 11-66 that established Sections 33-396.1 and 33-396.2 of the Code pertaining to uses permitted at Kendall-Tamiami Executive Airport lands in the GP Government Property zoning district and related site plan review criteria. Further, staff notes that any proposed development will be subject to limits outlined in the CDMP Land Use Element interpretative text and Future Aviation Facilities Section of the

Aviation Subelement. **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:

Aviation (Applicant)

The Miami-Dade County Aviation Department (MDAD) is seeking the district boundary change to maximize commercial development in order to generate crucial revenue needed for the Capital Improvements Program debt service through third-party leaseholds by permitting reasonable and flexible (commercial) non-aviation development which is compatible with airport operations and consistent with applicable law and the CDMP.

Regulatory and Economic Resources (Environmental Resources Management Division)

The Department of Regulatory and Economic Resources (RER) does not object to this application and has determined that it meets the minimum requirements of Chapter 24 of the Code of Miami-Dade County.

Its memorandum indicates that the subject property is located within the Miami-Dade Water and Sewer Department's water and sewer franchised service area. RER has conducted a concurrency review for this application and has determined it meets all applicable level of service standards for an initial development order, as specified in the adopted CDMP for potable water supply, wastewater disposal and flood protection. The subject properties do not contain any jurisdictional wetlands.

Miami-Dade Fire Rescue

The Miami-Dade Fire Rescue Department (MDFR) has no objections to this application. The department states that although the estimated number of alarms would result in a serve impact to the fire and rescue service, existing stations serving the area will be able to absorb the additional number of alarms. The average travel time to the vicinity of the proposed development is 6:06 minutes (based on 2011 data). Travel time to the vicinity of the proposed development complies with the national performance objective.

Parks, Recreation and Open Spaces

The Miami-Dade Park, Recreation and Open Spaces Department (MDPROS) has no objections to this application. Further, its memorandum indicates that since the application is not expected to generate any residential population, the CDMP Open Space Spatial Standards do not apply.

Miami-Dade Police Department

The Miami-Dade Police Department (MDPD) has no objections to this application.

Public Works and Waste Management Department

The Public Works and Waste Management Department, does not object to this application. Its memorandum indicates that a traffic concurrency review will be performed when an Administrative Site Plan Review (ASPR) application is submitted. It further states that a traffic study shall be submitted at the time the ASPR is submitted.

Water and Sewer Department

The Miami-Dade County Water and Sewer Department (MDWASD) has no objections to this application. The source of water for the subject property is the Alexander Orr Water Treatment Plant. Public water mains and sanitary sewer exist throughout the area.

Miami-Dade Transit Department

The Miami-Dade Transit Department (MDT) has no objections to this application. Its memorandum indicates that there is transit service along the immediate vicinity of the application site, provided by Routes 136, 137 (West Dade Connection) and 252 (Coral Reef MAX). Further, Routes 137 (West Dade Connection) and 252 (Coral Reef MAX) currently provide bus service with a 30 minute or better AM/PM peak-hour headways. Therefore, this application meets the adopted mass transit level of service standards as prescribed by the CDMP Mass Transit Subelement Policy MT-1A.

MDT requests that MDAD collaborate to provide a mid-point transit park and ride lot for the proposed SW 137 Avenue Enhanced Bus Route.

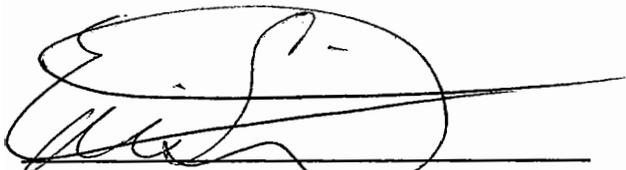
Miami-Dade County Public Schools – Not applicable, (no residential development proposed)

OTHER: Not applicable.

RECOMMENDATION: Approval

CONDITIONS FOR APPROVAL: None

ES:MW:NN:JV:AN



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

ZONING RECOMMENDATION ADDENDUM

Miami-Dade County Aviation Department

11-085

NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Environmental Resources Management Division – Regulatory and Economic Resources	No objection
Public Works & Waste Management	No objection
Parks, Recreation and Open Space	No objection
Fire Rescue	No objection
Police	No objection
Schools	Not applicable (no residential development proposed)
Miami-Dade Transit	No objection
*Subject to conditions in the Department's attached memorandum.	

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

<p>Land Use Element Terminal (Pg. I-54)</p>	<p><i>The Adopted 2015 and 2025 Land Use Plan designates the subject property for Terminal use. All proposed uses on lands owned by Miami-Dade County at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport that are designated as Terminal on the LUP map, may be developed for the uses described in this subsection. All proposed uses on such lands shall comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with, and not disruptive of, airport operations occurring on such lands, and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law.</i></p>
<p>Land Use Element Interpretative Text Aviation, Aviation Related and Non- Aviation Related Uses (Pg. I-54)</p> <p>Aviation Subelement Future Aviation Facilities Section (Pg. II-51)</p>	<p><i>All proposed uses on lands owned by Miami-Dade County at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport that are designated as Terminal on the LUP map, may be developed for the uses described in this subsection. All proposed uses on such lands shall comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with, and not disruptive of, airport operations occurring on such lands, and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law.</i></p> <p><i>The portion of the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, shall be deemed to consist of all portions of the airports where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or the Aviation Department's designee, in consultation with the Director of Miami-Dade Department of Planning and Zoning, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.</i></p> <p><i>The portion of these airports designated in the Comprehensive Development Master Plan for</i></p>

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Miami-Dade County Aviation Department 11-085

aviation related and non-aviation uses, shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include aviation, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law.

Aviation uses where general public access is allowed may include existing uses and the following or substantially similar uses:

- passenger terminal area, which may include non-aviation related uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental businesses, and lodging establishments,
- parking garages and lots serving the airport,
- access roadways serving the airport,
- offices of aviation industry companies and the Miami-Dade County Aviation Department,
- facilities of fixed base operators,
- hangar rentals and tie downs,
- ground transportation services,
- aircraft and automobile rental establishments,
- aviation-related educational uses such as flight schools, simulator training facilities, helicopter and aerobatics training and other educational facilities providing aviation courses,
- aviation-related governmental agency facilities,
- flying club facilities,
- aviation-related entertainment uses such as skydiving establishments, museums and sightseeing services, and
- aviation-related retail uses such as aircraft sales, electronic an instrument sales and pilot stores

Subject to the restrictions contained herein, the following non-aviation-related uses may be approved in the portions of the Opa-Locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated for non-aviation uses on the Airport Land Use Master Plan maps:

- lodgings such as hotels and motels (except for Homestead General),
- office buildings (except for Homestead General),
- lodgings and office buildings at Miami International Airport (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing research and development and machine shops (except for Homestead General),
- agricultural uses,
- retail, restaurants, and personal service establishments (except for Homestead General), and
- gaming establishments (limited to Miami International Airport only).

Such non-aviation uses at the Opa-Locka Executive Airport, **Kendall-Tamiami Executive Airport**, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

(1) The land area within Opa-Locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport. Non-aviation-related at Opa-Locka Executive Airport shall range from 20 to 85 percent for industrial uses, 5 to 35 percent for commercial uses, 5 to 25

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Miami-Dade County Aviation Department
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	<p>percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial uses and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Kendall-Tamiami Executive Airport shall range from 0 to 85 percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.</p> <p>The portions of the Opa-Locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport.</p> <p>The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), at Opa-Locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.</p> <p>(2) Those portions of Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.</p> <p>(3) Each non-aviation use shall comply with applicable law, including but not limited to FAA regulations and the current airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.</p> <p>(4) At Kendall-Tamiami Executive Airport, the development of the 8.2 acre (973.52 ft x 363 ft) parcel for non-aviation uses at the southwest corner of SW 137 Avenue and theoretical SW 124 Street shall be limited to access roads, open space, parking and drainage facilities.</p>
<p>Transportation Element Policy TE-1B (Pg. II-2)</p>	<p>Miami-Dade County shall continue to maintain programs for optimal development and expansion of the Port of Miami and the Miami-Dade County aviation system, and shall continue to support viable operation and enhancement of the Port of Miami River. The County shall also accommodate and facilitate provision of inter-city and inter-state commuter rail and bus, high-speed intrastate rail, and freight rail services. These activities will be conducted in accordance with the respective subelements of this element and other applicable elements of the CDMP including the Land Use and Capital Improvement Elements.</p>
<p>Aviation Subelement Policy AV-6A (Pg. II-48)</p>	<p>The Miami-Dade County Aviation Department shall expand existing aviation facilities, and locate and develop future aviation facilities so as to produce no significant adverse impact on the South Florida Water Management District Conservation Areas, Everglades National Park, Biscayne National Park, other environmental protection areas and wildlife protection areas in accordance with the provisions of the Airport Zoning and Land Use Compatibility Ordinances; the policies of the Land Use; Conservation, Aquifer Recharge and Drainage; and Coastal Management Elements of the Miami-Dade County Comprehensive Development Master Plan; and pertinent regulations governing facility siting and development.</p>

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<p>Aviation Subelement Policy AV-7B (Pg. II-48)</p>	<p>Miami-Dade County shall update its airport compatible zoning ordinances to promote compatible land use around Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation Airports. These ordinances updates shall be based on the guidelines recommended in the following federal and state documents. Due to operational differences, all listed documents may not pertain to all airports.</p> <p style="padding-left: 40px;">(Federal) – Department of Transportation – Federal Aviation Regulation Part 77 (Objects affecting Navigable Airspace)</p> <p style="padding-left: 40px;">(Federal) – Department of Defense Air Installation Compatible Use Zone Report (AICUZ) for HAFB (August 1988)</p> <p style="padding-left: 40px;">(State) – Chapter 333, Florida Statutes, (Airport Zoning)</p>
<p>Aviation Subelement Policy AV-7E (Pg. II-49)</p>	<p>To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports, reflecting recommendation in the federal and State guidance documents cited in Policy AV-7B.</p>
<p>Aviation Subelement Policy AV-8B (Pg. II-49)</p>	<p>When consistent with aviation facility locational objectives for airspace safety and environmental and community compatibility, the Aviation Department shall provide additional facility and operational capacity in the aviation systems in locations that offer greatest potential for expansion of aviation-related economic development and redevelopment in the vicinity and opportunities for aviation-related employment for Miami-Dade County residents.</p>

PERTINENT ZONING REQUIREMENTS/STANDARDS

<p>Section 33-311 District Boundary Change</p>	<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 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; (3) The development permitted by the application, if granted, will have a favorable or unfavorable impact on the economy of Miami-Dade County, Florida; (4) The development permitted by the application, if granted, will efficiently use or unduly
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Miami-Dade County Aviation Department
11-085

	<p><i>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>(5) <i>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>
<p>33-303.1(D)(7) Developmental Impact Committee</p>	<p><i>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:</i></p> <p>(a) <i>Required by the regulations to be taken after public hearing, and which would allow individually, or cumulatively within an independent development parcel:</i></p> <ol style="list-style-type: none"> <i>1. Residential developments involving in excess of two hundred fifty (250) dwelling units.</i> <i>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.</i> <i>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.</i> <i>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.</i> <i>5. Industrial, processing or manufacturing activity involving fifty (50) acres, or five hundred (500) vehicle off-street parking space capacity.</i> <i>6. Hotel and/or motel developments involving in excess of two hundred fifty (250) units.</i> <i>7. All planned area developments.</i> <i>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.</i>

1. MIAMI DADE AVIATION DEPARTMENT
(Applicant)

12-11-CZ11-1 (11-085)
Area 11/District 11
Hearing Date: 11/20/12

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

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>
1954	R.B. McDonald	- Special Exception to permit a chicken house.	BCC	Approved
1956	Richard Zaun	- Special Permit for lake excavation.	BCC	Approved with Condition(s)
1957	South Dade Industrial Park	- Zone change GU to IU-C.	BCC	Approved
1963	Ruth Weeks	- Non-Use Variance of zoning regulations.	ZAB	Approved
1963	Director of B & Z	- Unusual Use to permit airport hanger.	ZAB	Approved with Condition(s)
1964	Director of B & Z	- Unusual Use to permit airport hanger.	BCC	Appeal Denied, Application Approved
1978	Director of B & Z	- Zone change from IU-C to AU.	BCC	Approved

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: January 6, 2012

To:

Jack Osterholt, Interim Director
Department of Sustainability, Planning & Economic Enhancement

From:

Jose A. Ramos, Director, Aviation Planning, Land-Use & Grants Division
Aviation Department

Subject:

MDAD's Zoning Hearing Application PH #11-085
Request for a DBC at Kendall-Tamiami Executive Airport

A handwritten signature in black ink, appearing to be "JR", located to the right of the "To:" and "From:" fields.

The Miami-Dade Aviation Department (MDAD) is seeking a district boundary change for Kendall-Tamiami Executive Airport from its current zoning of AU, GU and IU-C to GP, Governmental Property for its property located west of Southwest 137 Avenue, between Southwest 120 Street and Southwest 136 Street, Miami-Dade County, Florida. The subject property consists of 1,396.8 acres.

The district boundary change will allow MDAD to maximize commercial development in order to generate crucial revenue needed for the Capital Improvements Program debt service through a third-party leasehold by permitting reasonable and flexible (commercial) non-aviation development which is compatible with airport operations and consistent with applicable law and the Comprehensive Development Master Plan.

JR/rb

C: M. Southwell
G. Owens
A. Riaz
T. Abbott

Memorandum



Date: August 17, 2011
To: Marc LaFerrier, Director
Department of Planning and Zoning
From: *M.N.* Maria I. Nardi, Chief
Planning and Research Division
Subject: Z2011000085: THE DEPARTMENT OF PLANNING AND ZONING

Application Name: THE DEPARTMENT OF PLANNING AND ZONING

Project Location: The site is located at WEST OF SOUTHWEST 137 AVENUE, BETWEEN SOUTHWEST 120 STREET & SOUTHWEST 136 STREET, Miami-Dade County.

Proposed Development: The applicant is requesting a district boundary change from GU (Interim District); IU-C (Industrial District Conditional); and AU (Agricultural District) to GP (Government Property).

Impact and demand: The site being rezoned is the Kendall-Tamiami Executive Airport. Because this application is not expected to generate any residential population, the CDMP Open Space Spatial Standards do not apply and this Department has no objection to this application.

We have no comments concerning impact or demand on existing County parks, proposed or budgeted service expansion, nor do we perform a concurrency review.

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

MN:jb

Cc: John M. Bowers, RLA/AICP, Landscape Architect 2

Memorandum



Date: June 13, 2012

To: Jack Osterholt, Deputy Mayor/Director
Sustainability, Planning and Economic Enhancement (SPEE)

From: Maria A. Valdes, Chief, LEED® Green Associate 
Comprehensive Planning & Water Supply Certification Section

Subject: Lowe's Home Centers, Inc. DIC Application # 12-062

Below, please find the Miami-Dade Water and Sewer Department's (MDWASD) comments for the subject project.

Application Name: Lowe's Home Centers, Inc.

Proposed Development: The applicant is requesting a district boundary change from GU (Interim District) to BU-2 (Special Business District). The proposed development consist of 145,000 square feet (S.F.) of retail space, and two outparcels each consisting of 7,500 S.F. (15,000 S.F. total) for either restaurant or bank use. The total water demand for this project is 29,500 gallons per day (gpd) which assumes both outparcels developed for restaurant use.

Project Location: The subject property is located on the northwest corner of the intersection of S.W. 137th Avenue and S.W. 8th Street, in unincorporated Miami-Dade County. The property is located within the Urban Development Boundary and adjacent to the Urban Expansion Area.

Water: The subject project is located within MDWASD's service area. The source of water for the project is the Alexander Orr Water Treatment Plant.

There is an existing 30-inch water transmission main that runs along SW 8th Street from which the developer may connect and extend a sixteen (16)-inch water main along SW 137th Avenue to the northeast corner of the subject property. If the Public Works Department requires a public right of way along the most northern portion of the property, then a new twelve (12)-inch water main shall be installed within said right of way from SW 137th Avenue to the northwest corner of the property. Thence, within the developer's property, a 12-inch water main extension will be required to abut and provide separate service connections to all parcels therein in a looped system with two (2) points of connection. Please note that final points of connection will be issued at the time the applicant request connection to the potable water system infrastructure. In addition, all comments addressing water service are provided in accordance with CDMP policies WS-1A, WS-1B and WS-2A.

This project will be required to obtain a Water Supply Certification (WSC) from Miami-Dade Water and Sewer Department. The WSC letter shall remain active in accordance with the terms and conditions specified in said certification. Said 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 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 are obtained.

Sewer: The subject project is located within MDWASD's service area. A pump station will be required for this project. There is an existing twenty four (24)-inch force main at S.W. 8th Street and S.W. 137th Avenue from which the Developer may connect and extend a twelve (12)-inch force main along S.W. 137th Avenue to the developer's property. Please note that final points of connection will be issued at the time the applicant request connection to the sanitary sewer system infrastructure.

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 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.
- 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.

Date: April 25, 2012

To: Jack Osterholt, Director
Sustainability, Planning and Economic Enhancement

From: Jose Gonzalez, P.E., Assistant Director
Permitting, Environment and Regulatory Affairs 

Subject: DIC No. Z2011000085-2nd Revision
Director of the Department of Planning and Zoning
14090 S.W. 127th Street
District Boundary Change from GU, IU-C, and AU to GP
(GU) (1386.91 Acres)
15-55-39

The subject application has been reviewed 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. Public water serves the existing airport in the form of a 16-inch main that loops the site and its related network.

The source for this water supply is MDWASD's Alexander Orr 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 MDWASD sewer franchised service area. Public sanitary sewers serve the site in the form of three different 8-inch gravity networks that collect sewage at the existing airport. These gravity networks discharge into pump stations 30-1040, 30-1041 and 30-1042. The wastewater flow is then directed into either pump station 30-0559 or 30-0536, the flow then is directed into pump station 30-Tandem, which directs it to the South District Wastewater Treatment Plant. The treatment plant and pump stations are currently working within the mandated criteria set forth in the First and Second Partial Consent Decree. At this time the South District Wastewater Treatment Plant has sufficient capacity to treat current discharge.

Based on the conceptual plans submitted with this application, the proposed development may generate 33,442 gallons per day of wastewater. At the time of this review, the aforesaid pump stations do not have sufficient capacity for the proposed wastewater flow. The applicant is advised to contact MDWASD regarding points of connection to the sanitary sewer system and the corresponding downstream pump stations and their capacity.

Notwithstanding the foregoing, 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 alternative means of sewage disposal. Use of an alternative 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

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 petroleum contamination assessment/remediation issues on the site (Reliance Aviation Miami, L.L.C., UT-113/F-420, 14532 SW 129 ST (AST) Building [225-9] (TGA)). The contaminated site is in a state funded program awaiting allocation of funds for cleanup.

There are also records of current contamination assessment/remediation issues regarding petroleum on the abutting property to the north (Beckman Coulter, Inc., 11800 SW 147 Ave. (BLDG 1), UT-889/F-8193). The contaminated site is in a state funded program awaiting allocation of funds for cleanup.

Please be advised that there are historical records of petroleum contamination assessment/remediation issues regarding non-permitted sites associated with the referenced site:

1. MDCC Flight School, 14160 SW 129th St, Building [245] (TGA), UT-1336/F-10247
2. MDAD-Tamiami Airport, Building [490] (TGA), UT-534/F-7248.

Wetlands

A site inspection performed by the Wetland Resources Section staff on August 2, 2011, revealed that 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 also be required for the proposed project. It is the applicant's responsibility to contact these agencies.

Natural Forest Communities

The subject site (folio 30-5915-000-0010) contains remnant pine rockland habitat. Pine rocklands are globally imperiled and provide habitat for several endangered and threatened species. Pursuant to policy 8J of the Conservation, Aquifer Recharge and Drainage Element of the Comprehensive Development Master Plan (CDMP), "Through its land acquisition and regulatory processes, Miami-Dade County shall continue to protect Federally and State-listed plant species to the maximum extent possible". Policy 9A of the same element states that "All activities that adversely affect habitat that is critical to Federal and State designated, endangered or threatened species shall be prohibited unless such activity(s) are a public necessity and there are no possible alternative sites where the activity(s) can occur". In accordance with the above-mentioned CDMP policy objectives, this Section

recommends that all areas of the subject site that contain remnant pine rockland be identified, preserved and managed.

Additionally, the site may contain prohibited exotic plant species. In accordance with Section 24-49.9 of the Code and pursuant to Policy 8I of the CDMP, "If present on a development site, prohibited plant species shall be removed prior to development, and their sale, propagation, planting, importation or transportation shall be prohibited".

Please contact Tim Joyner of the Natural Resources Program at (305) 372-6548 for more information.

Tree Preservation

The subject property revealed the presence of tree resources and it also contains remnant pine rockland habitat. Any tree resources on site that are not within the pine rockland habitat will require a Miami-Dade County Tree Removal/Relocation Permit prior to removal and/or relocation.

Enforcement History

The subject properties have two (15) closed enforcement 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: Eric Silva, Sustainability, Planning and Economic Enhancement
Jorge Vital, Sustainability, Planning and Economic Enhancement

Memorandum



Date: April 18, 2012

To: Jack Osterholt, Director
Permitting, Environment and Economic Enhancement Department

From: William W. Bryson, Fire Chief
Miami-Dade Fire Rescue Department *William Bryson*

Subject: DIC 2011000085 – Department of Planning & Zoning,
Kendall-Tamiami Executive Airport (Revision No. 1)

According to the application, the Director of the Department of Permitting, Environment and Economic Enhancement Department is requesting a district boundary change from GU (Interim District); IU-C (Industrial District Conditional); and AU (Agricultural District) to GP (Government Property) on an approximate 1,386-acre parcel of land within the Kendall-Tamiami Executive Airport located west of SW 137th Avenue between SW 120th Street and SW 136th Street.

SERVICE IMPACT/DEMAND

- (A) Based on development information, this project is expected to generate approximately **89** fire and rescue alarms annually. Although the number of calls will result in a severe impact to the fire and rescue service, existing stations will be able to absorb the additional number of alarms.
- (B) Based on data retrieved during calendar year 2011, the average travel time to the vicinity of the proposed development was **6:06** 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 three (3) suppressions or engines, telesquirts or tankers, one (1) aerial, one (1) rescue and an accompanying command vehicle. This assignment requires twenty (20) firefighters and officers.

EXISTING SERVICES

STATION	ADDRESS	EQUIPMENT	STAFF
43	13390 SW 152 Street	Rescue, Aerial	7
36	10001 Hammocks Blvd.	Rescue, Aerial	7
53	11600 SW Turnpike Highway	Rescue	3
57	8501 SW 127 Avenue	Rescue, Battalion	4

SITE PLAN REVIEW

Although the applicant is not proffering a site plan in connection with this application, MDFR has no **objection** to the rezoning of the Property.

DIC 2011000085 – Department of Planning & Zoning,
Kendall-Tamiami Executive Airport (Revision No. 1)
April 18, 2012
Page 2 of 2

Please be advised that during the platting and permitting stages of this project, the proffered site plan must be reviewed by the Fire Water & Engineering Bureau to assure compliance with the Florida Fire Prevention Code (FFPC) and National Fire Protection Association (NFPA) standards.

CONCLUSION

The Miami-Dade Fire Rescue Department supports the development policies and implementation strategies for areas throughout the County in order to ensure proper urban growth patterns and to provide for well-planned supportive communities containing a variety of retail and commercial uses.

In an effort to monitor development and determine the need for additional service, MDFR is requesting that each phase of development be transmitted accordingly for assessment and to determine compliance with the standards of the National Fire Protection Association (NFPA).

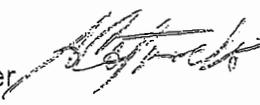
For additional information, please contact Mr. Carlos Heredia, Planning Section Supervisor, at 786-331-4544.

/ch

Memorandum



Date: July 3, 2012

To: Antonio Cotarelo, P.E.
Interim County Engineer 

From: Armando E Hernandez
Traffic Concurrency Coordinator
Public Works Waste Management Department (PWWMD)

Subject: DIC 11-85
Name: Miami Dade County Aviation Department
14090 SW 127th Street
Sec. 15, 16, 17 Twp. 55 Rge. 39

I. SITE PLAN CRITIQUE

This application as presented is for the purpose of rezoning the land use only. Site Plans were not introduced as part of the application. The proposed project review meets traffic Concurrency for an initial development order. However, trips have not been reserved. An additional Concurrency review will be performed when the Administrative Site Plan Review (ASPR) application is submitted. Also, a traffic study shall be submitted with the ASPR application.

II. CONDITIONS SITE APPROVAL:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted before T-Plat is approved:

"I hereby certify that all of the roads for the subject project comply with all applicable portions of the 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, super elevation, shoulder widths, grades, bridge widths, etc."

III After the ASPR Site Plan approval and prior to obtaining the building permits for roadways, and parking areas, a paving & grading, roadway median modifications and driveway locations, must submitted with pavement markings and signs design plans for review at the 15th floor of the Stephen P. Clark Center PWWM office.

cc: Jorge Vital, Development Impact Coordinator.
RER

Antonio Cotarelo, P.E.
Interim County Engineer

Joan Shen, P.E., Ph.D, PTOE
Interim Chief, PWWM Traffic Division

Armando E. Hernandez
Traffic Concurrency Coordinator

Memorandum



Date: April 27, 2012

To: Jack Osterholt, Deputy Mayor/Director
Sustainability, Planning and Economic Enhancement (SPEE)

From: Maria A. Valdes, Chief, LEED® Green Assoc. 
Comprehensive Planning & Water Supply Certification Section

Subject: Miami-Dade Aviation Department
DIC Application # Z2011000085

Below, please find the Miami-Dade Water and Sewer Department's (MDWASD) comments for the subject project.

Application Name: Miami-Dade Aviation Department

Proposed Development: The applicant is requesting a district boundary change from GU (Interim District), AU (Agricultural District) and IU-C (Industry – Controlled District) to GP (Government Property District). The conceptual plans for the subject project indicate a total of 284,405 S.F. of retail, 9,664 S.F. bank, and 4,519 S.F. of restaurant. The total water demand for this development will be 33,443 gpd.

Project Location: The subject property is located west of SW 137th Avenue, between SW 120th Street and SW 136th Street, in unincorporated Miami-Dade County.

Water: The subject project is located within MDWASD's service area, and the source of water is the Alexander Orr Water treatment Plant. There are abutting water mains that range from 16 to 36-inches in diameter along the northern, eastern, and southern portions of the property from which the developer may connect to provide water service. In addition, there are existing water mains ranging from 6-inch to 16-inch within the subject site. Note that final points of connection will be issued at the time the applicant request connection to the potable water system infrastructure. The water comments provided herein address CDMP policies WS-1A, WS-1B and WS-2A.

Additionally, effective January 11, 2011, MDWASD implemented a Water Supply Certification (WSC) Program 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. Please note that a WSC will be required for this project. The certification letter will be issued at the time an Agreement, Verification Form or Ordinance Letter is offered or during the Plat process prior to the final Development Order.

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.

Sewer: The subject project is located within MDWASD's service area. There is an existing 16-inch force main along SW 137th Avenue abutting the eastern boundary of the property, and there is an existing 8-inch and 10-inch sanitary gravity system and a 12-inch force main along SW 136th Street. Also, there is an existing 8-inch sanitary gravity sewer within the subject property. Please note that at the present time, the downstream pump stations 1040, 1041 and 1042 do not have available capacity to accommodate the total flow for the proposed development. At the time of development, a pump station upgrade will be required if adequate pump station capacity is not available to handle the additional flows that the proposed project would generate.

Please note that final points of connection will be issued at the time the applicant request connection to the sanitary sewer infrastructure. 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 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.
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

Pump Station: 1040
NAPOT: 4.05 Hrs.

Pump Station :1041
NAPOT: 4.31 Hrs.

Pump Station:1042
NAPOT: 2.0 Hrs.

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.

Memorandum



DATE: April 23, 2012

TO: Jorge Vital
DIC Coordinator
Permitting, Environment and Regulatory Affairs

FROM: Nilia Cartaya *Nilia Cartaya*
Principal Planner
Miami-Dade Transit - Engineering, Planning & Development Division

SUBJECT: Review of DIC Project No. 11-085 (Miami-Dade Aviation Department)
MDT Project No. OSP006
FSC No. 41.04

Project Description

11-085 – Miami-Dade County Aviation Department is requesting a district boundary change from GU (Interim District), AU (Agricultural District) and IU-C (Industry – Controlled District) to GP (Government Property District). The subject property is approximately 1,386.91 acres and is located west of SW 137 Avenue, between SW 120 Street and SW 136 Street, Miami-Dade County, Florida.

Current Transit Service

There is transit service along the immediate vicinity of the application site, provided by Routes 136, 137 (West Dade Connection) and 252 (Coral Reef MAX). The alignment for these routes is illustrated on the attached maps. The service headways for these routes (in minutes) are as follows:

**Metrobus Route Service Summary
Miami-Dade Aviation Department Application Site**

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		
136	60/45	n/a	n/a	n/a	n/a	n/a	0	L
137 (West Dade Connection)	30	45	60	n/a	40	45	0	L
252 (Coral Reef MAX)	20	60	50	n/a	60	60	0.6	L/F/E

Notes: *L* means Metrobus local route service
F means Metrobus feeder service to Metrorail
E means Express or Limited-Stop Metrobus service

November 2011 Line Up

Future Transportation/Transit Improvements

The 2012 Transportation Improvement Program (TIP) proposes the following improvements on the roadways within the immediate vicinity of the site:

Facility/Project Limits	Type of Work
SW 157 Avenue (from SW 136 Street to SW 120 Street)	Construction of new 4 lane roadway segment is complete
SW 120 Street (from SW 152 Avenue to SW 157 Avenue)	Construction of the northern 2 lanes
SW 120 Street (from SW 137 Avenue to SW 117 Avenue)	Widen roadway from 4 to 6 lanes
SR 825/SW 137 Avenue (from SW 128 Street to SW 88 Street)	Resurfacing project
SW 137 Avenue and Country Walk Drive	Intersection improvement
SW 136 Street (from SW 152 Avenue to SW 153 Avenue)	Construction of the southern 2 lanes

The 2035 Long Range Transportation Plan (LRTP) lists the following improvements within the immediate vicinity of this project.

Facility/Project Limits	Type of Work	Priority/Funding Phase
SW 157 Avenue (from SW 136 Street to SW 120 Street)	Construction of new 4 lane roadway segment is complete	Priority I
SW 157 Avenue (from SW 120 Street to SW 112 Street)	Construction of new 4 lane roadway segment is complete	Priority I
SW 136 Street (from SW 149 Avenue to SW 139 Court)	Widen roadway from 2 to 4 lanes	Priority I
SW 120 Street (from SW 147 Avenue to SW 157 Avenue)	Add 2 lanes	Unfunded

The draft 2012 ten-year Transit Development Plan (TDP) which is currently in the review/approval phase before adoption by the Board of County Commissioners identifies in its 2022 Recommended Service Plan the following improvements/adjustments on the existing routes serving the vicinity of the project:

Route	Improvement/Adjustment
136	No planned improvements
137 (West Dade Connection)	Route to be converted to the SW 137 Avenue Enhanced Bus Service
252 (Coral Reef MAX)	Route to be converted to the Coral Reef Enhanced Bus Service

MDT Comments/Recommendations

The Kendall-Tamiami Executive Airport is located adjacent to SW 137 Avenue between SW 120 and 136 Streets. The Kendall-Tamiami Executive Airport (KTMB) is just 15 minutes from the business centers of south Miami-Dade. The Airport's proximity to the Florida Keys, Everglades and Biscayne National Parks makes it perfect for eco-tourism. The airport serves primarily business, recreational and private flights. A runway extension project which adds 1,000-feet to the airport's primary 5,000-foot south runway was recently completed. The new runway will allow nearly any of the new generation corporate and private jet aircraft to carry increased fuel and/or cargo load and fly to key destinations in Central and South America and the Caribbean, which was previously impossible without intermediate refueling stops. The Kendall-Tamiami Executive Airport serves as a key reliever airport for Miami International Airport, but had been hindered in that effort by the limitations of its former 5,000-foot runways.

Route 137 (West Dade Connection) runs along SW 137 Avenue where the main entrance to the airport is located. Miami-Dade Transit (MDT) Metrobus Routes 137 (West Dade Connection) and 252 (Coral Reef MAX) currently provide bus service with a 30 minute or better AM/PM peak-hour headways. 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).

The conceptual plans for the subject site include retail, restaurant, and bank uses which will introduce a variety of new commercial activity to this airport facility. As previously mentioned, the draft 2012 ten-year Transit Development Plan (TDP) which is currently in the review/approval phase before adoption by the Board of County Commissioners identifies in its 2022 Recommended Service Plan the conversion of the existing Route 137 to the SW 137 Avenue Enhanced Bus Service. In 2007, the Miami-Dade Metropolitan Planning Organization conducted a study of potential transit service improvements in the Kendall area. Bus rapid transit (BRT) service on SW 137 Avenue was one of the recommendations made in that study.

This route will provide premium transit service along SW 137 Avenue from MDT's proposed West Miami-Dade/SW 8 Street Park-and-Ride/Transit Terminal to SW 288 Street. This enhanced bus project will feature specially-branded diesel/electric hybrid buses as well as strategic park-and-ride locations. In addition, this route provides a premium north-south transit connection for the West Kendall area connecting several residential areas with large shopping centers, which include Kendale Lakes Mall, Miller Square and London Square. Service headways will be improved from 30 minutes to 15 minutes during the AM/PM peak and from 45 minutes to 30 minutes during midday service.

The location of the Kendall-Tamiami Executive Airport near the midpoint of the proposed route alignment for the SW 137 Avenue Enhanced Bus provides a strategic opportunity to provide a mid-route transit facility in the form of a park-and-ride lot. **As such, MDT respectfully requests that the applicant collaborate with MDT to incorporate the following items into the site plan:**

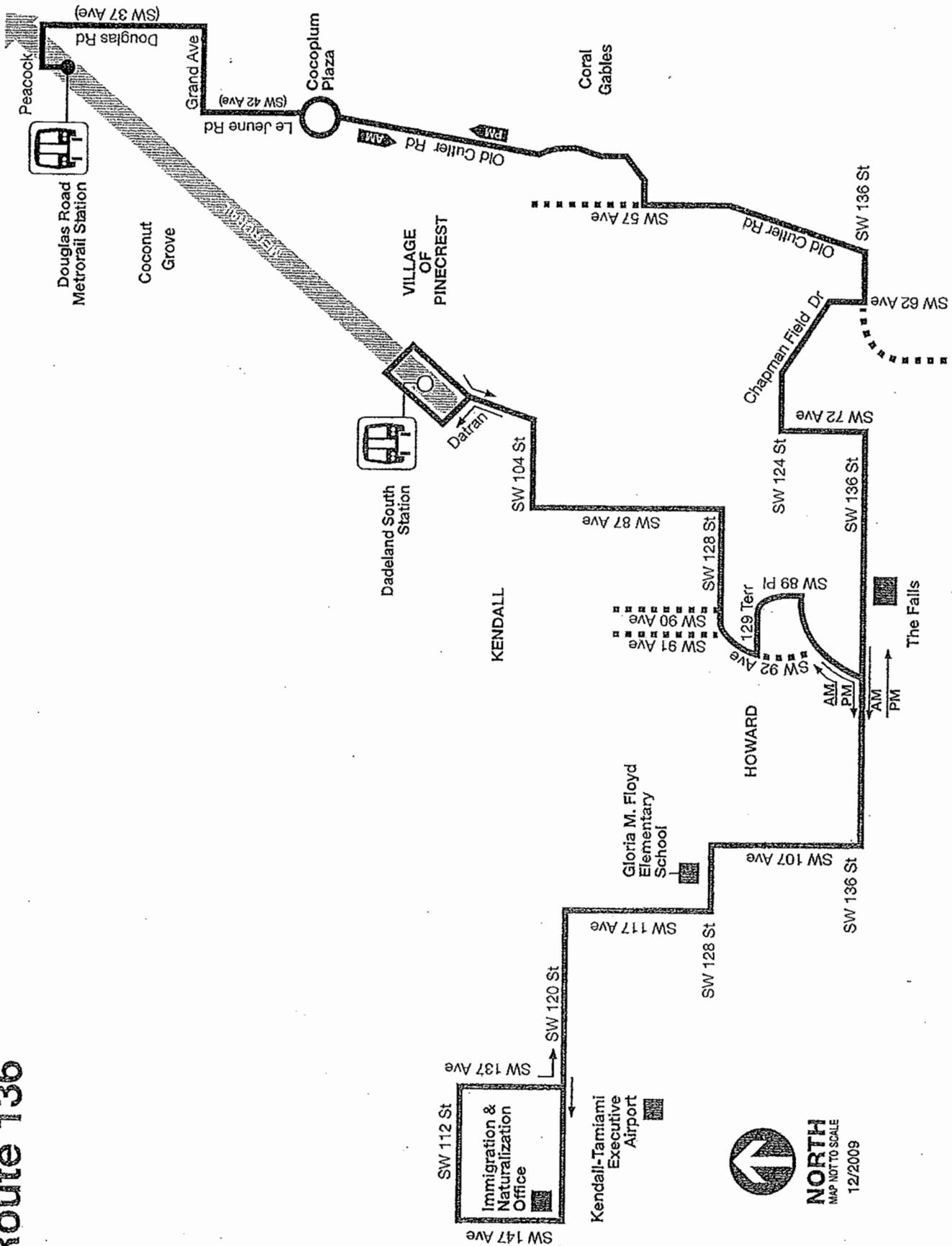
1. Design and construction of a park-and-ride facility on a two-acre parcel of land to be located near SW 137 Avenue for the purpose of providing approximately 150 parking spaces to ensure convenient transit access to Miami-Dade Transit's SW 137 Avenue Enhanced Bus Route
2. Design and construction of Bus pull-out bays along SW 137 Avenue (see attached schematic, "Plan Concrete Slab Option" for bus pull-out bay dimensions)
3. Reservation of an enhanced bus station footprint area of approximately 15' X 23' along the east property line (SW 137 Avenue)

Based on the information presented, MDT has no objections to this project.

Concurrency

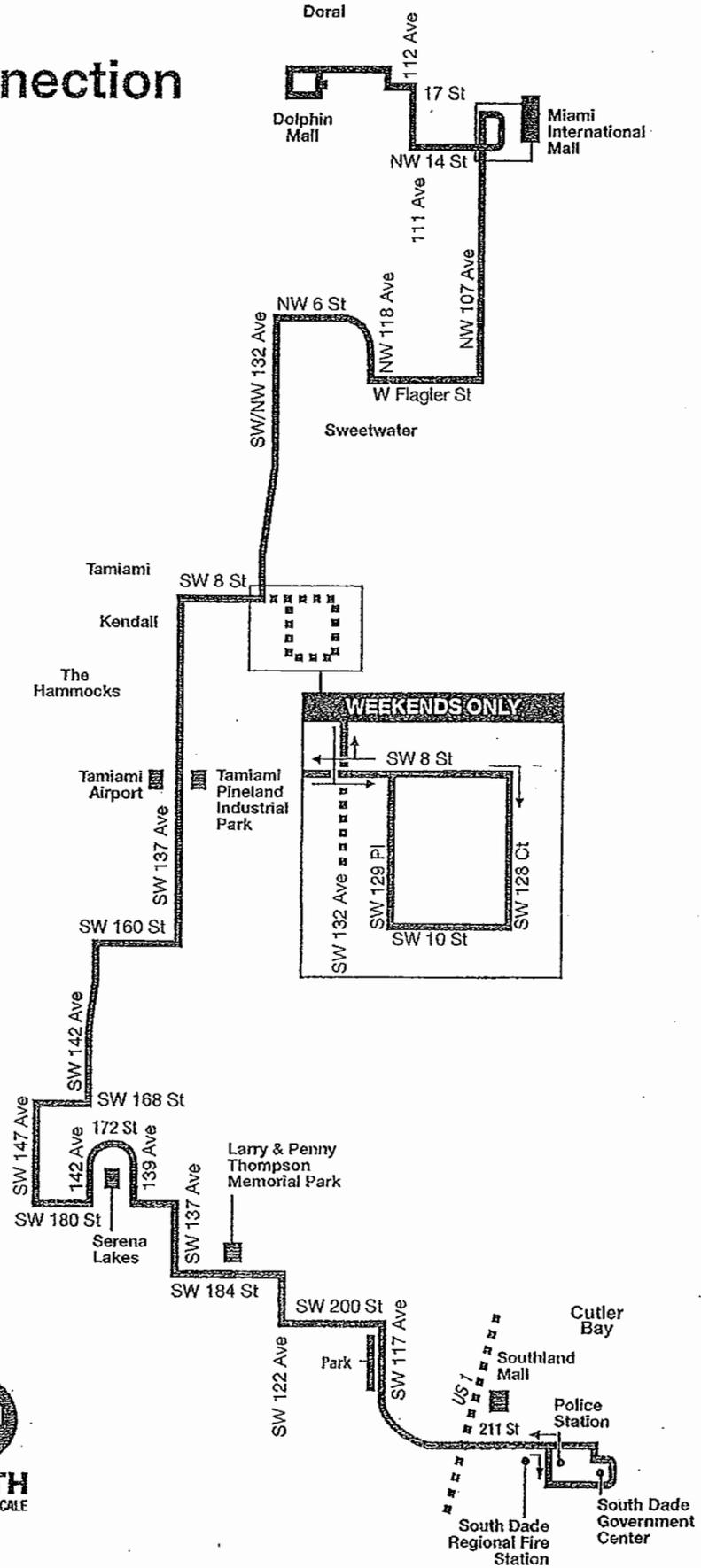
This project has been reviewed by MDT for mass transit concurrency and was found to be concurrent with the mass transit level-of-service standards established for Miami-Dade County.

Route 136

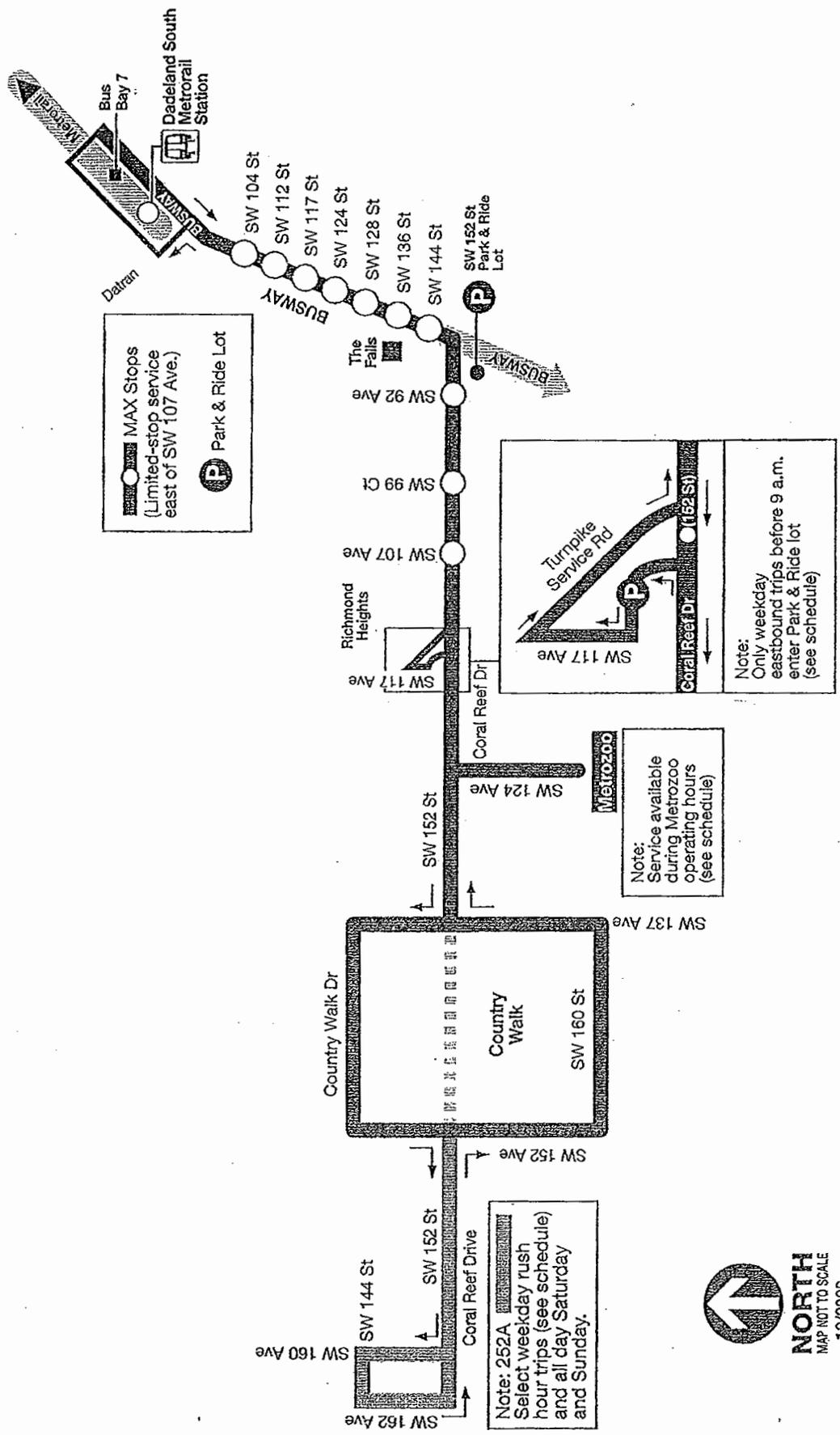


NORTH
MAP NOT TO SCALE
12/2009

Route 137 West Dade Connection



Route 252 Coral Reef MAX



MAX Stops
 (Limited-stop service east of SW 107 Ave.)
 Park & Ride Lot

Turnpike Service Rd
 Note: Only weekday eastbound trips before 9 a.m. enter Park & Ride lot (see schedule)

Metrozoo
 Note: Service available during Metrozoo operating hours (see schedule)

Note: 252A
 Select weekday rush hour trips (see schedule) and all day Saturday and Sunday.

NORTH
 MAP NOT TO SCALE
 12/2009

Memorandum

MIAMI-DADE
COUNTY

246038

Date: November 2, 2012

To: Jack Osterholt, Director
Regulatory and Economic Resources Department

From: ~~J. D. Osterholt~~
J. D. Patterson, Acting Director
Miami-Dade Police Department

Subject: Review - Zoning Application
Case: No. Z2011000085 -- Miami-Dade Aviation Department

APPLICATION

The applicant, the Miami-Dade Aviation Department, is requesting a public hearing for a development to be located at the Kendall-Tamiami Executive Airport. The requested development will contain 284,405 square feet of retail space, 4,519 square feet of restaurant space, and 9,664 square feet of bank space.

CURRENT POLICE SERVICES

The development is located in unincorporated Miami-Dade County and serviced by our Hammocks District, located at 10000 SW 142 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 ½ mile radius check of crimes/calls for service of the location was done 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 (retail, restaurants, and banks), it cannot be anticipated as to any projected increase in calls for service. Experience lends itself to anticipate that when additional citizens are present, traffic increases, truants may be present in the area, and calls for police service may 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 will be required to maintain current levels of service. Additionally, it is recommended that the Miami-Dade Aviation Department 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 holidays and special events.

Jack Osterholt, Director
November 2, 2012
Page 2

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.

If the request is approved, the MDPD recommends the following to be implemented as part of the approval.

- Hire uniformed licensed/certified security personnel, which may include law enforcement and/or a private security company during times identified as appropriate.
- Install exterior (parking lot, etc.) security cameras with electronic archiving capabilities for future review.
- In order to accommodate the citizens, businesses, and police resources operating within the development, an indoor/secured police work station is requested to be located within the developed area. 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.

Should you have any questions or require additional information, Lieutenant William Gonzalez, of the Public Information & Education Bureau, may be contacted at (305) 471-1775.

JDP/kh
Attachment

**OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA**

MEMORANDUM

Agenda Item No. 7(K)

TO: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

DATE: (Second Reading 8-2-11)
June 21, 2011

FROM: R. A. Cuevas, Jr.
County Attorney

SUBJECT: Ordinance pertaining to
Airport Zoning Regulations;
creating Section 33-396.1 of
the Code pertaining to uses
permitted on Kendall Tamiami
Executive Airport Lands in the
GP Government Property
zoning district; creating Section
33-396.2 pertaining to site plan
review standards

Ordinance No. 11-66

The accompanying Ordinance was prepared by the Department of Planning and Zoning and placed on the agenda at the request of Prime Sponsor Chairman Joe A. Martinez...



R. A. Cuevas, Jr.
County Attorney

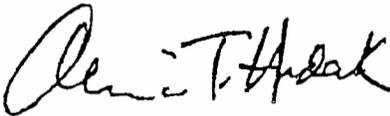
RAC/jls

Memorandum



Date: August 2, 2011

To: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

From: Alina T. Hudak
County Manager 

Subject: Proposed Zoning ordinance establishing Sections 33-396.1 and 33-396.2 of the Code pertaining to uses permitted on Kendall Tamiami Executive Airport (TMB) lands in the GP Government Property zoning district and related site plan review criteria

Recommendation

It is recommended that the Board of County Commissioners adopt the attached zoning ordinance establishing Sections 33-396.1 and 33-396.2 of the Code pertaining to uses permitted on Kendall Tamiami Executive Airport (TMB) lands in the GP Government Property zoning district and related site plan review criteria

Scope

The Kendall Tamiami Executive Airport (TMB) is located in Commission Districts 9 and 11.

Fiscal Impact/Funding Source

The proposed ordinance has a positive fiscal impact to Miami-Dade County in that it allows for private, third party development within the boundaries of the TMB Airport. The projected revenue for the County is a combination of the annual fair market value of land rents currently estimated at \$2,571,583 per year plus additional revenue based upon a negotiated percentage of the gross revenue. The negotiated percentage of the gross revenue is expected to be in the 3% range.

Track Record/Monitor

Not applicable.

Background

The purpose of this ordinance is to establish a regulatory framework for the aviation, aviation-related and non-aviation uses permitted at TMB in compliance with the County's Comprehensive Development Master Plan (CDMP). Specifically, this ordinance establishes Section 33-296.1 providing for uses permitted on lands at TMB with the GP or Government Properties zoning designation. This section categorizes the permitted uses and divides the airport property as follows:

1. Aviation uses: Includes uses such as airfield and aircraft storage located in the portion of the airport where general public access is restricted.
2. Aviation-related uses: Includes uses such as airport fixed-base operator's lounges and ground transportation services located in a portion of the airport where general public access is not restricted.

2

3. Non-aviation uses: Includes uses such as hotels/motels, offices, retail and industrial facilities that are compatible with the airport and located in a portion of the airport where general public access is not restricted. This is the area where third-party (commercial) development is allowed.

The proposed ordinance will allow the Miami-Dade Aviation Department to maximize commercial development opportunities in order to generate crucial revenue needed for the Capital Improvements Program debt service through third-party leaseholds by permitting reasonable and flexible non-aviation development which is compatible with the airport operations and consistent with applicable law and the CDMP. In addition, the proposed Section 33-296.2 contains the site plan criteria to be used in the review of this development.



Assistant County Manager



MEMORANDUM

(Revised)

TO: Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners

DATE: August 2, 2011

FROM: R. A. Cuevas, Jr.
County Attorney

SUBJECT: Agenda Item No. 7(K)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous ____) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 7(K)
8-2-11

ORDINANCE NO. 11-66

ORDINANCE PERTAINING TO AIRPORT ZONING REGULATIONS; CREATING SECTION 33-396.1 OF THE CODE OF MIAMI-DADE COUNTY PERTAINING TO USES PERMITTED ON KENDALL TAMAMI EXECUTIVE AIRPORT LANDS IN THE GP GOVERNMENTAL PROPERTY ZONING DISTRICT; CREATING SECTION 33-396.2 PERTAINING TO SITE PLAN REVIEW STANDARDS; PROVIDING FOR DEVELOPMENT CRITERIA; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. Section 33-396.1 of the Code of Miami-Dade County, Florida, is hereby created, reading as follows:¹

Sec. 33-396.1 **Uses permitted on Kendall Tamiami Executive Airport lands in the GP Governmental Property zoning district.**

The following public airport uses shall be permitted on those lands at Kendall Tamiami Executive Airport zoning area that are in the GP Governmental Property zoning district, provided that such uses comply with the requirements of the Future Aviation Facilities Section of the Aviation Subelement, are compatible with and not disruptive of airport operations occurring on such lands, and comply with all applicable regulations of the Federal Aviation Administration and other applicable law.

(A) **Aviation Uses:** The portion of the airport designated in the Comprehensive Development Master Plan (CDMP) for aviation uses, shall be deemed to consist of all portions of the airport where general public access is restricted (but not including terminal concourses).

(1) Arcas designated for aviation uses shall be limited to aviation uses, including but not limited to:

- a) Airfield uses such as runways, taxiways, aprons, runway protection zones, safety areas, landing areas, and support and maintenance facilities such as control towers, flight service

¹ Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

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stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars,

- b) Aircraft and aircraft parts manufacturing and storage,
- c) Fixed base operators,
- d) Air cargo operations,
- e) Specialized aircraft service operations,
- f) Fuel farms,
- g) Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the portions of the airport designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

(B) *Aviation-Related and Non-Aviation Uses*: The portion of the airport designated in the Comprehensive Development Master Plan for aviation-related and non-aviation uses, shall be deemed to consist of all portions of the airport where general public access is not restricted, and may be developed with aviation uses (aviation facilities), aviation-related uses and non-aviation uses that are compatible with airport operations and consistent with applicable law.

(1) Aviation-related uses:

- a) Facilities where general public access is allowed may include existing uses and the following or substantially similar uses:
 - (1) Fixed Base Operator's lounge areas for aviation passenger traffic, including private or corporate aircraft passenger traffic, which may include non-aviation uses designated to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental businesses, and lodging establishments,
 - (2) Parking garages and lots serving the airport,
 - (3) Access roadways serving the airport,
 - (4) Offices of aviation industry companies and the Miami-Dade Aviation Department,
 - (5) Hangar rentals and tie downs,
 - (6) Ground transportation services,
 - (7) General aviation aircraft, such as private and corporate jets or other aircraft, and automobile rental establishments,
 - (8) Aviation-related educational uses such as flight schools, simulator training facilities, helicopter and aerobatics training and other educational facilities providing aviation courses,

- (9) Aviation-related governmental agency facilities,
- (10) Flying club facilities,
- (11) Aviation-related entertainment uses such as museums and sightseeing services,
- (12) Aviation-related retail uses such as general aviation aircraft sales, electronic and instrument sales and pilot stores,
- (13) Storage and aircraft maintenance and repair facilities and hangars,
- (14) Aircraft and aircraft parts manufacturing and storage,
- (15) Air cargo operations, and
- (16) Specialized aircraft service operations.

(2) Non-aviation uses:

- a) Subject to the restrictions contained herein, the following non-aviation uses may be approved in the aviation-related and non-aviation areas of the airport:

- (1) Lodgings such as hotels and motels,
- (2) Office buildings,
- (3) Industrial uses such as distribution, storage, manufacturing research and development and machine shops,
- (4) Agricultural uses, and
- (5) Retail, restaurants, and personal service establishments.

- b) Such non-aviation uses shall be limited as follows:

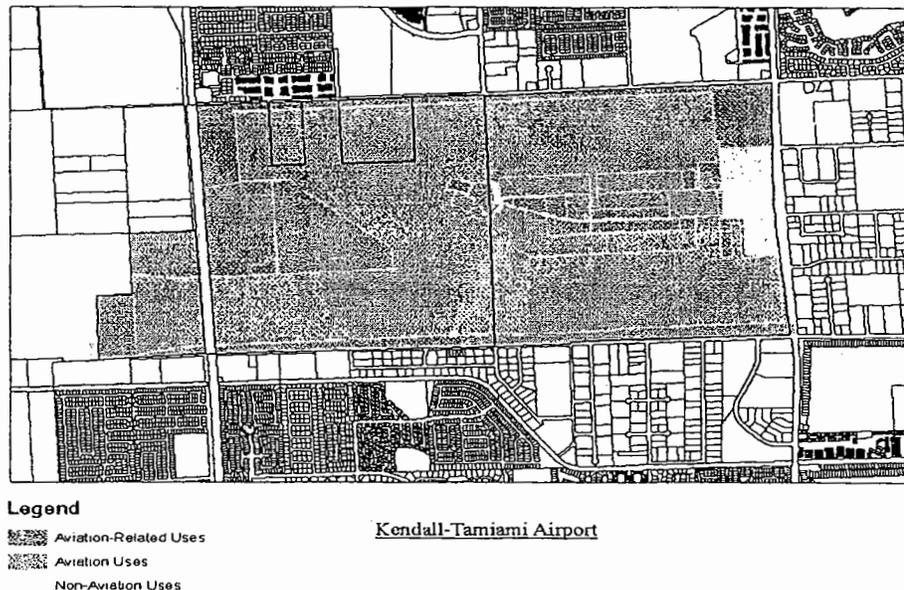
- (1) The distribution, range, intensity and types of such non-aviation uses shall vary by location as a function of the availability of public services, height restrictions, Comprehensive Development Master Plan (CDMP) intensity ceiling for the Urbanizing Area (FAR of 1.25 not counting parking structures), impact on roadways, access and compatibility with neighboring development.
- (2) Freestanding retail uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

- (3) Each non-aviation use shall comply with applicable law, including but not limited to FAA regulations and the current airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.
- (4) Warehouses, storage showrooms, printing shops and any other industrial use shall be subject to the site development standards of the IU-1 zoning district. Office buildings, retail sales, hotels and motels, restaurants, personal service establishments, and any other similar uses shall be subject to the standards of the BU-2 district.
- (5) All development shall comply with the off-street parking regulations of Chapter 33 and with Chapter 18A (Landscaping) of this code. All non-aviation uses shall be subject to the site plan review standards of Section 33-396.2 of this code.
- (6) The development of the 8.2 acre (973.52 ft x 363 ft) parcel for non-aviation uses at the southwest corner of SW 137 Avenue and theoretical SW 124 Street shall be limited to access roads, open space, parking and drainage facilities.
- (7) The minimum and maximum land area devoted to non-aviation uses shall be limited as follows:

Non-Aviation Uses Area (±43 Acres)

Use	Minimum (acres)	Maximum (acres)
Industrial	0	37
Commercial	0	43
Office	0	11
Hotels/Motels	0	4
Institutional	0	9

(C) **Airport Area Map:** The following map depicts the airport's areas where aviation, aviation-related and non-aviation uses are permitted in accordance with the Comprehensive Development Master Plan.



Section 2. Section 33-396.2 of the Code of Miami-Dade County, Florida, is hereby created to read as follows:

Sec. 33-396.2. Site plan review.

(A) For all non-aviation uses, the Department shall review plans for compliance with zoning regulations and for compliance with the site plan review criteria. The purpose of the site plan review is to encourage logic, imagination, innovation and variety in the design process and encourage the congruity of the proposed development and its compatibility with the surrounding area. All plans submitted to the Department shall be reviewed and approved or denied within fifteen (15) days from the date of submission. Denials shall be in writing and shall specifically set forth the grounds for denial. Receipt of applicant's plans for fifteen (15) days without formal written denial shall constitute approval. Notwithstanding the provisions of 33-314, if the site is located within unincorporated or incorporated Miami-Dade County and if the plan is disapproved, the applicant may appeal to the Board of County Commissioners. Appeals by the applicant shall be filed within thirty (30) days of the date the project was denied.

(B) *Required exhibits.* The following exhibits shall be prepared by design professionals such as architects and landscape architects and submitted to the Department:

(1) Dimensioned site plan(s) indicating, as a minimum, the following information:

a) Existing zoning on the site and on adjacent properties.

- b) The basic use, height, bulk and location of all buildings and other structures with setbacks.
 - c) Vehicular and pedestrian circulation systems including connection(s) to existing or proposed roadway and sidewalk system and the layout of parking, service and loading areas.
 - d) Graphics and/or notations indicating the site planning or structure design methods used to minimize the impact of those industrial activities that could have a negative impact on existing or proposed adjacent land uses.
 - e) Sketches of design elements to be used for buffering surrounding uses.
- (2) Elevation of the proposed buildings and other major design elements.
- (3) Landscape plans: Landscaping and trees shall be provided in accordance with Chapter 18A of this Code.
- (4) Figures indicating the following:
- a) Proposed uses.
 - b) Gross floor area: _____ square feet
 - c) Land area:
 - Gross lot area: _____ square feet _____ acres
 - Net lot area: _____ square feet _____ acres
 - d) Landscaped open space:
 - Required: _____ square feet _____ % of net land area
 - Provided: _____ square feet _____ % of net land area
 - e) Tree Required: _____ Trees Provided: _____
 - f) Off-street parking spaces: Required: _____ Provided: _____

(C) *Criteria.* The following shall be considered in the plan review process:

- (1) *Planning studies:* Planning studies approved by the Board of County Commissioners that include development patterns or environmental and other design criteria shall be considered in the plan review process.
- (2) *Landscape:* Landscape shall be preserved in its natural state insofar as is practicable by minimizing removal of existing vegetation. Landscape shall be used to shade and cool, enhance architectural features, relate structure design to the site, visually screen noncompatible uses, and ameliorate the impact of noise.
- (3) *Compatibility:* The architectural design and scale of the proposed structures shall be compatible with surrounding existing or proposed uses or shall be made compatible by the use of screening elements. Screening elements can include such devices as trees and shrubs, walls and fencing, berming or any combination of these elements. Visual buffering shall be provided between parking and service areas and adjacent non-commercial uses.
- (4) *Emergency access:* Unobstructed on-site access for emergency equipment shall be considered.

- (5) *Circulation*: Internal vehicular and pedestrian circulation systems shall be designed to function with existing and/or approved systems outside the development. Vehicular traffic generated from the industrial activity should be routed in such a manner as to minimize impact on residential development.
- (6) *Energy conservation*: Applicants are advised to consider requirements of Florida Statutes Chapter 553 (Energy Code).
- (7) *Visual screening for decorative walls*: In an effort to prevent graffiti vandalism, the following options shall be utilized for walls abutting zoned or dedicated rights-of-way:
 - a) *Wall with landscaping*. The wall shall be setback two and one-half (2 1/2) feet from the right-of-way line and the resulting setback area shall contain a continuous extensively landscaped buffer which must be maintained in a good healthy condition by the property owner, or where applicable, by the condominium, homeowners or similar association. The landscape buffer shall contain one (1) or more of the following planting materials:
 - 1) *Shrubs*. Shrubs shall be a minimum of three (3) feet in height when measured immediately after planting and shall be planted and maintained to form a continuous, unbroken, solid, visual screen within one (1) year after time of planting.
 - 2) *Hedges*. Hedges shall be a minimum of three (3) feet in height when measured immediately after planting and shall be planted and maintained to form a continuous, unbroken, solid, visual screen within one (1) year after time of planting.
 - 3) *Vines*. Climbing vines shall be a minimum of thirty-six (36) inches in height immediately after planting.
 - b) *Metal picket fence*. Where a metal picket fence abutting a zoned or dedicated right-of-way is constructed in lieu of a decorative wall, landscaping shall not be required.

* * *

Section 3. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 4. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any sunset provision, shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

Section 5. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED: August 2, 2011

Approved by County Attorney as
to form and legal sufficiency:

JAC

Prepared by:

TM

John D. McInnis

12

48

DATE: 30-OCT-12

**BUILDING AND NEIGHBORHOOD
COMPLIANCE DEPARTMENT**

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

MIAMI DADE AVIATION
DEPARTMENT

WEST OF SOUTHWEST 137
AVENUE, BETWEEN SOUTHWEST
120 STREET & SOUTHWEST 136
STREET, MIAMI-DADE COUNTY,
FLORIDA.

APPLICANT

ADDRESS

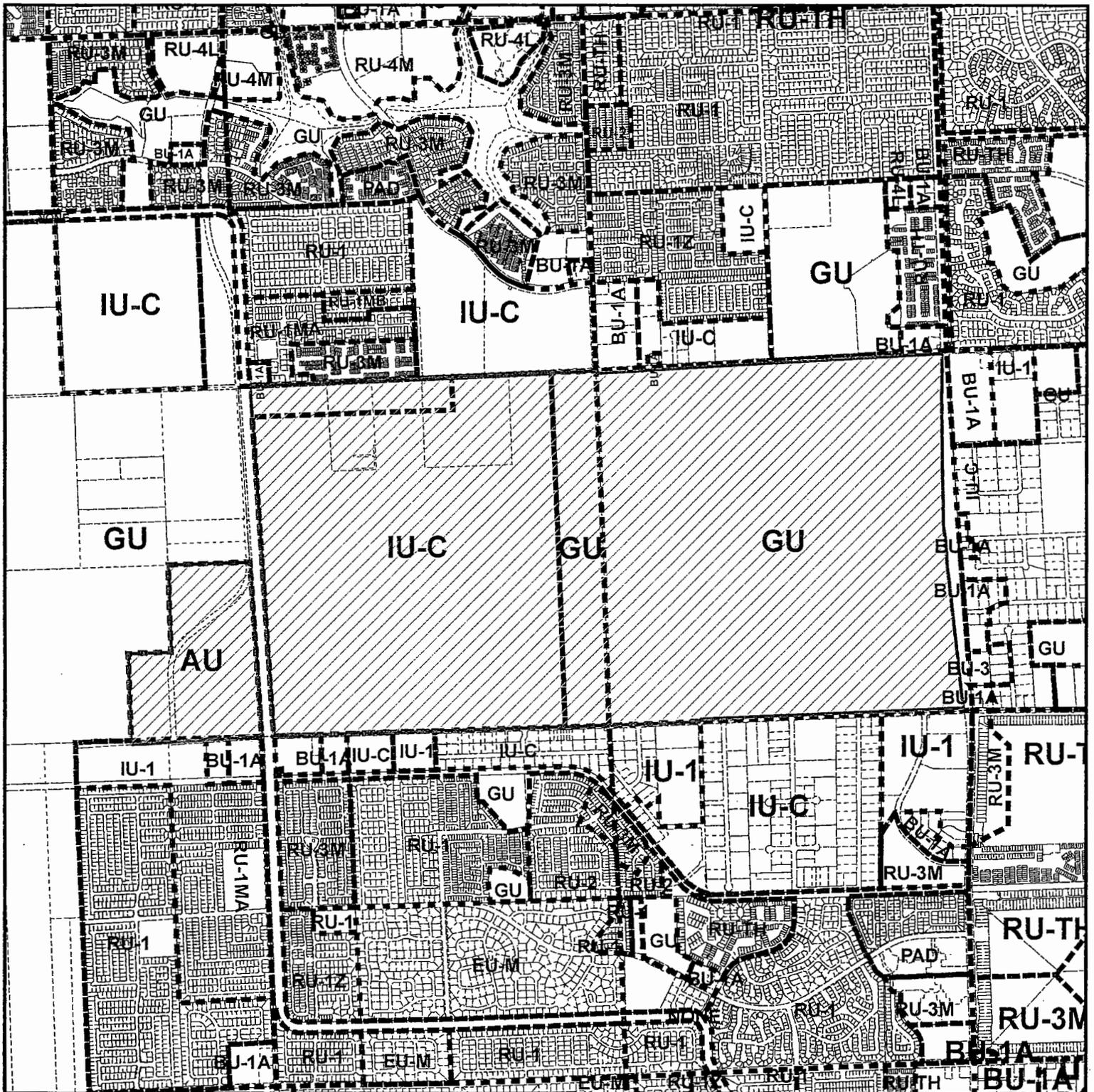
Z2011000085

HEARING NUMBER

HISTORY:

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

REPORTER NAME:



MIAMI-DADE COUNTY
HEARING MAP

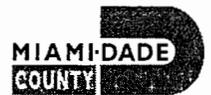
Process Number
Z2011000085



Section: 15, 16, 17 & 20 Township: 55 Range: 39
 Applicant: DIRECTOR OF THE DEPARTMENT
 OF PLANNING AND ZONING
 Zoning Board: C11
 Commission District: 11/9
 Drafter ID: KEELING STENNETT
 Scale: NTS

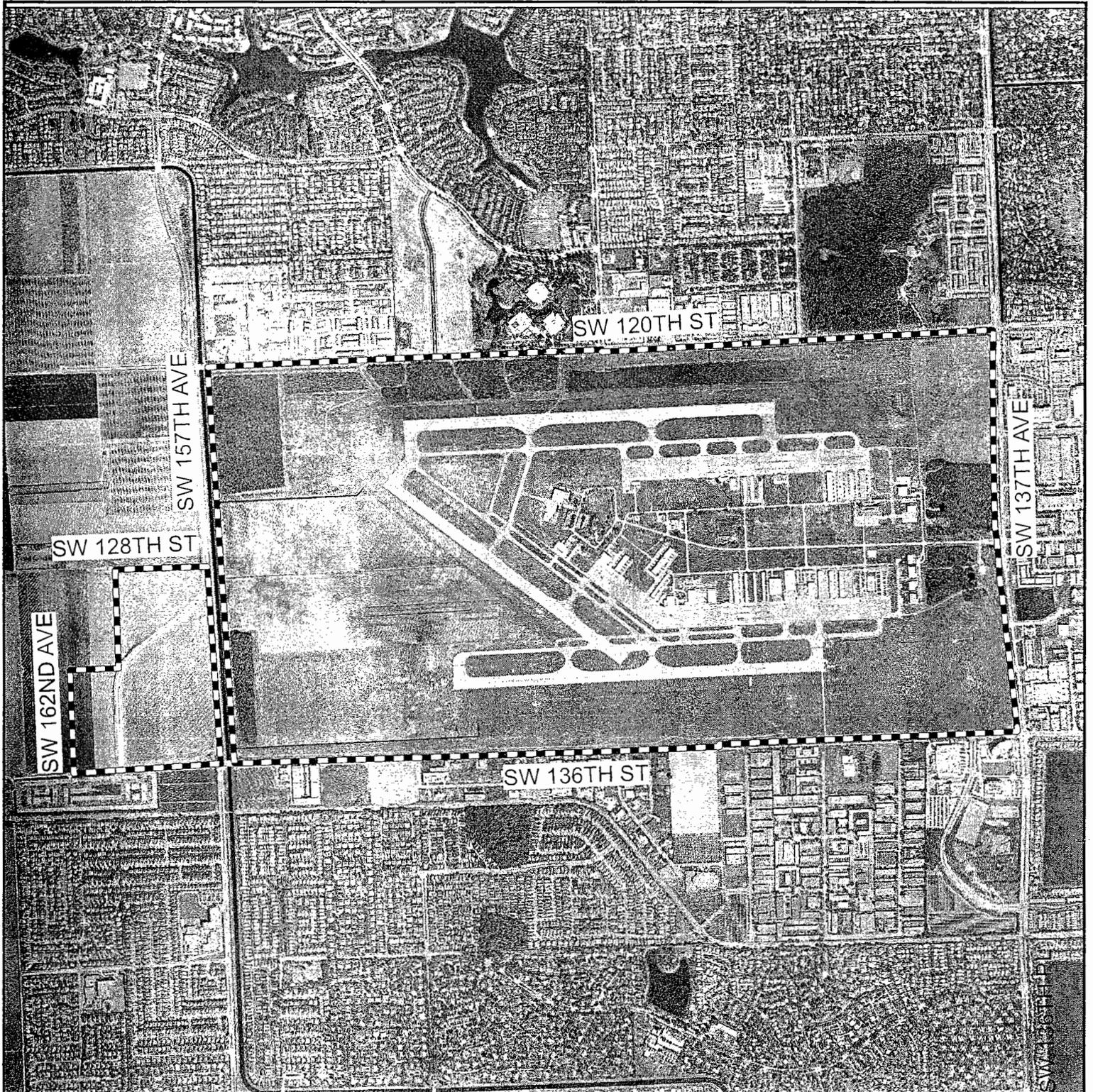
Legend

-  Subject Property Case
-  Zoning



SKETCH CREATED ON: Wednesday, August 3, 2011

REVISION	DATE	BY
		50



MIAMI-DADE COUNTY
AERIAL YEAR 2009

Process Number
Z2011000085



Section: 165, 16, 17 & 20 Township: 55 Range: 39
 Applicant: DIRECTOR OF THE DEPARTMENT
 OF PLANNING AND ZONING
 Zoning Board: C11
 Commission District: 9/11
 Drafter ID: KEELING STENNETT
 Scale: NTS

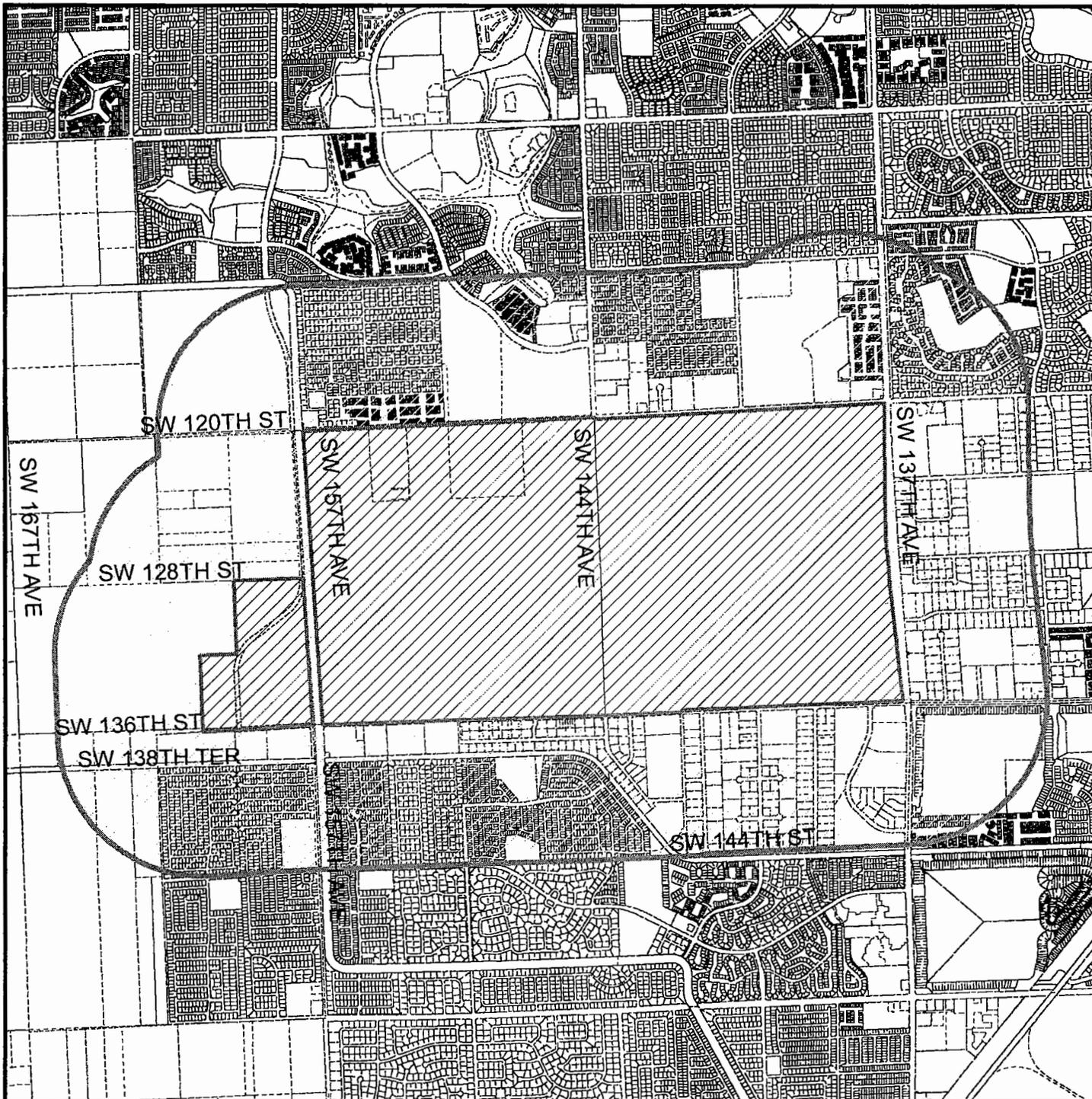
Legend

 Subject Property



SKETCH CREATED ON: Wednesday, August 3, 2011

REVISION	DATE	BY
		51



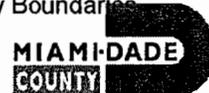
MIAMI-DADE COUNTY
RADIUS MAP

Process Number
Z2011000085
 RADIUS: 2640

Section: 15, 16, 17, & 20 Township: 55 Range: 39
 Applicant: DIRECTOR OF THE DEPARTMENT
 OF PLANNING AND ZONING
 Zoning Board: C11
 Commission District: 9/11
 Drafter ID: KEELING STENNETT
 Scale: NTS

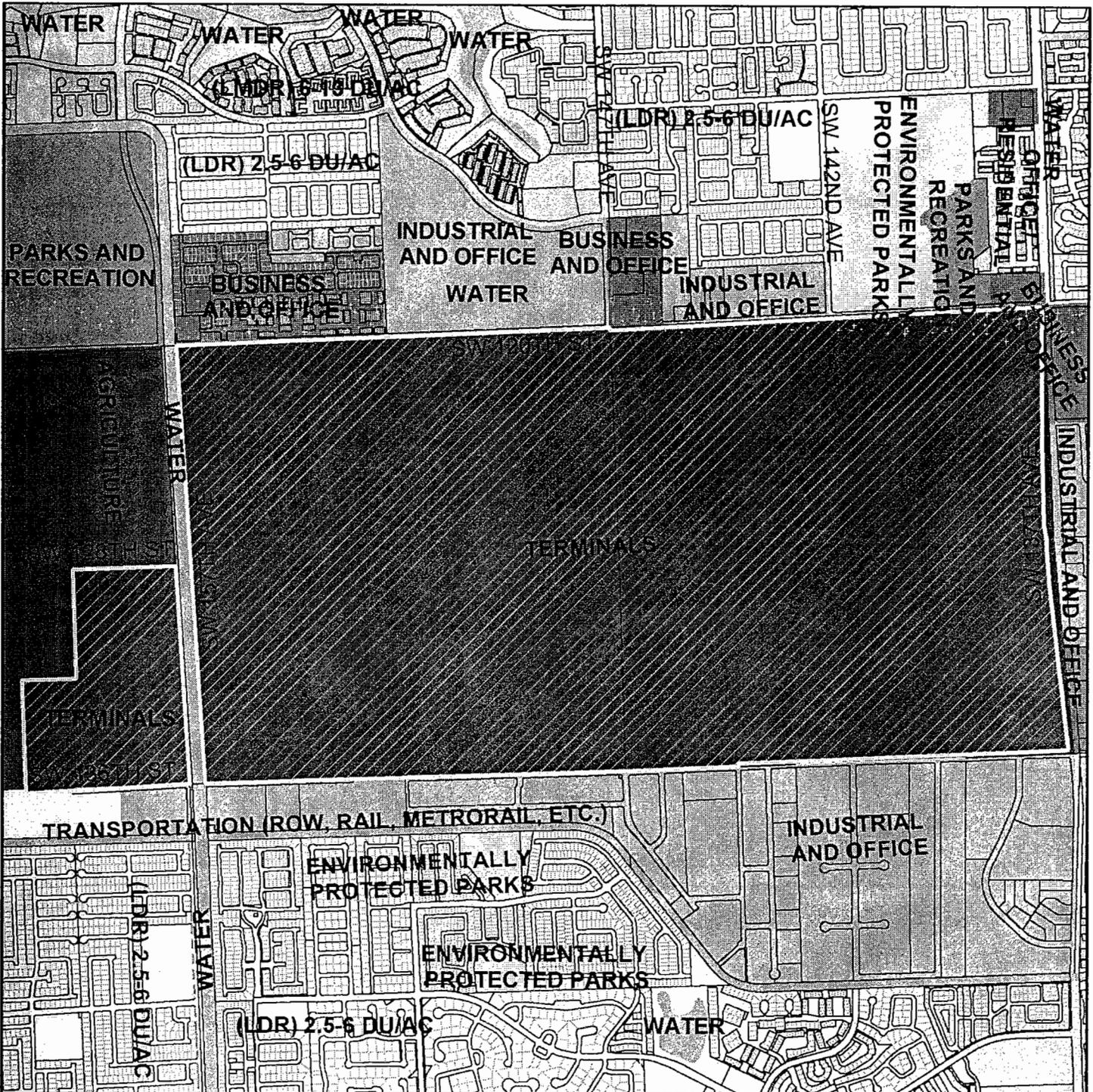
Legend

-  Subject Property
-  Buffer
-  Property Boundaries



SKETCH CREATED ON: Wednesday, August 3, 2011

REVISION	DATE	BY
		52



MIAMI-DADE COUNTY

Process Number

CDMP MAP

Z2011000085

Section: 15, 16, 17 & 20 Township: 55 Range: 39

Applicant: DIRECTOR OF THE DEPARTMENT
OF PLANNING AND ZONING

Zoning Board: C11

Commission District: 9/11

Drafter ID: KEELING STENNETT

Scale: NTS



Legend

////// Subject Property Case



SKETCH CREATED ON: Wednesday, August 3, 2011

REVISION	DATE	BY