

APPENDIX C

2005 MIAMI METROZOO DRI NOTICE OF PROPOSED CHANGE

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STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCES PLANNING AND MANAGEMENT
BUREAU OF STATE PLANNING
2740 Center Drive
Tallahassee, Florida 32399
(904) 488-4925

**NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED
DEVELOPMENT OF REGIONAL IMPACT (DRI)
SUBSECTION 380.06(19), FLORIDA STATUTES**

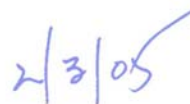
Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

1. **Miami-Dade County**, hereby gives notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning **Dade County Zoological Park and South Dade Metropolitan Park (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park) Development of Regional Impact** development, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to South Florida Regional Planning Council, and to the Bureau of State Planning, Department of Community Affairs.



(Signature)

Vivian Donnell Rodriguez, Director
Miami Dade Park and Recreation Department



(Date)

2. Applicant (name, address, phone).

Miami-Dade County
Parks and Recreation Department
275 NW 2nd Street, 4th Floor
Miami, FL 33128-1974

Attn: Kevin Asher, Project Manager
Telephone: (305)755-7901
Fax: (305)755-7864

Transmittal Department

Miami-Dade County
Department of Planning and Zoning
111 NW 1st Street
Miami, FL 33128-1974

Attn: Diane O'Quinn Williams, Director
Telephone: (305)375-2840

3. Authorized Agent (name, address, phone).

Vivian Donnell Rodriguez, Director
Miami-Dade County Park and Recreation Department
275 NW 2 Street, 5th Floor
Miami, Florida 33128

Miami-Dade County Attorney's Office

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4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

Response

The location of the approved DRI is in Sections 25, 26, 35 and 36, Township 55S, Range 39E in unincorporated Miami-Dade County.

5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build-out date, development order conditions and requirements, or to the representations contained in either the development order or the Application for Development Approval.

Indicate such changes on the project master site plan, supplementing with other detailed maps, as appropriate. Additional information may be requested by the Department or any reviewing agency to clarify the nature of the change or the resulting impacts.

Response

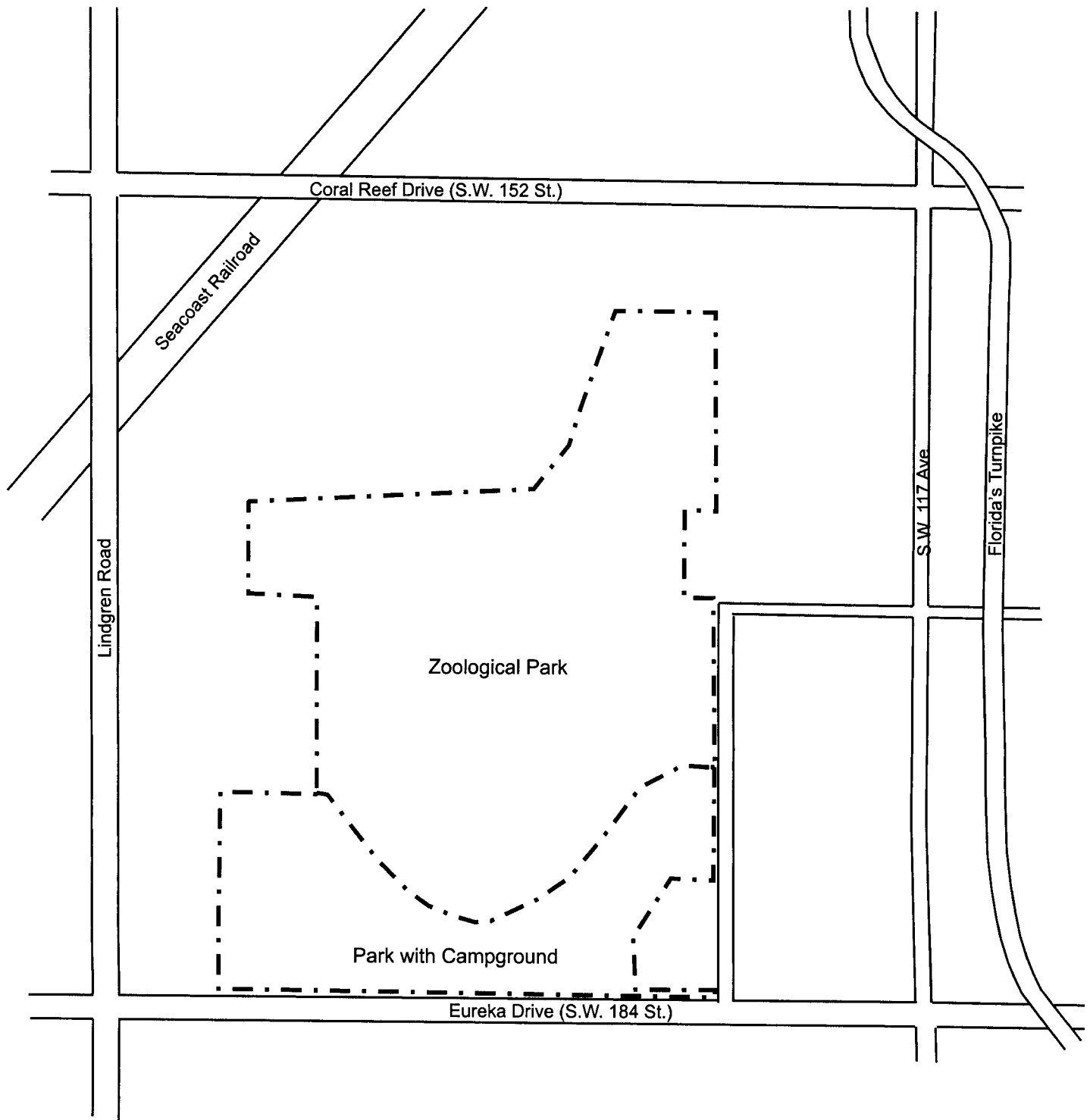
This notification requests modifications to Dade County Zoological Park and South Dade Metropolitan (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park) DRI to include the following:

- Increase the DRI land area from 1,010 acres to 1,203 acres adding 193 acres (\pm) the County acquired through Federal surplus. The additional acreage includes:
 - 50 acres (\pm) to be added to the northwest corner of Metrozoo to continue to be used by the Gold Coast Railroad Museum to exhibit historic railroad equipment;
 - 136 acres(\pm) to be added to the northwest corner of the Larry and Penny Thompson Park portion of the DRI to be used to extend passive trails for environmental interpretation; and,
 - 7 acres (\pm) currently used as the Metrozoo main entrance connecting the approved DRI property with SW 152 Street.
- Exchange 2,750 parking spaces of Metrozoo (a Chapter 380.06, Florida Statutes, serial performance attraction/recreation facility) for 200 hotel rooms, a water theme park and family entertainment center. In addition, the reduction of 2,750 parking spaces approved for Metrozoo includes a reallocation of 385 parking for the Gold Coast Museum.

Increase Land Area

The Dade County Zoological Park and South Dade Metropolitan (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park) DRI was approved in 1975 as 740-acre zoological park and a 270-acre recreational park. The total area of the approved the DRI is 1,010 acres. The proposed DRI Master Plan encompasses 1,203 acres, an increase of 193 acres. A summary of the additional acreage is provided in Table 1 – Development Program Summary and discussed below.

In 1976, the County assigned to Miami Metrozoo 7.3-acres of right-of-way, between the northern boundary of the approved DRI and the right-of-way for SW 152 Street. This parcel serves as the main entrance for Metrozoo (see **Figure 5-1 – Approved Master Plan**).



Legend

- . - Property Line



Figure 5-1
Approved Master Plan
Metrozoo

In 1987, the County acquired through Federal surplus a 50-acre(±) site adjacent to the northwest corner of Metrozoo to support a transportation attraction based on the relocated Gold Coast Railroad museum (see **Figure 5-2 – Property to be Added**).

In 2003, the County acquired through Federal surplus a 136-acre(±) addition to Larry and Penny Thompson Park. The additional property will be used to extend passive trails and provide environmental interpretation of the remaining Richmond Rockridge pineland.

Exchange of Approved Parking Spaces for Museum, Water Park, Entertainment Center and Hotel

This change proposes to reallocate a portion (1,435 parking spaces) of the 5,000 parking spaces previously approved for the Zoological Park. The reallocation of the 1,435 parking spaces will include 385 parking spaces for the Gold Coast Railroad Museum, 500 parking spaces for the Water Theme Park, 275 parking spaces for the Family Entertainment Center and 275 parking spaces for the proposed 200 hotel rooms.

Gold Coast Railroad Museum: In addition to railroad engines, cars, and equipment permanently on display at the Museum, there are special exhibits on within the cars and/or buildings. Since the attraction is an operating Museum using historic rail equipment, "rides" are also working educational exhibits. The "rides" include:

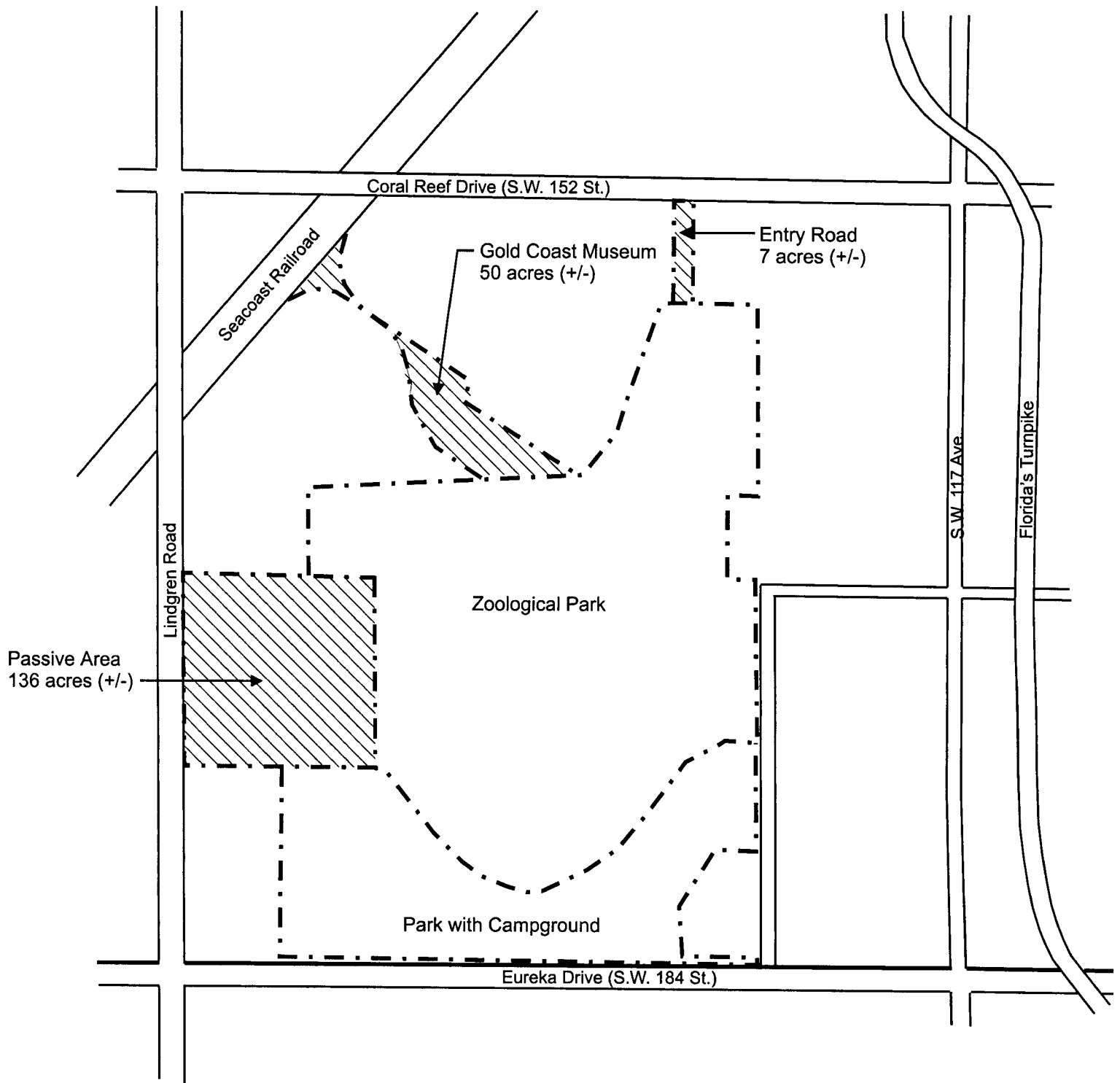
- Train rides on the "Edwin Link Children's Railroad", or Link train, are regularly offered on weekends
- Standard Gauge train rides using Diesel Equipment with the air-conditioned "Belle Glade" passenger coach are offered one weekend each month.
- Standard Gauge "Cab Rides" using Diesel-Electric locomotives are often available on weekends. This unique experience places guests in the operating cab of a locomotive with the engineer to experience the feel and operation of a diesel-electric locomotive. During the ride, crewmembers detail the history and operation of the locomotive used as well as describe the importance of the Museum grounds in Florida's history.



The proposed plan for the Gold Coast Museum includes up to 30,000 square feet of restaurant space ancillary to the Museum. The Metrozoo Master Plan envisions the addition of a transit railroad operating between the Gold Coast Museum and Metrozoo, with stops at the new Water Park and Family Entertainment Center.

Water Park: Approximately 20 acres of the underutilized Metrozoo parking lot are proposed to be redeveloped into a water park. The water park will provide a variety of slides, lazy river, splash playgrounds, administrative structures, visitor amenities and 500 parking spaces.

Family Entertainment Center: Approximately 20 acres of the underutilized Metrozoo parking lot are proposed to be redeveloped into a family entertainment center. This facility is composed of



Legend


- - - - - Property Line
-  Proposed Properties



Figure 5-2
Property to be Added
Metrozoo

indoor games and amusements, games of skill, administrative structures, visitor amenities and 275 parking spaces.

Hotel: Approximately 15 acres of unplanned and unused land are proposed to be redeveloped into a 200-room hotel. The facility is composed of lodging rooms, swimming pool, parking, food service, administrative support areas and 275 parking spaces.

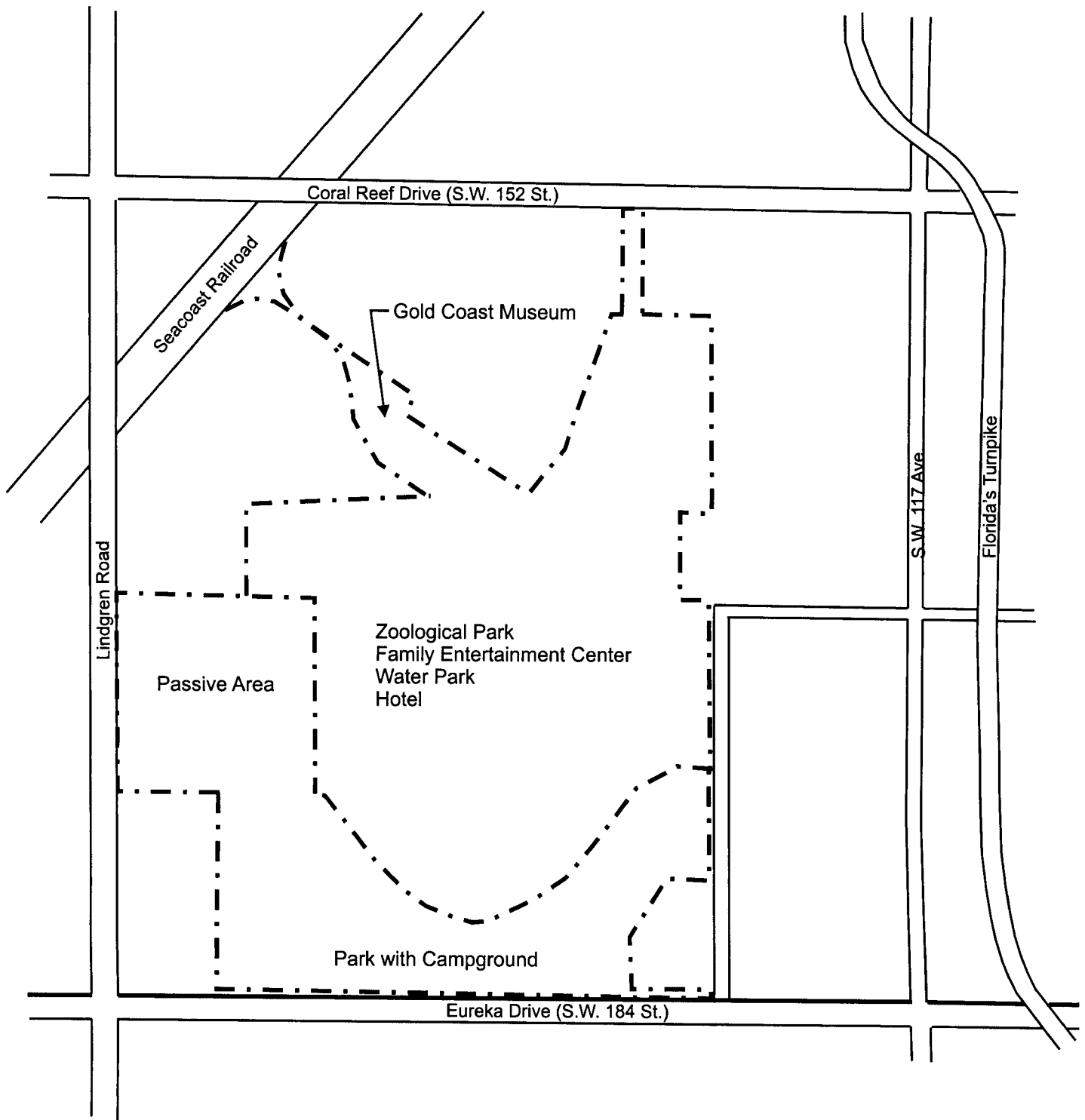
Larry and Penny Thompson Park includes a campground with facilities for 240 recreational vehicles (RV) and 80 tents. While the campground was not envisioned in the original DRI Application for Development Approval (ADA), construction of the RV facilities were completed in 1980, five years before a DRI threshold for RVs existed. The traffic analysis in this application includes the RVs in proposed development program, only, (not in the approved analysis) and, therefore, presents a conservative impact analysis when approved impacts are compared to proposed project impacts.

Approved and proposed DRI land uses and intensity of development are shown in **Table 1 – Development Program Summary**.

TABLE 1 DEVELOPMENT PROGRAM SUMMARY APPROVED V. PROPOSED PROGRAM				
DEVELOPMENT PROGRAM	UNITS	APPROVED LAND USES	PROPOSED LAND USES	MAGNITUDE OF CHANGE
Zoological Park*	acres	740	682	Reallocate 58 acres (see uses below)
Park with Campgrounds	acres	270	406	Increase by 136 acres
Gold Coast Museum	acres	n/a	50	Increase by 50 acres
Water Park	acres	n/a	20	Reallocate 20 acres from Zoo Parking Area
Family Entertainment Center	acres	n/a	23	Reallocate 23 acres from Zoo Parking Area
Hotel	acres	n/a	15	Reallocate 15 acres from Zoo Parking Area
Metrozoo Entry Road	acres	n/a	7	Increase for connection to SW 152 Street
TOTAL ACREAGE:		1,010	1,203	Increase 193 acres
Source: Dade County Zoological Park and South Dade Metropolitan DRI ADA (1975); Miami-Dade County Parks and Recreation Department				

* The Zoological Park includes an ancillary zoo amphitheater with capacity to seat 900-1,000 zoo attendees. Seating in the amphitheater is unassigned, bench-style. Admission to the amphitheater is included in admission to the Metrozoo.

Figure 5-1, Approved Master Plan, show the boundaries and general location of uses approved in original DRI. **Figure 5-2, Property to be Added**, indicates the additional property to be included in the proposed change. The general location of the proposed uses is shown on **Figure 5-3 - Proposed Master Plan**.



Legend

- - - - - Property Line



Figure 5-3
Proposed Master Plan
Metrozoo

PARKING AND TRIP GENERATION ANALYSIS

This Parking and Trip Generation Analysis has been prepared to provide the documentation and analysis materials to support the Metrozoo DRI NOPC Application to modify property entitlements by redefining the attraction and recreational uses as permitted within Chapter 380.06 (19), Florida Statutes. This Parking and Trip Generation Analysis has been formatted to evaluate parking allocation and trip generation pursuant to DRI and Miami-Dade County standards, using parking estimates developed by the Miami-Dade County Parks and Recreation Department, and trip generation estimates using updated information for the Metrozoo DRI, in combination with the rates and equations from *Trip Generation, 7th Edition, an Informational Report of the Institute of Transportation Engineers*, most recently published in 2003.

Parking Analysis

The enclosed **Table B-1** in **Appendix B** outlines the acreage and parking approved for the DRI, the acreage and parking existing today, and the proposed acreage and parking which is the subject of this NOPC Application. Pursuant to the DRI approval under the attraction/recreation DRI land use category, additional attraction/recreation venues are permitted provided that the total number of parking spaces necessary to support the attraction/recreation uses, do not exceed the parking originally approved for the DRI.

As further detailed on the enclosed **Table B-1** in **Appendix B**, the Miami-Dade County Parks and Recreation Department has developed plans to reallocate 58 acres from the Zoological Park to create a Water Park on 20 acres, a Family Entertainment Center (amusement park) on 23 acres, and a family vacation hotel on 15 acres. Additional attraction/recreation plans include the enhancement of the Gold Coast Museum, located on a 50 acre parcel adjacent to the Zoological Park which was acquired by Miami-Dade County through Federal surplus. The reallocation of previously approved attraction/recreation parking is summarized in **Table 1A** below.

Table 1A Parking Reallocation Summary for the Attraction/Recreation DRI Uses				
DEVELOPMENT PROGRAM	UNITS	APPROVED PARKING	PROPOSED PARKING	MAGNITUDE OF CHANGE
Zoological Park	spaces	5,000	3,565	Reallocate 1,435 parking spaces for proposed uses below 3,565 spaces on 18 of the 682 acres plus 200 employee spaces
Park with Campgrounds	spaces	655	571	241 general, 240 RV, 80 tent sites with parking, 10 new spaces
Gold Coast Museum	spaces	n/a	385	Reallocation of 385 spaces on 3.08 of the 50 acres
Water Park	spaces	n/a	500	Reallocation of 500 spaces on 4 of the 20 acres
Family Entertainment Center	spaces	n/a	275	Reallocation of 275 spaces on 2.2 of the 23 acres
Hotel	spaces	n/a	275	Reallocation of 275 spaces on 2.2 of the 15 acres
TOTAL PARKING SPACES:		5,655	5,571	- 84 space reduction in parking

Trip Generation Analysis

As part of the NOPC Application, an evaluation has been made to document the original DRI trip generation approval for the Zoological Park and the Larry and Penny Thompson Park. This evaluation determined the assumptions used to establish trip generation, and determined the updated assumptions for use in establishing updated trip generation estimates using (where

possible) the rates and equations from ITE 7th Edition. A series of trip generation tables have been provided in **Appendix B** to evaluate the anticipated impact upon weekday and weekend daily and peak hour traffic. These tables are described in detail in the text which follows. The enclosed **Table 1B** has been provided to summarize the net external trips for the DRI which correspond to the approved and proposed land uses which have been developed using updated assumptions for zoo attendance and updated trip generation rates and equations.

Table 1B Net External Trip Generation Summary for the Approved and Proposed Development Program			
TRIPS	TRIPS FOR APPROVED USES USING UPDATED ASSUMPTIONS AND RATES FOR THE PM PEAK HOUR <u>See Tables B-3 and B-4A</u>	TRIPS FOR PROPOSED USES USING UPDATED ASSUMPTIONS AND RATES <u>See Tables B-4B and B-4C</u>	MAGNITUDE OF CHANGE
Weekday Daily	5,100	9,097	Increase of 3,997 Trips
Weekday AM Peak Hour	Not originally estimated	241	Not originally estimated
Weekday PM Peak Hour	444	874	Increase of 430 Trips
Sunday Daily	14,960	12,764	Decrease of 2,196 Trips
Sunday Peak Hour	1,410	1,416	Increase of 6 Trips

Table B-2A - Original DRI Assumptions for Patronage and Trips - A review of the Original DRI from 1975 revealed a series of assumptions used to establish weekday, Sunday and Holiday trip generation for the Zoological Park and the Larry and Penny Thompson Park. **Table B-2A** outlines these assumptions, which provide the duration of stay for patrons, the vehicles per day using each parking space, the estimated persons per vehicle, the estimated patrons per day, the number of parking spaces needed to support the patrons, the number of patron trips (calculated), the number of employee trips, and the total number of trips. Assumptions and estimates are provided for an average weekday, an average Sunday, and a Holiday. The average weekday patronage was originally estimated at 8,000 persons per day, the average Sunday was estimated at 20,000 persons per day, and the Holiday was estimated at 35,000 persons per day. The number of parking spaces ultimately approved for the Zoological Park was determined by the patronage estimates for a Holiday [35,000 persons/day at 3.5 persons per vehicle = 10,000 cars/day with a parking turnover of 2 = 5,000 parking spaces].

Table B-2B – Updated Assumptions for Patronage and Trips - In 2002, FDOT District 6 managed a consultant transportation study for the Metro Zoo Area. This study included updated weekday and weekend patronage estimates for the Zoological Park. **Table B-2B** incorporates the updated weekday patronage assumption of 3,900 persons per day and 6,500 persons per weekend day, into the format used by the Original DRI. This table also reflects an updated persons per vehicle estimate based upon counts performed at Miami Metrozoo in December 2004. See attached **Table B-6B** for the ppv calculations.

Table B-3 – Original DRI Trip Approvals – This table documents the estimated weekday daily, weekday PM peak hour, Sunday daily and Sunday peak hour trips from the Original DRI for the Zoological Park and the Larry and Penny Thompson Park.

Table B-4A – Updated Trip Generation for the Approved DRI Development Program for the PM Peak Hour - This table updates the weekday PM peak hour trip generation for the land uses approved in the original DRI using counts collected at Miami Metrozoo in December 2004.

See **Tables B-5C, B-5D, B-6A and B-6B** for a summary of the traffic data collected at the zoo and park driveways, and for the calculations updating the trip generation rates.

Table B-4B – Weekday - Trip Generation for the Proposed DRI Development Program using Updated Trip Rates – This table incorporates new trip rates for the zoo and park land uses, calculated from the traffic counts collected in December 2004. See **Tables B-5A through B-5D** for the count summaries and trip rate calculations related to the Larry and Penny Thompson Park. See **Tables B-6A and B-6B** for the count summaries and trip rate calculations for Miami Metrozoo. This table documents the weekday daily, weekday AM peak hour and weekday PM peak hour trip generation for the proposed DRI land uses, using the updated trip rates in combination with rates and equations from ITE where applicable. The trip rates from new data collected is used to establish the trip estimates for the Larry and Penny Thompson park acreage and the Gold Coast Museum acreage. The daily rate for Water Slide Park from ITE land use code 414, and the rates from ITE land use code 480 (Amusement Park) are used to establish the trip estimates for the Family Entertainment Center and the Water Park, using the trips per space or trips per acre variable as appropriate. The rates from ITE land use code 310 (Hotel) are used to establish the trip estimates for the Family Vacation Hotel using the trips per room variable. The rates from ITE land use code 931 (Quality Restaurant) are used to establish the trip estimates for the restaurant space that will be open to the public in the evenings as part of the entertainment area of the Gold Coast Museum.

Table B-4C – Sunday - Trip Generation for the Proposed DRI Development Program using Updated Trip Rates - This table incorporates new trip rates for the zoo and park land uses, calculated from the traffic counts collected in December 2004. See **Tables B-5A through B-5D** for the count summaries and trip rate calculations related to the Larry and Penny Thompson Park. See **Tables B-6A and B-6B** for the count summaries and trip rate calculations for Miami Metrozoo. This table documents the Sunday daily and Sunday peak hour trip generation for the proposed DRI land uses, using the updated trip rates in combination with rates and equations from ITE where applicable. The trip rates from new data collected is used to establish the trip estimates for the Larry and Penny Thompson park acreage and the Gold Coast Museum acreage. The rates from ITE land use code 480 (Amusement Park) are used to establish the trip estimates for the Family Entertainment Center and the Water Park, using the trips per acre variable. The rates from ITE land use code 310 (Hotel) are used to establish the trip estimates for the Family Vacation Hotel using the trips per room variable. The rates from ITE land use code 931 (Quality Restaurant) are used to establish the trip estimates for the restaurant space that will be open to the public in the evenings as part of the entertainment area of the Gold Coast Museum.

Regional Roadway Link Analysis

Based upon the updated PM peak hour trip generation analysis for the DRI as presented in **Tables B-4A and B-4B**, the trips for the existing Miami Metrozoo facilities and the Larry and Penny Thompson Park generate 444 PM peak hour trips. The new attraction uses proposed for the DRI are estimated to generate an additional 430 PM peak hour trips. Based upon the increase in PM peak hour trips, a DRI roadway network significance analysis has been performed to determine whether or not the proposed change results in a significant regional impact to the surrounding roadway system. The traffic analyses reflected in this Regional Roadway Link Analysis incorporates the impacts of existing traffic, background growth, committed development traffic, and project traffic from the built and unbuilt portions of the DRI. The Regional Roadway Link Analysis shows that no roadway facility significantly impacted by project traffic will operate below acceptable levels of service through the Year 2014. The following information has been provided to examine the impacts to the roadway system.

Table B-7 – Traffic Impact Study Area Determination based upon the 5% Rule

The roadway network surrounding Miami Metrozoo and the Larry and Penny Thompson Park has been evaluated pursuant to the significance determination criteria outlined in Rule 9J-2.045, F.S. **Table B-7** has been prepared to evaluate the impact of project traffic on the surrounding roadway network, to determine which roadways will carry PM peak hour directional project trips equal to or greater than 5% of the adopted level of service standard for the regional roadway network. The results of **Table B-7** demonstrate that the total project traffic from the DRI (built plus unbuilt traffic) will significantly impact two roadway segments along SW 152 Street/Coral Reef Drive as listed below.

- SW 152 Street from SW 124 Avenue (Zoo Entrance) to SW 117 Avenue
- SW 152 Street from SW 117 Avenue to the HEFT

Pursuant to the study included with this submittal for the PM peak hour of adjacent street traffic, none of these significantly impacted roadway segments were found to operate below the adopted level of service standard through the year 2014.

Table B-8 – Existing PM Peak Hour Directional Traffic Conditions

Existing PM peak hour directional traffic volumes on the significantly impacted study area roadway segments (plus one or more links beyond the significant roadway segments) have been identified on **Table B-8** using traffic counts collected by Miami-Dade County and FDOT. The counts collected along SW 152 Street have been adjusted to peak season using the FDOT peak season adjustment factors found in the Year 2003 Traffic Information CD. The peak hour directional maximum service volumes utilized in this analysis have been obtained from the FDOT 2002 Quality/Level of Service Handbook, with adjustments made to the roadway capacities based upon the adopted Comprehensive Development Master Plan (CDMP). Acceptable levels of service were found to exist during the PM peak hour under existing traffic conditions on the significant roadway segments.

Table B-9 – Year 2014 PM Peak Hour Directional Future Background Traffic Conditions

Future background traffic volumes have been identified on the significant study roadway segments for the year 2014, representing ten (10) years of growth from the year 2004 counts and eleven (11) years of growth from the year 2003 counts, as presented on the enclosed **Table B-9**. Growth rates were calculated using historical data from years 1998 to 2003 using FDOT counts for the surrounding study area roadways (see the enclosed **Table B-12**). Acceptable levels of service were found to exist under future background traffic conditions on the significant roadway segments.

Table B-10 – Year 2014 Future Background plus Committed Development Traffic Conditions

Traffic impacts from three approved but unbuilt committed development projects were incorporated into the peak hour directional link analysis in **Table B-10**. PM peak hour trip generation calculations for each of the committed development projects are included in **Table B-13**. The assignment of committed development traffic onto the study roadway segments is shown in **Table B-10**, and is based upon the individual traffic studies where available, or

engineering judgment using the available roadway and surrounding land use characteristics.

Table B-11 – Year 2014 PM Peak Hour Directional Total Traffic Conditions

An evaluation of the roadway level of service under total traffic conditions has been performed for the significant study roadway segments. Total traffic conditions reflect the combined effect of future background traffic, committed development traffic and unbuilt project traffic. The enclosed **Table B-11** reflects the PM peak hour, peak season directional traffic conditions for year 2014 total traffic. No roadway deficiencies were found to exist under the PM peak hour directional total traffic conditions for those significant study roadway segments, pursuant to the adopted maximum service volumes from the Miami-Dade County CDMP. **Table B-11** presents the DRI significance evaluation for the total impact of the built and unbuilt DRI project trips. No roadway deficiencies were found to exist under Year 2014 PM peak hour, peak season directional traffic conditions for those significant study roadway segments.

Conclusions

Given the analyses performed in this Parking and Trip Generation Analysis, there continues to be an adequate parking supply within the Metrozoo DRI such that a portion of the parking resources for the Zoological Park can be reallocated to the expanded attraction and recreation facilities proposed for location and approval within the DRI boundaries.

The existing and proposed trip generation comparison during the AM and PM peak hours demonstrate that the proposed changes to the Miami Metrozoo DRI will not significantly exacerbate traffic congestion during the peak travel hours for adjacent street traffic. Based upon the anticipated increase in traffic to the site during the PM peak hour of adjacent street traffic, a regional roadway link analysis has been performed to demonstrate that the DRI project traffic does not significantly impact a regional roadway which is projected to operate below the adopted level of service standard pursuant to the Miami-Dade County CDMP. All adopted level of service standards are met for roadway segments carrying significant project traffic.

6. **Complete the attached Substantial Deviation Determination Chart for all land use types approved in the development. If no change is proposed or has occurred, indicate no change.**

Response

See **Appendix C – Substantial Deviation Chart**.

7. **List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e., any information not already addressed in the Substantial Deviation Determination Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI development order for the project?**

Response

The Dade County Zoological Park and South Dade Metropolitan (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park) DRI was approved in 1975, pursuant to Miami-Dade County Resolution No. R-745-02. Miami-Dade County Resolution Nos. R956-79, R-530-81 and R-81-87 approved minor revisions to elements of the zoological park. Miami-Dade County Resolution No. R-771-84 approved development of a water theme park on 119 acres of Metrozoo property. Due to changing circumstances the project did not proceed and development of a water theme park was later rescinded.

Copies of the resolutions mentioned above are included in **Appendix D - Adopted Resolutions**.

There has been no change in local government jurisdiction for any portion of the development since the original development order was issued.

8. **Describe any lands purchased or optioned within 1/4 mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, intended use, and adjacent non-project land uses within 1/2 mile on a project master site plan or other map.**

Response

Figure 8-1, Lands Within One-Half Mile, identifies non-project land which Miami-Dade County controls within a quarter-mile of the Project site.



Legend

- Land controlled by the County - Parks
- Property boundary
- One-half mile radius



Figure 8-1
Properties within a One-Half Mile

9. Indicate if the proposed change is less than 40% (cumulatively with other previous changes) of any of the criteria listed in Paragraph 380.06(19) (b), Florida Statutes.

Do you believe this notification of change proposes a change which meets the criteria of Subparagraph 380.06(19) (e)2., F.S.

YES X

NO

10. Does the proposed change result in a change to the buildout date or any phasing date of the project? If so, indicate the proposed new buildout or phasing dates.

Response

The approved development order does not contain a buildout date. The proposed buildout for the project is December 31, 2021.

11. Will the proposed change require an amendment to the local government comprehensive plan?

Response

Yes, the proposed change will require an amendment to the Miami-Dade Comprehensive Development Master Plan (CDMP) to allow development of the proposed hotel and the private operation of a family entertainment center and water theme park. A request to amend the CDMP has been submitted to the Miami-Dade County Department of Planning and Zoning. The application included a request to process the modifications to the DRI development order concurrently with the CDMP amendment.

Provide the following for incorporation into such an amended development order, pursuant to Subsections 380.06 (15), F.S., and 9J-2.025, Florida Administrative Code:

12. An updated master site plan or other map of the development portraying and distinguishing the proposed changes to the previously approved DRI or development order conditions.

Response

Attached as **Figure 5-3** is the **Proposed Master Plan**.

13. Pursuant to Subsection 380.06(19) (f), F.S., include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

- a. All proposed specific changes to the nature, phasing, and build-out date of the development; to development order conditions and requirements; to commitments and representations in the Application for Development Approval; to the acreage attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;**

Response

See **Appendix E – Proposed Development Order Modifications.**

- b. An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;**

Response:

An updated legal description of the property is included in **Appendix F – Revised Legal Description.**

- c. A proposed amended development order deadline for commencing physical development of the proposed changes, if applicable;**

Response

Not applicable.

- d. A proposed amended development order termination date that reasonably reflects the time required to complete the development;**

Response

The approved development order does not contain a termination date. December 31, 2005, is the proposed development order termination date.

- e. A proposed amended development order date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, if applicable; and**

Response

The approved development order does not contain a date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction. December 31, 2025 is the proposed development order date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction.

- f. Proposed amended development order specifications for the annual report, including the date of submission, contents, and parties to whom the report is submitted as specified in Subsection 9J-2.025 (7), F.A.C.**

Response

Not applicable

APPENDIX C

Substantial Deviation Chart

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SUBSTANTIAL DEVIATION DETERMINATION CHART

TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE + DATE
Attraction/ Recreation	Acreage, including drainage, ROW, easements, etc.	1,188 acres _±	1,010 acres _±	
	# Parking Spaces # Spectators # Seats Site locational changes # External Vehicle Trip D.O. conditions ADA representations	5,296 spaces Spectators were not and have not been assigned to this use. Seats were not and have not been assigned to this use. The location of uses is shown on Figure 5-1. 562 trips No specific conditions apply to this use. No relevant changes to the ADA representations have been made for this use.	5,655 spaces 444 trips 	
Airports	Runway (length)	N/A		
	Runway (strength) Terminal (gross square feet) # Parking Spaces # Gates Apron Area (gross square feet) Site locational changes Airport Acreage, including drainage, ROW, easement, etc. # External Vehicle Trips D.O. conditions ADA representations			

TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE + DATE
Hospitals	# Beds # Parking Spaces Building (gross square feet) Site locational changes Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips D.O. conditions ADA representations	N/A		
Industrial	Acreage, including drainage, ROW, easements, etc. # Parking Spaces Building (gross square feet) # Employees Chemical storage (barrels and lbs.) Site locational changes # External Vehicle Trips D.O. conditions ADA representations	N/A		

TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE + DATE
Mining Operations	Acreage mined (year) Water Withdrawal (gal/day) Size of Mine (acres), including drainage, ROW, easements, etc. Site locational changes # External Vehicle Trips D.O. conditions ADA representations	N/A		
Office	Acreage, including drainage, ROW, easements, etc. Building (gross square feet) # Parking Spaces # Employees Site locational changes # External Vehicle Trips D.O. conditions ADA representations	N/A		

TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE + DATE
Petroleum/Chem. Storage	Storage Capacity (barrels and/or lbs.) Distance to Navigable Water (feet) Site locational changes Facility Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips D.O. conditions ADA representations	N/A		
Ports (Marinas)	# boats, wet storage # boats, dry storage Dredge and fill (cu. yds.) Petroleum storage (gals.) Site locational changes Port Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips D.O. conditions ADA representations	N/A		
Residential	# dwelling unit Type of dwelling units # lots # External Vehicle Trips	N/A		

TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE + DATE
Wholesale, Retail, Service	Acreage, including drainage, ROW, easements, etc.	N/A		
	Floor Space (gross square feet)	The gross square footage for this use is 30,000 square feet.		
	# Parking Spaces			
	# Employees			
	Site locational changes	This use is proposed restaurant space within the attractions.		
	# External Vehicle Trips	202 trips	0 trips	
	D.O. conditions	No specific conditions apply to this use.		
	ADA representations	This use was not part of the original ADA development program		
Hotel/Motel	# Rental Units	200 rooms	0 rooms	
	Floor Space (gross square feet)	The gross square footage for this use is 150,000 square feet.		
	# Parking Places	275 spaces	0 spaces	
	# Employees			
	Site locational changes	The proposed hotel location is shown in Figure 5-1.		
	Acreage, including drainage, ROW, easements, etc.	15 acres	0 acres	
	# External Vehicle Trips	110 trips	0 trips	
	D.O. conditions	No specific conditions apply to this use.		
	ADA representations	This use was not part of the original ADA development program.		
R.V. Park	Acreage, including drainage, ROW, easements, etc.	A specific acreage has not been assigned to this use		
	# Parking Spaces	Larry and Penny Thompson Park includes facilities for 240 RVs.		
	Building (gross square feet)			
	# Employees			
	Site locational changes			
	# External Vehicle Trips			
	D.O. conditions	This use was not part of the original DRI ADA. The RV facilities were constructed in 1983 five years before DRI thresholds were established for RVs.		
	ADA representations			

TYPE OF LAND USE	CHANGE CATEGORY	PROPOSED PLAN	ORIGINAL PLAN	PREVIOUS D.O. CHANGE + DATE
Open Space (All natural and and vegetated non-impervious surfaces)	Acreage Site locational change Type of open space D.O. conditions ADA representations	N/A		
Preservation, Buffer or Special Protection Areas	Acreage Site locational changes Development of site proposed D.O. conditions ADA representations	N/A		

Note: If a response is to be more than one sentence, attach a detailed description of each proposed change and copies of the proposed modified site plan drawings. The Bureau may request additional information from the developer or his agent.

Proposed Development Order Modifications

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The proposed changes to the development order are shown below.

THE APPLICANT, ITS SUCCESSORS AND ASSIGNS WILL:

1. December 31, 2021 is hereby established as the buildout date for this project and is the date until which the local government of jurisdiction agrees the Metrozoo DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, unless a local government of jurisdiction can demonstrate that a substantial change made by the developer in the facts or circumstances underlying the approval of the DRI development order have occurred, or that the DRI development order was based on substantially inaccurate information provided by the Applicant, or that the change is clearly essential to the public health, safety, or welfare.
2. December 31, 2021 is hereby established as the expiration date for the development order.
3. Submit a project status report to the SFRPC, the DCA, and the Florida Department of Transportation (District 6) every two years following the effective date of the development order.