

<div data-bbox="558 205 1045 270" data-label="Section-Header"><h1>Application No. 5</h1></div> <div data-bbox="311 270 1292 319" data-label="Text"><p>Commission District 9 Community Council 15</p></div>

APPLICATION SUMMARY

Applicant/Representative(s):	The George C. Busher Living Trust/Juan J. Mayol, Jr., Esq. and Hugo P. Arza, Esq.
Location:	Southeast corner of SW 132 Avenue and SW 286 Street
Total Acreage:	±10.1 Gross Acres (±9.06 Net Acres)
Current Land Use Plan Map Designations:	Low Density Residential (2.5 to 6 dwelling units per gross acre)
Requested Land Use Plan Map Designation and Other Changes:	Low-Medium Density Residential (6 to 13 dwelling units per gross acre)
Amendment Type:	Standard
Existing Zoning District/Site Condition:	AU/Construction storage yard and farmland

RECOMMENDATIONS

Staff:	TRANSMIT AND ADOPT (August 25, 2014)
South Bay Community Council (15):	TRANSMIT AND ADOPT (September 18, 2014)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TRANSMIT AND ADOPT with the condition that, per the Applicant's representation, the Applicant commits to disclosure requirements and noise level reduction standards for development on the property (October 20, 2014)
Board of County Commissioners:	TO BE DETERMINED (November 19, 2014)
Final Action of Board of County Commissioners:	TO BE DETERMINED (February/March 2015)

Staff recommends **Transmit and Adopt** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020-2030 Land Use Plan (LUP) map to redesignate the ±10.1 gross-acre application site from “Low Density Residential” (2.5 to 6 dwelling units per gross acre) to “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre) for the following reasons:

Principal Reasons for Recommendation:

1. The application proposes urban infill development on the application site consistent with the provisions of the CDMP. Land Use Element Objective LU-1, Policy LU-1C and Policy LU-10A require the County to give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacities to accommodate additional demand. The eastern approximate two-thirds of the application site is farmed and the remainder of the property is used for construction equipment and vehicle storage (approved in June 1959 through Board of County Commissioners Resolution No. 3441). Additionally, if the application is approved, the public facilities and services have adequate capacities to accommodate the impacts that would be generated by the maximum development of the application site (131 residential units) as discussed in Principal Reason No. 2(ii) below.
2. Approval of the application would be generally consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.
 - i. *Need:* An analysis of the residential capacity by type of dwelling units in the analysis area for this application (Minor Statistical Area 7.4) shows the depletion of single-family units occurring in 2020 and for multi-family beyond the year 2030. The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2026. The application site may be developed with a maximum 60 residential units under the current “Low Density Residential” designation. If the application is approved, the site could then be developed with a maximum 131 residential units which would increase the residential land capacity in the area by a net 71 dwelling units. (See Supply and Demand Analysis on page 5-10.)
 - ii. *Public Facilities and Services.* The impacts that would be generated from maximum potential development on the site (131 residential units), if the application is approved, would not cause a violation in the level of service standards for public services and facilities. Approval of the application would be consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use decisions not cause a violation in adopted level of standards for public facilities and services.

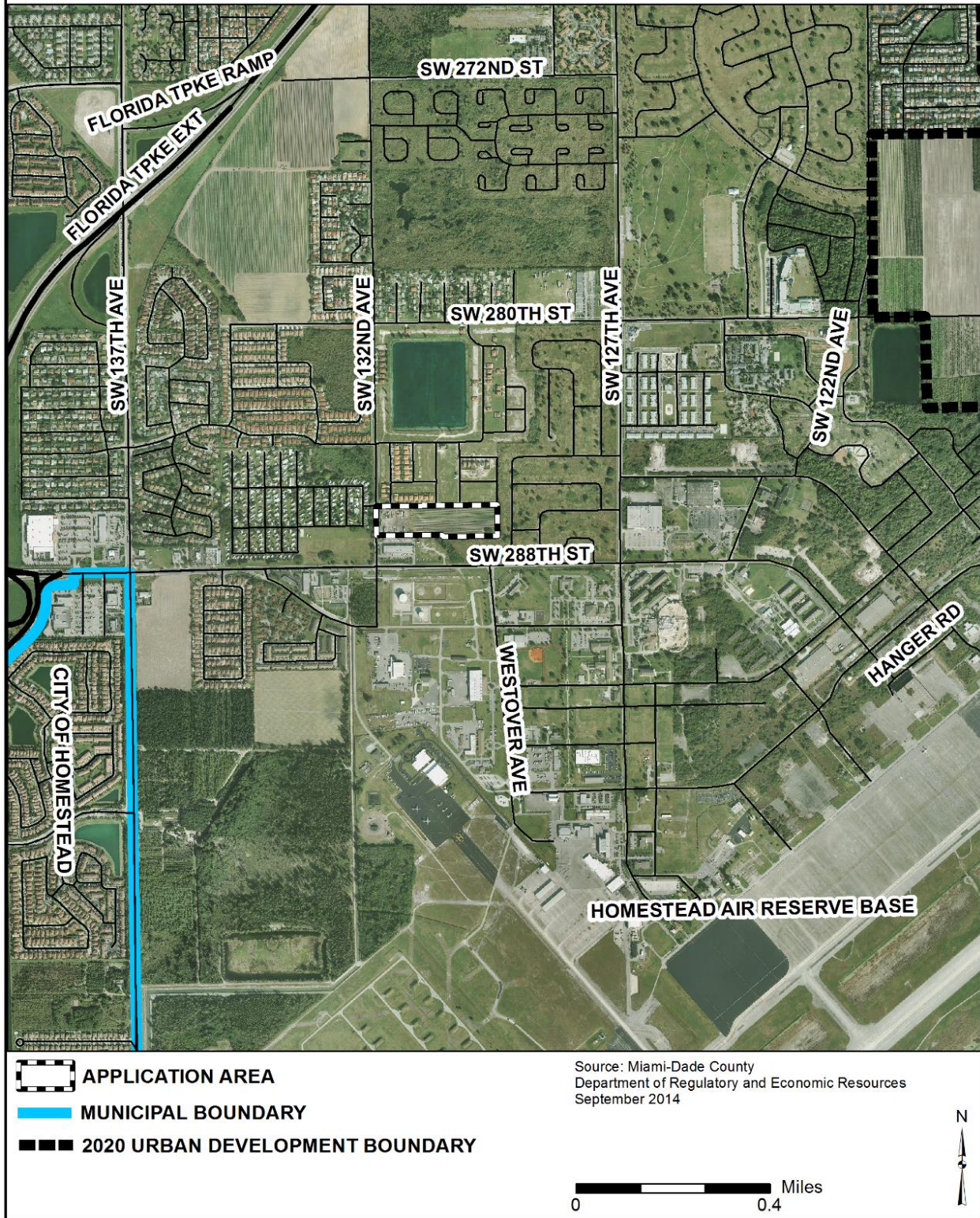
- iii. *Compatibility.* The requested designation of the application site to “Low-Medium Density Residential” and the maximum potential development of 131 residential units would be generally compatible with the existing and planned land uses adjacent to the site. The properties to the north and west are designated Low Density Residential, the property to the south is designated “Low Density Residential” and “Institutions, Utilities and Communications”, and the property further south beyond SW 288 Street (the Homestead Air Reserve Base) and the properties to the east are designated “Institutions, Utilities and Communications. (See CDMP Land Use map on page 5-7.)

North of the application site, across SW 286 Street, is the Evergreen Garden Estates single-family residential subdivision. To the west across SW 132 Avenue is the Pine Isle Mobile Home and Recreational Vehicle Park. Abutting to the south are light industrial uses and vacant land and further south beyond SW 288 Street is the Homestead Air Reserve Base (the Base). Abutting to the east of the site is a vacant property planned to be developed with a new Entry Control Gate complex for the Base.

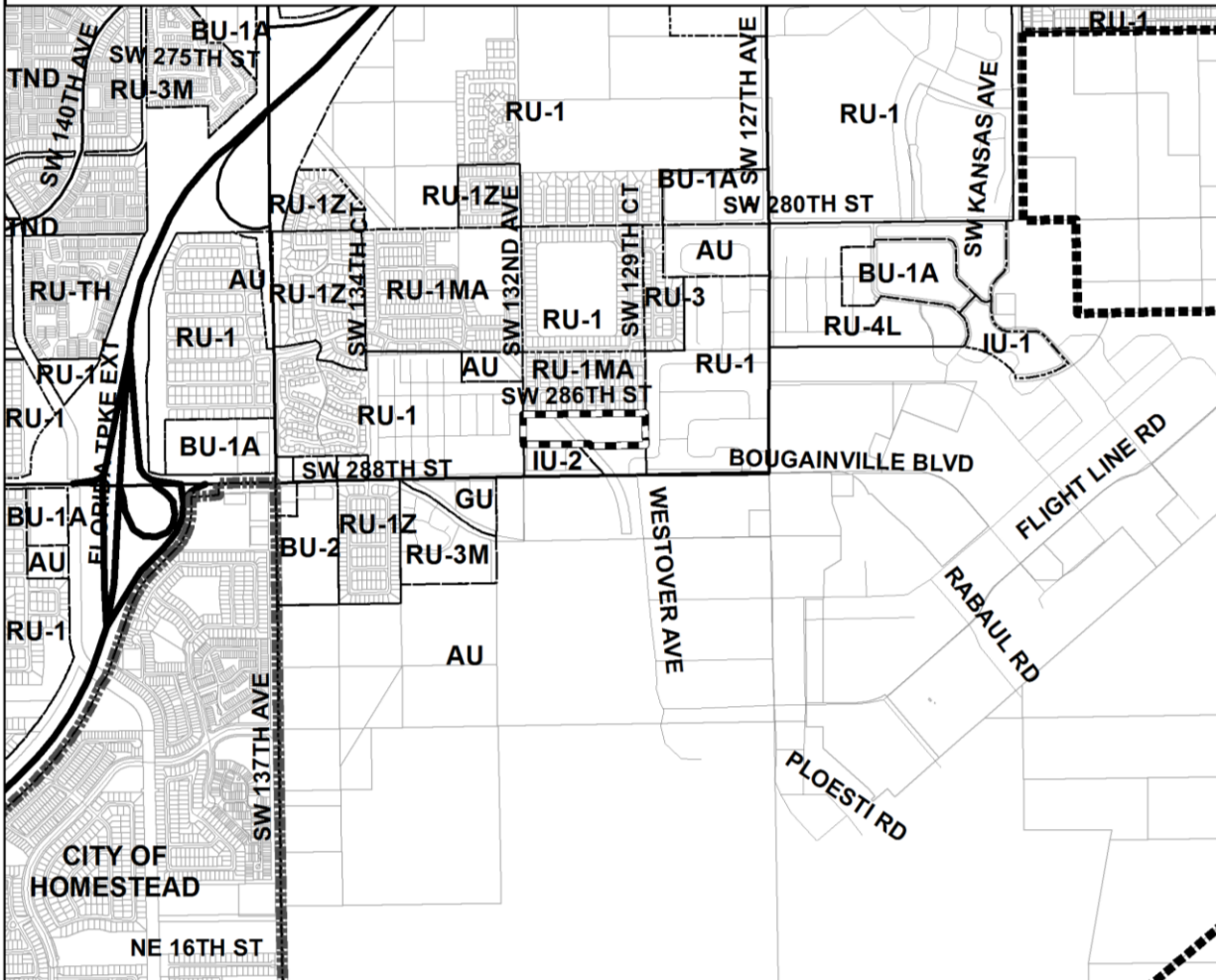
CDMP Land Use Element Policy LU-4G and Aviation Subelement Policy AV-5I require that future land uses on properties adjacent to the Base to maintain or improve compatibility with HARB and its operations. Accordingly, the application was reviewed and commented on by the Base through correspondence dated August 18, 2014, August 19, 2014, and September 5, 2014. The application maintains compatibility with the Base as required by the existing CDMP policies and in keeping with the recommendations of the Homestead Air Reserve Base Joint Land Use Study (JLUS) and Air Installation Compatible Use Zone Study (AICUZ) that were accepted by the Board of County Commissioners through Resolution R-357-10. (See Appendix F: Correspondence with Homestead Air Reserve Base.)

- iv. *Environmental and Historic Resources:* The subject CDMP application, if approved, would not impact any historic or archaeological resources. No such resources exist on site. (See “Environmental Conditions” section on page 5-11.)
- v. *Transit Ridership and pedestrianism.* The proposed CDMP land use amendment could support transit ridership and pedestrianism. The site is currently served by Metrobus Route 70, which provides local route services to the application area. Metrobus Route 70 provides 30-minute AM/PM peak period headways service on weekdays and 60-minute headway service during off-peak periods (midday and evenings after 8 pm) and on weekends.

APPLICATION NO. 5 AERIAL PHOTO



APPLICATION 5 ZONING MAP



APPLICATION AREA

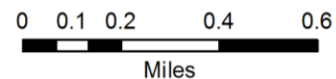
MUNICIPAL BOUNDARY

2020 URBAN DEVELOPMENT BOUNDARY

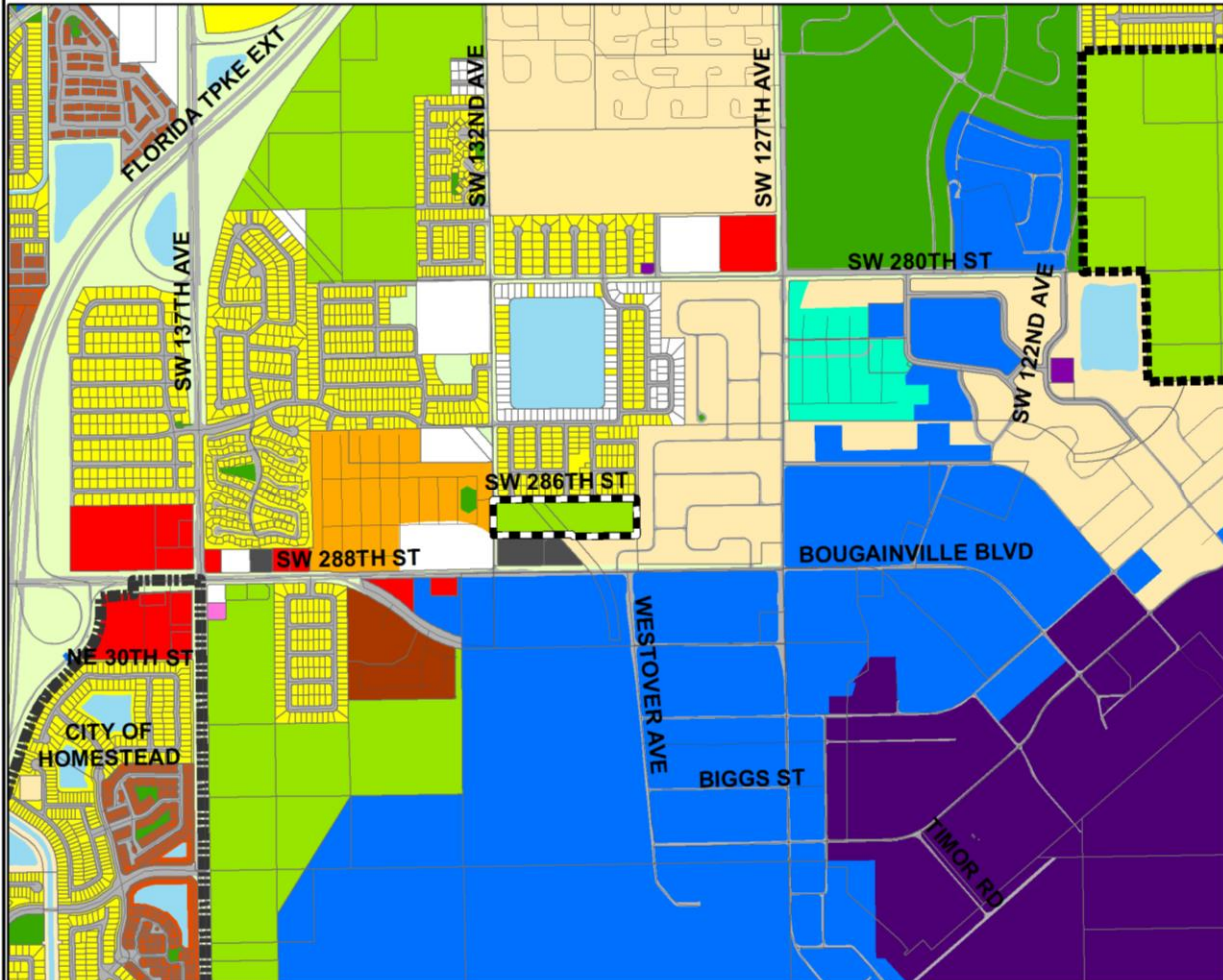
ZONING DISTRICTS

AU	AGRICULTURAL / RESIDENTIAL	RU-4L	LIMITED APARTMENT HOUSE DISTRICT
BU-1A	BUSINESS DISTRICTS, LIMITED	RU-4M	MODIFIED APARTMENT HOUSE
GU	INTERIM DISTRICT	RU-TH	TOWNHOUSE
IU-2	INDUSTRIAL DISTRICTS, HEAVY MANUFACTURING	TND	TRADITIONAL NEIGHBORHOOD DEVELOPMENT
IU-1	INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING		
IU-C	INDUSTRIAL DISTRICT, CONDITIONAL		
RU-1	SINGLE-FAMILY RESIDENTIAL		
RU-1(M)(A)	MODIFIED SINGLE-FAMILY RESIDENTIAL		
RU-1Z	SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE		
RU-2	TWO-FAMILY RESIDENTIAL DISTRICT		
RU-3	FOUR-UNIT APARTMENT DISTRICT		
RU-3M	MINIMUM APARTMENT HOUSE		

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



APPLICATION NO. 5 EXISTING LAND USE



APPLICATION AREA



MUNICIPAL BOUNDARY



2020 URBAN DEVELOPMENT BOUNDARY

EXISTING LAND USE



SINGLE-FAMILY



MOBILE HOME PARKS



TOWNHOUSES



LOW-DENSITY MULTI-FAMILY



RESIDENTIAL-GOVERNMENT OWNED HOUSING



COMMERCIAL, SHOPPING CENTERS



OFFICE



INSTITUTIONAL



AIRPORTS, PORTS



STREETS, ROADS, EXPRESSWAYS, RAMPS



STREETS, EXPRESSWAY



AGRICULTURE

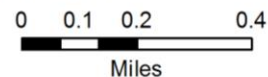


PARKS, PRESERVES, CONSERVATION AREAS

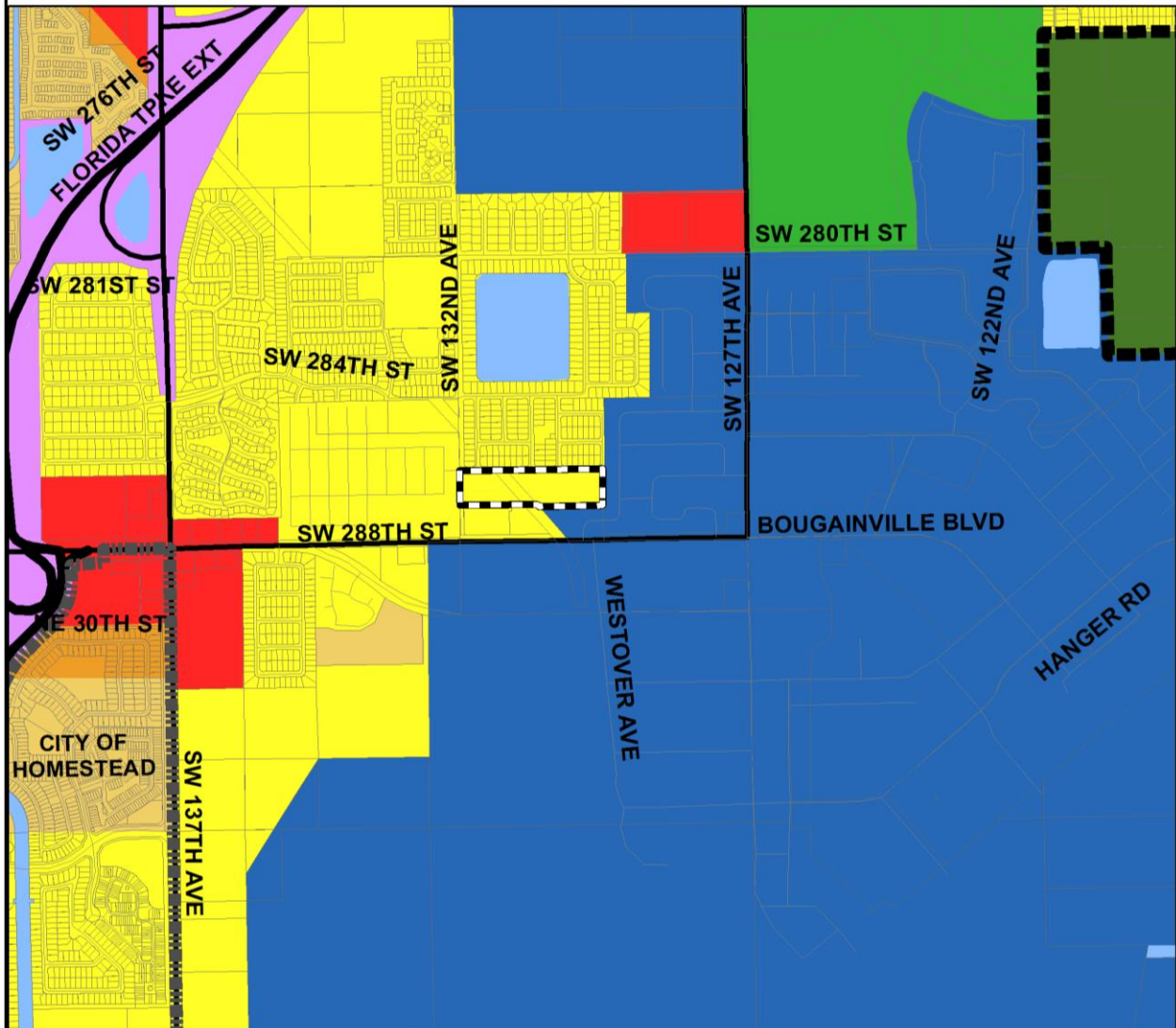


VACANT GOVERNMENT OWNED
UNPROTECTED

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



APPLICATION NO. 5 CDMP LAND USE



- APPLICATION AREA
- MUNICIPAL BOUNDARY
- 2020 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE

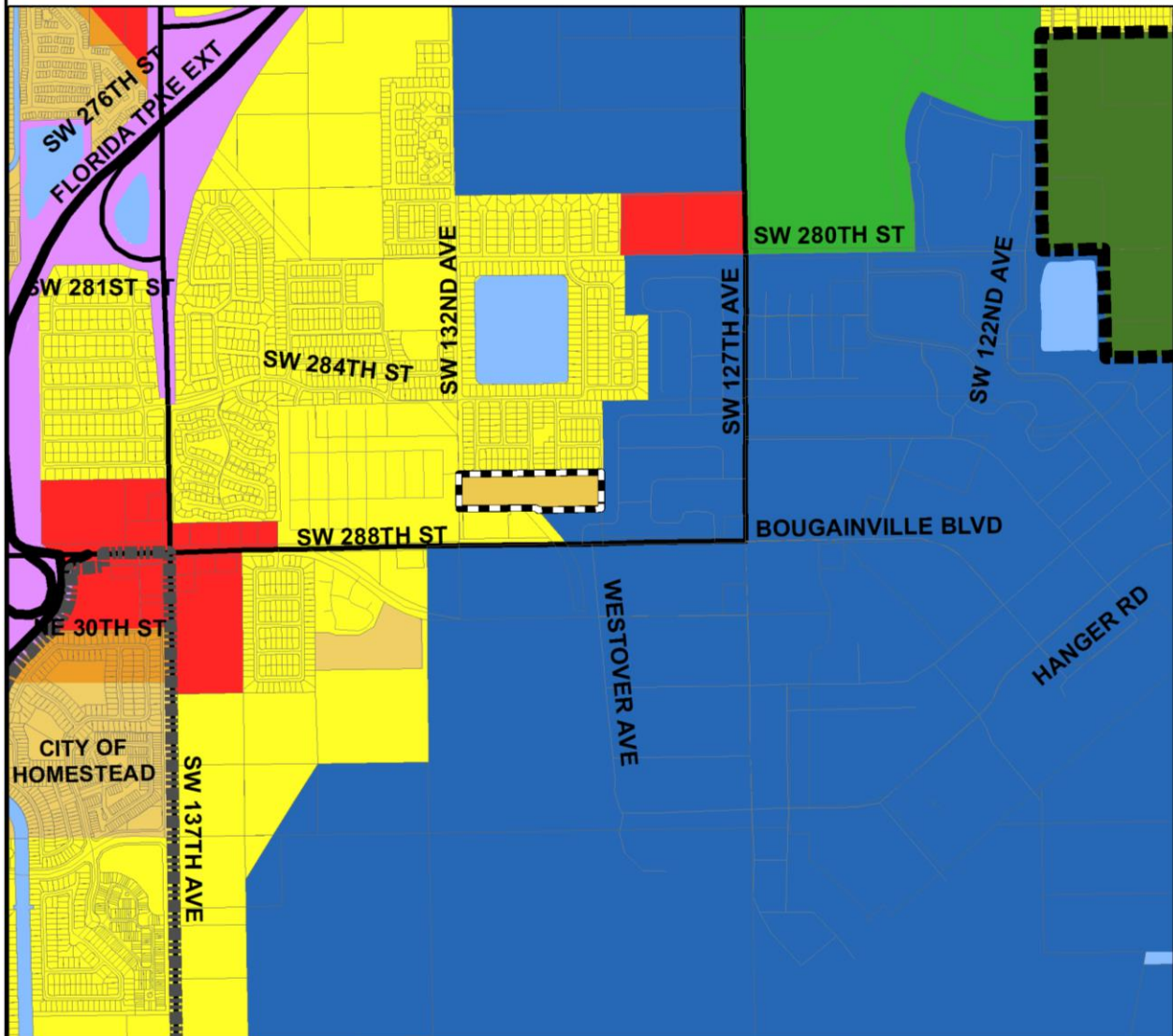
- | | |
|----------------------|---|
| LOW DENSITY | INSTITUTIONS, UTILITIES AND COMMUNICATION |
| LOW-MEDIUM DENSITY | WATER |
| MEDIUM DENSITY | TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.) |
| BUSINESS AND OFFICE | MAJOR ROADWAYS (3 OR MORE LANES) |
| PARKS AND RECREATION | |
| AGRICULTURE | |

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

0 0.15 0.3 0.6
Miles



APPLICATION NO. 5 PROPOSED CDMP LAND USE



APPLICATION AREA



MUNICIPAL BOUNDARY



2020 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE



LOW DENSITY



LOW-MEDIUM DENSITY



MEDIUM DENSITY



BUSINESS AND OFFICE



PARKS AND RECREATION



AGRICULTURE



INSTITUTIONS, UTILITIES AND COMMUNICATION



WATER

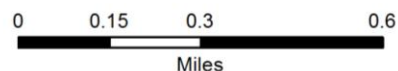


TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)



MAJOR ROADWAYS (3 OR MORE LANES)

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



STAFF ANALYSIS

Application Site

Background/Location

The ±10.1 gross-acre application site is located at the southeast corner of the intersection of SW 132 Avenue and south of SW 286 Street, in unincorporated Miami-Dade County. The application site is comprised of a ±0.10-acre (4,356 square feet) portion of the former “Homestead Air Force Base (AFB) Railroad Spur Easement” and a ±10-acre parcel that is bisected by the former railroad spur easement. The ±0.10-acre of easement was released in November 2001 to the then owner of the abutting portions of the subject property. This Release of Easement is included in Appendix A: Amendment Application on appendices page 17.

Existing Land Use

The western approximately one-third (1/3) of the site is currently used as a storage yard for construction equipment and vehicles and the remainder of the site is used as a vegetable crop farmland (see Existing Land Use Map and Appendix F: Photos of Site and Surroundings).

Land Use Plan Map Designation

The application site is currently designated “Low Density Residential” on the CDMP Adopted 2020 and 2030 LUP map (see CDMP Land Use map on page 4-7 above). The Low Density Residential land use category allows residential units ranging from 2.5 to 6 dwelling units per gross acre. The application seeks to re-designate the site to “Low-Medium Density Residential”, which allows residential units ranging from 6 to 13 dwelling units per gross acre (see Proposed CDMP Land Use map on page 5-8).

Under the current designation, the application site could be developed with up to 60 single-family residential homes. Under the requested “Low-Medium Density Residential” designation, the application site, if approved, could be developed with up to 131 residential units.

Zoning

The application site is zoned AU (Agricultural District). The AU zoning district allows agricultural uses and residential homes at a maximum density of one (1) single family per five (5) gross acres. (See Zoning Map on page 5-5.)

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938, and the County’s first zoning records indicate that that subject property was zoned AU (Agricultural District), which could allow farm residences at 1 home per 5 gross acres Interim). No district boundary change or rezoning has occurred on the site to date. The only zoning action on the application site occurred through Resolution No. 3441 that approved a special permit for contractor’s storage yard on the western portion of the site. The resolution was approved by the Board of County Commissioners on June 18, 1959.

Adjacent Land Use and Zoning

Existing Land Uses

North of the application site, across SW 286 Street is the Evergreen Garden Estates single-family residential subdivision that was built recently. The subdivision contains a mixture of one and two story-buildings. To the east and southeast of the application site is a vacant property that is part

of ±600 acres conveyed to the County by the US Air Force under a 2004 Economic Development Conveyance Agreement (the property to the east is planned for a new Entry Control Gate project for the Homestead Air Reserve Base). Abutting the subject property to the south are vacant lands and industrial uses, including auto repair and paints shops, and further south beyond SW 288 Street is the Homestead Air Reserve Base. To the west of the application site across SW 132 Avenue is the Pine Isle Mobile Home and Recreational Vehicle Park on approximately 39 acres of land.

Land Use Plan Map Designations

Areas to the north, west and southwest of the application site are designated “Low Density Residential”. The County-owned properties to the east and southeast of the site are designated “Institutions, Utilities, and Communications”. Further south across SW 288 Street is the Homestead Air Reserve Base (HARB) that is also designated “Institutions, Utilities, and Communications”. (See CDMP Land Use map on page 5-7.)

Zoning

Properties north of the application site, across SW 286 Street, are zoned RU-1MA (Modified Single Family homes on 5,000 net square-foot lots). Further north is a large residential area zoned RU-1 (Single Family Homes on 7,000 net square-foot lots). To the east and west of the application site are areas also zoned RU-1. Properties abutting south of the site are zoned IU-2 (Heavy Industrial District) and the HARB properties further south across SW 288 Street are zoned AU (Agricultural District). (See Zoning Map on Page 5-5.)

Supply and Demand Analysis

Residential Land

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 7.4), where the application is located, in 2014 was estimated to have a capacity for about 12,355 dwelling units. Approximately 56 percent of these units (6,950 units) are multi-family units (see table below).

Residential Land Supply/Demand Analysis
2014 to 2030: (MSA 7.4)

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE			
	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2014	5,405	6,950	12,355
DEMAND 2011-2010	593	186	779
CAPACITY IN 2015	4,219	6,578	10,797
DEMAND 2015-2020	696	218	914
CAPACITY IN 2020	739	5,488	6,227
DEMAND 2020-2025	787	247	1,034
CAPACITY IN 2025	0	4,253	1,057
DEMAND 2025-2030	905	284	1,189
CAPACITY IN 2030	0	2,833	0
DEPLETION YEAR	2020	2030+	2026

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based Miami-Dade County's population projections.

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

The annual average residential demand in this Analysis Area is projected to increase from 779 units per year in the 2014-2015 period to 1,189 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2020 and for multi-family beyond the year 2030. The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2026. The application site could currently be developed with 60 residential units and if the application is approved, the site would then be developable with a maximum of 131 units, an increase in the single family land capacity by a net 71 units. This would add less than a month of supply to the residential land capacity in Minor Statistical Area 7.4.

Environmental Conditions

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

Flood Protection

Federal Flood Zone	X
Stormwater Management Permit	Surface Water Management General Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	5.5 feet

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	No
Hazardous Waste	No
Contaminated Site	No

Drainage, Flood Protection and Stormwater Management

Any proposed development with more than 2.0 acres of impervious area within the subject property will require a DERM Surface Water Management General Permit for the construction and operation of the required surface water management system. The permit must be obtained prior to development of the site, Final Plat, and/or prior to obtaining Public Works Department approval of Paving & Drainage plans.

Application No. 5 is located within Zone X of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map. Any development will have to comply with the requirements of Chapter 11C of the Code for County flood protection.

The site shall be filled to a minimum elevation of 5.5 feet NGVD or County Flood Criteria. For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria 5.5 feet NGVD, plus 8 inches for residential, or plus 4 inches for commercial.

- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event. For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 100-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code and all State and Federal Criteria. The proposed development order, if approved, will not result in the reduction of the Level of Service standards for flood protection set forth in the CDMP.

The proposed CDMP amendment would result in additional impervious areas that could generate additional runoff to adjacent properties. A stormwater management system must be constructed on-site to prevent impacts to adjacent properties.

Water and Sewer

Water Supply

The property is located within the MDWASD franchised water service area. The water supply will be provided by the Alexander Orr Water Treatment Plant which is presently producing water that meets Federal, State, and County drinking water standards. At the present time, there is adequate treatment and water supply capacity for the net increase in capacity proposed in this application; however, a Water Supply Certification will be required for this project at the time of development to determine water supply availability. At the time of development, the project will be evaluated for water supply availability and a water supply reservation will be made.

Water Treatment Plant Capacity

The County's adopted Level of Service (LOS) standard for water treatment is based on regional treatment system capacity. The regional water treatment system has a rated design capacity of 439.74 million gallons per day (MGD). Pursuant to CDMP Policy WS-2A, the regional water treatment system shall operate at a capacity that is no less than two percent, which is equivalent to 430.95 MGD. The total available water treatment plant capacity, 106.40 MGD, is calculated using the available plant capacity (430.95 MGD), subtracting the average of the actual water treated (302.62 MGD) and subtracting the water that is reserved through development orders (21.93 MGD, water that will be needed in the future).

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

Scenario	Use (Max. Allowed)	Quantity (Units)	Water Demand Multiplier (Section 24-43.1 County Code)	Projected Water Demand (gpd)
Current CDMP Potential				
1	Residential	60 detached Single Family	220 gpd	13,200
Requested CDMP Designation				
1	Residential	131 Town Homes	180 gpd	23,580

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

As noted in the “Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario” table above, the maximum water demand for Residential (Scenario 1) development under the current CDMP Land Use designations is estimated at 13,200 gallons per day (gpd). The maximum water demand for Residential (Scenario 1) under the requested CDMP Land Use designation is estimated at 23,580 gpd. This represents an increase of 10,380 gpd over the current demand. A Water Supply Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

Water System Connectivity

There is an existing 12-inch water main abutting the property along SW 132 Avenue to which the developer may connect and extend a new 8-inch water main to serve the subject property. Any public water main extension within the property shall be 8-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension, then the water system shall be looped with two (2) points of connection.

Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. The regional wastewater treatment system has a design capacity of 375.5 million gallons per day (MGD). The regional wastewater treatment system shall operate no less than two percent, which is equivalent to 368 MGD. The total available wastewater treatment plant capacity (13.51 MGD) is calculated subtracting the actual wastewater treated (322.17 MGD) and subtracting the wastewater that is reserved through development orders (32.32 MGD, wastewater that will need to be treated in the future). The sum of the 12-month average and all reserved flows (322.17 MGD) represents 85.80% of the regional system design capacity. Pursuant to the CDMP, the regional wastewater treatment system can treat an additional 13.24 MGD of wastewater which is equivalent to 3.60% capacity remaining in the wastewater treatment plants.

Sewer System Connectivity

Application No. 5 is located within the MDWASD sewer service area. The developer could connect to sanitary sewer mains that discharge sanitary sewer flows to either sanitary sewer pump station 30-1129 or 30-1019. Sanitary sewer pump station 30-1129 directs flow to 30-0692B then to the South District Wastewater Treatment Plant. Sanitary sewer pump station 30-1019 directs flows to the South District Wastewater Treatment Plant for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP. The pump stations are currently working under OK status, within the mandated criteria set forth in the new Consent Decree (case 1:12-cv-24400-FAM), effective December 6, 2013.

There is an existing 8-inch sanitary gravity sewer system along SW 286 Street to which the developer may connect and extend a new 8-inch sanitary sewer gravity line to the subject property, provided there is sufficient depth. In addition, there is a manhole on SW 132 Avenue, abutting the subject property to which the developer may connect, provided there is sufficient depth. Any proposed sanitary sewer extension shall be 8-inch minimum. At the time of development, a capacity modeling evaluation may be required.

Solid Waste

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

The application site is located inside the PWWM Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and eight municipalities.

Level of Service Standard

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2013-2014, the PWWM is in compliance with the adopted LOS standard.

Application Impacts

Application No. 5 is requesting a redesignation of the application site from "Low Density Residential" to "Low-Medium Density Residential" on the Adopted 2020 and 2030 LUP map. The "Low-Medium Density Residential" designation is estimated to create 131 single-family attached residential units. The current waste collection fee will cover all associated costs as this residential development is within the Department's waste collection service area. The PWWM has determined that the requested amendment will have no impact or any associated costs to the County; therefore, the PWWM has no objection to the proposed amendment.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 3 (PBD-3), which generally encompasses the area of the County south of SW 186 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-3 has a surplus capacity of 227.59 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The “County Local Parks” table below lists all the parks within a 3-mile radius of the application site; six parks (Little River, Gwen Cherry, Arcola Lakes, Partners, Martin Luther King, and Olinda) are larger than the required five acres (or larger) park. Debbie Curtain Park is the closest local park to the application site.

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

Park Name	Acreage	Classification
Kevin Broils Park	5.24	Neighborhood Park
Princetonian Park	6.50	Neighborhood Park
Pine Island Lake Park	17.98	Neighborhood Park
Leisure Park	1.90	Neighborhood Park
Leisure Lakes Park	8.68	Community Park
Modello Wayside Park	10.00	Neighborhood Park
Palmland Park	5.05	Neighborhood Park
Naranja Lakes Park	1.48	Neighborhood Park
Modello Park	10.00	Community Park
Royal Colonial Park	25.40	Community Park
Naranja Park	10.00	Community Park

Application Impacts

The potential development of the site under the existing CDMP land use designation has a potential population of 210, resulting in an impact of 0.58 acres based on the adopted minimum LOS standard for local recreational open space. The potential for residential development under the proposed land use designation is estimated at 131 single-family attached dwelling units with an estimated population of 458. This would result in a potential population of 105, or an increase of 59 persons, resulting in an impact of an additional 1.26 acres of local parkland. This would lower the concurrency LOS from 208.73 acres to 208.44 acres per 1,000 residents but still above the adopted minimum LOS standard. If developed as a commercial use as proposed in the application, there would be no increase in population and there would be no additional impact to the CDMP Open Space spatial standards.

Fire and Rescue Service

The application site is currently served by Miami-Dade County Fire Rescue Station No. 6 (Modello), located at 15890 SW 288 Street. This station is equipped with a Tanker and a Rescue unit, and is staffed with seven (7) firefighter/paramedics 24 hours a day, seven days a week.

The Miami-Dade County Fire Rescue Department (MDFR) has indicated that the average travel time to incidents in the vicinity of the application site is approximately 6 minutes and 50 seconds. 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 incidents in the vicinity of the application site complies with the performance objective of national industry standards.

Level of Service Standard for Minimum Fire Flow and Application Impacts

CDMP Policy WS-2A establishes the County's minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. A minimum fire flow of 1,500 gallons per minute (gpm) is required for business and industrial uses, and 750 gpm for single family and duplexes.

The current CDMP land use designation of "Low-Density Residential" will allow a potential development on the application site that is anticipated to generate approximately 17 annual alarms. The proposed CDMP land use designation of "Low-Medium Density Residential" is anticipated to generate approximately 37 annual alarms. The 37 alarms would result in a moderate impact to fire rescue services. Presently, fire and rescue service in the vicinity of the application site is adequate. There are no planned stations in the vicinity of the application.

Public Schools

Level of Service Standard

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

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

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

Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 41 students – this number reflects an impact reduction of 21.13% for charter and magnet schools (schools of choice). Of the 41 students, 21 will attend elementary schools, 11 will attend middle schools students and 9 will attend senior high schools. The students will be assigned to those schools identified in the "Concurrency Service Area (CSA) Schools" table below. At this time, the schools have sufficient capacity available to serve the application.

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

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Mandarin Lakes K-8 Center (Elem Comp)	64	21	21	Yes	Current CSA
Mandarin Lakes K-8 Center (Middle Comp)	138	11	11	Yes	Current CSA
Cutler Bay Academy Advanced Studies Centinnet Campus (Senior)	912	9	9	Yes	Current CSA

Source: Miami-Dade County Public Schools, August 2014.

Miami-Dade County Department of Regulatory and Economic Resources, 2014.

Aviation

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

Roadways

The application site is a ± 10.14 gross acre ($9.06 \pm$ net acre) property located on the southeast corner of the intersection of theoretical SW 286 Street and SW 132 Avenue in southern unincorporated Miami-Dade County. Access to the site may be provided by SW 286 Street, a two-lane undivided roadway, and by SW 132 Avenue, also a two-lane undivided roadway. SW 132 Avenue provides connectivity to SW 288 Street, a four-lane major east-west corridor, which connects to SW 137 Avenue and the HEFT in the west and to US-1/South Dixie Highway further west; and to SW 268 Street, also a four-lane east-west corridor which provides connectivity to US 1 in the west and SW 112 Avenue in the east. Further east, access is limited by the presence of the Homestead Air Reserve Base (HARB).

The Planning Division of the Department of Regulatory and Economic Resources performed a short-term (Concurrency) traffic impact analysis, and in cooperation with the Metropolitan Planning Organization (MPO) performed a long-term (Year 2035) traffic impact analysis to assess the impact that the application would have on the adjacent roadways and the surrounding roadway network.

A study area (area of influence) was selected to determine the Application's traffic impact on the roadway network. The study area is bound on the north by SW 268 Street, on the east by SW 112 Avenue, on the south by SW 304 Street, and on the west by SW 147 Avenue.

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

Existing Conditions

Existing traffic conditions on major roadways adjacent to the application site and within the study area which are currently monitored by the County and the State, are acceptable. The "Existing

Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)” table below shows the current operating conditions of the roadways currently monitored within the study area. The roadway segments of SW 288 Street between US-1 and SW 132 Avenue are operating at their adopted LOS D standard. The rest of the roadways analyzed are operating at acceptable levels of service. See “Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS).

Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)				
Roadway	Location/Link (Sta. No.)	Lanes	LOS Std.	LOS
SW 268 Street	US-1 to SW 137 Avenue (9924)	4 UD	D	B (2013)
	SW 137 Ave. to SW 112 Avenue (9922)	4 DV	D	C (2013)
SW 280 Street	US-1 to SW 142 Avenue (9926)	4 DV	D	A (2013)
SW 288 Street	US-1 to HEFT (9930)	4 DV	D	D (2013)
	HEFT to SW 132 Avenue (9928)	4 DV	D	D (2013)
SW 137 Ave.	US-1 to HEFT (9822)	2 UD	D	B (2013)
	HEFT to SW 288 Street (9824)	4 DV	D	B (2013)
SW 112 Ave.	HEFT to SW 268 Street (9738)	4 UD	D	B (2013)
HEFT	SW 112 Ave. to SW 137 Avenue (2258)	4 LA	D	C (2013)
	SW 137 Ave. to SW 288 Street (2259)	4 LA	D	C (2013)
	SW 288 St. to SW 312 Avenue (2260)	4 LA	C	C (2013)

Source: Miami-Dade County Department of Regulatory and Economic Resources, July 2014; 2013 Traffic Counts, Florida Department of Transportation and Miami-Dade County Public Works and Waste Management Department.

Notes: () identifies the year traffic count was taken or the LOS traffic analysis revised.

DV= Divided Roadway; UD= Undivided Roadway; LA= Limited Access.

LOS Std. = the adopted minimum acceptable peak period Level of Service standard for State and County roadways.

Trip Generation

The applicant is requesting the re-designation of approximately 10.1 gross acres on the County’s adopted 2020 and 2030 Land Use Plan map from “Low Density Residential (2.5 to 6 DU/Ac)” to “Low-Medium Density Residential (6 to 13 DU/Ac)”. One potential development scenario (Scenario 1) for each of the current and requested CDMP land use designation was analyzed for traffic impacts. Under the current CDMP land use designation, the application site is assumed to be developed with 60 single-family detached residences; and under the requested CDMP land use designation, the application site is assumed to be developed with 131 single-family attached residences. The trip generation analysis indicates that if the application were approved and the subject site developed with residential uses it would generate approximately 102 PM peak hour trips, or 36 more PM peak hour trips than the maximum potential development that could occur under the current CDMP land use designation. See “Estimated Peak Hour Trip Generation” table below.

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

Application No. 5	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	"Low Density Residential (2.5 to 6 DU/Ac)" 60 SF detached ¹ /	"Low-Medium Density Residential (6 to 13 DU/Ac)" 131 SF attached ² /	
	66	102	+36

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, July 2014.

Notes: ¹ Scenario 1 under the current CDMP land use designation assumes the application site developed with 60 single-family detached residences.

² Scenario 1 under the requested CDMP land use designation assumes the application site developed with 131 single-family attached residences.

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions as of July 2014, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted 2015 Transportation Improvement Program (TIP), and the PM Peak hour trips estimated to be generated by the application under the requested CDMP LUP map designation, determined that all roadways—adjacent to and in the vicinity of the application site—that were analyzed have available capacity to handle the additional traffic impacts that would be generated by the application and are projected to operate at acceptable levels of service. See "Traffic Impact Analysis" table below.

Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1 "Low-Medium Density Residential (6 to 13 DU/Ac)" - 131 SF attached DUs													
9924	SW 268 St.	US-1 to SW 137 Ave.	4 UD	D	3790	629	B	278	907	B	6	913	B
9922	SW 268 St.	SW 137 Ave. to SW 112 Ave.	4 DV	D	2540	931	C	134	1065	C	20	1085	C
9928	SW 288 St.	HEFT to SW 132 Ave.	4 DV	D	2850	1643	D	19	1662	D	48	1710	D
9822	SW 137 Ave.	US-1 to HEFT	2 UD	D	890	550	B	135	685	B	6	691	B
9824	SW 137 Ave.	HEFT to SW 288 St.	4 DV	D	2120	1829	B	76	1905	C	10	1915	C
9738	SW 112 Ave.	HEFT to SW 268 St.	4 UD	D	1920	552	B	0	552	B	8	560	B
2258	HEFT	SW 112 Ave. to SW 137 Ave.	6 LA	D	10,060	5993	B	218	6211	C	20	6231	C
2259	HEFT	SW 137 Ave. to SW 288 St.	6 LA	D	10,060	5077	B	1	5078	B	7	5085	B

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources, July 2014; Public Works and Waste Management Department 2013: and Florida Department of Transportation 2013.

Notes: DV= Divided Roadway; UD=Undivided Roadway; LA=Limited Access

* County adopted roadway level of service standard applicable to the roadway segment: LOS D (90% capacity).

Scenario 1 under the requested CDMP land use designation assumes the application site developed with 131 single-family attached residences.

Future Conditions

The Metropolitan Planning Organization's (MPO)'s adopted 2015 Transportation Improvement Program lists the following roadway capacity improvement projects for construction in fiscal years 2014-2018 in the vicinity of the application site (see table below).

Programmed Road Capacity Improvements
Fiscal Years 2014/2015 – 2018/2019

Roadway	From	To	Type of Improvement	Fiscal Year
SW 268 Street	US 1	SW 112 Ave.	Continuous Left Turn Lane	2014 – 2018
SW 137 Ave.	US-1	HEFT	Widen from 2 to 4 lanes	2014 – 2017
SR 821/HEFT	SW 216 St.	SW 288 St.	Widen from 4 to 6 lanes	2014 – 2017

Source: 2015 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, June 19, 2014.

The MPO's adopted 2035 Miami-Dade Long Range Transportation Plan (LRTP), Cost Feasible Plan, also lists the same roadway capacity improvements as Priority I and II projects (see table below).

Planned Roadway Capacity Improvements
Fiscal Years 2014/2015 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
SW 268 Street	SW 147 Ave.	SW 112 Ave.	Roadway improvements	II
SW 137 Ave.	US-1	HEFT	Widen from 2 to 4 lanes	I
SR 821/HEFT*	SW 216 St.	SW 288 St.	Widen from 4 to 6 lanes	I

Source: Miami-Dade 2035 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements planned to be funded between 2015 and 2020; Priority III – Project improvements planned to be funded between 2021 and 2025; and Priority IV – Projects planned to be funded between 2026 and 2035.

*This project was originally listed as partially funded as a Priority IV for Planning and Design in the LRTP but was advanced to Priority I by an amendment to the LRTP –Resolution No. 42-11 approved by the MPO Governing Board on December 8, 2011.

A future (2035) traffic analysis was performed with the assistance of the MPO to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the roadway network to handle the application's traffic demand and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

The same development scenario assumed under the requested CDMP land use designation that was analyzed in the short-term (concurrency) traffic impact analysis was also analyzed in the future (2035) traffic conditions analysis. The development scenario (Scenario 1) assumes the application site developed with 131 single-family attached residences under the requested CDMP land use designation.

The future traffic conditions analysis indicate that most of the roadways adjacent to and in the vicinity of the application site are projected to operate at acceptable levels of service, with or without the application's traffic impact. However, some roadway segments on SW 137 Avenue and the HEFT are projected to exceed their adopted LOS standards by 2035. However, it should be pointed out that the proposed CDMP amendment application would not significantly impact those roadway segments projected to operate above their adopted LOS standards because the application's traffic impact is less than 5% of the adopted maximum service volumes. See the "2035 Volume to Capacity (V/C) Ratios" table below.

2035 Volume to Capacity (V/C) Ratios						
Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 131 SF attached residences	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 268 Street						
US-1 to SW 137 Ave.	D	4 UD	0.44-0.53	B	0.45-0.53	B
SW 137 Ave. to SW 112 Ave.	D	4 DV	0.53-0.66	B	0.53-0.67	B
SW 280/272 St.						
US-1 to SW 142 Ave.	D	4 DV	0.29-0.49	B	0.29-0.50	B
SW 288 Street						
US-1 to HEFT	D	4 DV	0.55-0.77	B/C	0.55-0.77	B/C
HEFT to SW 127 Ave.	D	4 DV	0.44-0.74	B/C	0.44-0.74	B/C
SW 137 Avenue						
US-1 to HEFT	D	4 DV	0.79-1.14	C/F	0.79-1.13	C/F
HEFT to SW 288 St.	D	4 DV	0.75-0.84	C/D	0.75-0.85	C/D
SW 112 Avenue						
HEFT to SW 268 St.	D	4 UD	0.87-0.88	D	0.88-0.89	D
HEFT						
SW 112 Ave. to SW 137 Ave.	D	6 LA	0.85-0.91	D/E	0.85-0.91	D/E
SW 137 Ave. to SW 288 St.	D	6 LA	0.61-0.94	B/E	0.68-0.95	B/E
SW 288 St. to SW 312 St.	D	6 LA	0.97-1.00	E	0.98-1.01	E/F

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources, August 2014; Metropolitan Planning Organization, July 2014.

Notes: ¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is expressed using daily volumes.

Application Impact

The "Estimated Peak Hour Trip Generation" table above shows the estimated number of PM peak hour vehicle trips that would be generated by the potential development scenario (Scenario 1) that could occur under the requested CDMP land use designation of "Low-Medium Density Residential (6 to 13 DU/Ac)". One potential development scenario (Scenario 1) for the current and requested CDMP land use designation was analyzed for traffic impacts. Scenario 1 assumes the application site under the current CDMP land use designation developed with 60 single-family detached residences and under the requested CDMP land use designation developed with 131 single-family attached residences. This development scenario indicates that if the application were approved and the subject site developed with 131 single-family attached residential units it would generate approximately 102 PM peak hour trips, or 36 more PM peak hour trips than the maximum potential development (60 single-family detached residential units) that could be

developed under the current CDMP land use designation. In summary, the trip generation analysis indicates that the requested CDMP land use designation would generate approximately 36 more PM peak hour trips than the current CDMP land use designation.

The Traffic Concurrency Impact Analysis indicates that the roadways analyzed have sufficient capacity to handle the additional PM peak hour vehicular trips that would be generated by the requested land use designation and will operate at acceptable levels of service. See the “Traffic Impact Analysis on Roadways Serving the Amendment Site” table.

The future traffic conditions (year 2035) analysis indicates that the roadway segment of SW 137 Avenue between US 1 and the HEFT is projected to operate at LOS F (1.14) and the roadway segments of HEFT between SW 137 Avenue and SW 288 Street and from SW 288 Street to SW 312 Street are projected to operate at LOS E (0.94 and 1.00, respectively) without the application’s impact, exceeding their adopted LOS D standard. The operating conditions of these roadway segments are projected to slightly deteriorate with the application’s impact. However, the application’s impact is not significant because the trips impacting these roadway segments represent less than 5 percent of the roadways’ maximum service volumes. See the “2035 Volume to Capacity (V/C) Ratios” table above.

Applicant’s Transportation Analysis

The applicant submitted a traffic report, *May 2014 CDMP Amendment Application No. 5 Transportation Analysis* report (dated August 2, 2014), in support of the application. The TA report, prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning, evaluates the impacts resulting from the requested CDMP Land Use Plan map change on the adopted 2020 and 2030 Land Use Plan map. The requested change is from “Low Density Residential (2.5 to 6 DU/Ac)” to “Low-Medium Density Residential (6 to 13 DU/Ac)”.

The transportation analysis report evaluated the transportation impacts for two planning horizons, a short-term (Year 2019) and a long-term (Year 2035) planning horizons. The report’s study area (area of influence) is on the north by SW 268 Street, on the east by SW 112 Avenue, on the south by SW 296 Street, and on the west by SW 147 Avenue. The report examines the future transportation impacts resulting from the proposed modifications to the CDMP Land Use Plan map, examining the adequacy of the transportation infrastructure within the short-term and long-term planning horizons. The report’s concurrency analysis, which accounts for existing traffic, previously approved committed development traffic, plus traffic from the application site, indicates that the roadways adjacent to the application site have available capacity to handle the additional traffic demand that would be generated by the application, and determined that the subject roadways will operate at acceptable levels of service.

The long-term traffic analysis determined the adequacy of the roadway network to meet the adopted LOS standards through the year 2035. The report’s Year 2035 transportation analysis considered the programmed transportation infrastructure funded in the 2015 TIP and the planned transportation projects funded and listed in the Priorities II to IV of the 2035 LRTP. In addition, the 2035 analysis included the future background conditions reflecting growth, traffic from approved development not yet built and the application’s traffic impact. The report concludes that the Year 2035 roadway network has adequate capacity to meet the projected traffic demand, including the application’s impact, and that such roadways would operate at or above their adopted level of service standard pursuant to the CDMP Policy TC-1B. An Executive Summary of the transportation report is provided in Appendix C of this report.

Transit Service

Existing Service

Application No. 4 is served by Metrobus Route 70. The following table indicates the existing service frequency for this route.

Metrobus Route Service Summary

Route(s)	Service Headways (in minutes)					Proximity to Bus Stop (miles)	Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 pm)	Saturday	Sunday			
70	(30)/(30)	60	60	60	60	0	0	L

Source: November 2013 Line Up, Miami-Dade Transit, July 2014

Notes: L means Local

Future Conditions

Transit improvements to the existing Metrobus service are being planned for the next ten years as noted in the 2023 Recommended Service Plan within the 2013 Transit Development Plan. The planned improvement is shown in the "Metrobus Recommended Service Improvements and Service Plan" table below.

Metrobus Recommended Service Improvements and Service Plan

Route	Improvement Description	Implementation Year
70	Truncate route at Southland Mall when Cutler Bay circulator begins service	2014

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

Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance; the estimated operating or capital costs of maintaining the existing bus service is not associated with this application.

Major Transit Projects

There are no future major transit projects within the vicinity of this application area.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zone (TAZ) 1400 where the application was requested. If the application is approved, no transit impact is expected to be produced by this application.

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

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

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-4G. Miami-Dade County shall continue to cooperate with the Homestead Air Reserve Base (HARB) to ensure that future land uses on properties adjacent to HARB maintain or improve compatibility with HARB and its operations.
- LU-4F. Miami-Dade County shall implement the Homestead Air Reserve Base Air Installation Compatible Use Zone (AICUZ) Report guidelines and the Joint Land Use Study recommendations through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, and the Miami-Dade County Zoning Code to provide for land use compatibility in the vicinity of the Homestead Air Reserve Base.
- LU-4H. By 2014, Miami-Dade County shall amend Article XXXV, Homestead Air Force Base Zoning, of the Code of Miami-Dade County to enhance and promote the compatibility of adjacent land uses and development with HARB and the protection of Base operations and activities. Consistent with the Board of County Commissioners adopted Resolution R-357-10, the amending ordinance shall address the guidelines recommended in the Homestead Air Reserve Base Joint Land Use Study and Air Installation Compatible Use Zone Study, and address the following compatibility criteria:
 - (a) Permitted uses and use restrictions;
 - (b) Development density and intensity;
 - (c) Building FARs and setbacks;
 - (d) Height restrictions and notification procedures;
 - (e) Lighting standards;
 - (f) Noise attenuation;
 - (g) Variances and appeals;
 - (h) Real estate disclosure process; and
 - (i) Avigation easements

- LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.
- AV-5D. Miami-Dade County shall implement the Homestead Air Reserve Base Air Installation Compatible Use Zone (AICUZ) Report guidelines and the Joint Land Use Study recommendations through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, and the Miami-Dade County Zoning Code to provide for and preserve height and land use compatibility in the vicinity of the Homestead Air Reserve Base.
- AV-5G. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports and the Homestead Air Reserve Base, reflecting recommendation in the federal and State guidance documents cited in Policy AV-5E.
- AV-5K. It is the policy of Miami-Dade County that proposals for future land uses, including the siting of public facilities (such as roads, sewer, schools, and government buildings), on land adjacent to the HARB and/or within the HARB Military Zone shall maintain or improve compatibility with HARB consistent with the provision of Intergovernmental Coordination Element Policies ICE-3G and ICE-3H, and pursuant to Land Use Element Policies LU-4A and LU-4B.
- AV-5I. Miami-Dade County shall continue to cooperate with the Homestead Air Reserve Base (HARB) to ensure that future land uses on properties adjacent to HARB maintain or improve compatibility with HARB and its operations.
- CIE-3. CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.
- CHD-2B. Encourage well designed infill and redevelopment to reduce vehicle miles traveled and improve air quality.

APPENDICES

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APPENDIX A

Amendment Application

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**APPLICATION FOR AN AMENDMENT TO THE
LAND USE PLAN MAP OF THE MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

George C. Busher, Jr., and Rosemary C. Busher, as Co-Trustees
of The George C. Busher Living Trust, dated July 8, 1999.
8225 Los Pinos Circle
Coral Gables, Florida 33143

2. APPLICANT'S REPRESENTATIVES

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By: _____

Hugo P. Arza, Esq.
Juan J. Mayol, Jr., Esq.

Date _____

6/2/14

3. DESCRIPTION OF REQUESTED CHANGE

A. Changes to the Land Use Plan Map. Applicant requests a change to the Land Use Plan (LUP) map designation on the subject property from "Low Density" to "Low-Medium Density."

B. Description of the Subject Property (the "Property").

The Property contains approximately ±10.1 gross acres (±9.06 net acres) and is located on the southeast corner of SW 286 Street and SW 132 Avenue, in Section 02, Township 57 South, Range 39 East, and is more particularly described in Exhibit "A" to this application.

C. Gross and Net Acreage.

2014 JUN -2 P 4:36
PLANNING & ZONING
METROPOLITAN PLANNING SECT

Application area: ±10.1 gross acres (±9.06 net acres)
Acreage Owned by Applicant: Same as above.

D. Requested Change.

Applicant requests that the Property be re-designated on the Land Use Plan map from LOW DENSITY to LOW-MEDIUM DENSITY on +/-10.1 gross acres identified in Exhibit "A."

4. REASONS FOR AMENDMENT

The Applicant is requesting the re-designation of the Property from "Low Density" to "Low-Medium Density ". The Property consists of ±10.1 gross acres (±9.06 net acres) and is located on the southeast corner of SW 286 Street and SW 132 Avenue. The Applicant is seeking the designation to address the demand for additional residential uses of a growing population in the area.

The Property, which is currently utilized as a construction storage yard and for farming, fronts SW 286 Street and SW 132 Avenue and is located just northeast of an intersection of two half-section line roads, SW 288 Street and SW 132 Avenue. The Property is bounded to the north by SW 286 Street, the west by SW 132 Avenue, by a warehouse facility to the south, and vacant land to the east. The areas to the north and northeast of the Property are improved with single family neighborhoods. The property to the east is currently vacant, and is designated on the land use map for low-density development. The lands to the south of SW 288 Street are part of the cluster of properties that serve as the site for the Homestead Air Reserve Base.

Designating the Property as Low-Medium Density will promote infill development that accommodates the projected population and economic growth of the surrounding community, and will serve as a buffer between the single family development to the north and northwest, and the government facilities to the south and southeast. Additionally, the presence of an IU-2 zoned parcel, improved with an active warehouse facility, encourages a transitional designation such as low-medium to provide for a progressive decrease in intensity from industrial to higher-density residential to existing low-density residential.

The Property is located within Minor Statistical Area ("MSA") 7.4. MSA 7.4 is defined by SW 248 Street to the north, the coastline to the east, SW 328 Street to the south, and US 1 to the west. Roughly half of the land within MSA 7.4 is outside of the Urban Development Boundary ("UDB"). Current Miami-Dade County population projections estimate a population increase in MSA 7.4 of roughly 64,505 residents from the year 2010 to 2020.¹ Table 1.1-11 of the 2010 Evaluation and Appraisal Report, Adopted March 23, 2011, indicates a Depletion Year of 2022 for both single family and multi-family housing in MSA 7.4.

The areas to the east and west are zoned RU-1, RU-1MA to the north, RU-3M to the southwest, and IU-2 to the south. As the area has developed, the community's need for a variety

¹ As indicated in the Miami-Dade County Regulatory & Economic Resources Department Planning Research Section Population Estimates and Projections for 2010, 2020 and 2030, dated March, 2013.

of residential uses has become acute. The population has residential needs which are not currently met by the existing development in this general area as evidenced by recent activity in entitlements and construction in the area. Thus, the re-designation of the property to "Low-Medium Density" would serve to meet the demands of the area's residents and meet the CDMP directive to promote communities offering a variety of single-family, townhome, and multi-family residential options.

The Property lies approximately a half mile from ongoing commercial development taking place at the intersection of SW 288 Street and SW 137 Avenue. The commercial uses will provide accessible and convenient retail services to the area. According to the County's projected population growth in the area, the Property, and vacant lands surrounding the Property, must offer a variety of residential uses to accomplish the County's goal of creating autonomous neighborhoods. Allowing mutually beneficial residential and commercial development in the area will accommodate the needs of the County's population growth in the future. The Property's location between the commercial and single family development to the west, and government facilities to the east, make it a prime location for townhome or multi-family uses to allow for this variety of housing types.

Furthermore, the need for a variety of residential development on the Property is supported by its location in an area served by transit. The Property is served by Miami-Dade Transit Metrobus Route 70 with a bus stop located just south of SW 286 Street along SW 132 Avenue and just west of the Property. Route 70 connects the Property to the Cutler Bay area to the north, the commercial corridor along US 1, and the Florida City area. The availability of neighborhood-supporting services near the Property will encourage ridership along this route.

Based on the foregoing, the Applicant believes that the approval of this application would be a timely improvement to the Land Use Plan map and will help to promote the concentration of business uses at large roadway intersections to serve local communities. Accordingly, approval of the requested Amendment would further implementation of the following CDMP policies:

LAND USE OBJECTIVE 1: The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.

LAND USE POLICY LU-1A: High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.

LAND USE POLICY LU-1D: In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of communities which include recreational, educational and other public facilities, houses of worship, places of employment, and safe and convenient circulation of automotive, pedestrian and bicycle traffic throughout the communities.

LAND USE POLICY LU-1E. In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of

the "Guidelines for Urban Form" contained in the "Interpretation of The Land Use Plan Map" text adopted as an extension of these policies.

LAND USE POLICY LU-1F: To promote housing diversity and to avoid creation of monotonous developments, Miami-Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy.

LAND USE POLICY LU-1O: Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe in the Agriculture Areas outside the Urban Development Boundary, through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

LAND USE POLICY LU-4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.

LAND USE POLICY LU-7I: Miami-Dade County will continue to review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors, and continue to update its land development regulations to remove impediments and promote transit-oriented development.

LAND USE OBJECTIVE 8: Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan Map, consistent with the adopted Goals, Objectives and Policies of this Plan, which will provide that the Land Use Plan Map accommodates projected countywide growth.

LAND USE POLICY LU-8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.

LAND USE POLICY LU-8E: Applications requesting amendments to the CDMP Land Use Plan Map shall be evaluated for consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal if approved, would:

- i. Satisfy a deficiency in the Plan Map to accommodate projected population or economic growth of the County;
- ii. Enhance or impede provision of services at or above adopted LOS Standards;

- iii. Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
- iv. Enhance or degrade environmental or historical resources, features or systems of County significance; and
- v. If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

LAND USE POLICY LU-9H: Miami-Dade County shall reorient its special area planning program to emphasize preparation of physical land use and urban design plans for strategic and high growth locations, such as urban centers and certain transportation corridors as defined in the CDMP.

LAND USE POLICY LU-9J: Miami-Dade County shall continue to use, but not be limited exclusively to the design guidelines established in its urban design manual as additional criteria for use in the review of all applications for new residential, commercial and industrial development in unincorporated Miami-Dade County, and shall consider the inclusion of such guidelines into its land development regulations.

LAND USE OBJECTIVE 10: Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multi-modal transportation systems.

LAND USE POLICY LU-10A: Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.

LAND USE POLICY LU-12D: The County shall consider developing strategies that promote infill development in specific areas.

5. ADDITIONAL MATERIAL SUBMITTED

Additional items in support of this application may be submitted at a later date.

6. COMPLETED DISCLOSURE FORMS

Attached as Exhibit "C"

Attachments: Legal Descriptions for the Property and Parcels - Exhibit "A"
Location Map for Application - Exhibit "B"
Disclosure of Interest Form - Exhibit "C"
Aerial Photograph – Exhibit "D"
Section Sheet – Exhibit "E"

EXHIBIT "A"

Legal Description for Property:

The North 1/2 of the South 1/2 of the SW 1/4 of the NE 1/4 of Section 2, Township 57 South, Range 39 East, of the Public Records of Miami-Dade County, Florida, less the South 17.5 feet thereof.

EXHIBIT "B"

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

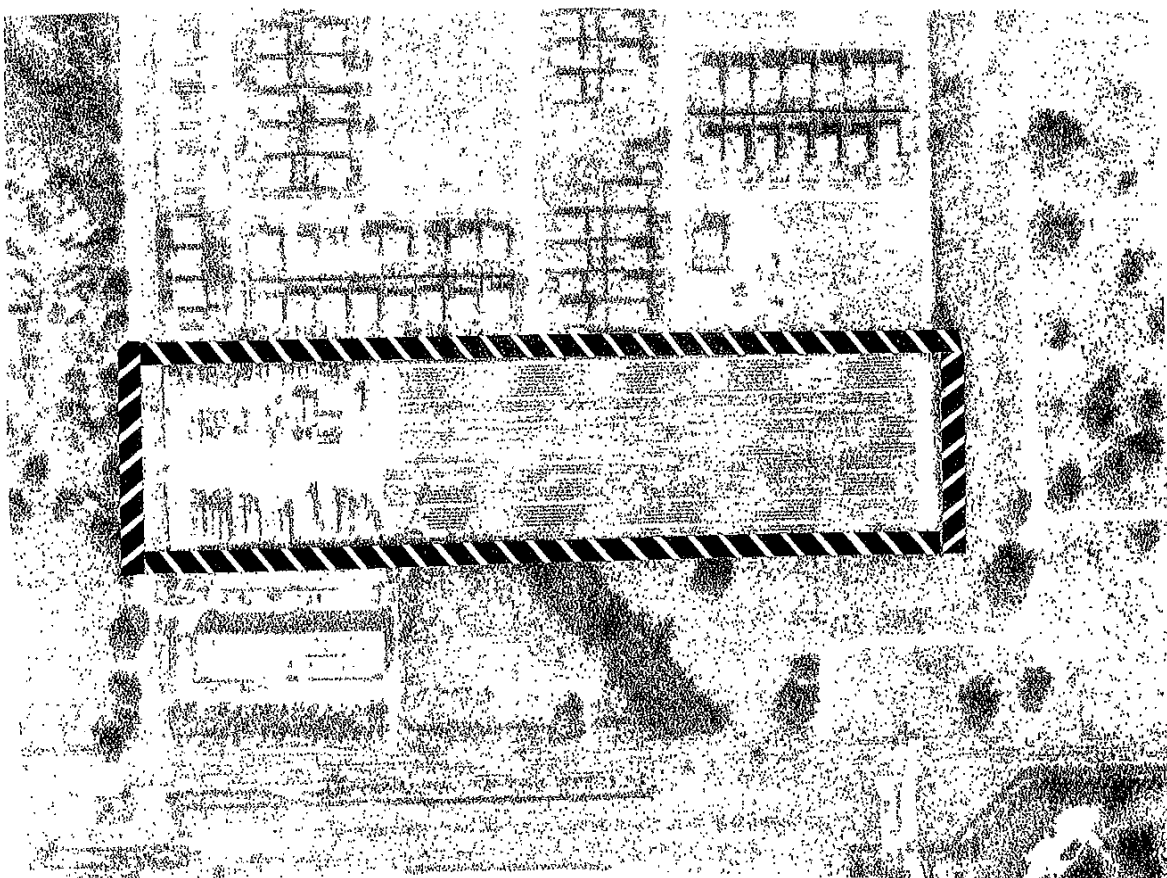
APPLICANTS / REPRESENTATIVE

OROT Flagler, LLC / Juan J. Mayol, Jr., Esq.

DESCRIPTION OF SUBJECT AREA

The Property consists of approximately ± 10.1 gross acres (± 9.06 net acres) of land located in Section 02, Township 57, Range 39, in unincorporated Miami-Dade County, Florida. The Property lies on the southeast corner of SW 286 Street and SW 132 Avenue, and is more specifically described in Exhibit "A" to this application.

LOCATION MAP



*The Property is 100% owned by the Applicant.

EXHIBIT "C"

DISCLOSURE OF INTEREST

This form or a facsimile must be filed by all applicants having an ownership interest in any real property covered by an application to amend the Land Use Plan map. Submit this form with your application. Attach additional sheets where necessary.

1. APPLICANT (S) NAME AND ADDRESS:

APPLICANT: George C. Busher, Jr. and Rosemary C. Busher, as Co-Trustees
The George C. Busher Living Trust, dated July 8, 1999 (the "Trust")
8225 Los Pinos Circle
Coral Gables, Florida 33143

Use the above alphabetical designation for applicants in completing Sections 2 and 3, below.

2. PROPERTY DESCRIPTION: Provide the following information for all properties in the application area in which the applicant has an interest. Complete information must be provided for each parcel.

APPLICANT	OWNER OF RECORD	FOLIO NUMBER	SIZE IN ACRES
<u>The Trust</u>	<u>The Trust</u>	<u>30-7902-000-0051</u>	<u>+/- 10.1 gross acres</u> (A portion of the above folio no.)

3. For each applicant, check the appropriate column to indicate the nature of the applicant's interest in the property identified in 2, above.

APPLICANT	OWNER	CONTRACTOR FOR PURCHASE	LESSEE	OTHER (Attach Explanation)
<u>X</u>	<u>X</u>			

4. DISCLOSURE OF APPLICANT'S INTEREST: Complete all appropriate sections and indicate N/A for each section that is not applicable.

- a. If the applicant is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

<u>INDIVIDUAL'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
--------------------------------------	-------------------------------

%

DISCLOSURE OF INTEREST*

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

CORPORATION NAME _____

NAME AND ADDRESS

Percentage of stock

_____	_____
_____	_____

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

TRUST/ESTATE NAME: The George C. Busher Living Trust, dated July 8, 1999.

NAME AND ADDRESS

Percentage of Interest

SEE ATTACHED.

_____	_____
_____	_____

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

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

NAME AND ADDRESS

Percentage of Ownership

_____	_____
_____	_____
_____	_____

If there is a **CONTRACT FOR PURCHASE** by a Corporation, Trust or Partnership, list purchasers below including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or

similar entities, further disclosure shall be made to identify natural persons having ultimate ownership interests].

NAME OF PURCHASER:

NAME AND ADDRESS (if applicable)

Percentage of
Interest

SEE ATTACHED.

Date of contract:

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

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

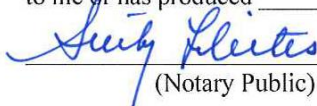
The above is a full disclosure of all parties of interest in this application to the best of my knowledge and belief.

Signature:

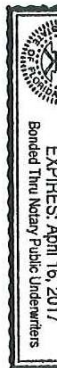


George C. Busher, Jr., Co-Trustee

Sworn to and subscribed before me this 29th day of may, 2014. Affiant is personally known to me or has produced _____ as identification.


(Notary Public)

My commission expires _____



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

Disclosure of Interest for The George C. Busher Living Trust, dated July 8, 1999:

Antoinette Fischer

Marianne Busher

George Busher

Virginia Billia

Rosemary Metal

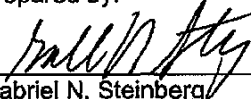
Genna Hoffmann

*All the beneficiaries listed above have an equal interest in the trust.

#30289491_v1

CFN 2003R0769051
DR Bk 21742 Pgs 3147 - 3152f (6p)
RECORDED 10/15/2003 14:05:39
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

Prepared by:


Gabriel N. Steinberg
General Services Administration
Office of Regional Counsel
GSA, Region IV, Atlanta, GA
4-D-FL-1078-Property AA
Contract No. GS-04-D-01-CBE-0021

RELEASE OF EASEMENT

THIS RELEASE OF EASEMENT, made this 2nd day of November, 2001, by and between the UNITED STATES OF AMERICA, acting by and through the Administrator of General Services, under and pursuant to the powers and authority contained in provisions of the Federal Property and Administrative Services Act of 1949, 63 Stat. 377, as amended, Grantor, and MARIANNA H. BUSHER, and Individual, whose mailing address is 1361 Alegriano Avenue, Coral Gables, Florida 33146, Grantee,

WITNESSETH:

WHEREAS, the Grantor acquired by Declaration of Taking No. 2, dated December 3, 1943, and filed in United States v. 150.253 Acres of Land, more or less, situate in Dade County, State of Florida, and South Dade Farms, Inc., et al., United States District Court, Southern District of Florida, an easement and right-of-way on the land identified herein and to enter thereupon and to construct, operate, use, maintain, repair, patrol and remove a railroad spur track; including all appurtenances and privileges thereunto belonging;

WHEREAS, the said easement was necessary to provide adequately a railroad spur track for a military airfield;

WHEREAS, the Grantor has determined that the continued use, occupancy or control of the easement and right-of-way, commonly referred to as the "Homestead AFB Railroad Spur Easement" is not needed; and

WHEREAS, the Grantee, subject to the conditions stated below, has requested and Grantor has agreed to release the portion of said easement that affects the property of the Grantee herein described.

NOW, THEREFORE,

The Grantor without monetary consideration, but for the conditions described herein, has released and quitclaimed and by these presents does remise, release, and quitclaim, without representation or warranty expressed or implied, "as is-where is" unto the said Grantee, her heirs, successors and assigns, all its right, title, interest and claim in and to all that land situate in Dade County, Florida, being described as a portion of an easement, to provide adequately for a railroad spur track for a military airfield, and for other related military purposes, the aforescribed tract of land, lying and being in Dade County, Florida, and being that portion of the easement of record affecting the land situate, lying and being in Dade County, Florida, described as Folio No. 30 7902 000 0051 and shown on the attached list.

Subject to the easement being released "as is" the Grantor will not make any repairs or improvements to the property released herein and the Grantee, for herself, her heirs, successors and assigns, by acceptance of this Release of Easement hereby agrees to hold the Grantor harmless and indemnify it for any future liability associated with the easement.

(A) NOTICE Regarding Hazardous Substance Activity. Pursuant to 40 CFR 373.2

and Section 120(h)(3)(A)(i) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (CERCLA)(42 U.S.C. §9620(h)(3)(A)(i)), and based upon a complete search of agency files, the United States gives notice that no hazardous substances have been released or disposed of or stored for one year or more on the Property.

(B) CERCLA Covenant. Grantor warrants that all remedial action necessary to protect human health and the environment has been taken before the date of this conveyance. Grantor warrants that it shall take any additional response action found to be necessary after the date of this conveyance regarding hazardous substances located on the Property on the date of this conveyance.

(1) This covenant shall not apply:

(a) in any case in which **Grantee**, her heir(s), successor(s) or assign(s), or any successor in interest to the Property or part thereof is a Potentially Responsible Party (PRP) with respect to the Property immediately prior to the date of this conveyance; **OR**

(b) to the extent but only to the extent that such additional response action or part thereof found to be necessary is the result of an act or failure to act of the **Grantee**, her heir(s), successor(s) or assign(s), or any party in possession after the date of this conveyance that either:

(i.) results in a release or threatened release of a hazardous substance that was not located on the Property on the date of this conveyance; **OR**

(ii.) causes or exacerbates the release or threatened release of a hazardous substance the existence and location of which was known and identified to the applicable regulatory authority as of the date of this conveyance.

(2) In the event **Grantee**, her heir(s), successor(s) or assign(s), seeks to have **Grantor** conduct or pay for any additional response action, and, as a condition precedent to **Grantor** incurring any additional cleanup obligation or related expenses, the **Grantee**, her heir(s), successor(s) or assign(s), shall provide **Grantor** at least 45 days written notice of such a claim and provide credible evidence that:

(a) the associated contamination existed prior to the date of this conveyance; and

(b) the need to conduct any additional response action or part thereof was not the result of any act or failure to act by the **Grantee**, her heir(s), successor(s) or assign(s), or any party in possession.

(C) ACCESS. Grantor reserves a right of access to all portions of the Property for environmental investigation, remediation or other corrective action. This reservation includes the right of access to and use of available utilities at reasonable cost to **Grantor**. These rights shall be exercisable in any case in which a remedial action, response action or corrective action is found to be necessary after the date of this conveyance, or in which access is necessary to carry out a remedial action, response action, or corrective action on adjoining property. Pursuant to this reservation, the United States of America, and its respective officers, agents, employees, contractors and subcontractors shall have the right (upon reasonable advance written notice to the record title owner) to enter upon the Property and conduct investigations and surveys, to include drilling, test-pitting, borings, data and records compilation and other activities related to

environmental investigation, and to carry out remedial or removal actions as required or necessary, including but not limited to the installation and operation of monitoring wells, pumping wells, and treatment facilities. Any such entry, including such activities, responses or remedial actions, shall be coordinated with record title owner and shall be performed in a manner that minimizes interruption with activities of authorized occupants.

The property hereby released has heretofore been declared surplus to the needs of the UNITED STATES OF AMERICA, is presently under the jurisdiction of the General Services Administration, is available for disposal and its disposal has been heretofore authorized by the Administrator of General Services, acting pursuant to the above referred to laws, regulations and orders.

IN WITNESS WHEREOF, the Grantor has caused this RELEASE OF EASEMENT to be executed and sealed the day and year first above written.

UNITED STATES OF AMERICA
Acting by and through the
Administrator of General Services

WITNESSES:

Cheryl A. Harvey
Delora B. Young

By: Laura Yeager
LAURA YEAGER
Branch Chief
Property Disposal Division
General Services Administration
Region IV, Atlanta, Georgia

STATE OF GEORGIA)
)
COUNTY OF FULTON)

I, the undersigned, a Notary Public in and for the State of Georgia, whose commission as such expires on the 2nd day of November, 2001, do hereby certify that this day personally appeared before me in the state and county aforesaid, LAURA YEAGER, Branch Chief, Property Disposal Division, General Services Administration, Region IV, Atlanta, Georgia, for and on behalf of the UNITED STATES OF AMERICA, personally well known or satisfactorily proven to me whose name is signed to the foregoing document dated the 2nd day of November, 2001, and acknowledged that, being authorized to do so, she executed the same for and on behalf of the UNITED STATES OF AMERICA.

Given under my hand and seal this 2nd day of November, 2001.

Glenda L. Green
Notary Public
State of Georgia

GSA Control No. 4-D-FL-1078, Property AA
Dade County, Florida
Release of Easement


Notary Public, Fulton County, Georgia
My Commission Expires March 26, 2002

The above named Grantee hereby accepts this Release of Easement and agrees to the terms and conditions therein.

Marianna H. Busher
Marianna H. Busher

OK BK 21742 PG 3132
LAST PAGE

Date: Wednesday, October 15, 2003 Time: 1:59:11 PM

10/15/2003 * * * PUBLIC VALUE INQUIRY * * * PTXM0186
FOLIO 30 7902 000 0051 PROP ADDR MCD 3000
NAME AND LEGAL VALUE HISTORY
GEORGE C JR & ROSEMARY BUSHER YEAR 2001 2002 06/16/2003
GEORGE C BUSHER TR LAND 95670 95670 95670
6495 SW 116 ST BLDG
PINECREST FL MARKET 95670 95670 95670
331564815 =====
2 57 39 8.70 AC M/L ASSESS 95670 95670 95670
N1/2 OF S1/2 OF SW1/4 OF NE1/4 HEX Y
LESS S17.5FT & LESS FEC R/W WVDB
LOT SIZE IRREGULAR TOT EX
OR 21198-4660 032003 4 TAXABLE 95670 95670 95670

STATE EXEMPT:

SALE DATE SALE AMT
SALE TYPE I/V SALE O/R

PF1-MORE LEGAL PF2-PARCEL INFO PF3-FOL SRCH PF5-TAX COLL PF7-PREV OWNER PF8-MENU
PF13-OCCUP LIC

STATE OF FLORIDA, COUNTY OF DADE
I HEREBY CERTIFY that the foregoing is a true and correct copy of the
original on file in this office, Oct. 16, AD 20 03
HARVEY RUVIN, CLERK, of Circuit and County Courts
Deputy Clerk [Signature]



APPENDIX B

Miami-Dade County Public Schools Analysis

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Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

Miami-Dade County School Board

Perla Tabares Hantman, Chair
Dr. Lawrence S. Feldman, Vice Chair
Dr. Dorothy Bendross-Mindingall
Susie V. Castillo
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

August 11, 2014

VIA ELECTRONIC MAIL

Mr. Brian Kenyon
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

Brian.Kenyon@hklaw.com

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
GREGORY C. BUSER, JR. AND ROSEMARY C. BUSER
APPLICATION #5 CDMP MAY CYCLE 2014
LOCATED AT SE CORNER OF SW 132 AVENUE AND SW 286 STREET
PH3014073001085 – FOLIO No. 3079020000051**

Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreements for Public School Facility Planning in Miami-Dade County, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, enclosed please find the School District's Preliminary Concurrency Analysis (Schools Planning Level Review).

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 131 multifamily attached units, which generate 41 students; 21 elementary, 11 middle and 9 senior high students. **At this time, all school levels have sufficient capacity available to serve the application.** A final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,

Ivan M. Rodriguez, R.A.
Director I

IMR:ir
L-080
Enclosure

cc: Ms. Ana Rijo-Conde, AICP
Mr. Michael A. Levine
Ms. Vivian G. Villaamil
Miami-Dade County
School Concurrency Master File

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • arijo@dadeschools.net



Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDGPS Application Number: PH3014073001085 Local Government (LG): Miami-Dade
Date Application Received: 7/30/2014 1:17:27 PM LG Application Number: Application #5 CDMP May Cycle 2014
Type of Application: Public Hearing Sub Type: Land Use
Applicant's Name: Gregory C. Busher, Jr. and Rosemary C. Busher, Jr.
Address/Location: 701 Brickell Avenue, Suite 3300, Miami, FL 33131-2847
Master Folio Number: 3079020000051
Additional Folio Number(s):

PROPOSED # OF UNITS 131
SINGLE-FAMILY DETACHED UNITS: 0
SINGLE-FAMILY ATTACHED UNITS: 131
MULTIFAMILY UNITS: 0

CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
73	MANDARIN LAKES K-8 ACADEMY (ELEM COMP)	64	21	21	YES	Current CSA
74	MANDARIN LAKES K-8 ACADEMY (MID COMP)	138	11	11	YES	Current CSA
6081	CUTLER BAY ACADEMY OF ADVANCED STUDIES - CENTENNIAL CAMPUS (SENIOR)	912	9	9	YES	Current CSA

ADJACENT SERVICE AREA SCHOOLS

*An Impact reduction of 21.13% included for charter and magnet schools (Schools of Choice).

MDGPS has conducted a preliminary public school concurrency review of this application; please see results above. A final determination of public school concurrency and capacity reservation will be made at the time of approval of plat, site plan or functional equivalent. **THIS ANALYSIS DOES NOT CONSTITUTE PUBLIC SCHOOL CONCURRENCY APPROVAL.**

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax /
concurrency@dadeschools.net

APPENDIX C

Applicant's Traffic Impact Report Executive Summary

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**May 2014 CDMP Amendment Application No. 5
CDMP Amendment Transportation Analysis**

Executive Summary

This proposed change to the Miami-Dade County CDMP has been submitted by The George C. Busher Living Trust for ±10.1 gross acres (±9.06 net acres), located in Section 02, Township 57, Range 39, and which is bounded by SW 286 Street on the north and SW 132 Avenue on the west. This proposed change seeks to redesignate the subject property from "Low-Density" (at 6 du/acre), to "Low-Medium Density" (at 13 du/acre). The gross and net new trips resulting from the proposed change are outlined below.

Timeframe	Proposed Use	Units	Gross Trips	Approved Use	Units	Gross Trips	Net New Trips
Daily	Townhomes	131 DU	814	Single Family	61 DU	666	148
AM Peak Hour	Townhomes	131 DU	88	Single Family	61 DU	52	36
PM Peak Hour	Townhomes	131 DU	102	Single Family	61 DU	67	35

Vehicular Access

The Amendment Site is situated in the SE quadrant of SW 132 Avenue and SW 286 Street (both 2 lane undivided local roads). The Amendment Site is located less than one mile east of the HEFT interchange at SW 288 Street, and thus is well served by the existing regional roadway network.

Transit Access

Miami-Dade Transit provides local and regional transit access with MDT Route 70 which runs along SW 132 Avenue immediately adjacent to the Amendment Site. MDT Route 70 provides weekday AM/PM peak hour service at 30 minute headways and Saturday/Sunday service at 60 minute headways. Route 70 extends south to Florida City at US-1 and Palm Drive, and extends north to the Southland Mall and the South Dade Government Center.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the peak hour period for the Year 2019 Short Term Planning Horizon, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the Amendment Site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County CDMP.

Year 2035 Traffic Conditions

An evaluation of the Year 2035 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the Year 2035 Long Term Planning Horizon. Year 2035 traffic conditions incorporate expanded transportation infrastructure for roads under construction, the funded transportation improvements from TIP 2015, planned transportation improvements from the LRTP 2035, future background traffic conditions reflecting growth in background traffic and traffic from approved committed developments, and the traffic impact from the Amendment site.

Adopted LOS Standards are Met and No Significant Impact

For this application, all regional and local study area roadways were found to operate within the adopted LOS standards for the Long Term Planning Horizon. The Amendment trips were only found to exceed 5.0% of the adopted maximum service volume on the local roadway segment of SW 132 Avenue providing direct access to the Amendment Site. Adopted level of service standards were found to be met on SW 132 Avenue and on the adjacent and surrounding study area roadways with the additional trips generated by the development of 131 Townhomes.

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APPENDIX D

Fiscal Impact Analysis

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Fiscal Impacts On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 5 of the May 2014 Cycle Applications to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

The agencies use various methodologies for their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants, federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates.

Solid Waste Services

Concurrency

Since the Public Works and Waste Management Department (PWWM) assesses solid waste disposal capacity on a system-wide basis, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible or necessary to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the PWWM issues a periodic assessment of the County's status in terms of 'concurrency'; that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds this standard as of FY 2013-2014.

Residential Collection and Disposal Service

Currently, the household waste collection fee is \$439 per residential unit, which also covers costs for waste disposal, bulky waste pick up, illegal dumping clean-up, trash and recycling center operations, curbside recycling, home chemical collection centers, and code enforcement.

Waste Disposal Capacity and Service

The cost of providing disposal capacity for Waste Collection Service Area (WCSA) customers, municipalities and private haulers is paid for by the system users. For FY 2013-2014, the PWWM charges at a contract disposal rate of \$64.85 per ton to PWWM Collections and to those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$85.51 per ton in FY 2013-2014. These rates adjust annually with the Consumer Price Index, South Region. In addition, the PWWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is used to ensure availability of disposal capacity in the system. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.3252 per 1,000 gallons for water and \$1.6987 per 1,000 gallons for sewer.

The applicant requests a change to the CDMP Land Use Plan map to redesignate a ±10.1-acre application site from "Low Density Residential" to "Low-Medium Density Residential", which would allow a maximum of 60 single family residential homes. If the application site is developed as requested with the 131 residential units, the water connection charges/impact fees would be \$32,776 and water service line and meter connection fees would cost \$1,300. Sewer connection charges/impact fees for the retail land use would be \$132,048 and the annual operating and maintenance costs would total \$26,026.

Flood Protection

The Miami-Dade County Division of Environmental and Resources Management (DERM) is responsible for the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Public Schools

The proposed amendment could result in 41 additional students, if approved and developed with residences. The average cost for K-12 grade students amounts to \$9,337 per student. Of the 41 students, 21 will attend elementary schools, 11 will attend middle schools students and 9 will attend senior high schools. The total annual operating cost for additional students residing in this development, if approved, would total \$382,817. Since there is sufficient concurrency capacity to accommodate the additional students, there are no capital costs. If at the time of issuing a development order and reserving student stations for the development, pursuant to the school concurrency, there is not sufficient capacity, the capital costs will be addressed at that time.

Fire Rescue

The Miami-Dade County Fire and Rescue Department indicates that fire and rescue service in the vicinity of the subject application is adequate and that no stations are planned in the vicinity of the application site.

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APPENDIX E

Photos of Site and Surroundings

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The application site viewed southward from SW 286 Street



Western portion of the application site used as construction equipment storage yard with light industrial building on the abutting property to the south in the background



The Evergreen Garden Estates subdivision north of the application across SW 286 Street



Light industrial facility on abutting property to the south of application site

APPENDIX F

Correspondence with Homestead Air Reserve Base

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

2014 AUG 20 A 11: 39

18 Aug 14
PLANNING & ZONING
METROPOLITAN PLANNING SECT

Lawrence Ventura, Jr.
Chief, Environmental Flight and Base Community Planner
482d Fighter Wing
29305 Westover St., Bldg 232
Homestead Air Reserve Base, FL 33039-1299

Mr. Garrett Rowe
Supervisor, CDMP Administration
Planning Division, Metropolitan Planning Section
Miami-Dade Department of Regulatory and Economic Resources
111 NW 1st Street, 12th Floor
Miami, FL 33128

Dear Mr. Rowe,

This letter is in reference to Application No. 5 of the May 2014 CDMP amendment cycle.

Based on our preliminary analysis, the proposed amendment to the Land Use Plan Map could potentially have adverse impacts to both Homestead Air Reserve Base (ARB) and the proposed higher-density residential development.

Foremost among these concerns are those related to the provision of Force Protection for Base facilities and personnel. The parcel under consideration lies on the fringes of the calculated Force Protection Radius for the fuel storage tanks (note: I am not disclosing the exact distance, for security reasons). Furthermore, if any of the aviation missions at Homestead ARB are enhanced, the noise contours would expand, potentially posing increased noise issues in the residential area by virtue of the increased density. The safety and comfort of the surrounding communities is our primary concern.

Additionally, Homestead ARB is currently working with the US Army Corps of Engineers and Miami-Dade County on a new Entry Control Complex (ECC). Due to the proximity of the higher density housing to the new ECC, each has the potential to negatively impact the other. For example, construction on both the ECC and a new housing development at the same time could cause severe traffic disruptions for local residents and HARB employees. The new ECC includes the re-alignment of 288th Street (see attached conceptual drawing), which requires an updated traffic study. Changes to the zoning for this parcel would necessitate an update to the traffic study, which is in addition to the changes already required by the new Wal-Mart and expansion of the 127th Avenue residential area, neither of which were present during the initial traffic study.

The continued development in this area may impact the 288th Street realignment as well as the ECC project itself.

If you or anyone else in the Department of Regulatory and Economic Resources (RER) needs further information, please do not hesitate to contact me at (786) 415-7163 or by email at lawrence.ventura@us.af.mil.

Thank you for the opportunity to comment on the proposed amendment and I look forward to working with you and the RER Department in the near future.

Sincerely,

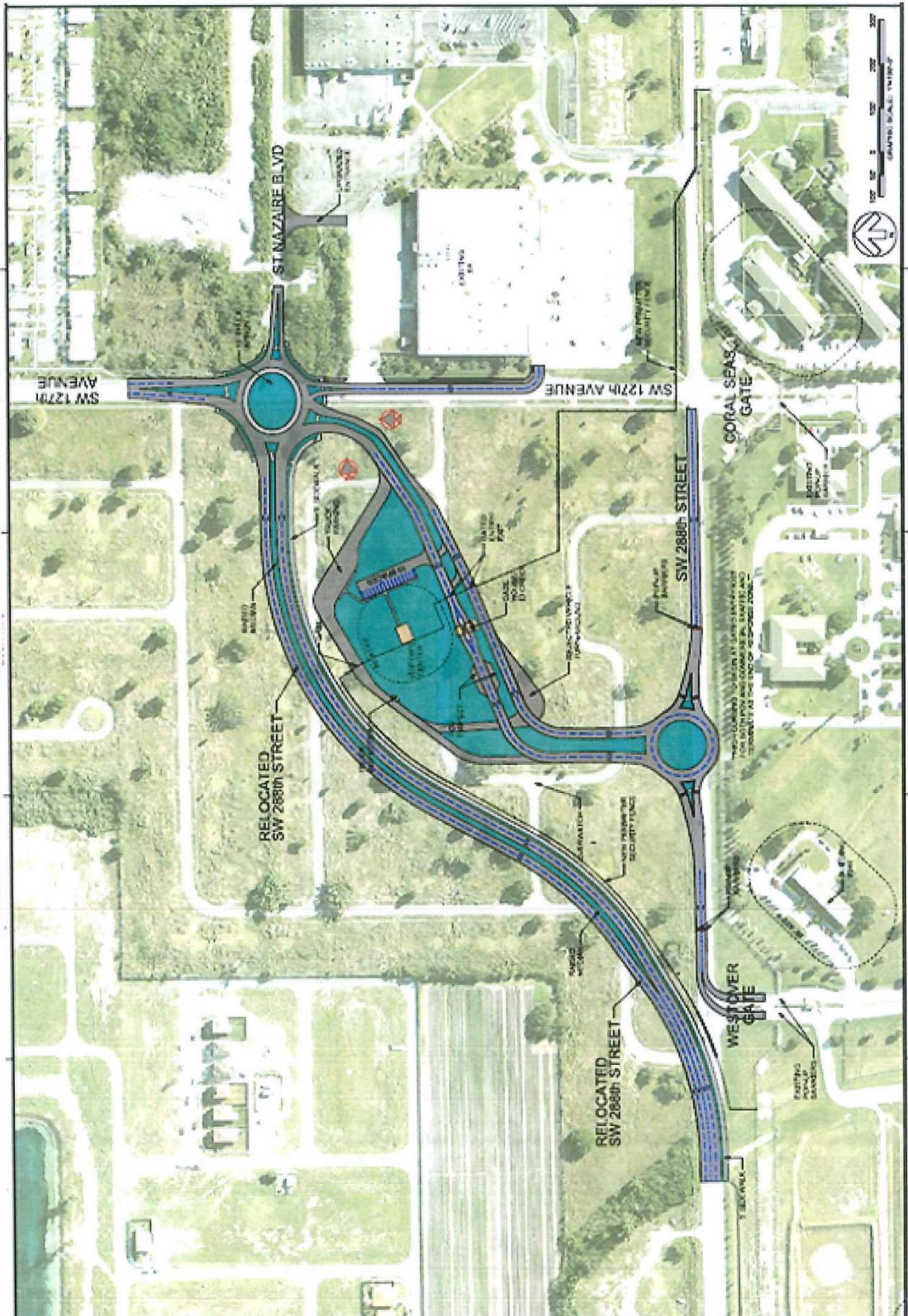
A handwritten signature in black ink, appearing to read 'Lawrence Ventura, Jr.', written in a cursive style.

LAWRENCE VENTURA, JR.
Base Community Planner

1 Attachment:

1. Output of new Entry Control Complex Design Charrette, December 2013

Output of New Homestead ARB Entry Control Complex Design Charrette. December 2013



Rowe, Garrett A. (RER)

From: VENTURA, LAWRENCE JR GS-12 USAF AFRC 482 BCE/CEV
<lawrence.ventura@us.af.mil>
Sent: Tuesday, August 19, 2014 12:52 PM
To: Rowe, Garrett A. (RER)
Cc: HASTINGS, THOMAS M CTR USAF AFRC 482 BCE/CEV
Subject: May 2014 Cycle CDMP App No. 5

Garrett,
In response to your questions to Thomas yesterday, see below:

* Regarding the Force Protection Radius, all I can say is that an increase in density, theoretically increases the threat probability to the fuel storage tanks. For that matter, any homes at all increase threat probability, but medium density to a greater extent than low density.

* Noise issues can most likely be addressed through the requirement of noise attenuation standards, such as those contained in the county's recent draft zoning update for Homestead Air Reserve Base (ARB).

* On the issue of traffic, ensuring concurrent construction projects (ie the New Entry Control Complex and any residential development within the parcel under consideration) do not impact one another could be very complicated as construction schedules for each are unknown and each is independent of the other. For this and other reasons, we are not sure such coordination is feasible.

* The traffic study was a part of the 20xx Environmental Assessment for the new ECC - see link below, particularly pg. 3-36 to 3-50 and Appendix B.

<http://www.homestead.afrc.af.mil/shared/media/document/AFD-100513-043.pdf>

Please feel free to contact me further if you have any more questions or concerns.

LAWRENCE VENTURA JR.
Chief, Environmental Flight
Base Community Planner
Comm (786) 415-7163
DSN 535-7163

482 MSG/CEV
29350 Westover St., Bldg 232
Homestead ARB, FL 33039-1299



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Planning Division, Metropolitan Planning Section
111 NW 1 Street • Suite 1250
Miami, Florida 33128-1902
T 305-375-2835 F 305-375-1091
www.miamidade.gov/business/planning.asp

August 26, 2014

Lawrence Ventura, Jr.
Chief, Environmental Flight and Base Community Planner
482d Fighter Wing
29305 Westover Street, Bldg. 232
Homestead Air Reserve Base, Florida 33039-1299

Subject: May 2014 CDMP Amendment Cycle Application No. 5

Dear Mr. Ventura:

Thank you for your review of the subject Application No. 5. We have received your comments contained in your letter dated August 18, 2014 and subsequent email of August 19, 2014 and are seeking additional information and clarification for some of your comments.

For context, Application No. 5 addresses a ± 10.1 -gross acre parcel (the subject property) located at the southeast corner of SW 132 Avenue and SW 286 Street, approximately ± 380 feet north of the Homestead Air Reserve Base (HARB) located south of SW 288 Street. The subject property is currently designated on the Comprehensive Development Master Plan (CDMP) adopted 2020-2030 Land Use Plan (LUP) map as "Low Density Residential" which allows residential development at densities ranging from 2.5 to 6 dwelling units per gross acre (DU/Ac). Application No. 5 seeks to redesignate the subject property to "Low-Medium Density Residential" which allows residential development at densities ranging from 6 to 13 DU/Ac. A maximum of 60 dwelling units are allowed on the subject property under the current LUP map designation and a maximum of 131 would be allowed if the Application were to be approved, representing a maximum potential increase of 71 dwelling units.

Your August 18 letter identifies potential adverse impacts that the application could have on the HARB, if the application is approved. The Department has reviewed your letter and seeks clarification and/or additional information regarding the impacts you identified. The specific issues raised in your letter and further addressed in your email are quoted below followed by the Department's clarification request.

HARB Comment: Force Protection Radius for Fuel Storage Tanks

"Foremost among these concerns are those related to the provision of Force Protection for Base facilities and personnel. The parcel under consideration lies on the fringes of the calculated Force Protection Radius for the fuel storage tanks (note: I am not disclosing the exact distance, for security reasons)." [August 18 letter]

"Regarding the Force Protection Radius, all I can say is that an increase in density, theoretically increases the threat probability to the fuel storage tanks. For that matter, any homes at all increase threat probability, but medium density to a greater extent than low density." [August 19 email]

The Department seeks to understand the stated concerns of the subject property's location in relation to the HARB fuel storage tanks Force Protection Radius and has the following questions.

1. What are the established standards of the Force Protection Radius that would be applicable to development both within and outside the Radius for protection of the fuel storage tanks?

2. Is the subject property located inside the Force Protection Radius?
3. How is the probability of threat to the fuel storage tanks determined?
4. Is the Force Protection Radius and associated threat probability to the fuel storage tanks addressed in the Homestead Air Reserve Base Joint Land Use Study (JLUS) or the Air Installation Compatible Use Zone Study (AICUZ) that were accepted by the Board of County Commissioners through Resolution R-357-10?

HARB Comment: Possible Increase in HARB Aircraft Noise Impacts

Furthermore, if any of the aviation missions at Homestead ARB are enhanced, the noise contours would expand, potentially posing increased noise issues in the residential area by virtue of the increased density. The safety and comfort of the surrounding communities is our primary concern. [August 18 letter]

Noise issues can most likely be addressed through the requirement of noise attenuation standards, such as those contained the county's recent draft zoning update for Homestead Air Reserve Base (ARB). [August 19 email]

1. When does HARB expect updated noise contours based on the deployment of new mission aircraft(s)?
2. What is the likelihood of the application site being impacted by expanded noise contours given the southwest to northeast alignment of the runways and the property is north of HARB?

HARB Comment: Traffic Impacts to HARB's Planned Entry Control Complex

Additionally, Homestead ARB is currently working with the US Army Corps of Engineers and Miami-Dade County on a new Entry Control Complex (ECC). Due to the proximity of the higher density housing to the new ECC, each has the potential to negatively impact the other. For example, construction on both the ECC and a new housing development at the same time could cause severe traffic disruptions for local residents and HARB employees. The new ECC includes the re-alignment of 288th Street (see attached conceptual drawing), which requires an updated traffic study. Changes to the zoning for this parcel would necessitate an update to the traffic study, which is in addition to the changes already required by the new Wal-Mart and expansion of the 127th Avenue residential area, neither of which were present during the initial traffic study. The continued development in this area may impact the 288th Street realignment as well as the ECC project itself. [August 18 letter]

On the issue of traffic, ensuring concurrent construction projects (ie the New Entry Control Complex and any residential development within the parcel under consideration) do not impact one another could be very complicated as construction schedules for each are unknown and each is independent of the other. For this and other reasons, we are not sure such coordination is feasible. [August 19 email]

1. Attached for your review is the traffic study prepared in support of Application No. 5 by the Applicant's traffic consultant (CD copy also enclosed).
2. What is the perceived conflict between the construction of the new HARB Entry Control Complex and the projects concurrent?

Lawrence Ventura, Jr.
August 26, 2014
Page 3 of 3

3. When does HARB anticipate construction of the Entry Control Complex will begin and what is the planned duration of the construction period?

If you require any additional information or have any questions regarding this matter, please do not hesitate to contact me or Garrett Rowe, Section Supervisor at (305) 375-2835.

Sincerely,



Mark R. Woerner, AICP
Assistant Director for Planning

Enclosure: CD with "CDMP Amendment Transportation Analysis" prepared by Cathy Sweetapple and Associates

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

2014 SEP -8 P 12:13

PLANNING & ZONING
METROPOLITAN PLANNING SECT

05 Sep 14

Lawrence Ventura, Jr.
Chief, Environmental Flight and Base Community Planner
482d Fighter Wing
29305 Westover St., Bldg 232
Homestead Air Reserve Base, FL 33039-1299

Mark R. Woerner, AICP
Assistant Director for Planning
Planning Division, Metropolitan Planning Section
Miami-Dade Department of Regulatory and Economic Resources
111 NW 1st Street, 12th Floor
Miami, FL 33128

Dear Mr. Woerner,

This letter is in reference to your letter, dated 26 August, responding to the comments contained within my letter to Mr. Garrett Rowe, dated 18 August.

Regarding the issue of Force Protection Radius: For security reasons, I cannot respond to your queries in greater detail, than I already have. The advisory was based on potential threats and possible outcomes as a result of those threats. I can only continue to say that our first and foremost concern is for the safety of the base personnel and the surround community, and that our advisory was discretionary in nature.

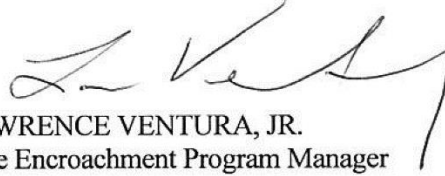
On the topic of Aircraft Noise Impacts, a new AICUZ (Air Installation Compatible Use Zone) study for Homestead ARB will begin in November, and should be completed by July 2015. It is difficult to estimate what changes will be contained within this new AICUZ study. In addition, future mission updates and transformations at Homestead ARB, both among the 482d Fighter Wing and the installation tenants, could bring different and potentially louder types of aircraft, such as the F-35. As mentioned in discussions with Mr. Garrett Rowe, some of the concerns related to noise may be alleviated, at least in part, through the requirement of 25 decibel Noise Level Reduction into the design and construction of all new uses, similar to what is included in the proposed update to the Zoning Code for the area around Homestead ARB.

Finally, our concerns on concurrent construction projects in this area are related to potential traffic congestion produced by two major activities at the same time, and the impact this could have on the operations at Homestead ARB. If these activities occur at the same time, then both major ingress and egress avenues to the base (SW 127 Ave. and SW 137 Ave. as well as SW 288 St., may be severely hampered by construction traffic

If you or anyone else in the Department of Regulatory and Economic Resources (RER) needs further information, please do not hesitate to contact me at (786) 415-7163 or by email at lawrence.ventura@us.af.mil.

Thank you for the opportunity to continue the conversation on the proposed amendment and I look forward to working with you and the RER Department in the near future.

Sincerely,



LAWRENCE VENTURA, JR.
Base Encroachment Program Manager