

<h1>Application No. 6</h1> <p>Commission District 11 Community Council 11</p>
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APPLICATION SUMMARY

Applicant/Representative:	Tamiami Business Park, LLC/Juan J. Mayol, Jr., Esq., & Pedro Gassant, Esq., Holland and Knight LLP
Location:	South side of SW 136 Street and ±1,340 feet (approx. 1/4 mile) east of SW 157 Avenue
Total Acreage:	±9.4 Gross Acres/±8.74 Net Acres
Current Land Use Plan Map Designation:	"Industrial and Office"
Requested Land Use Plan Map Designation and other changes:	<ol style="list-style-type: none">1. Redesignate the application site on the LUP map: From: "Industrial and Office" To: "Medium Density Residential (13 to 25 dwelling units per gross acre) with One Density Increase (DI-1: 25 to 60 dwelling units per gross acre)"2. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board.
Amendment Type:	Small-scale
Existing Zoning District/Site Condition:	IU-C/Vacant

RECOMMENDATIONS

Staff:	DENY (March 2018)
West Kendall Community Council (11):	ADOPT WITH ACCEPTANCE OF THE PROFFERED COVENANT (April 3, 2018)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	ADOPT AS A SMALL-SCALE AMENDMENT WITH THE PROFFERED DECLARATION OF RESTRICTIONS WITH THE CONDITION THAT 100% OF THE HOUSING UNITS ARE LEASED TO PERSONS EARNING AT OR BELOW 140% OF THE AREA MEDIAN INCOME (April 9, 2018)
Final Action of Board of County Commissioners:	TO BE DETERMINED (April 25, 2018)

Staff recommends to **DENY** the proposed change to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the ±9.4 gross-acre site from “Industrial and Office” to the “Medium Density Residential with One Density Increase (DI-1)” CDMP land use category. Staff’s recommendation on the application is based on the following reasons:

Principal Reasons for Recommendation:

1. The application proposes to change the “Industrial and Office” CDMP land use designation of the ±9.4-gross acre site to facilitate the development of a workforce housing residential community on the subject property, inconsistent with the CDMP provisions for the conversion of industrial land to a non-industrial use. The “Industrial and Office” land use category text in the CDMP Land Use Element (on page I-39) provides for the retention of “Industrial and Office” designated land when such land is in a Minor Statistical Area (MSA) that has less than a 15-year supply of industrial land. In instances where there is less than a 15-year supply of industrial land, in order to be considered for approval for a non-industrial use, it must be demonstrated that such use will not adversely impact future industrial development. The application site is located in MSA 6.2, which has a 5-year supply of industrial land (see Supply and Demand Analysis of page 6-14), requiring the Applicant to demonstrate that conversion of the application site to a non-industrial use will not have a significant negative impact on future industrial development in the area. This requirement has not been adequately addressed in the application, and as discussed in principal reason No. 2 below, approval of the application could trigger the conversion of additional industrial land to residential uses, which could negatively impact future industrial development in the area.

Additionally, rather than addressing how the application would impact future industrial development in the application area, as required by the CDMP, the Applicant argues that there is a need for workforce housing in the County and that application would be addressing such need. Though the Applicant has proffered a Declaration of Restrictions that, among other things, proposes a maximum 264 units on the property and several commitments and limitations aimed at addressing compatibility with the Miami Executive Airport and its operations, the Applicant has not provided any commitment to workforce housing in the proffered covenant. If workforce housing is to be considered as a factor in the approval of the application, the covenant proffered by the Applicant should commit to the development of workforce housing on the site.

2. Approval of the application would be generally inconsistent 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 to Accommodate Economic or Population Growth:* As stated previously, approval of the application would further deplete the limited industrial land that is available and suitably located for industrial uses and could negatively impact future industrial development and economic growth in the area. The application site is located in an “Industrial and Office” designated area along SW 136 Street just south of the Miami

Executive Airport (formerly the Kendall Tamiami Executive Airport). The site is within Minor Statistical Area (MSA) 6.2 which has 119 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2017-2030 period is 18.11 acres per year. At this rate of absorption, vacant land zoned or designated for industrial use is projected to be depleted by the year 2023, approximately 5 years (See "Supply and Demand Analysis" on page 6-14).

The application proposes to redesignate suitable industrial land to "Medium Density Residential with One Density Increase (DI-1)" to facilitate the development of residences in an area which is more appropriately located and suited for industrial development. Although residential land in MSA 6.2 is projected to be depleted by year 2020, as outlined in the Supply and Demand Analysis, residential development on the application site would be generally incompatible with the industrial area. Indeed, the application site is located in a planned industrial area intended to serve Miami Executive Airport, which is directly to the north of the application site. To the east of the subject parcel is vacant industrial land and further east is a cluster of industrial warehouse, wholesale, and light manufacturing establishments, with some scattered retail and office uses, all of which extend from SW 152 Avenue to approximately SW 136 Place. Abutting the subject parcel to the west is a warehouse condominium plaza, and further west is a gas station. The 100-foot wide CSX railway corridor abuts the subject property to the south, and beyond the CSX railway corridor are single family residences. The land use designations of the surrounding area and the existing uses make the subject site more suitable for industrial use than residential use. If the application were approved, the proposed residential development could negatively impact existing and future industrial uses on properties that abut or are adjacent to the subject property.

In addition, it is important to note that the approval of the application could intensify the pressures to convert other vacant industrial parcels in the vicinity to residential uses. The Board of County Commissioners (Board) recently approved the conversion of an industrial parcel located west of the application site, on the southeast corner of SW 157 Avenue and SW 136 Street. Specifically, the Board approved Application No. 2 of the May 2017 CDMP Amendment Cycle on November 8, 2017, re-designating ± 8.92 gross acres from "Industrial and Office" to "Medium Density Residential" (13 to 25 dwelling units per acre). At that time, staff recommended denial of said application, indicating that the approval of Application No. 2 could trigger the conversion of vacant industrial designated land in the area to residential uses. If approved, the current application could further trigger such conversion, particularly since the application site is one of two contiguous vacant industrial parcels, totaling ± 18.1 acres. West of the site, beyond SW 157 Avenue, is another vacant ± 11.3 -acre industrial designated parcel that could also be subject to the pressure for conversion to residential uses. Given that MSA 6.2 has approximately 119 acres of vacant industrial land remaining, the loss of these three parcels could potentially result in a total loss of ± 29.4 acres, or approximately 25% of the vacant industrial land remaining in MSA 6.2.

- ii. *Public Facilities and Services:* Approval of the application would not cause a violation in adopted level of standards for public facilities and services. The impacts that would be generated from maximum potential development on the site of 564 residential units (or 264 residential units, if the application is approved with acceptance of the proffered covenant), would not cause a violation in the level of service standards for public services and facilities.

- iii. *Compatibility:* The requested “Medium Density Residential with One Density Increase” land use designation would be generally incompatible with the existing and future industrial uses in the area, and with the Miami Executive Airport adjacent to the north of the site beyond SW 136 Street. The CDMP Aviation Subelement Objective AV-5 and Policy AV-5G and Land Use Element Policy LU-4B require the County to maximize compatibility between the airports and surrounding communities and to protect uses (such as the airport and industrial uses) that generate significant noise, vibration, or truck or rail traffic from damaging encroachment by new incompatible uses, such as the residential uses proposed for the application site.

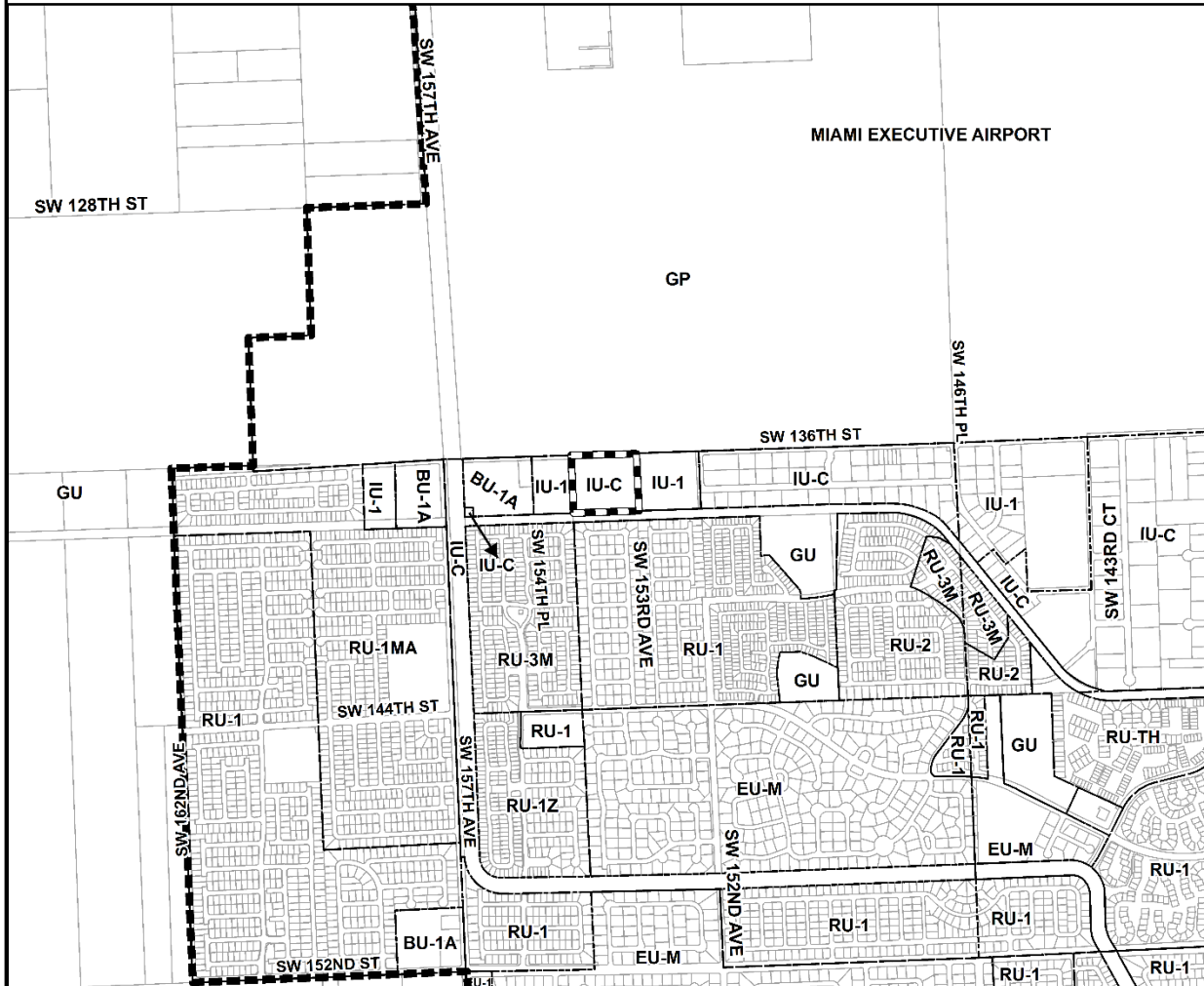
The Applicant has proffered a Declaration of Restrictions that proposes a maximum 264 units on the property and several commitments addressing compatibility with the Miami Executive Airport and its operations. The covenant requires the incorporation of at least 25 decibel noise level reduction into the design and construction of any dwelling unit on the property; a commitment to providing an aviation easement to the County allowing flights over the property; and a commitment to providing notice in the lease contract of any residential unit within the property regarding proximity to and impacts from the airport and its operations (see Appendix D: Proffered Declaration of Restrictions). While these provisions address some of the compatibility issues with the airport, the conversion of the application site to a residential use is generally not compatible with the long term viability of the adjacent industrial area and the potential future growth and expansion of the airport and its operations.

- iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact any environmental or historic resources as there are no such resources on the application site. (See Environmental Conditions section herein on page 6-16.)
- v. *Transit Ridership and Pedestrianism:* The application, if approved, would not support transit ridership and pedestrianism pursuant to CDMP Land Use Element Policy LU-8E(v) (page I-16). Metrobus Route 252 provides express or limited stop service in the area and feeder service to Metrorail. However, the nearest bus stop for Route 252 is located one mile from the application site (see “Transit Analysis” on page 6-27). The distances of this bus route, in addition to the fact that the application site is located in a primarily industrial area, is not conducive to the creation of a safe and pedestrian friendly environment that would support pedestrianism and transit ridership.

APPLICATION NO. 6 AERIAL PHOTO



APPLICATION 6 ZONING MAP



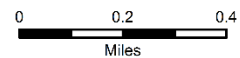
APPLICATION AREA

2020 URBAN DEVELOPMENT BOUNDARY

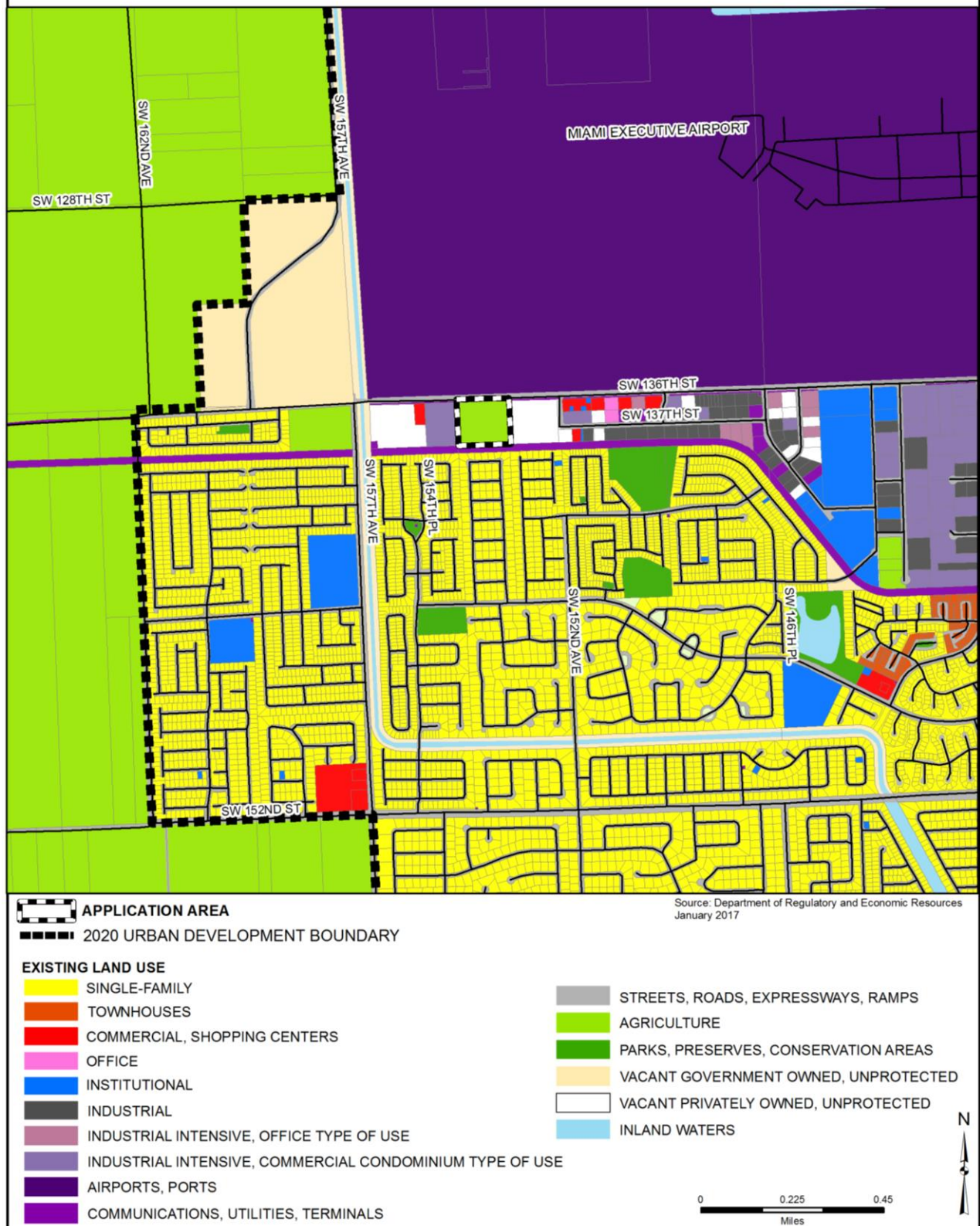
Source: Department of Regulatory and Economic Resources
January 2017

MIAMI-DADE COUNTY ZONING DISTRICTS

- BU-1A BUSINESS DISTRICTS, LIMITED
- EU-1 ESTATES, SINGLE-FAMILY
- EU-M ESTATES MODIFIED
- GP GOVERNMENT PROPERTY
- GU INTERIM DISTRICT
- IU-1 INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
- IU-C INDUSTRIAL DISTRICT, CONDITIONAL
- RU-1 SINGLE-FAMILY RESIDENTIAL
- RU-1MA MODIFIED SINGLE-FAMILY RESIDENTIAL
- RU-1Z SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE
- RU-2 TWO-FAMILY RESIDENTIAL
- RU-3M MINIMUM APARTMENT HOUSE
- RU-TH TOWNHOUSE

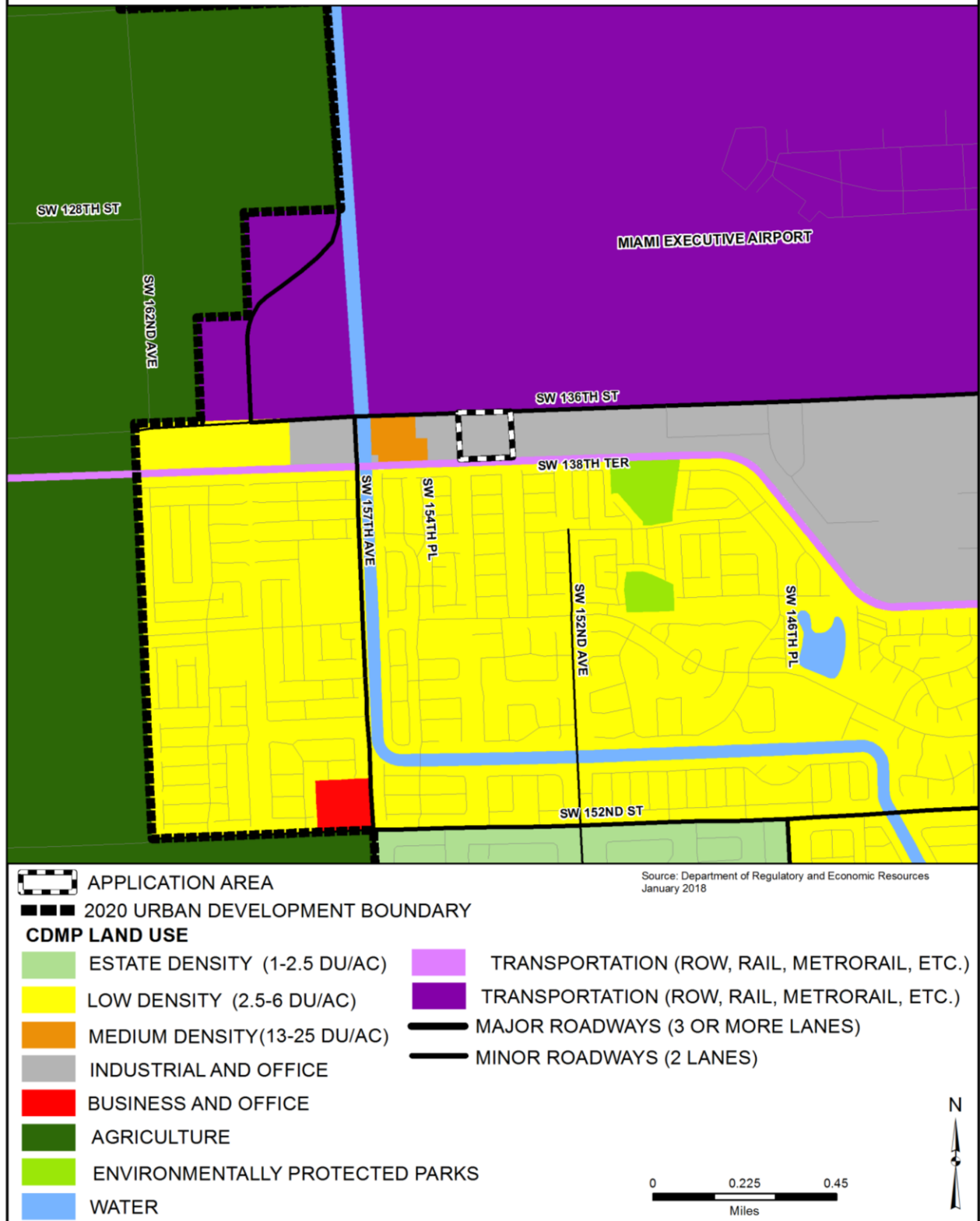


APPLICATION NO. 6 EXISTING LAND USE

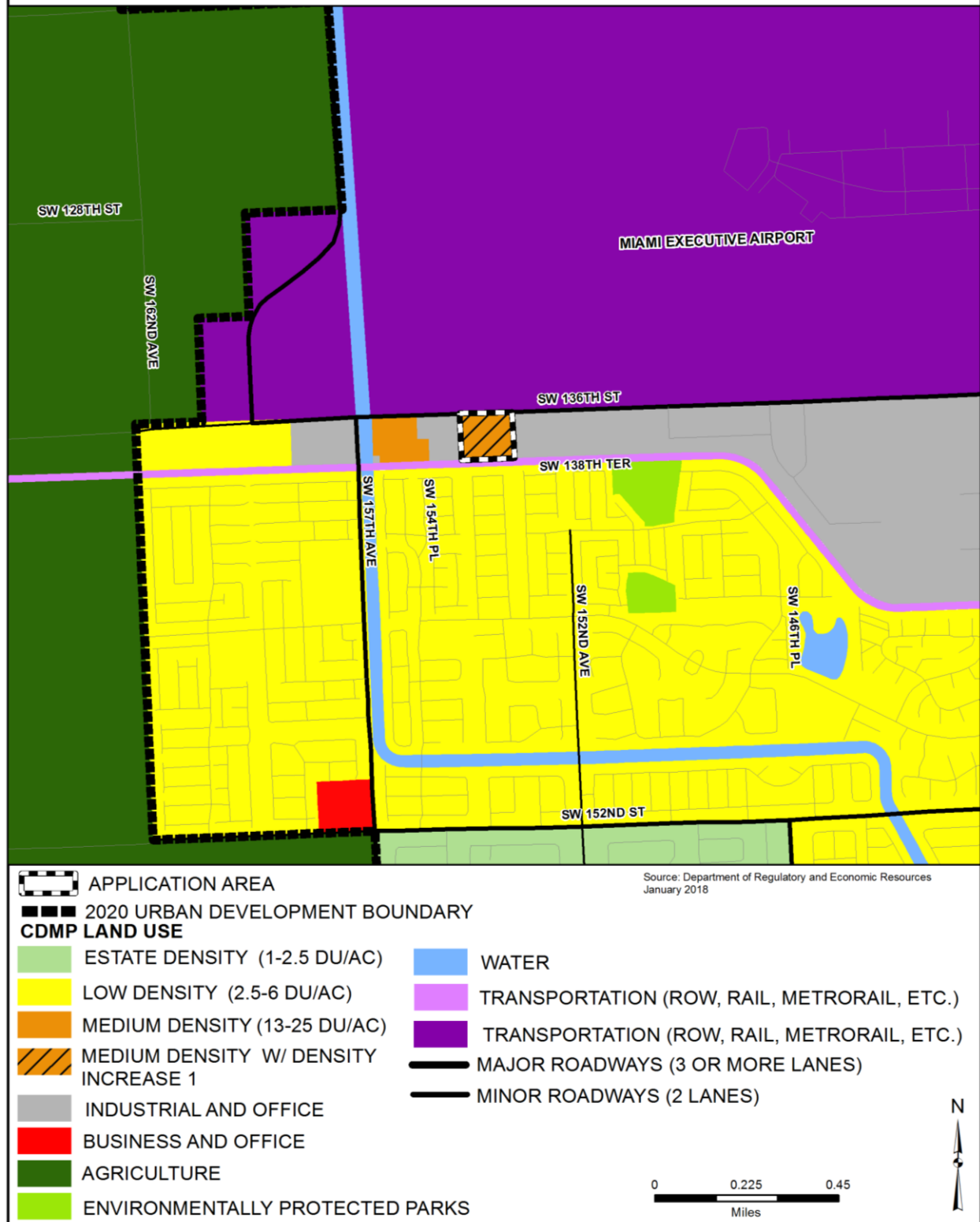


APPLICATION NO. 6

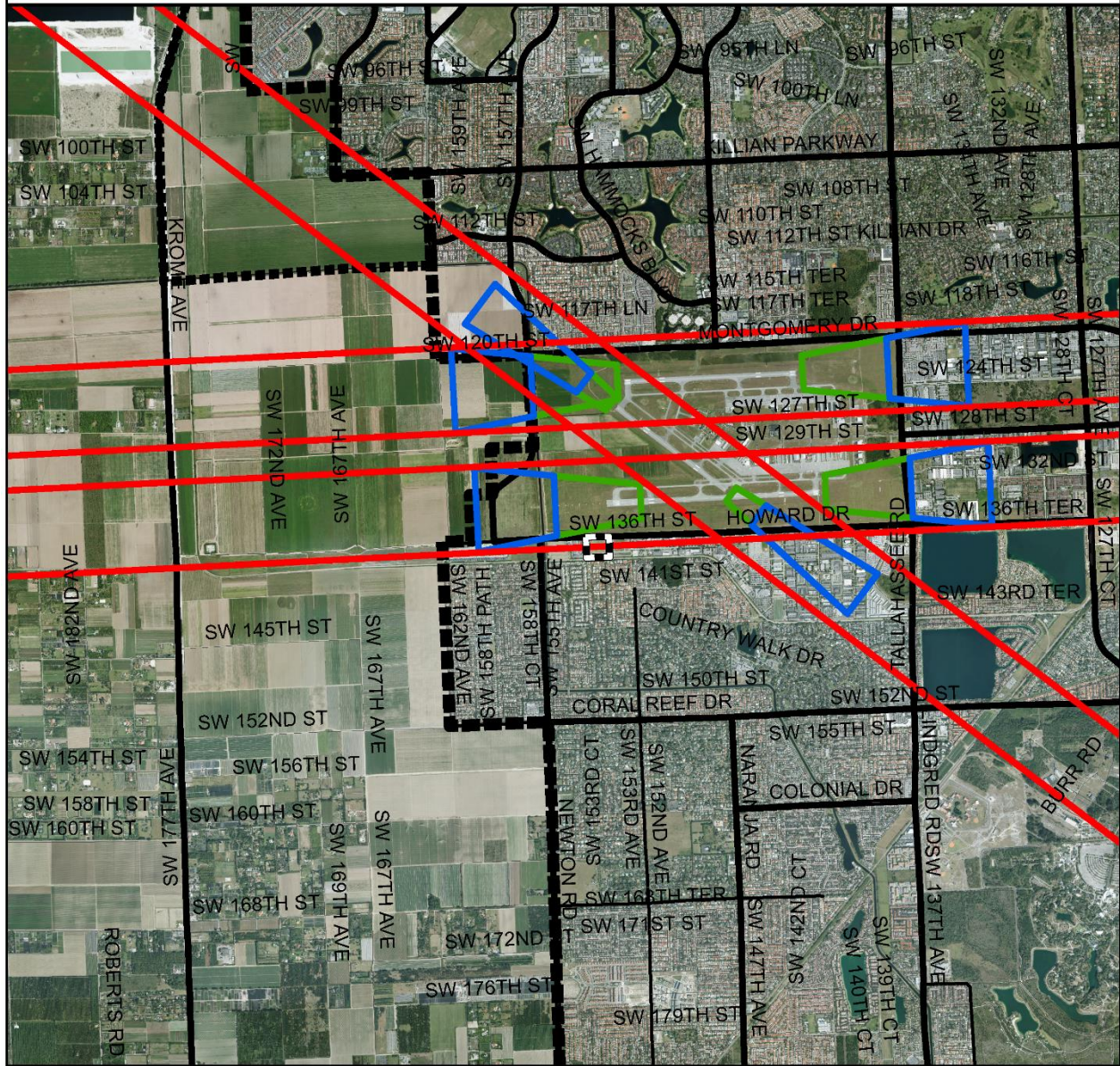
CDMP LAND USE








APPLICATION NO. 6 PROPOSED CDMP LAND USE



MIAMI EXECUTIVE AIRPORT ZONING MAP



-  APPLICATION SITE
-  NO SCHOOL ZONE
-  OUTER SAFETY ZONE
-  INNER SAFETY ZONE
-  2020 URBAN DEVELOPMENT BOUNDARY

Miami-Dade County
Department of Regulatory and Economic Resources, March 2018

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Miles



STAFF ANALYSIS

Application Site

Location

The ±9.4-gross acre site is located south of the Miami Executive Airport (formerly the Kendall-Tamiami Executive Airport), on the south side of SW 136 Street, approximately 1,340 feet east of SW 157 Avenue, in unincorporated Miami-Dade County (see “Aerial Photo” on page 6-5).

Existing Land Use

The application site is currently vacant. (See “Existing Land Use” map on page 6-7).

CDMP Land Use Designation

The application site is designated “Industrial and Office” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map, (see “CDMP Land Use” map on page 6-8). The “Industrial and Office” land use category allows manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, and similar uses. Also included are construction and utility-equipment maintenance yards, utility plants, public facilities, hospitals and medical buildings, and telecommunication facilities.

The CDMP Land Use Element text on page I-39 provides for the retention of “Industrial and Office” designated land when such land is in a Minor Statistical Area that has less than a 15-year supply of industrial land. In instances where there is less than a 15-year supply of industrial land, in order to be considered for approval of a non-industrial use it must be demonstrated that such use will not adversely impact future industrial development. The application proposes development on the subject property located in Minor Statistical Area (MSA) 6.2, which has 119 acres of vacant industrial land remaining with an absorption rate of 18.11 acres of industrial land per year. Therefore, the projected depletion of vacant industrial land in MSA 6.2 is year 2023. This translates to a 5-year supply of industrial land remaining in the subject MSA, less than the 15-year supply required by the CDMP. However, the Applicant has not adequately demonstrated that it will not adversely impact future industrial development, as required by the CDMP for the approval of the application. Instead, the Applicant contends that there is a need for workforce housing in the County and that the application seeks to address this need through the development of a workforce housing community. However, the Applicant has not provided any commitment to workforce housing in the covenant that was proffered in support of the application (See the Workforce Housing section below).

Specifically, the Applicant requests to redesignate the application site on the LUP map to “Medium Density Residential with One Density Increase” (see “Proposed CDMP Land Use” map on page 6-9). The “Medium Density Residential with One Density Increase” CDMP land use category would allow residential development at a density that ranges between 25 and 60 dwelling units per gross acre, provided that sound urban design principles are incorporated into the design of the development; otherwise development of the site will be limited to a maximum density of 25 dwelling units per gross acre.

Under the current CDMP land use designation, the site could be developed with a maximum of 190,357 square feet of industrial uses. Under the Applicant’s requested “Medium Density Residential with One Density Increase” designation, the application site could be developed with up to 564 multi-family units at a density of 60 units per acre with the incorporation of sound urban

design principles, or limited to a maximum of 235 units at a density of 25 units per acre without the incorporation of sound urban design principles.

Proffered CDMP Declaration of Restrictions

On February 23, 2018, the Applicant proffered a Declaration of Restrictions (covenant) proposing to: 1) limit the development to 264 dwelling units; 2) provide sound urban design guidelines consistent with the County's adopted Urban Design Manual or its equivalent, including buffers; 3) incorporate at least 25 decibel noise level reduction into the design and construction of the residential units; 4) convey an Avigation Easement for airport use; and 5) require notice of the proximity to the airport on future lease contracts for residential units on the site.

It should be noted that the covenant was proffered after the impact analysis for the application had been completed. As a result, except for Water and Sewer, Parks, and Public Schools, the impact analysis provided herein is based on the maximum development of 564 residential units.

Workforce Housing

The application indicates that the proposal to redesignate the application site to "Medium Density Residential with One Density Increase" is with the intent to develop a "workforce housing residential community". However, the covenant proffered by the Applicant does not include any commitment for providing workforce housing. Without such a condition in the covenant, the commitment to build workforce housing cannot be guaranteed. The CDMP allows a density bonus for 25% for residential developments that provide workforce housing. Workforce housing is defined as housing that is affordable to families whose incomes are within 60% to 140% of the County's area median income. Although the Applicant has not expressed the intent to utilize the 25% density bonus as described in the "Density Bonus Programs for Affordable/Workforce Housing" on page I-30 of the CDMP Land Use Element, if workforce housing is to be considered as a factor in the approval of the application, the proffered covenant should provide a commitment to providing workforce housing on the site.

Zoning

The application site is currently zoned IU-C (Controlled Industry District) (See "Zoning Map" on page 6-6). IU-C allows the development of large industrial projects and industrial park developments. Private schools and nonpublic educational facilities are prohibited under this zoning district.

Miami-Dade Aviation Department (MDAD) has determined that the referenced property is within the No School Zone and may be impacted by the Inner Safety Zone and the Outer Safety Zone as defined in the Code of Miami-Dade County, Article XL Kendall-Tamiami Executive Airport Zoning, Section 33-395 (currently Miami Executive Airport) (See "Miami Executive Airport" zoning map on page 6-10). However, it should be noted that the County is in the process of revising said requirements pursuant to Florida State Statute 333.03(2)(c). The proposed revisions would replace the existing ILZ and OLZ boundaries, resulting in reduction of the land area encumbered by the ILZ and OLZ.

To address some of the above issues, the Applicant has proffered a covenant committing to incorporate 25 decibel noise level reduction (NLR) into the design and construction of the proposed development, among other conditions such as an Avigation Easement, notice requirements for residential lease contracts, and buffers from surrounding uses (See Appendix D: Proffered Declaration of Restrictions).

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. According to County zoning records, the subject property was initially zoned GU (Interim: uses depend on the character of the neighborhood; otherwise EU-2 standards apply). On June 29, 1989, Miami-Dade Board of County Commissioners (Board) adopted Resolution No. Z-246-89 approving a zoning district boundary change on the application site from GU to IU-C (Industry-Controlled). By the same Resolution, the Board approved a non-use variance allowing a lot area of 9.37 acres, instead of the required 10 acres for an IU-C zoning district. No other district boundary change or variance has occurred on the application site to date.

Adjacent Land Use and Zoning

Existing Land Uses

The property to the north of the application site is Miami Executive Airport. Abutting to the west of the application site is the Gateway Corporate Plaza warehouse park, which contains small businesses, including West Kendall Auto Collision Paint and Body shop, Novitech Tuning car service and repair shop, High Level auto service shop, Wheels Motorsports and ATV's rentals, Rock Crusher Basketball training facility, a party and floral wholesale company, two shipping companies, Cristiano house of worship, BF Goodrich Tire sales, a dog spa/kennel, an insurance company, real estate and mortgage office, a sports bar grill, and a pizza restaurant. Further west is a free standing Texaco gas station. To the south of the application site is the 100-foot wide CSX railroad, which serves as a buffer to the single-family residential communities to the south of the site. Abutting to the east of the site is a vacant property that is well maintained (see "Aerial Photo" on page 6-5).

Land Use Plan Map Designations

The Miami Executive Airport properties to the north of the application site, across SW 136 Street, are designated "Terminals" on the LUP map. South of the application site is the CSX railroad that is depicted as "Transportation" and, beyond the railroad, are residential properties designated "Low Density Residential (2.5 to 6 units per gross acre)" on the LUP map (see "CDMP Land Use" map on page 6-8). As indicated previously, the "Transportation" land use designation for the railroad use serves to buffer the residential uses from the more intense industrial and terminal uses to the north.

Abutting to the west and east of the application site are properties that are designated "Industrial and Office". It should be noted that further west, the property located at the southeast corner of SW 136 Street and SW 157 Avenue is designated "Medium Density Residential" (13 to 25 dwelling units per gross acre) on the LUP map. This ±8.92 gross acre parcel was subject to a land use amendment, as Application No. 2 of the May 2017 CDMP Amendment Cycle. Staff recommended denial of said application primarily as it could trigger the conversion of vacant industrial land to residential uses, but the Board approved the re-designation of the site from "Industrial and Office" to "Medium Density Residential" on November 8, 2017.

The current application could further trigger the conversion of the remaining vacant industrially designated land in the area south of the airport along SW 136 Street. This would include the ±9.41-acre vacant parcel to the east of the site and a second vacant ±11.3-acre parcel to the west of the site, beyond SW 157 Avenue. The conversion of these parcels to non-industrial uses, including the conversion of the application site, could potentially result in a total loss of ±30.11 acres of vacant industrial land. Since MSA 6.2 has approximately 119 acres of vacant industrial

land, the conversion of these parcels would represent a loss of 25% of the remaining vacant industrial land in MSA 6.2.

Zoning

The airport properties adjacent to the north of the application site are zoned GP (Government Property). Properties abutting to the west and east of the application site are zoned IU-1 (Light Industrial). These properties (to the west and east) are also within the airport's No School Zone layer (see "Miami Executive Airport" zoning map" on page 6-10). To the west, on the southeast corner of SW 136 Street and SW 157 Avenue, the property is zoned BU-1A, but there is a pending zoning application for a district boundary change to RU-4L (Limited Apartment House District). The abutting CSX railroad corridor, to the south of the site, is zoned GU and the single-family properties beyond the railroad, are zoned RU-1 (Single Family on 7,500 square foot net lot). To the southwest of the site beyond the railroad are residential properties zoned RU-3 (Four-Unit Apartment on 7,500 square foot net lots). (see "Zoning Map" on page 6-6).

Supply and Demand Analysis

The capacity of the CDMP Adopted 2020 and 2030 LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. In the context of this small-scale application, land capacity is analyzed at the localized or Minor Statistical Area (MSA) level.

Industrial

The analysis area for Application 6 (MSA 6.2) contained 625.88 acres of in-use industrial uses in 2017 and an additional 119.00 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2017-2030 period is 18.11 acres per year. At the projected rate of absorption, reflecting the past absorption rates of industrial uses, the study area will deplete its supply of industrially zoned land in the year 2023 (See Table below).

Analysis Area	Vacant Industrial Land 2017 (Acres)	Industrial Acres in Use 2017	Annual Absorption Rate 2017-2030 (Acres)	Projected Year of Depletion
MSA 6.2	119.00	625.88	18.11	2023

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Planning Research and Economic Analysis Section, February 2018.

Impact on the Supply of Industrial Land

While the re-designation of the subject property, approximately 9.4 gross acres, will not have a significant impact on the countywide supply of land available for industrial uses, it is much different when the analysis is focused on MSA 6.2 – specifically the strategic area around the Miami Executive Airport. This is one of the few areas with a significant amount of industrial land and a location adjacent to the airport that could become a cluster for industrial uses.

A vibrant industrial sector is essential to the economic well-being of Miami-Dade County and needed for the economic development of this specific area of the County. Once industrial land is removed from the inventory and used for other purposes, it will not revert back, and its deleterious

effect will be felt for decades. If the County's goal is to create a cluster where industrial uses will flourish creating jobs that typically pay wages higher than the County average, then we should guard against the erosion of the County's industrial land supply – specifically in strategic locations such as the proposed amendment site.

Residential

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 6.2) in 2017 was estimated to have a capacity for 1,208 dwelling units, with 79 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 496 units per year in the 2017-2020 period to 523 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling unit shows the depletion of single-family type units occurring in 2017 and for multi-family by 2027 (See Table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by 2019.

Residential Land Supply/Demand Analysis
2017 to 2030: Application 6 (MSA 6.2)

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 2017	259	949	1,208
DEMAND 2015-2020	407	89	496
CAPACITY IN 2020	0	682	0
DEMAND 2020-2025	414	90	504
CAPACITY IN 2025	0	232	0
DEMAND 2025-2030	429	94	523
CAPACITY IN 2030	0	0	0
DEPLETION YEAR	2017	2027	2019

Residential capacity is expressed in terms of housing units.

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

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Division, Planning Research and Economic Analysis Section, February 2018.

The table above addresses the residential land supply and demand in the Analysis Area without the effect of the projected CDMP amendment. Application 6 is a small-scale amendment requesting a re-designation from "Industrial and Office" to "Medium Density Residential with One Density Increase." Given the existing capacity in the Analysis Area, this application, if approved, will extend the multi-family land supply beyond 2030 and for both types to 2020.

Need for Increased Supply of Housing

Residential supply is constantly evolving and can be impacted by a number of factors including redevelopment. While it is evident that the supply of residential land in MSA 6.2 is expected to be depleted by 2017 for single-family type units, the supply of multi-family is estimated to be depleted by 2027. It should also be noted that the adjacent MSA 7.2, south of the proposed amendment, has a depletion date for single-family housing of 2021 and the depletion for multi-family to be beyond 2030.

With respect to the proposed redesignation of the application site from "Industrial and Office" to "Medium Density Residential with One Density Increase", the Department encourages and

supports infill development, but only where it is appropriate and compatible with existing uses and where it does not contradict other CDMP policies.

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 and AH
Stormwater Management Permit	DERM Surface Water Management Standard Permit
County Flood Criteria	9 feet National Geodetic Vertical Datum (NGVD)

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	No
Contaminated Site	No DERM records

Pollution Remediation

There are no DERM records of current or historical contamination issues on the property or on sites directly abutting the application site.

Drainage and Flood Protection

Any proposed development with more than 2.0 acres of impervious area may 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. The Applicant is advised to contact the DERM Water Control Section for further information regarding permitting.

Application No. 6 is located within Special Flood Hazard Area identified as Zone AH and Zone X in the FEMA Flood Insurance Rate Maps (FIRM). Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.

The site shall be filled to a minimum elevation of 9 feet, NGVD (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 non-residential.

- County Flood Criteria 9 feet NGVD, plus 8 inches for residential, or plus 4 inches for non-residential.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for non-residential.
- The Base Flood Elevation for this area is found to be 9.0 feet N.G.V.D. (taken from the FIRM for Miami Dade County).
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event.

For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 25-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code and all State and Federal Criteria.

Natural Resources

According to DERM records, the referenced property does not contain specimen trees as defined in the Code. A Miami-Dade County Tree Permit is required prior to the removal and/or relocation of any tree that is subject to the tree preservation and protection provisions of the Code.

In accordance with Section 24-49.9 of the Code and CON-8I of the CDMP, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species.

Endangered Species

The subject property and adjacent properties are not located within a federally designated critical habitat area. DERM is not aware of any documented threatened and endangered species on this or adjacent properties.

Water and Sewer

Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of MDWASD Hialeah Reverse Osmosis, Hialeah, Preston, and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The rated treatment capacity of the Miami-Dade Water and Sewer Department regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional

system shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 72.03 MGD. This is calculated using the available plant capacity (449.74 MGD), subtracting 102% of the maximum day flow (346.6 MGD) and subtracting the water that is reserved through development orders (31.11 MGD).

As noted in the “Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario” table below, the maximum water demand for Industrial development (Scenario 1) under the current CDMP Land Use designation is estimated at 4,759 gallons per day (gpd). The maximum water demand for residential development (Scenario 1) under the Requested CDMP Land Use designations is estimated at 84,600 gpd. This represents an increase of up to 79,841 gpd over the demand under the current CDMP land use designations with a development of 564 dwelling units. With the proffered covenant, which proposes to limit the development to 264 residential units (Scenario 2), the increase is 34,841 gpd. A Water Supply Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

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

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami- Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
1	Industrial	190,357 sq. ft.	2.5 gpd/100 sq. ft.	4,759 gpd
Requested CDMP Designation				
1	Multi-family	564 units	150gpd/unit	84,600 gpd
2	Multi-family	264 units	150gpd/unit	39,600

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; January 2018

Water Supply and Connectivity:

Application No. 6 is located within the MDWASD franchised water service area. The source of potable water for this area is the Alexander Orr Water Treatment Plant which is owned and operated by MDWASD. Currently, there is adequate treatment and water supply capacity for the proposed project consistent with Policy WS-2 A (1) of the County’s CDMP. The plant is presently producing water that meets Federal, State, and County drinking water standards.

The proposed land use would be required to connect to the public water system pursuant to Chapter 24 of the Code. There is an existing 20-inch water main along SW 136 Street to which the developer may connect to provide water service. If two or more fire hydrants are to be connected to a public water main extension within the property, 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 Miami-Dade County Water and Sewer Department regional wastewater treatment system capacity is the sum of the daily treatment capacity of the three wastewater treatment plants. The regional wastewater treatment system can treat up to 375.5 MGD. The Sanitary Sewer Level of Service (LOS) standard presented in the CDMP requires the regional system to have sufficient capacity to treat 102% of the average daily sewage demand of the preceding 5 years. The available capacity is calculated by subtracting 102% of the annual average flow (310.11 MGD) for the preceding 5 years and the capacity reserved for development orders (38.81 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 26.58 MGD.

Sewer System Connectivity:

Application No. 6 is located within the MDWASD franchised sewer service area. The wastewater flows for this application will be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. There is an existing 10-inch gravity sewer system abutting the property along SW 136 Street to which the developer may connect to provide sewer service. Any proposed gravity sewer extension within the developer's property shall be 8-inch minimum diameter.

The sanitary sewer system in this area discharges the sewage flow to pump station 30-0574 and then to the South District Wastewater Treatment Plant. The sanitary sewer pump station as well as the South District Wastewater Treatment Plant are owned and operated by MDWASD; in addition, they are currently working within the mandated criteria set forth in the Consent Decree Case: NO. 1:12-cv-24400-FAM, effective December 6, 2013.

Solid Waste

The Miami-Dade County Department of Solid Waste Management (DSWM) 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.

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 DSWM assesses the solid waste capacity on a system-wide basis since it is not practical or necessary to make a determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2016-

2017, the DSWM is in compliance with the Countywide Waste Management System's adopted LOS standard.

Application Impacts

The application requests redesignation of the site from "Industrial and Office" to "Medium Density Residential with one Density Increase." The "Medium Density Residential with One Density Increase" land use category allows densities from 25 to 60 multifamily dwelling units per acre, which translates into 564 multifamily units on the application site. The applicant has proffered a covenant which limits the development to 264 units. Adoption of this amendment may result in development of multifamily establishments, as defined in Chapter 15 of the County Code. The DSWM does not actively compete for multifamily waste collection service at this time. Waste collection service will, therefore, most likely be provided by a private waste hauler.

The requested amendment will have no impact or any associated costs relative to Solid Waste Collection and Disposal services and facilities; therefore, the DSWM has no objection to the proposed changes.

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 2 (PBD-2), which generally encompasses the area of the County between SW 8 Street and SW 184 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-2 has a surplus capacity of 473.18 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 the parks within a 3-mile radius of the application site; all fourteen parks are larger than the required minimum provision of five-acres of local recreational open space.

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

Park Name	Acreage	Classification
Arvida Park	8.00	Neighborhood Park
Chuck Pezoldt Park	40.00	Community Park
Eureka Villas Park	5.32	Neighborhood Park
Forest Lakes Park	5.69	Neighborhood Park
Hammocks Community Park	14.84	Community Park
Kings Grant Park	6.50	Neighborhood Park
Kings Meadow Park	5.79	Neighborhood Park

Park Name	Acreage	Classification
Oak Creek Park	5.03	Neighborhood Park
Sandpiper Park	5.00	Neighborhood Park
Serena Lakes Park	5.00	Neighborhood Park
Sugarwood Park	8.00	Neighborhood Park
Three Lakes Park	15.00	Single Purpose Park
Water Oaks Park	5.00	Neighborhood Park
Wild Lime Park	11.86	Community Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, January 2018.

Application Impacts

The potential development of the site under the existing CDMP land use designation does not generate a population, and the concurrency analysis for this scenario has no impact based on the Level of Service standard for the provision of local recreational open space.

The maximum potential for residential development under the proposed land use designation is estimated at 564 multi-family dwelling units with an estimated population up to 1,117 persons. The concurrency analysis for this scenario results in an impact of 3.07 acres based on the minimum Level of Service standard for the provision of local recreation open space and therefore meets the minimum level of service standard. Furthermore, the Applicant has proffered a Declaration of Restrictions that proposes to limit development on the site to 264 units, which would have an estimated population of 525 persons; thereby reducing the parks impact to 1.5 acres.

Fire and Rescue Service

The application area is currently served by Miami-Dade Fire Rescue Station No. 43 (Richmond) located at 13390 SW 152 Street. The station is equipped with a Rescue and Aerial totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week.

Average travel time to incidents in the vicinity of the subject application is approximately 7:09 minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to the vicinity of the subject application complies with the performance objective of national industry.

The current "Industrial & Office" designation will allow a potential development which will generate eight (8) annual alarms. The proposed "Medium Density Residential with a One Density Increase" designation will allow a proposed maximum potential development of 564 units, which is anticipated to generate 158 annual alarms. The 158 annual alarms will result in a severe impact to existing fire rescue service. However, fire and rescue service in the vicinity of the subject application is adequate.

Based on the current call volume for Station No. 43 (including) and because of existing stations within proximity of the subject application, all stations combined can mitigate the additional number of alarms. Additional stations include Station No. 36 (Hammocks) located at 10001 Hammocks Boulevard and Station No. 53 (Turnpike) located at 11600 SW Turnpike Highway. Furthermore, to further enhance fire and rescue service, MDFR is searching for a suitable parcel of land in the vicinity of Eureka (SW 184 Street) between SW 147 and 157 Avenue to construct a new fire station. Given that the Applicant has proffered a covenant limiting the number of

residential units on the site to 264 units, the maximum impact generated by the proposed development will be less than discussed above.

The required fire flow for the proposed CDMP designation (Medium Density Residential with a One Density (D1) shall be 1,500 gallons per minute (GPM). Fire hydrants shall be spaced a minimum of 300' from each other and shall deliver not less than 500 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application.

Level of Service Standard for 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 the proposed land use. Fire hydrants shall be spaced a minimum of 300 feet apart and shall deliver not less than 1,000 GPM. The Miami-Dade Fire Rescue Department has no objection to Application No. 6.

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 for public schools, 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. If capacity is not available at the school of impact, the developments impact can be shifted to one or more contiguous CSA that have available capacity, located either in whole in part within the same Geographic Area, as defined in CDMP Policy EDU-2C.

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 will allow a maximum of 564 multi-family residential units. If approved with the proffered covenant, which limits the development to 264 multi-family residential units, the application may increase the student population of the schools serving the application site by an additional 54 students. This number includes a reduction of 25.28% to account for charter and magnet schools (schools of choice). Of the 54 students, 23 are expected to attend elementary schools, 14 are expected to attend middle schools and 17 are expected to 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.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Norma Butler Bossard Elementary	-163	23	0	No	Current CSA/ 5 Year Plan
Jorge Mas Canosa Middle	208	14	14	Yes	Current CSA
Miami Sunset Senior	827	17	17	Yes	Current CSA
Adjacent Concurrency Service Area Schools					
Miami Heights Elementary	345	23	23	Yes	Adjacent CSA
Source: Miami-Dade County Public Schools, March 2018 Miami-Dade County Department of Regulatory and Economic Resources, March 2018 Note: CSA means Concurrency Service Area					

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 CDMP amendment 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.

Aviation

The Miami-Dade Aviation Department (MDAD) has determined that the referenced property is either partially or fully impacted by the following land use restrictive zones as defined in the Code of Miami-Dade County, Article XL Kendall-Tamiami Executive Airport Zoning, Section 33-395:

- Inner District (ILZ): New residential construction and educational facilities, excluding aviation, are not permitted within this land use classification.
- Outer District (OLZ): New residential construction and educational facilities excluding aviation, are required to incorporate at least a 25 decibel (db) Noise Level Reduction into the design/construction of the structure.
- No School Zone (NSZ): New educational facilities, excluding aviation schools, are not permitted within this land use classification.

MDAD is in the process of amending the Miami Executive Airport Zoning. One of the revisions involves replacing the existing ILZ and OLZ boundaries with the 75 and 65 db noise contours. This amendment, if approved by the Board of County Commissioners (BCC) will result in a reduction of the overall land area encumbered by the ILZ and OLZ. The justification for allowing the ILZ and OLZ to be recalculated is based upon Florida State Statute 333.03(2)(c) as follows: "Where an airport authority or other governing body operating a public-use airport has conducted a noise study in accordance with the 14 C.F.R. Part 150, or where a public-use airport owner has established noise established noise contours pursuant to another public study approved by the Federal Aviation Administration, the prohibition of incompatible uses, as established in the noise

study in 14 C.F.R. Part 150, Appendix A or as part of an alternative Federal Aviation Administration-approved public study, within the noise contours established by any of these studies, except if such uses are specifically contemplated by such study with appropriate mitigation or similar techniques described in the study.”

While it will always be MDAD's preference to support land uses which are considered more compatible with airport operations in close proximity to our airport system, it should be understood that should the BCC choose to adopt MDAD's proposed airport zoning changes, the application site would no longer be encumbered by a land use restrictive zone which would prohibit residential development.

Since the subject property is in close proximity to Miami Executive Airport, the Applicant is required to coordinate with MDAD and the Federal Aviation Administration to review any proposed temporary and permanent structures for airspace impacts.

Other Aviation Considerations

The Applicant has proffered a Declaration of Restrictions that provides for an aviation easement and requires a 25 decibel noise level reduction in the design and construction of dwelling units. The covenant also provides notice requirements to future owners that referencing Miami Executive Airport operations in the real estate contract.

Roadways

The application site is a ±9.4-acre property located south of SW 136 Street and 600 feet east of SW 157 Avenue in unincorporated Miami-Dade County. The site is located just outside the boundary of Miami Executive Airport in the Southwest corner. Both SW 136 Street and SW 157 Avenue that run to the north and west of the application site are four-lane divided roadways. SW 136 Street provides the only access on the north side of the application site. South of the site is SW 152 Street, a six-lane divided highway, which provides connection to Turnpike in the east.

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 and in the vicinity of the application site, which are currently monitored by the State (Year 2016) and the County (Year 2016), are operating at acceptable levels of service. See “Traffic Impact Analysis on Roadways Serving the Amendment Site” Table below.

Trip Generation

The maximum development potential scenarios under each the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Though Applicant proffered a covenant limiting the development to 264 residential units on February 23, 2018; the analysis that follows was completed prior to the submittal of the covenant; therefore, the analysis is based on a maximum development potential of 564 multi-family dwelling units.

Under the current CDMP land use designation of “Industrial and Office” the application site is assumed to be developed with 190,357 sq. ft. of industrial uses and under the requested CDMP land use designation of “Medium Density Residential” with one density increase, the application

site can be developed with 564 Multi-Family residential units. The potential development under the current CDMP land use designation of “Industrial and Office” is expected to generate approximately 115 PM peak hour trips and under the requested CDMP land use designation of “Medium Density Residential” it is expected to generate approximately 328 PM peak hour trips or approximately 213 more PM peak hour trips than the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” Table below.

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions as of February 2018, 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 2018 *Transportation Improvement Program (TIP)*, and the PM peak hour trips estimated to be generated by the development scenarios assumed to be developed 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. The “Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation” Table below shows that all roadways analyzed are projected to operate at acceptable levels of service.

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

Application No. 6	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
Land Use	“Industrial and Office” ¹	“Medium Density Residential” ² (13-25 du/ac) w/one density increase	
Maximum Development Potential	190,357 sq. ft. Industrial	564 DU Apartments	
Trips Generated	115	328	+ 213

Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, February 2018.

Notes:

¹ – ITE Land Use Code used for Industrial is 110.

² – ITE Land Use Code used for Medium Density Residential is 220.

Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation
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.	Amend-ment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Requested CDMP Designation: "Medium Density Residential w/one density increase" – 564 units of Apartments													
9859	SW 157 Ave.	SW 152 St. to SW 184 St.	4 DV	D	3,222	1,176	C	74	1,250	C	87	1337	C
9816	SW 137 Ave.	SW 136 St. to SW 152 St.	6 DV	E	5,390	3,764	C	156	3,920	C	58	3,978	C
9814	SW 137 Ave.	SW 120 St. to SW 136 St.	6 DV	E	5,390	4,534	C	187	4,721	C	131	4,852	C
F8679 ¹	SW 157 Ave.	SW 136 St. to SW 120 St.	4 DV	D	3,222	1,377	C	0	1,377	C	52	1,429	C
Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, February 2018. Notes: DV= Divided Roadway; UD=Undivided Roadway. * County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity); E+50% (150% capacity) for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA). ¹ - Not a concurrency station hence there are no approved D.O trips.													

Application Traffic Impact

The maximum development potential scenarios under each the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Under the current CDMP land use designation of “Industrial and Office” the application site is assumed to be developed with 190,357 sq. ft. of industrial uses and under the requested CDMP land use designation of “Medium Density Residential” with one density increase, the application site can be developed with 564 Multi-Family residential units. The potential development under the current CDMP land use designation of “Industrial and Office” is expected to generate approximately 115 PM peak hour trips and under the requested CDMP land use designation of “Medium Density Residential” is expected to generate approximately 328 PM peak hour trips, which is approximately 213 more PM peak hour trips than the current CDMP designation.

The existing traffic condition and concurrency analysis determined that all roadways adjacent to and in the vicinity of the application site 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 of Roadways Serving the Amendment Site Under the Requested CDMP Designation” Table above.

Other Roadway Improvements

MDX is currently conducting a PD&E study for the western extension of SR 836 (Dolphin Expressway) from NW 137 Avenue to SW 136 Street.

Transit

Existing Service

The application site is not directly served by any Metrobus Routes. The nearest transit service is Metrobus 252 with the closest bus stop located at SW 152 Avenue and Country Walk Drive—approximately one mile away. The service frequency of this Metrobus Route is shown in the “Metrobus Route Service Summary” table below.

Metrobus Route Service Summary							
Routes	Service Headways (in minutes)					Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 pm)	Saturday	Sunday		
252	30	60	50	60	60	1.1	E/F

Source: 2017 *Transit Development Plan*, Miami-Dade Transit (August 2017 Line Up), January 2018.

Notes: E means Express or Limited-Stop Metrobus service; F means Metrobus feeder service to Metrorail.

Recent Service Improvements

The western end of the route that runs through the County Walk subdivision was restructured in 2017.

Future Service Improvements

Service adjustments and improvements scheduled for implementation in 2018 are currently under development.

Long-Term Vision: Major Transit Projects

As a part of the Strategic Miami Area Rapid Transit (SMART) Plan, a Bus Express Rapid Transit (BERT) Route (the SW Miami-Dade Express) is proposed to provide express bus service between

the future Miami Executive Airport Park-and-Ride Station and the Dadeland North Metrorail Station. Currently, the Miami Executive Airport Park-and-Ride Station and the SW Miami-Dade Express are unfunded.

Application Impacts

A preliminary analysis performed in the Traffic Analysis Zone (TAZ) 1293 where the subject application is located, indicates that if the application is approved, the expected incremental transit impacts generated by the requested land use amendment are minimal and can be handled by the existing transit service in the area.

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-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.
- 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.

The proposed application will impede 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-4B. Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.
- LU-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider 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;
 - 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.
- LU-7A. Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to promote mobility, produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human services in varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.
- AV-5 Continue to ensure the compatibility of aviation facilities and operations with the natural environment and surrounding communities.
- 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.

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APPENDICES

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APPENDIX A

Amendment Application

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

1. APPLICANT

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By: 

Juan J. Mayol, Jr., Esq.
Pedro Gassant, Esq.

10-30-2017
Date

3. DESCRIPTION OF REQUESTED CHANGE

A. The following change to the Land Use Element Land Use Plan Map (item A.1 (d) in the fee schedule) is being requested:

1. A Change to the Land Use Element, Land Use Plan Map. The Applicant requests a change to the Land Use Element's Land Use Plan (LUP) Map to re-designate the subject property from "Industrial and Office" to "Medium-High Density Residential"

2. It is requested that this application be processed as a Small-Scale Amendment under the expedited procedures.

B. Description of the Subject Area.

1. The subject property, which is legally described in Exhibit A (the “Property”), consists of a parcel of land that is approximately ±9.4 gross acres of land located in Section 21, Township 55, Range 39, in unincorporated Miami-Dade County. More specifically, the subject property is located on land that is located just south of SW 136th Street and approximately 600 feet east of SW 157th Avenue.

2. Acreage.

Application Area: ± 9.4 gross acres (includes CSX coastline railroad right of way) and ±8.74 net acres.

Acreage Owned by Applicant: 8.74 acres

3. Requested Change.

a. It is requested that the subject property be re-designated on the LUP Map from “Industrial and Office” to “Medium Density With One Density Increase”

4. REASONS FOR AMENDMENT

The Property is located on land located just south of SW 136th Street and approximately 600 feet east of 157th Avenue and enjoys unique access to two major four-lane roadways, which provide for efficient travel to major employment centers within Miami-Dade County, including the many businesses that operate both at the Kendall-Tamiami Executive Airport and in the surrounding area. As such, the Property is effectively positioned for access to numerous employment centers. To the north of the Property is the Kendall-Tamiami Executive Airport. To the east and west of the Property are additional employment opportunities, consisting of both commercial and industrial activities. To the south of the Property is an area that is almost entirely composed of residential homes.

The Need for Workforce Housing

The Property is proposed to be re-designated from “Industrial and Office” to “Medium Density with One Density Increase” to provide for the development of a well-placed and – much-needed—workforce housing residential community, which will have access to the existing and planned industrial and commercial development to the east Property; creating a workforce housing development where residents will have ideal access to employment and shopping opportunities. The need for this type of workforce housing development has been studied and recommended through countless studies and recommendations, some of which are highlighted below.

Miami-Dade County is part of the 8th largest Metropolitan Area and is the 7th most populous county in the U.S. *See* FIU Metropolitan Center, Miami-Dade County Prosperity Initiatives Feasibility Study, at 6 (May 2016). For so long, the County has been a destination for families throughout the United States and abroad seeking a better future. The County's broad-based economic opportunity and prosperity has historically been hallmarks of the local economy. *See id.* However, working families in Miami-Dade County are facing significant housing affordability issues because:

1. Housing prices in Miami-Dade have risen much faster than competing regions;
2. Real incomes continue to decline, and job opportunities for higher paying occupations are less likely than they were before 2008;
3. Loss of equity due to the crash of the real estate market; and
4. Due to the area's high demand for vacation properties, second homes, and investment properties, local residents compete in an international market for local housing units.

See FIU Metropolitan Center, Miami-Dade County Prosperity Initiatives Feasibility Study, at 36.

Working families in Miami-Dade County are facing significant impediments to being able to afford rental units. For example, the U.S. Census Bureau concludes that Miami-Dade County's average rent continues to increase. *See id.* Notably, the average apartment rent in the County has increased from \$ 1,515 in 2009 to \$2,501 in 2015; amounting to a 65 percent increase in rental rates. *See id.* As a result, Miami-Dade County's housing market dynamics are substantially problematic for households at the lower to middle income ranges. *See id.* The continued increase in housing prices—combined with shrinking household earnings—have resulted in Miami-Dade households paying an increasing share of their income for housing. *See id.*

The U.S. Department of Housing and Urban Development (HUD) notes that a household is cost-burdened if it pays more than 30% of its total income on housing costs. *See id.* In **2014, 61% of renter households** and over 42% of owner households in Miami-Dade County were cost-burdened, **making the County the third least affordable housing market in the U.S.** *See id.* Moreover, the County's share of "severely cost-burdened households" – those paying more than 50 percent of income on housing—has increased by 11.6 percent in Miami-Dade County since 2009. *See id.*

In addition, if household transportation costs are considered along with housing costs, Miami-Dade County is quickly becoming one of the least affordable markets in the U.S. *See id.* at 36-37. Pursuant to the Center for Neighborhood Technology Housing and Transportation Cost Index (H+T Index), the average amount of household income spent on housing and transportation for all households in Miami-Dade County is 62 percent of annual income. *See id.* The standard threshold for affordability pursuant to the H+T Index is that household and transportation costs should not exceed 45 percent of annual income. *See id.* Notably, over 85 percent of all households in Miami Dade County pay more than 45 percent of their housing and transportation – **this is one of the highest ratios in the U.S.** -- demonstrating a severe affordability problem in Miami-Dade County. *See id.*

These data show that the County desperately needs workforce housing in order to ensure that it can remain competitive with other jurisdictions in attracting employers and workers to continue to enhance the local economy. The lack of workforce housing has a well-documented and well-noted detrimental effect on the County's ability to attract and retain workers. The dynamics of the lack of workforce housing creates a detrimental rippling effect that causes workers to move to more affordable jurisdictions thereby incentivizing large scale employers to follow; further exacerbating the problems of housing affordability and wage stagnation and adversely impacting industrial development. The additional need for workforce housing strongly favors re-designating the Property from "Industrial and Office" to "Medium-High Density Residential."

No Adverse Impacts on Future Industrial Development

Workforce housing does not have an adverse impact on future industrial development. In fact, workforce housing is needed to drive industrial development by attracting and maintaining the County's workforce. The increasing shortage of workforce housing has broad implications across Miami-Dade's economy. Escalating rent prices that are fueled by the rental housing shortage create a detrimental impact on Miami-Dade County's working families and households and creates a growing concern for service sector workers while also limiting the choices for young professionals. *See* FIU Metropolitan Center, Miami-Dade County Prosperity Initiatives Feasibility Study, at 37. Such workers are often saddled with significant debt from student loans and, as a result of the affordability crisis in Miami-Dade County, are typically forced to live away from employment centers or have moved to other more affordable locations outside Miami-Dade and South Florida.

Disturbingly, the One Community One Goal Strategic Plan noted that "while Miami-Dade County ranks highly among national benchmarks in terms of the concentration of college students and graduates relative to its population, its young professional (25 – 44 year olds) population is declining in numbers and has lower educational attainment than benchmark communities. *See id.* at 12. The analysis concluded that "Miami-Dade County seems to be educating workers for other communities." *See id.* The decline of young professionals may be directly attributed to the lack of workforce housing in the County. Such workers, as noted earlier, may opt to move to more affordable jurisdictions, which creates a downward spiral on the County's ability not only to attract and maintain workers, but also on the County's ability to attract and maintain well-heeled employers.

The lack of workforce housing may also be the reason for the low level productivity that is occurring within the County. High levels of labor productivity is typically characteristic of high performing regional economies; which are regional economies that create and sustain the growth of higher-wage and higher skilled jobs. *See id.* at 27-28. Unfortunately, the Miami Metropolitan Statistical area's labor productivity is below the national average, and at 111 out of 381 Minor Statistical Areas (MSAs), which means that the County's Growth Domestic Product (GDP) per employee is half that of the nation's leading regional economies. Regrettably, the County's low-productivity places it in a cluster with small former industrial regions including, Buffalo, NY and Battle Creek, Michigan. *See id.*

In addition, the United States Census bureau estimates that the population of Miami-Dade County grew from 2,498,018 in 2010 to 2,712,945 in 2016. *See <https://www.census.gov/quickfacts/table/PST045216/12086>* (last visited May 11, 2017). This amounts to a growth of 214,927 over a six (6) year span and an increase of 35,821 persons per year. Given these issues, the County is faced with a significantly increasing population, while its residential land supply is rapidly decreasing. This dynamic requires the County to re-designate land within the urban development boundary for residential development to accommodate the County's continued population and economic growth.

Compatibility with Airport Operations

The Property is located within the Inner District (ILZ) land use classification under the Kendall-Tamiami Executive Airport Zoning regulations. It is our understanding from comments previously provided by the Miami-Dade Aviation Department (MDAD), that MDAD is working to amend the Kendall-Tamiami Executive Airport Zoning regulations, which amendment will replace the ILZ classification with the 75 and 65 db noise contours. *See* MDAD Comments on DIC Application No. 12-096, at 1. Locations outside of the 75 and 65 db noise contour would be available for residential development.

Based on the Kendall-Tamiami Executive Airport Noise Mitigation Evaluation, the Property is outside of the 75 and 65 db noise contours and would, therefore, be an appropriate location for residential development. *See* Noise Mitigation Evaluation, Kendall-Tamiami Executive Airport, at 20-21. Indeed, at page 22 of the Noise Mitigation evaluation, the airport specifically concluded that residential development is compatible with a noise contour that is less than 65 db. The report of the evaluation shows the Property within the 60 db noise contour and not the 65 db contour. As in the case of previous approvals for residential development near the airport, the Applicant will submit a Declaration of Restrictions in support of its request, under the terms of which the Applicant will agree (a) to place the Property under an aviation easement, (b) to provide noise mitigation/attenuation in the design and construction of the units to reduce indoor noise levels by 25 decibels, and (c) to provide prospective occupants of the residential units mandatory disclosure regarding potential noise impacts and the frequency of operations at the airport. The Declaration of Restrictions will further ensure the compatibility of the proposed residential development and the existing and future airport operations and uses.

The Property is also located within the T or "horizontal district." The "horizontal district" permits a height of 150 feet above the airport elevation. The Applicant is willing to add a provision to the Declaration of Restrictions that would limit the height of any structures to below 150 feet.

Finally, the re-designation of the Property from "Industrial and Office" to "Medium Density with One Density Increase" meets the criteria contained in Land Use Policy LU-8E of the County's Comprehensive Development Master Plan. Specifically, LU-8E states that requests to amend the County's CDMP Land Use Plan map shall be evaluated to determine if the request 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 ¼ mile of an existing or planned transit station, executive 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.

The requested land use change addresses the applicable criteria by helping to satisfy a deficiency in the Plan map to accommodate projected population and economic growth of the County by providing a much needed increase in density within the Urban Development Boundary through the provision of workforce housing and by being compatible with the nearby land uses and protecting the character of the established neighborhoods. We note that south of the Property are single family residential homes. These homes are naturally buffered from the Property by the railroad right of way that is directly south of the Property. The railroad right of way buffer enhances the compatibility of our requested land use change and ensures that the character of the established single family area directly to the south will be protected.

Conclusion

In conclusion, the need for workforce housing within the County to help to incentivize industrial development, while also helping to address the significant population increase that has occurred in the County over the past six years as well as future anticipated growth are some of the reasons justifying this request. Further, the re-designation of the Property will be compatible with the airport zoning regulations and airport operations. The Applicant will submit a Declaration of Restrictions to provide additional guidance for the future development of the Property.

Moreover, approval of the requested Amendment would further advance the implementation of the following CDMP objectives and 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-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.

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-1K: Miami-Dade County will maintain and enhance the housing assistance and housing programs addressed in the Housing Element as a means to improve conditions of extremely low, very low, low and moderate income residents. This includes the provision of affordable workforce housing.

LAND USE POLICY LU-1M: In formulating or amending development regulations, Miami-Dade County shall avoid creating disincentives to redevelopment of blighted areas. Where redevelopment occurs within the urban area, requirements for contributions toward provision of public facilities may be moderated where underutilized facilities or surplus capacities exist, and credit toward required infrastructure contributions may be given for the increment of development replaced by development.

LAND USE OBJECTIVE LU-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, cultural, community, and senior 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-8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban areas shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.

LAND USE POLICY LU-8F: The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy LU-7F. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.

LAND USE POLICY LU-9D: Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities.

LAND USE POLICY LU-9T: The County shall consider provisions to allow horizontal mixed-use developments, defined as the horizontal integration of parcels with different primary uses within the same site or block, in appropriate future land use categories in the Urban Development Boundary.

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

HOUSING GOAL 1: Ensure the provision of housing that will be affordable to all current and future Miami-Dade County residents, regardless of household type or income.

HOUSING OBJECTIVE HO-3: Assist the private sector in providing affordable housing products in sufficient number for existing and future residents throughout the County by the year 2030 to extremely low, very low, low and moderate-income households, including workforce housing.

HOUSING POLICY HO-3A: Provide additional administrative and, where applicable, fiscal incentives for new developments to ensure the inclusion of a wide spectrum of housing options, particularly for extremely low, very low, low, and moderate-income households, including workforce housing.

HOUSING POLICY HO-3B: Continue to investigate methods for providing affordable residential dwelling units and to review, evaluate and streamline those aspects of planning, zoning, permitting and building codes that may unduly restrict or increase the cost of housing.

HOUSING POLICY HO-3G: The Department of Regulatory and Economic Resources will work with other appropriate departments to consider development of a housing linkage program which applies to commercial and industrial projects above a certain size.

HOUSING POLICY HO-3I: Encourage the development of residential housing units through infill and expansion of redevelopment opportunities in urbanized areas with existing infrastructure.

HOUSING OBJECTIVE HO-6: Increase affordable housing opportunities for extremely low, very low, low, moderate-income households, including workforce housing options, within reasonable proximity to places of employment, mass transit and necessary public services in existing urbanized areas.

HOUSING POLICY HO-6A: Promote the location of housing for extremely low, very low, low, and moderate-income households, including workforce housing options, near employment centers or premium transportation services through the application of CDMP planning provisions and cooperation with County agencies which provide affordable housing.

HOUSING POLICY HO-6C: Priority should be given to assisting affordable workforce housing projects which are proximate to employment concentrations, mass transit, or have easy access to a range of public services.

HOUSING GOAL III: All variations of affordable housing products in Miami-Dade County should be provided through the most economically feasible alternatives, while ensuring that site locations, site and housing designs, and building practices foster energy and land conservation.

HOUSING OBJECTIVE HO-8: Bring about housing design and development alternatives that are aesthetically pleasing, encourage energy efficiency and enhance the overall health, safety and general welfare of County residents.

HOUSING POLICY HO-8A: Ensure that growth management, housing design, and development alternatives form an integral part of a community of functional neighborhoods and town centers that promote community identity, and enhance the overall quality of life.

HOUSING POLICY HO-8B: Continue supporting development of innovative and cost-efficient housing construction techniques, materials and manufacturing methods.

5. LOCATION MAP for APPLICATION

Attached.

6. ADDITIONAL MATERIALS SUBMITTED

Legal Description

Certified Survey

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

7. DISCLOSURE OF INTEREST

Attached.

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANTS / REPRESENTATIVE

TAMIAMI BUSINESS PARK, LLC / Juan J. Mayol, Jr., Esq., Hugo P. Arza, Esq., and Pedro Gassant, Esq.

DESCRIPTION OF SUBJECT AREA

The Property consists of a parcel of land that is approximately ± 9.4 gross acres of land located in Section 21, Township 55, Range 39, in unincorporated Miami-Dade County. More specifically, the subject property is located on land that is located just South of SW 136th Street and approximately 600 feet east of SW 157th Avenue.

LOCATION MAP



TAMIAMI BUSINESS PARK, LLC

LEGAL DESCRIPTION:

THE WEST ½ OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 55 SOUTH, RANGE 39 EAST, LYING NORTH OF SEABOARD AIR LINE RAILROAD RIGHT OF WAY, LYING AND BEING IN MIAMI-DADE COUNTY, FLORIDA LESS THE NORTH 40 FEET THEREOF, AS PER RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 26817, PAGES 274 THRU 277 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

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 A: Tamiami Business Park, LLC

APPLICANT B:

APPLICANT C:

APPLICANT D:

APPLICANT E:

APPLICANT F:

APPLICANT G:

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
A	Tamiami Business Park, LLC	Same	30-5921-000-0080	8.74

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

APPLICANT	OWNER	LESSEE	CONTRACTOR FOR PURCHASE	OTHER Explanation)	(Attach
A	X				

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.

INDIVIDUAL'S NAME AND ADDRESS

PERCENTAGE
OF INTEREST

N/A

- b. If the applicant is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders, consist of another corporation (s), trustee(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: Tamiami Business Park, LLC

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF
STOCK

See attachment.

- c. If the applicant is a TRUSTEE, list the trustee's name, the name and address of the beneficiaries of the trust, and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), partnership(s), or other similar entities, further disclosure shall be required which discloses the identity of the individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEES NAME: N/A

BENEFICIARY'S NAME AND ADDRESS

PERCENTAGE OF
INTEREST

N/A

- d. If the applicant is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners and the percentage of interest held by each partner. [Note: where the partner (s) consist of another partnership(s), corporation (s) trust (s) or other similar entities, further disclosure shall be required which discloses the identity of the individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

PARTNERSHIP NAME: N/A

NAME AND ADDRESS OF PARTNERS

PERCENTAGE OF
INTEREST

N/A

- e. If the applicant is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

NAME AND ADDRESS

PERCENTAGE OF
INTEREST

N/A

Date of Contract: _____

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

N/A

5. DISCLOSURE OF OWNER'S INTEREST: Complete only if an entity other than the applicant is the owner of record as shown on 2.a., above.

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

INDIVIDUAL'S NAME AND ADDRESS

PERCENTAGE OF
INTEREST

N/A

- b. If the owner is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders consist of another corporation(s), trustee(s) partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: _____

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF
STOCK

N/A

- c. If the owner is a TRUSTEE, and list the trustee's name, the name and address of the beneficiaries of the trust and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), another trust(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of

the individual(s) (natural persons) having the ultimate ownership interest in the
aforementioned entity].

TRUSTEE'S NAME: N/A

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	

- d. If the owner is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners, and the percentage of interest held by each. [Note: where the partner(s) consist of another partnership(s), corporation(s) trust(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

PARTNERSHIP NAME: N/A

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF OWNERSHIP</u>
<u>N/A</u>	

- e. If the owner is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF
INTEREST

N/A

Date of Contract: _____

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

N/A

For any changes of ownership or changes in contracts for purchase subsequent to the date of the application, but prior to the date of the final public hearing, a supplemental disclosure of interest shall be filed.

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

Applicant's Signatures and Printed Names

Ernesto Lopes

Sworn to and subscribed before me

this 25 day of October, 192017

Notary Public, State of Florida at Large (SEAL)



DOMINGA RIVERA
MY COMMISSION # GG 006301
EXPIRES: April 20, 2021
Bonded Thru Budget Notary Services

Disclosure of Interest for Tamiami Business Park, LLC

- Rubens Menin Teixeira de Souza 100%

12895 SW 132nd St, Unit 203
Miami, FL 33186

WRITTEN CONSENT TO COMPANY ACTION

BY THE

SOLE MEMBER OF

TAMIAMI BUSINESS PARK, LLC

The undersigned, the Sole Member of TAMIAMI BUSINESS PARK, LLC, a Florida limited liability company (the "Company"), does hereby consent to the adoption of, and does hereby adopt, the following preamble, resolutions and the actions specified therein:

1. The Company is a duly formed, validly existing for-profit limited liability company in good standing under the laws of the State of Florida.

2. The Company is submitting a Comprehensive Development Master Plan (CDMP) Amendment application during the October 2017 Amendment Cycle seeking a Land Use Plan Map designation from "Industrial and Office" to "Medium Density Residential With One Density Increase", which will be submitted by October 31, 2017 (the "CDMP Submission") for property located approximately 600 feet east of the intersection of SW 136th Street and SW 157th Avenue and identified at Miami Dade County Property Appraiser Folio No. 30-5921-000-0080 (the "Property").

3. The Company will also be submitting Zoning Hearing Application on the Property ("Zoning Submission"), which will be submitted subsequent to the CDMP Submission.

4. By written consent of the Sole Member of the Company, the following resolutions were unanimously adopted, and the same have not been revoked, cancelled, annulled or amended in any manner and are in full force and effect on the date hereof:

RESOLVED, that Mr. Ernesto Lopes be, and hereby is, authorized, empowered and directed on behalf of the Company to execute and deliver all applications, agreements, instruments, documents, consents, certificates, notice, including, without limitation, the anticipated CDMP Submission and Zoning Submission, and to do or take all such acts that Mr. Ernesto Lopes may deem necessary, desirable or appropriate in connection therewith, incidental thereto or in furtherance thereof;

FURTHER RESOLVED, that the taking of any action or the execution and delivery of any document authorized by the foregoing resolution in the name and on behalf of the Company by Mr. Halten, be, and is hereby authorized and empowered to be, deemed conclusive proof of the approval thereof by the undersigned.

#34079477_v1

(signature on following page)

IN WITNESS WHEREOF, the undersigned have executed this Written Consent in order to give its consent thereto effective as of the 24 day of October, 2017.

MEMBERS:

TAMIAMI BUSINESS PARK, LLC

By: 

Name: Rubens Menin Teixeira de Souza

Title: Manager

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. Martin Karp, Vice Chair
Dr. Dorothy Bendross-Mindingall
Susie V. Castillo
Dr. Lawrence S. Feldman
Dr. Steve Gallon III
Lubby Navarro
Dr. Marta Pérez
Mari Tere Rojas

March 5, 2018

VIA ELECTRONIC MAIL

Mr. Pedro Gassant
Holland & Knight LLP
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

pedro.gassant@hklaw.com

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
TAMIAMI BUSINESS PARK LLP - APPLICATION 6 OCTOBER 2017 CYCLE
LOCATED ON SW 136 STREET, WEST OF SW 152 AVENUE
PH3018022300081 - FOLIO No.: 3059210000080**

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 264 multifamily units, which generate 54 students: 23 elementary, 14 middle and 17 senior high students. At this time, all school levels have sufficient capacity available to serve the application. However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-7287.

Best regards,


Nathaly Simon
Supervisor

NS:ns

L-259

Enclosure

cc: Ms. Ana Rijo-Conde, AICP
Mr. Michael A. Levine
Mr. Ivan M. Rodriguez
Miami-Dade County
School Concurrency Master File

Planning, Design & Sustainability

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 •

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Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3018022300081 Local Government (LG): Miami-Dade
 Date Application Received: 2/23/2018 4:50:53 PM LG Application Number: Application 6 October 2017
 Type of Application: Public Hearing Sub Type: Cycle
 Applicant's Name: Tamiami Business Park LLP
 Address/Location: Juan J. Mayol, Jr., Holland & Knight, LLP, 701 Brickell Avenue, Suite 3300, Miami, FL 33131
 Master Folio Number: 3059210000080
 Additional Folio Number(s):
 PROPOSED # OF UNITS 264
 SINGLE-FAMILY DETACHED UNITS: 0
 SINGLE-FAMILY ATTACHED UNITS: 0
 MULTIFAMILY UNITS: 264

CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
125	NORMA BUTLER BOSSARD ELEMENTARY	-163	23	0	NO	Current CSA
125	NORMA BUTLER BOSSARD ELEMENTARY	0	23	0	NO	Current CSA Five Year Plan
6771	JORGE MAS CANOSA MIDDLE	208	14	14	YES	Current CSA
7531	MIAMI SUNSET SENIOR	827	17	17	YES	Current CSA

ADJACENT SERVICE AREA SCHOOLS

3261	MIAMI HEIGHTS ELEMENTARY	345	23	23	YES	Adjacent CSA
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*An Impact reduction of 25.28% included for charter and magnet schools (Schools of Choice).

MDCPS 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

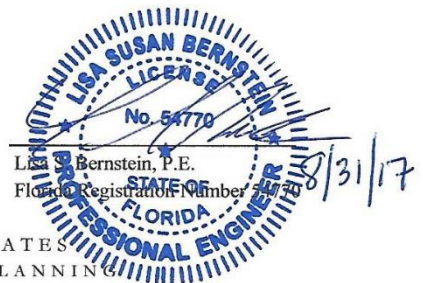
Applicant's Traffic Impact Report

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CDMP AMENDMENT TRAFFIC IMPACT STUDY

Tamiami Business Park

Prepared for:
Tamiami Business Park, LLC



CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

101 North Gordon Road, Fort Lauderdale, Florida 33301
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Tamiami Business Park, LLC CDMP Amendment Traffic Impact Study

Findings and Conclusions to the Traffic Concurrency Analysis

A traffic concurrency infrastructure analysis for the Year 2020 has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County Traffic Concurrency criteria and guidelines. Pursuant to the analysis performed herein in attached **Table 5B**, adequate capacity has been found to exist at the first directly accessed and secondary traffic count stations located adjacent to and surrounding the project site. Each traffic count station has been found to maintain adequate available capacity to accommodate the development of 264 Apartments generating **133 AM Peak Hour Trips and 163 PM Peak Hour Trips**.

The addition of these project trips do not exceed the available roadway capacity assigned to the surrounding traffic count stations by the MDC Public Works Department using their Traffic Count Station database and count data updated and adjusted for Year 2020. This traffic impact analysis demonstrates that available roadway capacity exists on the adjacent and surrounding roadway network to support the residential uses proposed.

Improved Site Access

Two significant Roadway Improvement Projects for this specific study area are currently under construction by the Miami-Dade Expressway Authority (MDX) and Florida's Turnpike (TPK). The SR-874 Connector is under construction by MDX to provide a new Expressway connection into and out of this study area running parallel and to the north of SW 152 Street/Coral Reef Drive. The SR-874 Connector will fly over the HEFT and will touch down on an improved 4-lane divided SW 128 Street which intersects with SW 137 Avenue at the Tamiami Airport. The widening of the HEFT is under construction to add additional travel lanes, express lanes and improved interchange access extending from Killian Parkway to Eureka Drive.

Tamiami Business Park, LLC CDMP Amendment Traffic Impact Study

Roadway Link Analysis

The Applicant has prepared an expanded roadway network analysis to further evaluate traffic conditions on the adjacent roadway network to determine the ability of the roadway infrastructure to meet adopted LOS standards through the Year 2020. The analysis incorporates the expanded transportation infrastructure for roads under construction, the funded transportation improvements from the County's five-year Transportation Improvement Program and future background traffic conditions reflecting growth in background traffic and traffic from committed developments. See attached **Tables 6A and 6B** as part of the AM and PM peak hour roadway network analysis evaluating the following roadway segments:

- SW 136 Street from SW 162 Avenue to SW 157 Avenue
- SW 136 Street from 157 Avenue to SW 137 Avenue
- SW 136 Street from 137 Avenue to SW 127 Avenue
- SW 157 Avenue from SW 152 Street to SW 136 Street
- SW 157 Avenue from 136 Street to SW 120 Street.
- SW 137 Avenue from SW 120 Street to SW 136 Street
- SW 137 Avenue from SW 136 Street to SW 152 Street

See attached **Table 5** which illustrates the AM and PM project trip distribution and assignment to the adjacent study area roadways to evaluate compliance with adopted level of service standards based on the additional traffic anticipated by the residential uses proposed. Pursuant to the analyses performed in attached **Tables 6A and 6B**, adequate roadway capacity and acceptable levels of service have been found to exist on the study roadway segments with the impact of existing traffic, background growth, committed development traffic and the anticipated project trips for the uses proposed. Each traffic count station has been found to maintain adequate available capacity to accommodate the development of 264 Apartments generating **133 AM Peak Hour Trips and 163 PM Peak Hour Trips**.

Tamiami Business Park, LLC
CDMP Amendment Traffic Impact Study

Table 5A - Model Derived Growth Rates					
Based on the 2010 and 2040 LRTP Model Output Files					
					9/5/2017
Roadway	Segment	DIR	2010 AADT	2040 AADT	Growth Rate
SW 157 Ave	SW 80 ST to SW 88 ST	N/S	14,700	19,000	0.86%
	SW 88 ST to SW 96 ST	N/S	24,600	26,900	0.30%
	SW 96 ST to SW 104 ST	N/S	26,900	35,200	0.90%
	SW 104 ST to SW 112 ST	N/S	27,100	32,800	0.64%
	SW 112 ST to SW 120 ST	N/S	27,000	27,000	0.00%
	SW 120 ST to SW 136 ST	N/S	23,900	30,500	0.82%
	TOTAL:		144,200	171,400	0.58%
SW 152 Ave	SW 80 ST to SW 88 ST	N/S	30,400	83,000	3.40%
	SW 88 ST to SW 96 ST	N/S	22,500	43,000	2.18%
	SW 96 ST to SW 104 ST	N/S	20,900	14,100	-1.30%
	SW 104 ST to SW 112 ST	N/S	14,600	12,800	-0.44%
	SW 112 ST to SW 120 ST	N/S	11,700	35,200	3.74%
	TOTAL:		100,100	188,100	2.12%
SW 147 Ave	SW 80 ST to SW 88 ST	N/S	30,400	32,800	0.25%
	SW 88 ST to SW 96 ST	N/S	22,500	20,500	-0.31%
	SW 96 ST to SW 104 ST	N/S	20,900	24,200	0.49%
	SW 104 ST to SW 112 ST	N/S	14,600	18,500	0.79%
	SW 112 ST to SW 120 ST	N/S	11,700	17,210	1.29%
	TOTAL:		100,100	113,210	0.41%
SW 137 Ave	SW 182 ST to SW 88 ST	N/S	50,900	52,400	0.10%
	SW 88 ST to SW 96 ST	N/S	42,000	45,400	0.26%
	SW 96 ST to SW 104 ST	N/S	53,700	57,300	0.22%
	SW 104 ST to SW 120 ST	N/S	47,100	50,100	0.21%
	SW 120 ST to SW 136 ST	N/S	52,300	65,700	0.76%
	TOTAL:		246,000	270,900	0.32%
OVERALL ESTIMATED AVERAGE GROWTH RATE			590,400	743,610	0.77%

Note 1

The 2010 and 2040 Average Annual Daily Traffic Modeling Plots have been provided by the MDC TPO as presented in Attached Figures 5A and 5B representing the majority of the project study area. Model derived linear growth rates have been calculated using the SERPM Modeling Plots for the Years 2010 and 2040 as detailed above in Table 5A and resulting in an annual linear growth rate of 0.77% per year. This growth rate has been used to grow the existing Year 2015, 2016 or 2017 traffic count data to the Year 2022 to evaluate the adequacy of the adjacent and surrounding roadway network to meet Traffic Concurrency Standards as presented in the Traffic Concurrency Analysis provided in Table 5B.

Table 5A
Model Derived Growth Rates
Tamiami Business Park, LLC

Cathy Sweetapple Associates

Tamiami Business Park, LLC - 264 Apartments Proposed

Table 5B - Traffic Concurrency Capacity Analysis - 163 PM Peak Hour Trips for the 8.734 Acre Site

		[1]	[2]	[3]		[4]		[5]		[6]		Project Traffic				[8]		
			Two Way					Growth	Adjusted	Capacity	MDC	Zone	Total	Total	Capacity		Estimated	
		A - Interval	Peak					Rate	Volume	Available	D.O.	Cardinal	Gross	PHP Vol	Available		Year	
Count		Existing	Hour	PHP	Count	Per	Season	Vol	to 2020	after 2020	TRIPS	Dist %	PM Trips	with	With	Adopted	2020	Standard
Station	LOCATION	Lanes	MSV	Vol	Date			Year	PHP Vol	PHP Vol	TRIPS			Project	Project	LOS	LOS	Yes/No
	First Directly Accessed Count Stations											[7]						
9724	SW 104 St, WO 147 Ave to 157 Ave	A4	4,248	2,058	2016	1.00	2058	0.77%	2,138	2,110	386	15.60%	25	2,550	1,698	EE	D	Yes
2519	SR 825/137 Ave, 200' SO 104 St	A6	5,080	3,070	2016	1.00	3070	0.77%	3,190	1,890	26	25.23%	41	3,257	1,823	E	C	Yes
9763	SW 120 St WO 147 Ave	4	3,340	1,279	10/18-20/16	1.01	1292	0.77%	1,342	1,998	515	0.17%	0	1,858	1,482	D	C	Yes
9762	SW 120 St WO 137 Ave to 157 Ave	4	3,340	2,087	12/13-15/16	1.00	2087	0.77%	2,169	1,171	515	7.24%	12	2,695	645	D	C	Yes
9814	SW 137 Ave SO 120 St to 136 St	A6	7,000	4,534	10/18-20/16	1.01	4579	0.77%	4,758	2,242	471	7.24%	12	5,241	1,759	E	D	Yes
9816	SW 137 Ave SO 136 St to 152 St	A6	5,780	3,764	10/18-20/16	1.01	3802	0.77%	3,950	1,830	677	11.73%	19	4,646	1,134	E	C	Yes
9859	SW 157 Ave, SO 152 St to 184 St	4	3,222	1,176	10/25-27/16	1.01	1188	0.77%	1,234	1,988	0	7.53%	12	1,246	1,976	D	C	Yes
9834	SW 147 Ave, SO 152 St to 184 St	2	1,770	1,081	12/6-8/16	1.00	1081	0.77%	1,123	647	238	5.45%	9	1,370	400	D	C	Yes
9854	SW 152 St, WO 137 Ave to 142 Ave	A6	3,924	1,969	12/6-8/16	1.00	1969	0.77%	2,046	1,878	0	5.45%	9	2,055	1,869	EE	D	Yes
9852	SW 152 St, WO 127 Ave to 137 Ave	A6	6,024	3,732	2015	1.00	3732	0.77%	3,878	2,146	1,104	7.20%	12	4,994	1,030	EE	D	Yes
9818	SW 137 Ave SO 152 St to 184 St	A6	4,560	2,157	10/18-20/16	1.01	2179	0.77%	2,264	2,296	501	7.20%	12	2,776	1,784	D	D	Yes
	Total with Project											100.03%	163					

Notes:

- [1] Lane geometry has been obtained from site visits, aerial photography, and the Miami-Dade County Public Works Concurrency Database.
- [2] The maximum service volumes and adopted LOS for County Count Stations are based on the MDC Transportation Element and the Public Works Concurrency Database.
- [3] Source for the maximum service volumes for State Count Stations are based on Table 4 from the 2012 FDOT QualityLOS Handbook.
- [4] Source for the PHP counts: Miami-Dade County Public Works for County Stations and the 2016 Florida Transportation Information DVD for the State Count Stations.
- [5] PSCF have been obtained from the Florida Transportation Information DVD.
- [6] See Table 5A for the model derived growth rate calculations for the study area using the SERPM Modeling plots for 2010 and 2040.
- [7] A 0.77% per year positive model derived growth rate has been used in the analysis to grow the study area traffic counts to the Year 2020.
- [8] The previously approved DO Trips have been obtained from the Miami-Dade County Traffic Concurrency Database dated June of 2017.
- [9] See Figures 3A-3B-3C-3D-3E and 3F for the Year 2010 and 2040 Cardinal Distribution for TAZ 1293.
- [10] Source for the Adopted LOS for County and State Roads are based on the MDC Transportation Element (see Attachment 1).

Cathy Sweetapple & Associates

**Table 5B
Traffic Concurrency Capacity Analysis**

TABLE 6A - EXISTING AND FUTURE TRAFFIC CONDITIONS WITH PROJECT - TWO WAY AM PEAK HOUR														9/1/2017
Roadway	Limits	Existing Lanes	[1] Adopted LOS	[2] Two-Way PK HR MSV	2017 Two-Way AM PK HR Trips	[3] Growth Rate [Table 5A]	Year 2020 AM PK HR Trips	[4] Unbuilt Committed Trips	Net New AM Trips		Net External AM PK HR Trips as a % of MSV	AM PK Total with Project	Two-Way AM PK HR V/C	Two-Way AM PK HR LOS
									[5] Project	Dist %				
SW 136 St	SW 162 Ave to SW 157 Ave	4LD	D	2920	1382	0.77%	1,414	100	34.20%	45	1.56%	1560	0.53	D
SW 136 St	SW 157 Ave to SW 137 Ave	4LD	D	2920	1382	0.77%	1,414	100	65.83%	88	3.00%	1602	0.55	D
SW 136 St	SW 137 Ave to SW 127 Ave	4LD	D	2920	1382	0.77%	1,414	100	11.73%	16	0.53%	1530	0.52	D
SW 157 Ave	SW 152 ST to SW 136 ST	4LD	D	3222	2759	0.77%	2,823	100	18.43%	25	0.76%	2948	0.91	C
SW 157 Ave	SW 136 ST to SW 120 ST	4LD	D	3222	2759	0.77%	2,823	100	15.77%	21	0.65%	2944	0.91	C
SW 137 Ave	SW 120 ST to SW 136 ST	6LD	D	5390	3076	0.77%	3,148	100	14.47%	19	0.36%	3267	0.61	C
SW 137 Ave	SW 136 ST to SW 152 ST	6LD	D	5390	3076	0.77%	3,148	100	14.40%	19	0.36%	3267	0.61	C
TABLE 6B - EXISTING AND FUTURE TRAFFIC CONDITIONS WITH PROJECT - TWO WAY PM PEAK HOUR														9/1/2017
Roadway	Limits	Existing Lanes	[1] Adopted LOS	[2] Two-Way PK HR MSV	2017 Two-Way PM PK HR Trips	[3] Growth Rate [Table 5A]	Year 2020 PM PK HR Trips	[4] Unbuilt Committed Trips	Net New PM Trips		Net External PM PK HR Trips as a % of MSV	PM PK HR Total with Project	Two-Way PM PK HR V/C	Two-Way PM PK HR LOS
									[5] Project	Dist %				
SW 136 St	SW 162 Ave to SW 157 Ave	4LD	D	2920	1353	0.77%	1,384	100	34.20%	56	1.91%	1540	0.53	D
SW 136 St	SW 157 Ave to SW 137 Ave	4LD	D	2920	1353	0.77%	1,384	100	65.83%	107	3.67%	1592	0.55	D
SW 136 St	SW 137 Ave to SW 127 Ave	4LD	D	2920	1353	0.77%	1,384	100	11.73%	19	0.65%	1504	0.51	D
SW 157 Ave	SW 152 ST to SW 136 ST	4LD	D	3222	2375	0.77%	2,430	100	18.43%	30	0.93%	2560	0.79	C
SW 157 Ave	SW 120 ST to SW 136 ST	4LD	D	3222	2375	0.77%	2,430	100	15.77%	26	0.80%	2556	0.79	C
SW 137 Ave	SW 120 ST to SW 136 ST	6LD	D	5390	3056	0.77%	3,127	100	14.47%	24	0.44%	3251	0.60	C
SW 137 Ave	SW 136 ST to SW 152 ST	6LD	D	5390	3056	0.77%	3,127	100	14.40%	23	0.44%	3251	0.60	C
[1] The adopted LOS standards are consistent with the MDC Transportation Element - See Attachment 1														
[2] The MSV for the study area roadways are based on Table 4 of the 2012 FDOT Quality/LOS Handbook, dated 12/18/2012.														
[3] See Table 5A to document the Model Derived historic growth rates on the study area roadways.														
[4] Committed Development Trips have been estimated at 100 trips per study segment in both the AM and PM Peak Hours.														
[5] Project distribution is based on the cardinal distribution for Project Zone 1293 (see Figures 3D and 3E).														

Cathy Sweetapple & Associates

Tables 6A and 6B
AM and PM Peak Hour Link Analyses
for Existing and Future Traffic Conditions

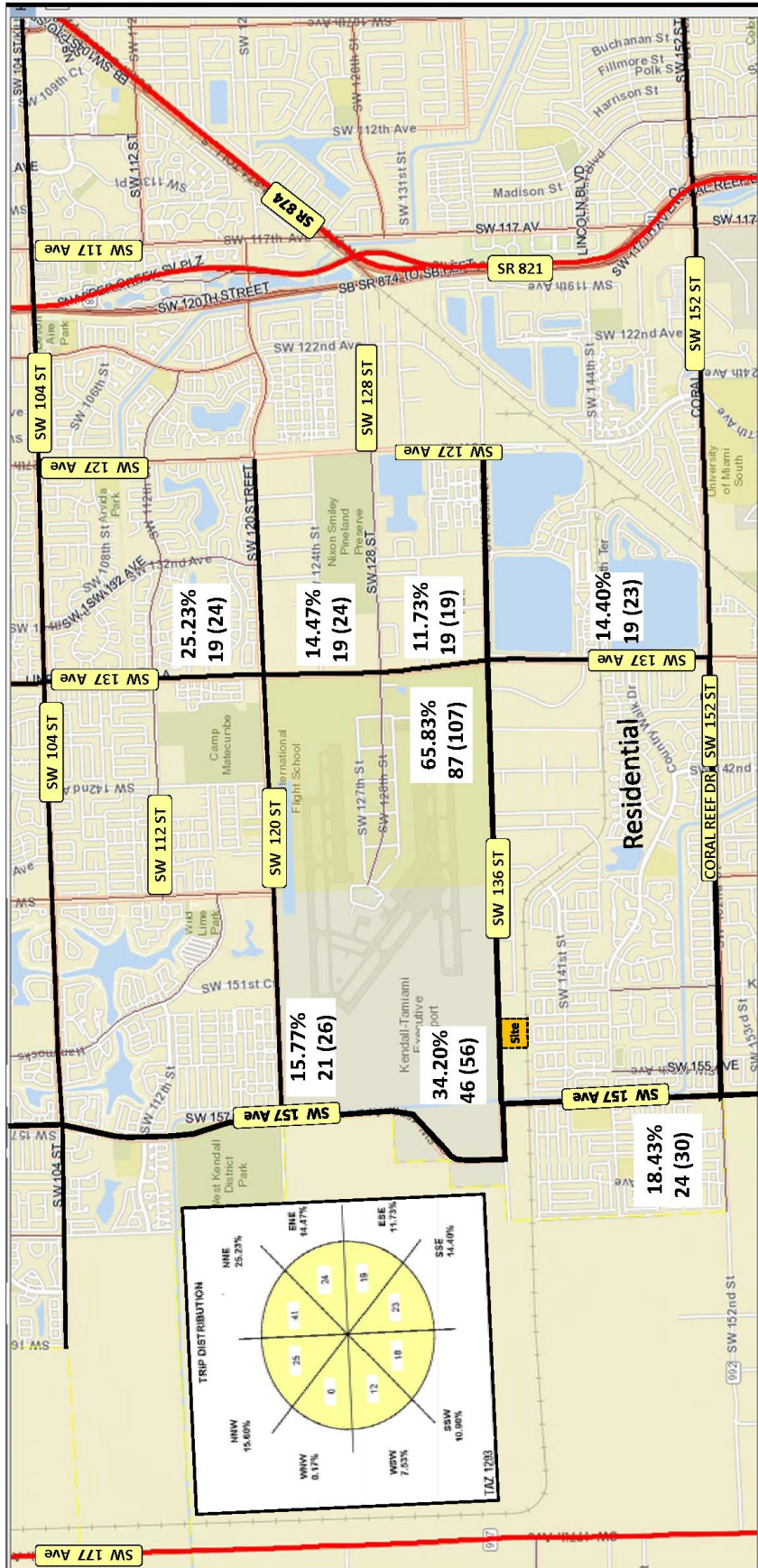


Figure 5
Project Trip Distribution and Assignment
Tamiami Business Park, LLC

XX.XX %	Dist %	AM (PM)
Total PM	106 in	57 out
Peak Hour Trips	57 out	163 Total
Total AM	27 in	106 out
Peak Hour Trips	106 out	133 Total

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APPENDIX D

Proffered Declaration of Restrictions

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RECEIVED

2018 FEB 23 P 4: 53

PLANNING DIVISION

This instrument was prepared by:

Name: Pedro Gassant, Esq.
Address: Holland & Knight LLP
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

(Space Reserved for Clerk of the Court)

DECLARATION OF RESTRICTIONS

WHEREAS, Tamiami Business Park, LLC, a Florida limited liability company (the "Owner"), holds fee simple title to that certain parcel of land in Miami-Dade County, Florida, described in Exhibit "A", attached hereto, and hereinafter referred to as the "Property";

WHEREAS, the Owner has applied for an amendment to the Miami-Dade County Comprehensive Development Master Plan (the "CDMP") in the October 2017 Cycle, which amendment is identified as Application No. 6 (the "Application"); and

WHEREAS, the Application seeks to re-designate the Property from "Industrial and Office" to "Medium Density Residential With One Density Increase" (±9.4 gross acres, including the CSX coastline railroad right of way) on the Miami-Dade CDMP Land Use Plan ("LUP") map.

NOW, THEREFORE, IN ORDER TO ASSURE Miami-Dade County, Florida (the "County") that the representations made by the Owner during the consideration of the Application will be abided by, the Owner freely, voluntarily and without duress, makes the following Declaration of Restrictions covering and running with the Property:

1. **Maximum Density.** The maximum number of units on the Property will be 264 units.

2. **Project Design.** Any development application seeking to use the density increase provided by the “DI-1 Overlay” shall utilize the Miami-Dade County’s Urban Design Manual endorsed by Resolution R-1360-98 as a guideline for the Property’s development, and at a minimum, shall incorporate the following design principles:

- a. Buildings shall be compatible with surrounding developments or made compatible through the use of, among other methods: landscaping; buffers such as walls and fences; architectural styles that complement surrounding development; and building height transitions.
- b. Buildings shall be built close to the sidewalk to create a public space in the street corridor that is comfortable, interesting, and safe for pedestrians. The Owner shall seek, if necessary, variances of the County’s zoning regulations to accommodate this requirement. If any variances necessary to meet this requirement are not approved by the County at the time the Property or any portion thereof is subject to a district boundary change to accommodate the density increase provided by the “DI-1 Overlay,” the Owner shall develop buildings as reasonably close as possible to the minimum setback permitted by the County’s zoning standards.
- c. Buildings shall have abundant windows and doors at street level and may incorporate a variety of architectural features and treatments on all facades such as, but not limited to: balconies; a variety of materials such as stone, metal, stucco, concrete and brick; modulation and articulation of building surfaces; and changes in roof levels. Large expanses of opaque or blank building walls shall be avoided.

2. **Noise Level Reduction.** The Owner shall incorporate at least 25 decibel (db) Noise Level Reduction (NLR) into the design and construction of any dwelling unit on the Property.

3. **Avigation Easement.** The Owner reserves unto itself, its successors, and assigns, for the use and benefit of the public, and hereby grants and conveys to Miami-Dade County an easement and right-of-way for the free and unobstructed flight, and passage, operations and effects thereof of all types of aircraft ("aircraft" being defined for the purpose of this Avigation Easement as any contrivance now known or hereafter invented, used, or designated for navigation of, or flight in or through the air) by whomsoever owned or operated, in and through the airspace above and over the surface of the Property, including, but not limited to, the right to cause in such airspace above or in the vicinity of the surface of the Property such noise, vibration, odors, vapors, fumes, fuel particles (which are incident to normal operations of said aircraft), smoke, dust, fear, interference with sleep and communications and any and all other effects as may be alleged to be incident to or caused by the aircraft engines and the operation of aircraft for navigation of or flight or passage in and through said airspace, and for the use of said airspace by aircraft for approaching, landing upon, taking off from, maneuvering about or operating (which are incident to normal operations of said aircraft) on Kendall Tamiami Executive Airport ("KTEA") and for all other uses allowed or authorized at KTEA. In furtherance of the easement and rights herein granted, the Owner expressly agrees for itself, its successors, and assigns to restrict the height of structures, objects of natural growth, and other obstructions on the Property to such a height so as to comply with Miami Dade Code Chapter 33, Article XL and Federal Aviation Regulations, Part 77 as currently in effect. Additionally, the Owner, for itself, its successors, and assigns, covenants at all times hereafter, that it will not take any action, cause or allow any electronic, electromagnetic, smoke, vapor, fume, or light emissions, allow any obstruction to exist, or construct any structure on the Property which would conflict or interfere with or infringe the rights granted hereunder, including the full use and enjoyment of this Avigation Easement.

The Owner expressly agrees for itself, its successors, and assigns, to prevent any use of the Property described herein that would interfere with or adversely affect the operation or maintenance of KTEA, or otherwise constitute an airport hazard.

4. **Notice Requirements.** The Owner shall include the following notice (the "Notice") in every contract for the lease of any dwelling unit within the Property:

THIS PROPERTY IS LOCATED IN CLOSE PROXIMITY TO THE KENDALL TAMiami EXECUTIVE AIRPORT ("KTEA"). SPECIFICALLY, PORTIONS OF THE PROPERTY ARE LOCATED WITHIN THE INNER DISTRICT. AS SUCH, THE PROPERTY AND THE FUTURE RESIDENTS MAY EXPERIENCE FREQUENT AND DIRECT OVERFLIGHTS AT LOW ALTITUDES CREATING NOISE DURING DAYTIME AND NIGHTTIME HOURS.

THE UNDERSIGNED, ON BEHALF OF ITSELF AND ITS SUCCESSORS, LESSEES AND/OR ASSIGNS, AGREES BY LEASING SAID PROPERTY, THAT THEY DO NOT OBJECT TO THE PRESENCE OF KTEA OR THE TWENTY-FOUR HOUR PER DAY OPERATION OF AIRCRAFT FROM ITS RUNWAYS AND TAXIWAYS, HOWEVER MANY AND IN WHATEVER CONFIGURATION THEY MAY BE, AND HEREBY WAIVES ANY RIGHT TO OBJECT TO OR CHALLENGE IN ANY FORUM THE CURRENT OR FUTURE 24 HOUR PER DAY OPERATION OF THE AIRPORT AND ANY IMPROVEMENTS THERETO, INCLUDING, WITHOUT LIMITATION, ALL EXISTING AND FUTURE RUNWAYS AND TAXIWAYS ON THE AIRPORT THE FUTURE EXPANSION OF THE RUNWAYS AT KTEA KNOWN AS RUNWAY 9 LEFT/27 RIGHT (9L/27R), RUNWAY 9 RIGHT/27 LEFT (9R/27L) RUNWAY 13/31 (13/31) AND ANY FUTURE ALTERATIONS, RE-ALIGNMENTS, OR RE-NUMBERING OF THE RUNWAYS AND TAXIWAYS DUE TO OPERATIONAL NEEDS OF THE AIRPORT OR MAGNETIC DEVIATIONS.

THE UNDERSIGNED, ITS SUCCESSORS, LESSEES AND/OR ASSIGNS, ARE PROHIBITED FROM REQUESTING, SUPPORTING OR PARTICIPATING IN ANY EFFORT TO IMPOSE MANDATORY NOISE ABATEMENT PROCEDURES AT KTEA.

THIS COVENANT IS BINDING UPON ALL FUTURE OWNERS, LESSEES AND RESIDENTS HERE AND FOREVER THEREAFTER AND THAT NOTIFICATION OF SUCH IS REQUIRED PRIOR TO THE SALE OR LEASE OF THE PROPERTY.

B. The Owner shall cause every prospective, lessee to acknowledge in writing receipt of the Notice, which acknowledgement may be included in the Lease Agreement for each dwelling unit or may be provided by separate instrument prior to or simultaneously with the execution of any such contract. The Notice shall also be prominently displayed in the leasing office for the development.

C. In addition to the restrictions and commitments contained in this Declaration, prior to the approval of a final plat for the Property, the Owner shall record a separate instrument in the Public Records of Miami-Dade County, which instrument shall run with title to the Property and be binding on the Owner's successors and assigns and shall provide the following restrictions:

THE PROPERTY IS LOCATED IN CLOSE PROXIMITY TO THE KENDALL TAMiami EXECUTIVE AIRPORT ("KTEA"). SPECIFICALLY, PORTIONS OF THE PROPERTY ARE LOCATED WITHIN THE INNER DISTRICT. AS SUCH, THE PROPERTY AND THE FUTURE RESIDENTS MAY EXPERIENCE FREQUENT AND DIRECT OVERFLIGHTS AT LOW ALTITUDES CREATING NOISE DURING DAYTIME AND NIGHTTIME HOURS. FURTHER, THE OWNER, ON BEHALF OF ITSELF AND ITS SUCCESSORS AND ASSIGNS, HEREBY WAIVES ANY OBJECTIONS TO ANY FUTURE EXPANSION OF THE RUNWAYS AT KTEA KNOWN AS RUNWAY 9 LEFT/27 RIGHT (9L/27R), RUNWAY 9 RIGHT/27 LEFT (9R/27L), RUNWAY 13/31 (13/31), AND ANY FUTURE ALTERATIONS, RE-ALIGNMENTS, OR RE-NUMBERING OF THE RUNWAYS AND TAXIWAYS DUE TO OPERATIONAL NEEDS OF THE AIRPORT OR MAGNETIC DEVIATIONS.

THE UNDERSIGNED, ON BEHALF OF ITSELF AND ITS SUCCESSORS, LESSEES AND/OR ASSIGNS, AGREES BY TAKING TITLE TO SAID PROPERTY, THAT THEY DO NOT OBJECT TO THE PRESENCE OF KTEA OR THE TWENTY-

FOUR HOUR PER DAY OPERATION OF AIRCRAFT FROM ITS RUNWAYS AND HEREBY WAIVES ANY RIGHT TO OBJECT TO OR CHALLENGE IN ANY FORUM THE CURRENT OR FUTURE 24 HOUR PER DAY OPERATION OF THE AIRPORT AND ANY IMPROVEMENTS THERETO, INCLUDING, WITHOUT LIMITATION, THE FUTURE EXPANSION OF THE RUNWAYS AT KTEA KNOWN AS RUNWAY 9 LEFT/27 RIGHT (9L/27R), RUNWAY 9 RIGHT/27 LEFT (9R/27L), RUNWAY 13/31 (13/31), AND ANY FUTURE ALTERATIONS, RE-ALIGNMENTS, OR RE-NUMBERING OF THE RUNWAYS AND TAXIWAYS DUE TO OPERATIONAL NEEDS OF THE AIRPORT OR MAGNETIC DEVIATIONS.

IT IS FURTHER AGREED THAT THE UNDERSIGNED, ITS SUCCESSORS, LESSEES AND/OR ASSIGNS, WILL NEVER REQUEST, SUPPORT OR PARTICIPATE IN ANY EFFORT TO IMPOSE MANDATORY NOISE ABATEMENT PROCEDURES AT KTEA.

PURCHASER AGREES THAT THIS COVENANT IS ALSO BINDING UPON ALL FUTURE OWNERS, LESSEES AND RESIDENTS HERE AND FOREVER THEREAFTER AND THAT NOTIFICATION OF SUCH IS REQUIRED PRIOR TO THE SALE OR LEASE OF THE PROPERTY.

5. **Miscellaneous.County Inspection.** As further part of this Declaration of Restrictions, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

A. **Term.** This Declaration of Restrictions is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration of Restrictions is recorded, after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded in the public records agreeing to change the

Declaration of Restrictions in whole, or in part, provided that the Declaration of Restrictions has first been modified or released by Miami-Dade County.

B. **Modification, Amendment, Release.** This Declaration of Restrictions may be modified, amended, or released as to the land herein described, or any portion thereof, by a written instrument executed by the fee simple owner(s) of the property covered by such modification, amendment or release, provided that the same is also approved by the Board of County Commissioners. Any such modification, amendment, or release shall be subject to the provisions governing amendments to comprehensive plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation which may, from time to time, govern amendments to comprehensive plans (hereinafter "Chapter 163"). Such modification, amendment, or release shall also be subject to the provisions governing amendments to comprehensive plans as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulation governing amendments to the CDMP. Notwithstanding anything in this paragraph, in the event that the Property is incorporated within a new municipality which amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Code of Miami-Dade County, then modifications, amendments or releases of this Declaration of Restrictions shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes. It is provided, however, that in the event that the successor municipality approves a modification or deletion of this Declaration of Restrictions, such modification or deletion shall not be effective until approved by the Board of County Commissioners, in accordance with applicable procedures.

C. **Enforcement.** Enforcement shall be by action against any parties or person violating, or attempting to violate, the covenants. The prevailing party in any action or suit pertaining to or arising out of this Declaration of Restrictions shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of its attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity, or both.

D. **Authorization of Miami-Dade County (or successor municipal corporation) to Withhold Permits and Inspections.** In the event the terms of this Declaration of Restrictions are not being complied with, in addition to any other remedies available, the County (or any successor municipal corporation) is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as his Declaration of Restrictions is complied with.

E. **Election of Remedies.** All rights, remedies, and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies, or privileges.

F. **Presumption of Compliance.** Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County (or any successor municipal corporation), and inspections made and approval of occupancy given by the County (or any successor municipal corporation), then such construction, inspection, and approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration of Restrictions.

G. **Covenant Running with the Land.** This Declaration of Restrictions shall constitute a covenant running with the land and shall be recorded, at the Owner's expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Owner and its successors and assigns unless and until the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, the then owner(s) of the Property and for the public welfare.

H. **Severability.** Invalidation of any one of these covenants by judgment of Court shall not affect any of the other provisions which shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion.

I. **Recordation and Effective Date.** This Declaration of Restrictions shall be filed of record in the public records of Miami-Dade County, Florida at the cost of Owner following the adoption of the Application. This Declaration of Restrictions shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration of Restrictions shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Department of Regulatory and Economic Resources or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration of Restrictions is null and void and of no further effect.

J. **Acceptance of Declaration.** Acceptance of this Declaration of Restrictions does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the County retains its full power and authority to, with respect to the Property, deny each such application in whole or in part and to decline to accept any conveyance.

K. **Owner.** The term "Owner" shall include the Owner and its successors and assigns.

[Signature Page Follow]

IN WITNESS WHEREOF, we have executed this Declaration of Restrictions as of this _____ day
of _____, 20____.

WITNESSES:

Tamiami Business Park, LLC,
a Florida limited liability company

Signature

Printed Name

By: _____
Name: _____
Title: _____

Signature

Printed Name

STATE OF FLORIDA)
) SS
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me by _____, as
_____ of Tamiami Business Park, LLC, a Florida limited liability company,
and for the purposes stated herein on behalf of the corporation. He is personally known to me or
has produced _____ as identification.

Witness my signature and official seal this _____ day of _____, 2018, in
the County and State aforesaid.

My Commission Expires:

Notary Public

Printed Name

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APPENDIX E

Applicant's Economic Study

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Miami Economic Associates, Inc.

November 30, 2017

Mr. Jack Osterholt
Director
Department of Regulatory and Economic Resources
Miami-Dade County
Miami, Florida

**Re: Application to Amend the Miami-Dade County CDMP
May 2017 Cycle – Tamiami Business Park, LLC**

Dear Mr. Osterholt:

Miami Economic Associates, Inc. (MEAI) has analyzed the above-referenced application to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) in order to evaluate whether its request to re-designate a parcel of land in southwestern Miami-Dade County from Industrial and Office to Medium Density Residential with One Density Increase should be approved based on economic considerations. The Subject Property, which is 9.4 gross acres in size (inclusive of the CSX right-of-way), is located on the south side of SW 136th Street approximately 600 feet east of SW 157th Avenue. For the purpose of this analysis, MEAI assumes that if the application is approved, the Subject Property would be developed with 264 one-bedroom and two-bedroom rental apartment units ranging in size between 600 square feet and 875 square feet. We have further assumed, based on information provided to us by the Applicant, that the proposed units will be offered at rental rates affordable to workforce income households with the one-bedroom units being leased for less than \$1,200 per month and the two-bedroom units for less than \$1,500 per month.

The application cites a number of Goals, Objectives and Policies of the CDMP with which the requested re-designation of use complies, notably including Land Use Policy LU-1C, Land Use Policy LU-1K, Land Use Policies LU-8E and LU-8F, Housing Goal 1, Housing Objective HO-3, Housing Policy HO-3I and Housing Objective HO-6. The appendix to this report provides the language contained in each of the enumerated citations.

The analysis that MEAI performed focused specifically on: 1) extent to which a general need exists to increase the existing amount of future residential capacity within the Urban Development Boundary (UDB); 2) whether the proposed rental apartment project represents infill development consistent with Land Use Policy LU-1C; 3) whether the development of residential units on the Subject Property would be compatible with the existing development in the area where the property is located; 4) the extent to which a specific need exists for housing affordable to workforce income households; and 4)

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whether the re-designation of the Subject Property from industrial to residential use would have a significant adverse impact on the County's ability to accommodate future industrial growth. As part of our analysis, we also estimated the economic and fiscal benefits that would be generated by the development of the proposed residential units. The materials that follow provide the findings of our analysis.

Summary of Findings

MEAI believes that the referenced application to amend the CDMP should be approved based on the following findings of our analysis:

Need for an Increased Supply of Housing

- Land Use Policy LU-8F mandates that the UDB "should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after the adoption of the most recent Evaluation and Appraisal (EAR) report plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption)". The last EAR was adopted in 2011, which means a capacity that can accommodate population growth through 2026 is required. During the 2011 – 2012 period when the amendment process with respect to the EAR adopted in 2011 was occurring, the County's Planning Department released an analysis which concluded that the then quantity of future residential units was adequate to meet the requirement of Land Use Policy LU-8F because it would not be depleted until 2027. However, that analysis was based on population projections that now appear to have been overly conservative with respect to the population growth. In this regard, we note that the County's projections anticipated that the population of Miami-Dade County in 2015 would approximate 2,607,000 people. However, the Bureau of Business and Economic Research (BBER) at the University of Florida, the State's official source for demographic data, estimates that the population in 2015 approximated 2,654,000 people, or 47,000 more. The U.S. Census estimated that the 2015 population was even greater, approximating 2,694,000.

MEAI recognizes that units have been added to the County's future residential supply since 2011. However, given the accelerated rate at which population has grown relative to what the County's planners had anticipated and the likelihood that the growth rate will continue over at least the next five years to exceed the rate expected in the 2011 projections, we believe it would be prudent to continue to increase supply on appropriate infill sites where doing so would be compatible with the existing development patterns. It would also make sense to do so in those portions of the County such as that in which the Subject Property is located, MSA 6.2, where the depletion of existing supply is expected to occur in the near term. In an analysis published by the County's planners in July 2015, it was estimated that the residential supply of units in MSA's 6.1 and 6.2 would be fully depleted by 2019.

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Infill Development

- Land Use Policy LU-1C states in part that Miami-Dade County “shall give priority to infill development on vacant sites in urbanized area,” which the Subject Property clearly is. Development has already taken place immediately to its north where Kendall-Tamiami Executive Airport is located, to its east where industrial uses extend from SW 137th Avenue to the adjacent property and to its south where there exists an established residential neighborhood. Further, the development of residential uses was recently approved for the vacant property on the southeast corner of the SW 136th Street and SW 157th Avenue and another residential project, Serenity, is currently underway on a site on the south side of SW 136th Street a short distance west of SW 157th Avenue.

Compatibility

- Land Use Policy LU-8E (iii) states that a factor that should be considered when evaluating an amendment to change the County’s land use map is the compatibility of the proposed use with abutting and nearby land uses. As discussed in the preceding paragraph, there is an existing residential neighborhood to the south of the Subject Property directly across SW 138th Street. That neighborhood extends eastward from SW 157th Avenue for a distance of approximately one mile. For the entirety of that distance, it is across the street from what appear to be industrial and office uses. At a hearing before the Board of County Commissioners in October, 2017 when the site on the southeast corner of the SW 136th Street/SW 157th Avenue intersection was re-designated for residential use, residents of the residential neighborhood to the south of the Subject Property indicated that they strongly preferred that residential uses rather than industrial uses be developed along SW 136th Street. As also discussed in the preceding paragraph, a new residential use is currently being constructed a short distance to the west of the Subject Property on SW 136th Street directly across the streets from Kendall-Tamiami Executive Airport. The fact that those units were approved by Miami-Dade County demonstrates that mechanisms do exist to buffer residential uses from the noise emitted by the Airport.

Need for Workforce Housing

- As previously stated, the proposed rental units will be priced to be affordable to workforce income households, which means that the amount of their monthly rental payment will be 30 percent of their monthly income or less. For the purpose of this analysis, workforce households are considered to have incomes in the range of 80 to 140 percent of Miami-Dade County’s Area Median Income of \$51,800. Accordingly, they have incomes between \$41, 440 and \$75,520.

The need for housing affordable to households in the income range stated above has been studied and recommended through countless studies and recommendations. Illustratively, a study entitled *Miami-Dade County Prosperity Initiatives Feasibility Study* issued by the Metropolitan Center of Florida International University (FIU

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Metropolitan Center) in 2016 found that “working families in Miami-Dade County are facing significant housing affordability issues because:

- Housing prices in Miami-Dade have risen faster than in competing regions;
- Real incomes continue to decline, and job opportunities for higher paying occupations are less likely than they were before 2008 (the year marking the onset of the “Great Recession”.);
- Loss of equity due to the crash of the real estate market (during the Great Recession); and
- Due to the area’s high demand for vacation properties, second homes and investment properties, local residents compete in an international market for local housing units.

Further, information compiled by the U.S. Census Bureau American Community Survey shows that while real incomes have been declining, the average rent for a rental apartment in Miami-Dade County increased from \$1,515 in 2009 to \$2,501, or by 65 percent. As a result, by 2014, 61 percent of renter households and over 42 percent of owner households in Miami-Dade County in 2014 were cost-burdened, i.e. spending more than 30 percent of monthly income for their housing. As a result, Miami-Dade County was as of that date the third least affordable housing market in the United States. The Census data also showed that the County’s share of “severely cost-burdened households” --- those paying more than 50 percent of income on housing -- increased by 11.6 percent in Miami-Dade County by 11.6 percent between 2009 and 2014.

Finally, the Center for Neighborhood Technology’s Housing and Transportation Cost (H+T Index) shows that if household transportation costs are considered along with housing costs, the average amount of household income that the Miami-Dade County households spends on those portions of their household budget is 62 percent of household income, or considerably more than the standard for the H+T Index of 45 percent. Sixty-two percent is one of the highest ratios in the United States.

The data presented above shows that Miami-Dade County desperately needs workforce housing including both rental and owner-occupied units. Such housing is particularly needed in Minor Statistical Area (MSA) 6.2, where the Subject Property is located.¹ In this regard, MEAI reviewed the rental listings on Zillow.com on the date of this report. That review showed only 135 listings inclusive of apartments in rental complexes as well as condominium and single-family homes available for rent. Of that total, only 6 one-bedroom units and 6 two-bedroom units, or effectively 10 percent of the relatively small number of listings, were available at rent levels at or below the level assumed above at the project proposed for development on the Subject Property.

¹ MSA 6.2 is the portion of the County located west of Florida’s Turnpike between N. Kendall Drive (SW 88th Street) on the north and Eureka Drive (SW 184 Street) on the south.

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Impact on the Supply of Industrial Land

- The CDMP Land Use Element text on page I-39 provides that when “Industrial and Office” designated land in a MSA with less than a 15-year supply of industrial land is the subject of an application, approval of a non-industrial use will require that it be demonstrated that the re-designation for such use will not adversely impact future industrial development. The Subject Property has been zoned for industrial use since before the CDMP was initially adopted in the 1980’s and remains undeveloped to this date. The property’s 9.4 gross acres represent less than 7.2 percent of the 129.2 vacant acres that the County’s planners estimated still existed in MSA 6.2 as of April, 2017. They further estimate that those 129.2 acres will be fully depleted by 2023, which means that MSA 6.2 does not have a 15-year supply of industrially-designated vacant land. However, they also estimated in April, 2017, that the vacant industrial land countywide will require more than 21 years to fully deplete at the current countywide rate of absorption. Accordingly, MEAI does not believe that re-designation of the Subject Property for residential use will adversely impact the County’s ability to accommodate industrial development to a significant degree.
- Three additional points should be noted:
 - The Subject Property as well as several other vacant properties along the south side of SW 136th Street between SW 137th Avenue and SW 157th Avenue have been designated for Industrial and Office since before the CDMP was initially formulated in the 1980’s. The fact that land is still vacant in the area reflects the fact that the area is not a competitive industrial location given its poor access to the regional highway network, and the distance between the area and Miami International Airport and the Port of Miami.
 - Significant amounts of the property developed along SW 136th Street between SW 137th Avenue and SW 157th Avenue is not in industrial and warehousing uses. Among the uses along SW 136th Street are a major automobile dealership (basically a retail use), two hotel facilities and the parking lot and other facilities associated with a mega-church. The existing structures most proximate to the Subject property are occupied by several restaurants, automobile repair businesses, insurance and real estate companies, engineering and other consulting firms, doctors’ offices, an adult care center, a jewelry store specializing in buying and selling gold, a computer tech firm, a basketball training facility and a dance and production company and companies involved in renting and selling party supplies.
 - MEAI recognizes that having industrially designated land available is an important ingredient for attracting new industry to Miami-Dade County. However, that land needs to be competitive. Further, industry will not be attracted unless the workforce it needs to operate is available. The adequacy

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of the workforce is, in turn, dependent on its members being able to obtain housing affordable to them.

Economic and Fiscal Benefits

- Development of the proposed residential units on the Subject Property will be economically and fiscally beneficial to Miami-Dade County as discussed below:

Economic Benefits

- The primary economic benefit will be the employment that the project will generate on a non-recurring basis during the period in which the proposed units are being constructed. Information provided to MEAL by the Applicant estimates that development of the proposed units on the Subject Property will cost approximately \$25.0 million in terms of hard costs for site work, unit construction and project landscaping and amenities. With the assistance of the Minnesota IMPLAN Input-Output Model, MEAL estimates the amount spent on hard costs will support 460 jobs inclusive of 267 direct construction jobs on-site, 97 jobs in businesses related to the construction sector (indirect jobs) and 96 jobs in businesses across the economy in which the direct and indirect workers spend their earnings (induced jobs). The earnings of the direct, indirect and induced workers throughout the construction period will approximate \$22.2 million.
- When the proposed units have been fully constructed and are occupied, their residents will provide support to retail businesses and restaurants in the area where the units are located. MEAL estimates that the households occupying the units will have an aggregate annual income approximating \$14.5 million in 2017 Dollars and they will spend \$2.9 million annually on retail goods and in restaurants. The preponderance of those expenditures will occur within MSA 6.2.

Fiscal Benefits

- Prior the period in which the proposed multi-family units are being constructed, general building permit fees will, according to Miami-Dade County's building permit fees schedule, need to be paid in the amount of \$47,675. Additional building permit fees will also need to be paid by the plumbing, electrical, structural, mechanical, roofing, swimming pool and fire safety system contractors. However, insufficient information is currently available to estimate the amount of these trade-related building permit fees. There is also insufficient information available to estimate the water and sewer connection fees that will need to be paid. Finally, impact fees for roads, police, fire and parks will need to be paid to Miami-Dade County in the total amount of \$2,356,557 while school impact fees will need to be paid to the Miami-Dade Public School District in the amount of \$349,633.

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- Once construction of the proposed multi-family units is completed, ad valorem taxes will need to be paid on an annual recurring basis to the various funds of Miami-Dade County and the Miami-Dade County Public School District as well as to the Children's Trust in the amounts shown in the table below. The taxes estimated assume a taxable value of \$28.3 million for the various funds enumerated in the table below.

Jurisdiction	Rate/\$1000 Taxable Value	Taxes
Miami-Dade County		
General Fund	4.6669	\$ 132,073
Debt Service Fund	0.4000	\$ 11,320
Fire Fund	2.4207	\$ 68,506
Fire Debt Service Fund	0.0075	\$ 212
Library Fund	0.2840	\$ 8,037
UMSA Fund	1.9283	\$ 54,571
Total		\$ 274,719
Miami-Dade County Public Schools		
Operating	6.7740	\$ 191,704
Debt Service	0.2200	\$ 6,226
Total		\$ 197,930
Children's Trust		
	0.4673	\$ 13,225

Source: Miami-Dade County Property Appraiser; Miami Economic Associates, Inc.

With respect to the table above, the following points are noted:

- In the current fiscal year, Miami-Dade County collected less than \$205 in ad valorem taxes for all its funds on the Subject Property while the Public School District collected less than \$146. Those amounts reflect the fact that the Subject Property currently receives an agricultural exemption.
- The ad valorem tax amounts that the proposed residential units will generate are likely to be greater than the amount that would be generated if the property were to be developed with an industrial use at some point in the future.
- Development of the proposed residential units will also generate non-ad valorem revenues for the County on an annual recurring basis, most notably in the form of utility taxes and franchise fees and water and sewer service fees. Residential use generally generates greater revenues of these types than industrial use

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Closing

MEAI firmly believes that adoption of the referenced amendment to the CDMP is in the best interest of Miami-Dade County, hence merited.

Sincerely,
Miami Economic Associates, Inc.



Andrew Dolkart
President

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Appendix Relevant CDMP Citations

Land Use Policy LU – 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized area, and redevelopment of substandard or underdeveloped environmentally suitable urban area contiguous to existing urban development where all the necessary urban services and facilities are projected to have capacity to accommodate additional demand.

Land Use Policy LU – 1K: Miami-Dade County will maintain and enhance the housing assistance and housing programs addressed in the Housing Element as a means to improve conditions of extremely low, very low, low and moderate-income residents. This includes the provision of affordable workforce housing.

Land Use Policy LU – 8E: Applications seeking amendments to the CDMP must be evaluated for their consistency with the Goals, Objectives and Policies of all Elements of the CDMP, and in particular, the extent to which the proposed amendment would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- ii) Enhance or impede the provisions of services at or above adopted LOS Standards;
- iii) Be compatible with abutting or nearby land uses and protect the character of established neighborhoods;
- 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 ¼ mile of an existing or planned transit station, exclusive busway stops, 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 – 8F (Partial): The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after the adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption).

Housing Goal 1: Ensure the provision of housing that will be affordable to all current and future Miami-Dade County residents, regardless of household type or income.

Housing Objective HO – 3: Assist the private sector in providing affordable housing products in sufficient number for existing and future residents throughout the County by the year 2030 to extremely low, very low, low and moderate-income households, including workforce housing.

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Housing Policy HO – 3I: Encourage the development of residential housing units through infill and expansion of redevelopment opportunities in urbanized areas with existing infrastructure.

Housing Objective HO – 6: increase affordable housing opportunities for extremely low, very low, low, moderate-income households, including workforce housing options, within reasonable proximity to places of employment, mass transit and necessary public services in existing urbanized areas.

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APPENDIX E

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. 6 of the October 2017 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

The adopted level of service standard (LOS) for the County Waste Management System is as follows: 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 (5) years. As of FY 2017-18, the DSWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the applications reviewed here, which are not anticipated to have a negative impact on disposal service.

Residential Collection and Disposal Service

Adoption of this amendment may result in development of multifamily establishments, as defined in Chapter 15 of the County Code. The Department of Solid Waste Management (DSWM) does not actively compete for multifamily waste collection service at this time. Waste collection service will, therefore, most likely be provided by a private waste hauler.

The requested amendment will have no impact or any associated costs relative to Solid Waste Collection and Disposal services and facilities; therefore, the DSWM has no objection to the proposed changes.

Fiscal Impact – Waste Disposal Capacity and Service

The cost of providing disposal capacity for WCSA customers, municipalities and private haulers is paid for by System users. In FY 2017-18, the DSWM charges a contract disposal rate of \$61.01 per ton to DSWM Collections and those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$89.38 per ton in FY 2017-18.

These rates adjust annually with the Consumer Price Index, South Region. In addition, the DSWM 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, remediation and long-term care are funded by a portion of the Utility Service Fee charged to all 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 \$1.4547 per 1,000 gallons for water and \$1.8958 per 1,000 gallons for sewer.

The applicant requests a change to the CDMP Land Use Plan map to redesignate a ±9.4-gross acre site from "Industrial and Office" to "Medium Density Residential with One Density Increase. The applicant proffered a Declaration of Restrictions (covenant) limiting the proposed residential development to 264 multi-family units. However the maximum development potential for the site is 564 multi-family units. If the application site is developed with the maximum 564 multi-family units, the water connection charges/impact fees would total \$117,594; the sewer connection charges/impact fees would total \$473,760; and the water service line and meter connection fees would total \$1,300. The annual operating and maintenance cost is estimated at \$103,460.

The estimated cost of installing the required 62 linear feet of 8-inch water main for the proposed development to connect to the County's regional water system is estimated at \$20,150. The estimated cost of installing the required 37 linear feet of 8-inch sanitary gravity sewer main is \$10,989. The total potential cost for connecting to the regional water and sewer system including engineering fees (13%) and contingency fees (15%) is estimated at \$31,139.

Drainage and 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 generate a maximum of 564 multi-family residential units. If approved with the proffered covenant, the site would be limited to 264 residences. The 264 multi-family residential units could result in 54 additional students. The average cost for K-12 grade students amounts to \$9,337 per student. Of the 54 students, 23 will attend elementary schools, 14 will attend middle schools students and 17 will attend senior high schools. The total annual operating cost for additional students residing in this development, if approved, would total \$504,198.

Fire Rescue

The current CDMP designation (Industrial and Office) will allow a potential development which will generate 8 annual alarms. The proposed CDMP designation (Medium Density Residential with One Density Increase) will allow a maximum potential development of 564 multi-family units, which is anticipated to generate 158 annual alarms. The 158 annual alarms will result in a severe impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of the subject application is adequate. Based on the current call volume for Station No. 43 and existing stations within proximity of the subject application, all stations combined can mitigate the additional number of alarms. Additional stations include Station No. 36 (Hammocks) located at 10001 Hammocks Boulevard and Station No. 53 (Turnpike) located at 11600 SW Turnpike. Furthermore, to further enhance fire and rescue service, MDFR is searching for a suitable parcel of land in the vicinity of Eureka (SW 184 Street) between SW 147 and 157 Avenue to construct a new fire station. The Applicant has proffered a Declaration of Restrictions which limits the number of residential units to 264 units, instead of the maximum 564 that can be developed on the site. This will decrease the impact of the development.

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APPENDIX F

Photos of Site and Surroundings

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Application site viewed from northwest angle from SW 136 Avenue



View of airport north of the application site



Vacant and well maintained property abutting east of the application site



Front of warehouse condominium plaza abutting west of the application site



Back of warehouse condominium plaza abutting west of the application site. Auto repair activity.



Back of warehouse condominium plaza abutting west of the application site. Auto repair activity.

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