

Application No. 1

Commission District 6 Community Council 8

APPLICATION SUMMARY

Applicant/Representative:	Arena Capital, LLC/William W. Riley, Jr., Esq.: Riley-Villa Attorneys at Law
Location:	West side of NW 57 Avenue/Red Road between State Road 836 and NW 11 Street
Total Acreage:	1.95 Net Acres
Current Land Use Plan Map Designation:	Office/Residential
Requested Land Use Plan Map Designation:	Business and Office
Amendment Type:	Small-scale
Existing Zoning District/Site Condition:	IU-1 (Industrial, Light Manufacturing District) and IU-2 (Industrial, Heavy Manufacturing District) /Two stand-alone office and commercial structures

RECOMMENDATIONS

Staff:	ADOPT WITH ACCEPTANCE OF THE PROFERRED DECLARATION OF RESTRICTIONS (May 2018)
Community Council 8:	ADOPT WITH ACCEPTANCE OF THE PROFERRED DECLARATION OF RESTRICTIONS (May 21, 2018)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TO BE DETERMINED (June 6, 2018)
Final Action:	TO BE DETERMINED (July 25, 2018)

Staff recommends to **ADOPT WITH ACCEPTANCE OF THE PROFERRED DECLARATION OF RESTRICTIONS** the proposed small-scale amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the ±1.95-acre application site from “Office Residential” to the “Business and Office” land use category for the following reasons:

Principal Reasons for Recommendation:

1. The applicant proposes to change the land use designation of the application site from “Office/Residential” to “Business and Office” in order to provide additional retail and commercial services to employees and visitors within an adjacent office park and area to residents. The application site currently consists of an all-terrain vehicles, sports boats and personal watercraft dealer, and an aircraft maintenance company. CDMP Land Use Element Objective LU-1 and Policies LU-1C and LU-10A requires the County to give priority to infill development on vacant sites, and the redevelopment of substandard or underdeveloped environmentally suitable urban areas where urban services and facilities have the capacity to accommodate additional demand. The redesignation of the application site from “Office/Residential” to “Business and Office” would be an appropriate land use designation for this location and allow a wider range of commercial/retail uses on the site.
2. Approval of the application would generally be consistent with the criteria for evaluating Land Use Plan map amendment applications in accordance with Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires that amendments to the LUP map be evaluated for consistency with the Goals, Objectives and Policies of the CDMP, and to the extent the proposed amendment would: (i) satisfy a deficiency in the LUP map to accommodate projected population or economic growth, (ii) enhance or impede the provision of services at or above adopted LOS Standards, (iii) be compatible with abutting and nearby land uses, (iv) enhance or degrade environmental or historical resources or features, and (v) would be a use that promotes transit ridership and pedestrianism if located in a planned urban center or within ¼ mile of existing transit as indicated in Objective LU-7. Each factor is discussed below.
 - i. *Need to Accommodate Population or Economic Growth:* The proposed amendment, if approved, would not satisfy a deficiency in the LUP Map, but would facilitate the redevelopment of the site with commercial/retail services to accommodate the needs of the community, including employees and visitors of the adjacent corporate office park.
 - ii. *Public Services and Facilities:* Approval of the application would be generally consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use decisions not to cause a violation in adopted level of standards for public facilities and services. The impacts that would be generated from the maximum development allowed on the application site, if the application is approved, would not cause a violation in the adopted level of service standards for public facilities and services. It should be noted that the traffic impact analysis of roadways serving the amendment site show that three roadway segments are currently in violation of the adopted roadway level of service (LOS) standard and would continue to operate in violation of the standard with the projected impacts of the application. These include SR 836 west of NW 57 Avenue, SR 836 east of NW 57 Avenue, and Perimeter Road east of NW 57 Avenue. However, these roadway segments are not deemed to be significantly impacted by the project

traffic, as the projected traffic impact is less than five percent of the maximum service volume (MSV) of the adopted roadway LOS standard, pursuant to the provisions of the CDMP Transportation Element (See “Roadways” section on page 1-18).

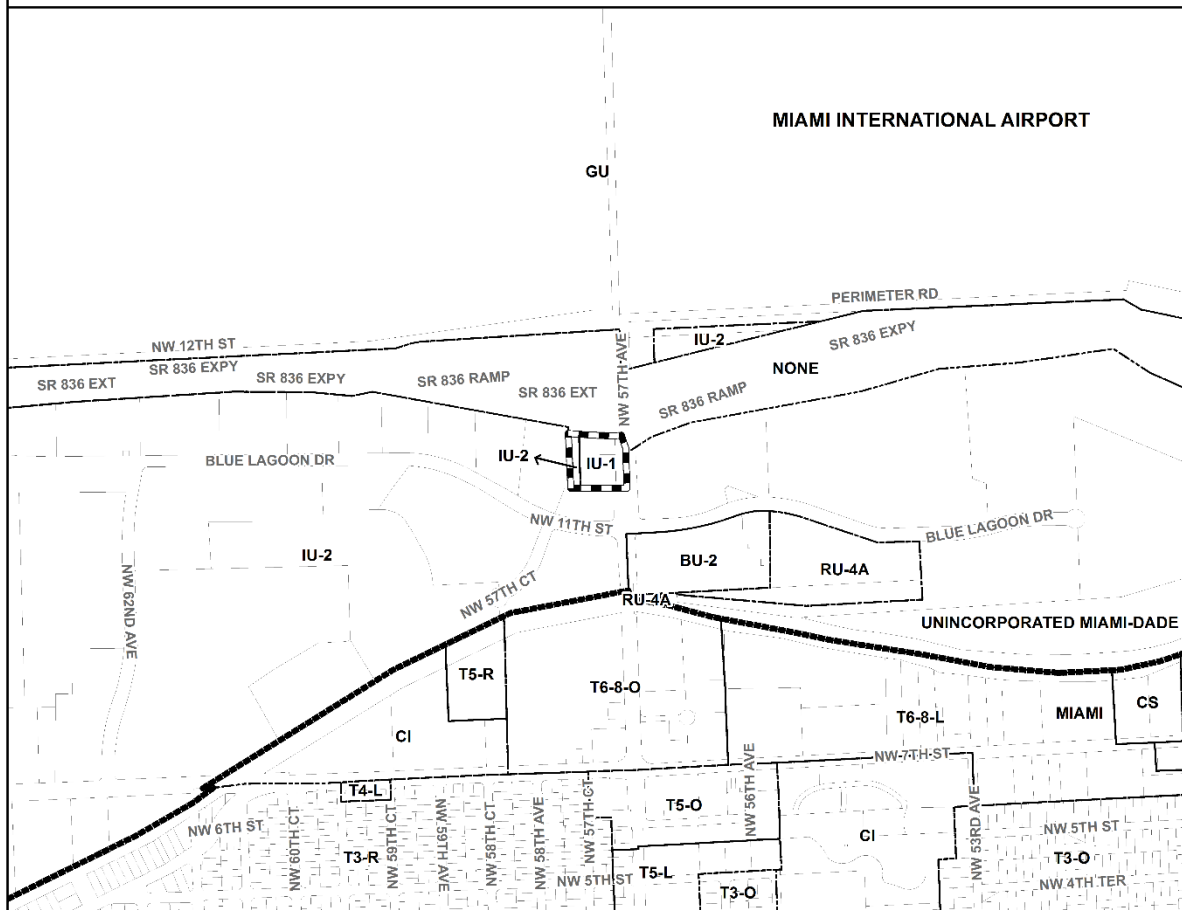
- iii. *Compatibility*: The requested “Business and Office” land use designation and the maximum allowable development on the property would be compatible with the “Office/Residential” designation of the abutting lands. The applicant has also submitted a Declaration of Restrictions (covenant) to prohibit certain uses allowed within the Business and Office land use category in order for development on the site to remain compatible with the adjacent and abutting corporate office park and the Miami International Airport.
- iv. *Environmental and Historic Resources*: The application, if approved, would not impact any historic resources, but could impact environmental resources (see “Environmental Conditions” on page 1-12). The application site contains tree resources, including possible specimen trees (trees with a trunk diameter 18 inches or greater). The applicant is required to comply with CON-8A of the CDMP and Section 24-49.2(II) of the Code, which requires that specimen trees be preserved whenever reasonably possible. Additionally, the site has a record of contamination that subjects development or redevelopment of the site to the County’s requirements for contamination remediation.
- v. *Transit Ridership and Pedestrianism*: The application, if approved, could generally support transit ridership and pedestrianism. The application site is currently within walking distance to Metrobus Route 57 and 238, with north and southbound stops located approximately 0.2 miles to the south along NW 57 Avenue/Red Road. Metrobus Route 7 provides service further south along NW 7 Street. Metrobus Route 57 provides 60-minute AM/PM peak service headways and 60-minute off-peak service headways, and Metrobus Route 238 has 45-minute AM/PM peak service headways and 60-minute off-peak service headways. Metrobus Route 7 provides 30-minute AM/PM peak service headways and 40-minute off-peak service headways.

The Dolphin Expressway is identified as the East-West Corridor in the Strategic Miami Area Rapid Transit Plan, which extends from the Miami Intermodal Center at Miami International Airport to Florida International University generally along SR-836/Dolphin Expressway—and may have a future station in the Blue Lagoon area serving the subject property. Although the exact location of future stations has yet to be determined, the DTPW requests that the applicant commit to working with the County and DTPW to accommodate future transit related improvements as the East-West Corridor is implemented.

ARENA CAPITAL, LLC. - APPLICATION NO. 1 AERIAL PHOTO



ARENA CAPITAL, LLC. - APPLICATION NO. 1 ZONING MAP



Source: Department of Regulatory and Economic Resources
May 2018



APPLICATION AREA



MUNICIPAL BOUNDARY

MIAMI-DADE ZONING DISTRICTS

BU-2 BUSINESS DISTRICTS, SPECIAL

GU INTERIM DISTRICT

IU-1 INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING

IU-2 INDUSTRIAL DISTRICTS, HEAVY MANUFACTURING

NONE NO ZONING DESIGNATED

RU-4A RU-4 OR HOTEL/MOTEL DISTRICT, 75 UNITS / NET ACRE

CITY OF MIAMI ZONING DISTRICTS

CI CIVIC INSTITUTION

CS CIVIC SPACE ZONE

T3-O SUBURBAN ZONE

T3-R SUBURBAN ZONE

T4-L GENERAL URBAN ZONE

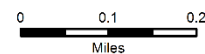
T5-L URBAN CENTER ZONE

T5-O URBAN CENTER ZONE

T5-R URBAN CENTER ZONE

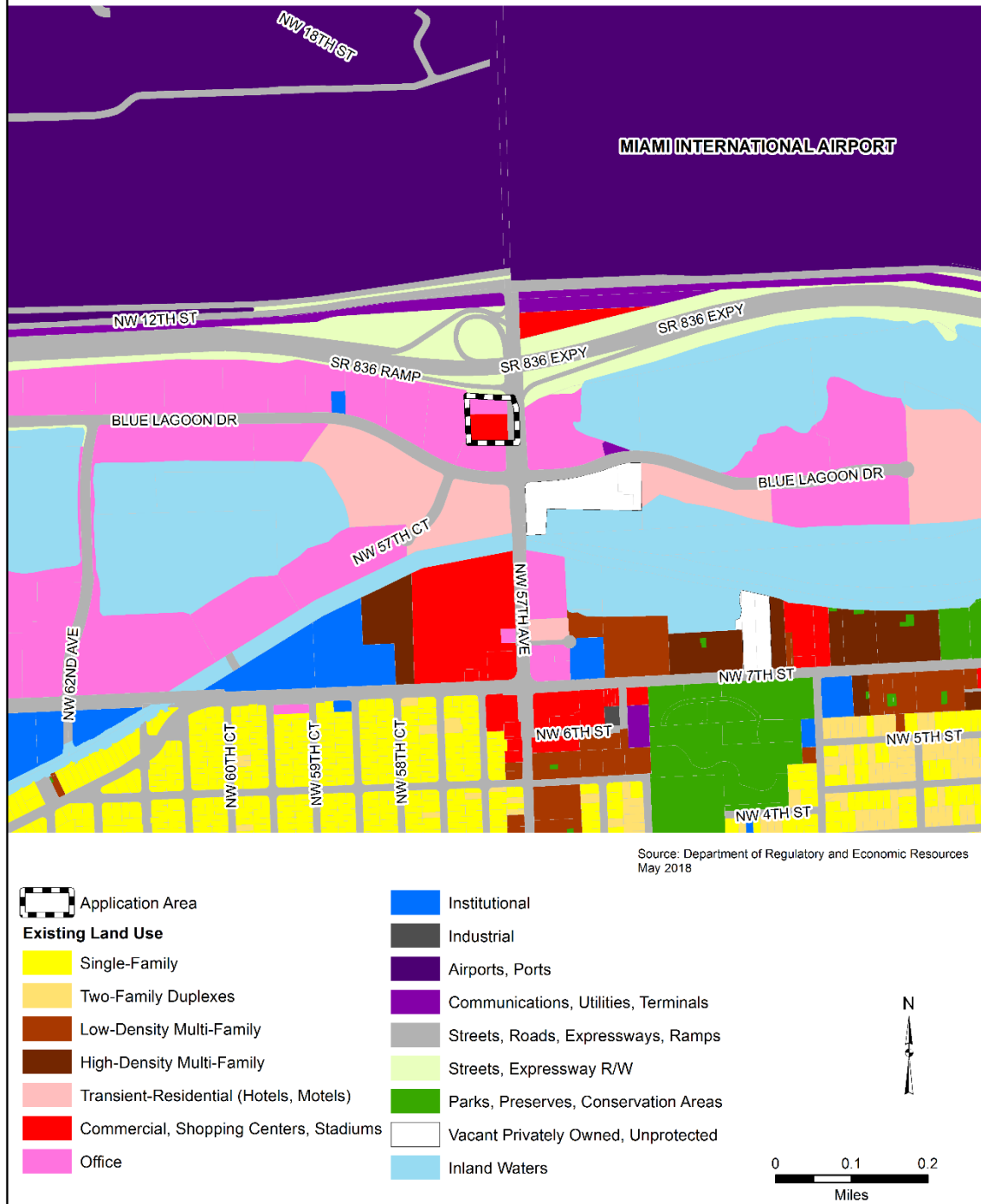
T6-8-L URBAN CORE ZONE

T6-8-O URBAN CORE ZONE



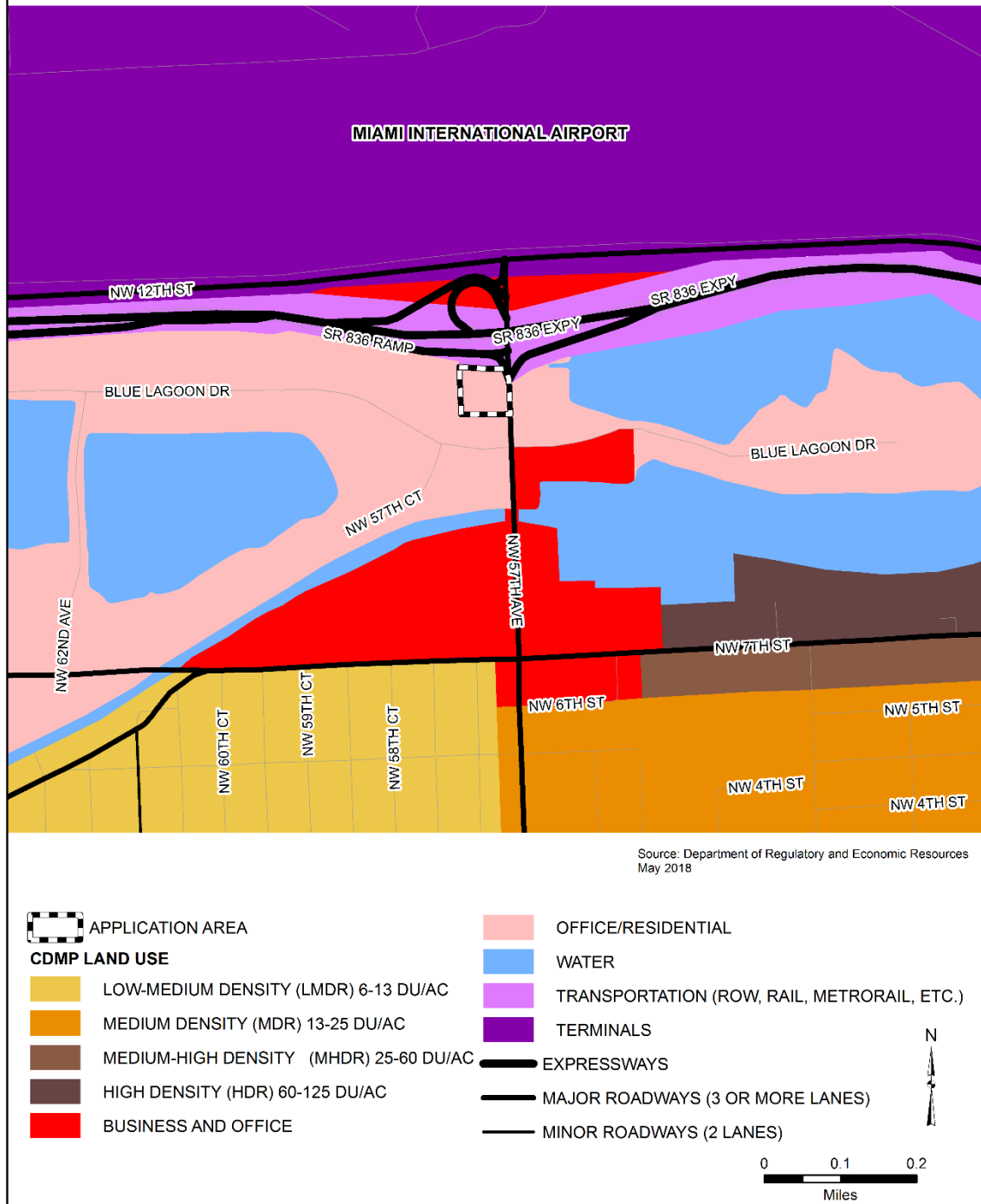
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EXISTING LAND USE



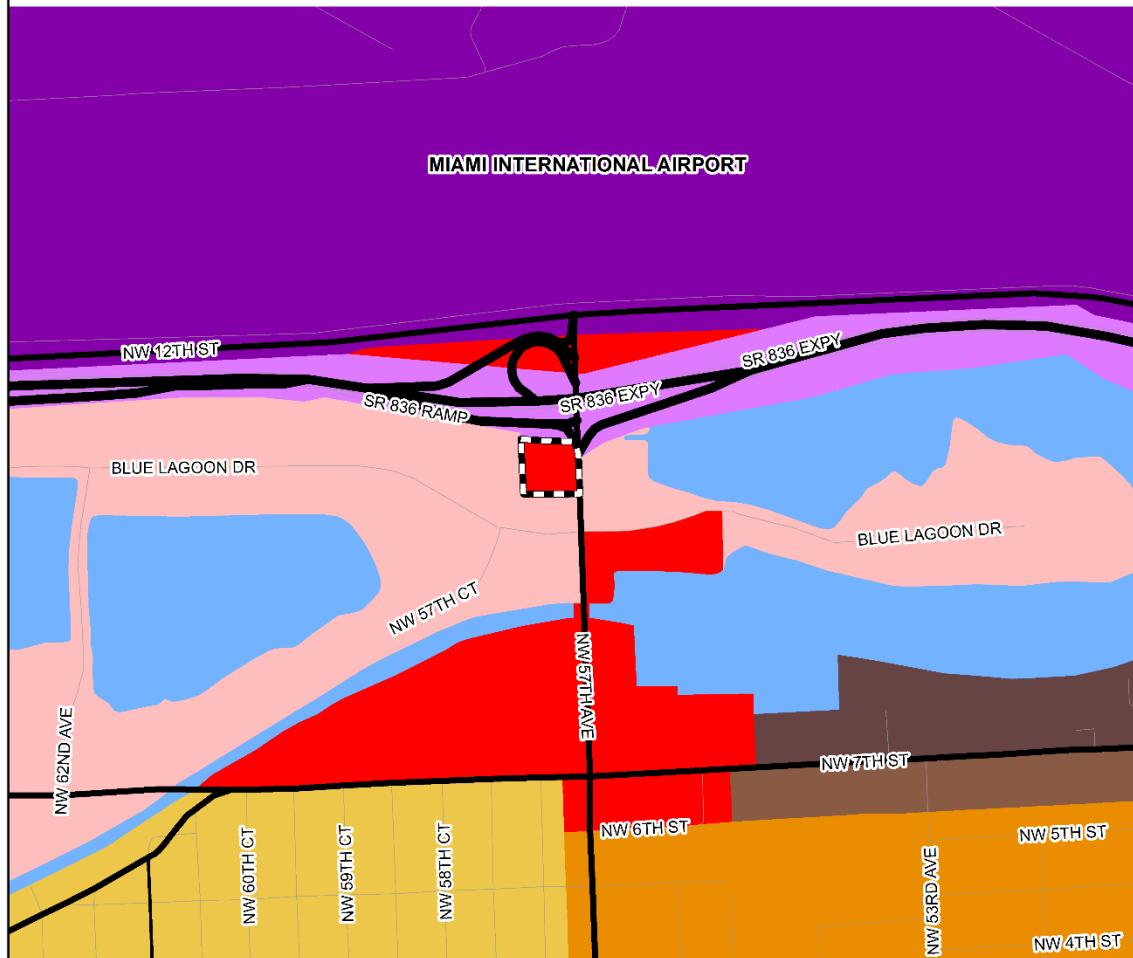
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CDMP LAND USE

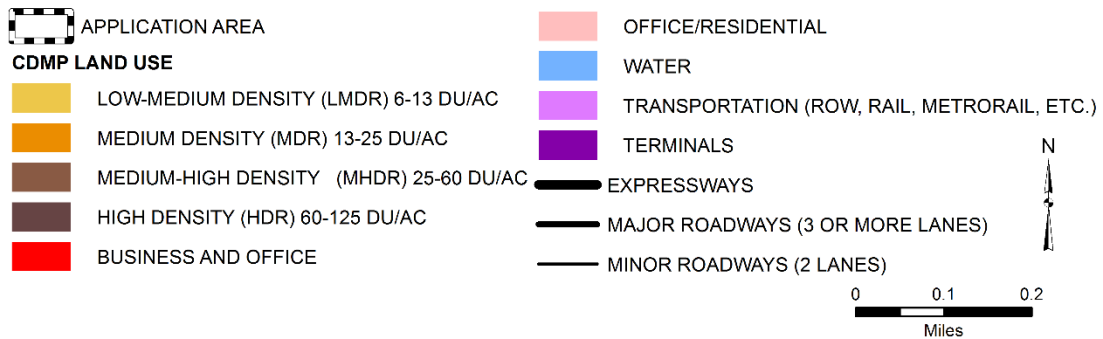


ARENA CAPITAL, LLC. - APPLICATION NO. 1

PROPOSED CDMP LAND USE



Source: Department of Regulatory and Economic Resources
April 2018



STAFF ANALYSIS

Application Site

Location

The application area is a ±1.95-net acre site comprised of two adjacent parcels located on the west side of NW 57 Avenue/Red Road, between State Road 836/Dolphin Expressway and NW 11 Street in unincorporated Miami-Dade County. The site is bounded on the east and west by, but is not a part of, the Waterford at Blue Lagoon Corporate Office Park Development of Regional Impact approved in 1990. The office park primarily consists of office and hotel uses and does not appear to have any visible commercial or retail services; there are no residential uses within or adjacent to the office park. However, a 94th Aero Squadron Restaurant is located approximately 0.18 miles north of the application site, on the north side of the Dolphin Expressway at NW 57 Avenue and Perimeter Road, and Airpark Plaza—which includes a Publix, GNC, Burlington, The UPS Store, Starbucks and other retailers—is located approximately 0.25 miles south of the application site along the stretch of NW 57 Avenue between Blue Lagoon Drive and the Tamiami Canal, and NW 7 Street.

Existing Land Use

The northern parcel, 1250 NW 57 Avenue (Folio No. 30-3131-007-0100) contains a two-story, ±18,560 square-foot office building built in 1956, and is occupied by *Summit Aerospace, Inc.*, an aircraft maintenance and repair company. The southern parcel, 1200 NW 57 Avenue (Folio No. 30-3131-007-0102), contains a one-story, ±16,286 square foot commercial building built in 1954, and is occupied by *Motoport USA Miami*, which specializes in the sale and service of all-terrain vehicles, sports boats and personal watercraft. (See Existing Land Use Map, Page 1-6, and Appendix F: Photos of Site and Surroundings).

Land Use Plan Map Designation

The application site is currently designated “Office/Residential” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map (see “CDMP Land Use” map on page 1-5). The “Office/Residential” designation accommodates professional and clerical offices, hotels, motels, and residential uses. The requested “Business and Office” designation accommodates the full range of sales and service activities including retail, wholesale, personal and professional services, and entertainment and cultural facilities. Residential uses and residential uses mixed with commercial and industrial uses are also permitted under certain conditions. However, the applicant has submitted a Declaration of Restrictions that will prohibit residential uses.

Declaration of Restrictions

The Applicant has proffered a Declaration of Restrictions (Covenant) that would prohibit residential and agricultural uses, automobile and light truck sales and rentals, and auditoriums and night clubs, among a total of fifty-one (51) prohibited uses.

Zoning

The application site is currently zoned IU-1 (Industrial, Light Manufacturing District) and IU-2 (Industrial, Heavy Manufacturing District). The IU-1 Zoning District permits adult daycare centers, animal hospitals, automobile and truck sales, banks, commuter colleges and universities, hotels, motels, office buildings, restaurants, warehouses and a variety of other primarily non-residential uses. (See “Zoning” map on page 1-5). The IU-2 Zoning District allows most of the uses permitted in the IU-1 District, and includes rock and sand yards, cement and

clay products, railroad shops, sawmills, construction debris materials recovery transfer facilities, and other uses.

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. Zoning records indicate that in 1947 the Seminole Rock and Sand Company, Ramsay Brothers and Maule Industries applied for zoning changes for property generally extending from “Miami International and MIAD Airport” on the north, the Tamiami Canal on the south, the “Airport Boundary and Tamiami canal” on the east, and the “SAL and FEC” railroad right-of-ways on the west from AU, GU, RU-3B, BU-2A, IU-1 and IU-2 to IU-2—including a special permit to conduct excavation—which were adopted by the Board of County Commissioners by Resolution 2837 on May 11, 1948.

Adjacent Land Use and Zoning

Existing Land Uses

The application site is adjacent to, but not a part of, the Waterford at Blue Lagoon Corporate Office Park immediately south of Miami International Airport and the Dolphin Expressway/State Road 836. The corporate office park is a Development of Regional Impact (DRI) adopted by the Board of County Commissioners on February 9, 1990 under Resolution No. Z-32-90. The DRI was approved for 3.7 million square feet of office, 100,000 square feet of retail, three hotels for a total of 1,200 rooms, and ancillary uses. The two-parcel application site is located on the west side of NW 57 Avenue/Red Road, and is bounded by a Dolphin Expressway/State Road 836 exit ramp on the north, an undeveloped parcel to the south that is bounded by Blue Lagoon Drive, and an undeveloped parcel to the west; a multi-story parking garage for the Burger King Headquarters (5505 Blue Lagoon Drive) is located on the east side of NW 57 Avenue/Red Road. Northwest 57 Avenue is a primary (section line) roadway, and Blue Lagoon Drive serves as the main artery/primary axis of the corporate park, and is fronted by suburban-styled office and hotel buildings of varying heights. Air Park Plaza—which includes a Publix grocery store, GNC, Burlington, The UPS Store, Starbucks and other retailers—and other commercial, retail, hotel and office buildings are located along the stretch of NW 57 Avenue south of Blue Lagoon Drive, between the Tamiami Canal and NW 7 Street.

Land Use Plan Map Designations

The application site and adjacent properties to the south, east and west are designated “Office/Residential” on the Adopted 2020 and 2030 LUP Map. The Dolphin Expressway/State Road 836 is immediately north of the application site and is designated “Transportation” on the LUP map (see CDMP Land Use map on Page 1-7).

Zoning

The application site is zoned IU-1 (Industrial, Light Manufacturing District) and properties to the south, east and west are zoned IU-2 (Industrial, Heavy Manufacturing District); the Dolphin Expressway/State Road 836 does not have a zoning classification. The IU-1 zoning district permits adult daycare centers, animal hospitals, automobile and truck sales, banks, commuter colleges and universities, hotels, motels, office buildings, restaurants, warehouses and a variety of other primarily non-residential uses. The IU-2 zoning district permits most of the uses that are permitted within the IU-1 classification, and also includes rock and sand yards, movie and television studios, cement and clay products, petroleum storage tanks, and railroad shops among other uses.

Supply and Demand Analysis

The capacity of the 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 No. 1, land capacity is analyzed at the localized or Minor Statistical Area (MSA) level.

Supply and Demand for Industrial Land

The analysis area for Application 1 (MSA 4.5) contained 104.20 acres of in-use industrial uses in 2018 and an additional 26.00 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2018-2030 period is negligible. Given the insignificant demand for Industrial land in this MSA, it would be imprecise to project an estimated year of depletion (see table below).

Projected Absorption of Land for Industrial Uses Indicated Year of Depletion and Related Data Application 1 Analysis area				
Analysis Area	Vacant Industrial Land 2018 (Acres)	Industrial Acres in Use 2018	Annual Absorption Rate 2018-2030 (Acres)	Projected Year of Depletion
MSA 4.5	26.00	104.20	0.00	--

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

Supply and Demand for Commercial Land

The Analysis Area for Application 1 (MSA 4.5) contained 214.00 acres of in-use commercial uses in 2018 and an additional 12.10 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2018-2030 period is 1.19 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned land by the year 2028 (see table below). If the proposed application is approved its impact will be negligible.

Projected Absorption of Land for Commercial Uses Indicated Year of Depletion and Related Data Application 1 Analysis Area						
Analysis Area	Vacant Commercial Land 2018 (Acres)	Commercial Acres in Use 2018	Annual Absorption Rate 2018-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
MSA 4.5	12.10	214.00	1.19	2028	-	-

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

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	AH
Stormwater Management Permit	South Florida Water Management District
County Flood Criteria,	
National Geodetic Vertical Datum (NGVD)	6 feet

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	No
Contaminated Site	Yes

Pollution Remediation

Application 1 has records of current contamination issued under Airport Dump/Maule Lake (DERM file SW-1250/HWR-831). Any construction, development, drainage and dewatering at the subject site will also require DERM review and approval as it relates to environmental contamination issues.

Drainage and Flood Protection

In accordance with DERM records, a portion of Application 1 is located within a landfill site where a DERM Class VI may be required for any installation of new drainage systems in contaminated sites. Any new development within the subject properties will require an Environmental Resources Permit (ERP) modification from the South Florida Water Management District (SFWMD) for the construction and operation of the required surface water management system.

The subject properties are located within Special Flood Hazard Area AH at elevation 7 or above 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 7 feet NGVD or County Flood Criteria. For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria 6 feet NGVD, plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.

- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event. For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 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

The referenced property contains tree resources including specimen tree resources (trees with a trunk diameter 18 inches or greater). Please note that this property is subject to CON-8A of the CDMP and Section 24-49.2(II) of the Code, which requires that specimen trees be preserved whenever reasonably possible. This CDMP amendment does not include a site plan and DERM has no information to assure that a site plan would comply with the requirements of the CDMP or Code.

Site plan development must be consistent with the requirements to preserve specimen trees except in cases where DERM has determined that a specimen tree cannot be preserved pursuant to Section 24-49.2(4)(II)(2) of the Code. Please note that this amendment, if approved, shall not diminish or affect the enforceability of the Chapter 24 of the Code and shall not be construed as an approval to remove specimen trees due to a determination of unreasonable loss of usable space pursuant to Section 24-49.2(4)(II)(2)(b) 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 71.19 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 (31.95 MGD).

As noted in the “Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario” table below, the maximum water demand for office development (Scenario 1) under the current CDMP Land Use designation is estimated at 2,534 gallons per day (gpd). The maximum water demand for retail development (Scenario 1) under the Requested CDMP Land Use designation with acceptance of the proffered Declaration of Restrictions is estimated at 4,055 gpd. This represents an increase of up to 1,521 gpd over the demand under the current CDMP land use designations. 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	Office	50,686 sq. ft.	5 gpd/100 sq. ft.	2,534 gpd
Requested CDMP Designation				
1	Retail	40,549 sq. ft.	10gpd/100 sq.ft.	4,055 gpd

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

Water Supply and Connectivity:

Application No. 1 is located within the MDWASD franchised water service area. The source of potable water for this area is the Hialeah Preston 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.

Properties within Application No. 1 area are currently connected to the public water system. Therefore connection of the proposed development to public water is required pursuant to Chapter 24 of the Code. If a new connection is required, then there is an existing 16-inch water main along NW 57th Avenue to which the developer may connect to provide water service for the proposed development. 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.

At this time, there are two planned projects in close proximity to this application site with a WASD Agreement No. 22757, for the new construction of a 160,000 square feet Office Building replacing vacant land and WASD Agreement No. 23709 for the new construction of 32,559 square feet of retail buildings, 160 room hotel and 152 apartment units replacing a 258 room hotel.

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 (310.62 MGD) for the preceding 5 years and the capacity reserved for development orders (40.64 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 24.24 MGD.

Sewer System Connectivity:

Application No. 1 is located within the MDWASD franchised sewer service area. The wastewater flows for this application will be transmitted to the Central District Wastewater Treatment Plant (CDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

Properties within Application No. 1 area are currently connected to the public sanitary sewer system. Therefore connection of the proposed development to the public sanitary sewer system is required pursuant to Chapter 24 of the Code. If a new connection is required, then there is an existing 8-inch sanitary gravity sewer system along NW 57th Avenue to which the developer may connect to provide service.

The gravity sewer system in this area discharges sewage to pump stations 30-0106, 30-0001 and then to the Central District Wastewater Treatment Plant. The aforementioned sanitary sewer pump stations as well as the Central District Wastewater Treatment Plant are owned and operated by Miami-Dade Water and Sewer Department; in addition, they are currently working within the mandated criteria set forth in the Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 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 2017-2018, 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 "Office/Residential" to "Business and Office." Although residential uses are permitted in the "Business and Office" land use category, the applicant has proffered a Declaration of Restrictions prohibiting residential development on the application site. Adoption of this amendment may thus result in development of commercial establishments as defined in Chapter 15 of the Code of Miami-Dade County. The DSWM does not actively compete for commercial waste collection service at this time. Waste collection service and recycling services would, therefore, most likely be provided by a private 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 1 (PBD-1), which generally encompasses the area of the County between north of SW 8 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-1 has a surplus capacity of 126.54 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; Brothers to the Rescue Memorial Park is 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
Brothers To The Rescue Memorial Park	5.70	Single Purpose Park
San Jacinto Park	0.92	Mini-Park
Schenley Park	2.00	Neighborhood Park
Sunset Heights Park	0.32	Mini-Park

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

Application Impacts

The potential development of the site under the existing CDMP land use designation is estimated at 5 single-family dwelling units, with a potential population of up to 18 persons, resulting in an Impact of 0.04 acres based on the Level of Service standard for the provision of local recreational open space.

Under the requested "Business and Office" designation, the potential for residential development under the proposed land use designation is also estimated at 5 single-family dwelling units with an estimated population up to 18 persons. The concurrency analysis for this scenario would also result in an impact of 0.04 acres based on the minimum Level of Service standard for the provision of local recreation open space and therefore meets concurrency.

However, the applicant's proffered Declaration of Restrictions (covenant) states that notwithstanding the redesignation of the property from "Office/Residential" to "Business and Office," the use of the property shall be limited to a commercial use. If this application is adopted with acceptance of the proffered covenant and the development is in accordance with the covenant, then there will be no residential development and therefore there would be no additional impact to the Level of Service standard for the provision of local park acres.

Fire and Rescue Service

The application area is currently served by Miami-Dade Fire Rescue Station No. 40 (West Miami) located at 975 SW 62 Avenue. The station is equipped with a Rescue and Engine 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 4:53 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 CDMP designation "Office Residential" will allow a potential development which will generate eleven (11) annual alarms. The proposed CDMP designation "Business and Office" will allow a proposed potential development which is anticipated to generate twelve (12) annual alarms. The 12 annual alarms will result in a moderate impact to existing fire rescue service. Presently, fire and rescue service in the vicinity of the subject application is adequate.

The required fire flow for the proposed CDMP designation "Office Residential" shall be 3,000 gallons per minute (GPM). Fire hydrants shall be spaced a minimum of 300' from each other and shall deliver not less than 1,000 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 3,000 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. 1.

Public Schools

The applicant has proffered a covenant that would restrict the use of the property to a commercial use on the application site, should the application be approved with acceptance of the covenant. Therefore, Miami-Dade County Public Schools would not be impacted by the application as proposed (see Applicant's Proffered Declaration of Restrictions on Appendix page 23).

Aviation

Miami-Dade County Aviation Department (MDAD) does not object to the proposed CDMP amendment provided that all uses comply with federal, state and local aviation regulations, including Chapter 33, Zoning, of the Code of Miami-Dade County as it pertains to airport zoning. Since the subject property is located in close proximity to Miami International Airport, the applicant is required to coordinate with MDAD's Aviation Planning Division and the Federal Aviation Administration prior to construction so that all proposed structures may be reviewed for airspace impacts. The applicant may be required to obtain an airspace/land use letter of determination from MDAD.

Roadways

The application site is ± 2.33-acre property located on the southwest corner of NW 57 Avenue/ Red Road and SR836/Dolphin Expressway in unincorporated Miami-Dade County. The property is located directly south of Miami International Airport (about 1,500 feet), separated only by SR 836 and Perimeter Road. The subject application site is inside the County's Urban Infill Area (UIA), the County's designated Transportation Concurrency Exception Area (TCEA). The Concurrency Management Program in the Capital Improvement Element (CIE) of the CDMP states that "A proposed development located within the Urban Infill Area will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan..." (CIE page IX-17).

The only access to the application site is from NW 57 Avenue/Red Road, a six-lane divided roadway between SR836 and NW 7 Street and a four-lane divided roadway south of NW 7 Street. The major roadways that would cater to the mobility needs of the project, surrounding the project site are SR 836 to the north, NW 57 Avenue to the east, and NW 7 Street to the south. SR 836/Dolphin Expressway is an eight-lane east-west grade separated roadway having an interchange at NW 57 Avenue. NW 57 Avenue/ Red Road provides access to SR836 to the north and NW 7 Street to the south. NW 7 Street is a four-lane divided roadway east and west of NW 57 Avenue. SR826/Palmetto Expressway is a grade separated expressway about 2 miles to the west of the project site, having an interchange with SR836. State roads 826 and 836 provide connectivity to other regions in the County.

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 Traffic 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 2017) and the County (Year 2017), were evaluated to identify if the roadways are operating at acceptable levels of service. The following roadways within the project site area are not operating at acceptable levels of service:

1. SR836/Dolphin Expressway west of NW57 Avenue is operating at LOS 'E' but the adopted LOS is 'D'.
2. SR836/Dolphin Expressway east of NW57 Avenue is operating at LOS 'F' but the adopted LOS is 'D'.
3. Perimeter Road east of NW57 Avenue is operating at LOS 'F' but the adopted LOS is 'E'.

See “Traffic Impact Analysis on Roadways Serving the Amendment Site” table below for more details.

Trip Generation

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 “Office/Residential” the application site is assumed to be developed with 50,686 sq. ft. Office uses and under the requested CDMP land use designation of “Business and Office” the application site can be developed with 40,549 sq. ft. of Retail uses. The potential development under the current CDMP land use designation of “Office/Residential” is expected to generate approximately 135 PM peak hour trips and under the requested CDMP land use designation of “Business and Office” it is expected to generate approximately 216 PM peak hour trips or approximately 81 more PM peak hour trips than the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” table below.

Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations			
Application No. 1	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	“Office/Residential”	“Business and Office”	
Maximum Development Potential	50,686 sq. ft. office uses ¹	40,549 sq. ft. retail uses ²	
Trips Generated	135	216	+81

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, February 2017.

Notes:

¹ – ITE Land Use Code used for Office is 710.

² – ITE Land Use Code used for Retail is 820.

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions was conducted as of May 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 proposed development scenario assumed to be developed under the requested CDMP LUP map designation. This evaluation determined that one roadway segment monitored for concurrency adjacent to and in the vicinity of the application site does not 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 three roadway segments are currently operating below the County’s adopted level of service standards, in violation of the adopted

roadway level of service (LOS) standards, and would continue to operate in violation of the LOS standards with the projected impacts of the application.

1. SR836/Dolphin Expressway west of NW57 Avenue is operating at LOS 'E' but the adopted LOS is 'D'.
2. SR836/Dolphin Expressway east of NW57 Avenue is operating at LOS 'F' but the adopted LOS is 'D'.
3. Perimeter Road east of NW57 Avenue is operating at LOS 'F' but the adopted LOS is 'E'.

The three roadway segments that are failing the County's LOS standards are not significantly impacted by the project traffic, as the percentage traffic impact is less than five percent of the adopted roadway capacity. This was determined through a Significance Determination Analysis, which is performed to identify the roadway segments where the Amendment project traffic is less than 5.0% of the segment's maximum service volume (msv) of the adopted roadway LOS standard, pursuant to the de minimis provisions in the "Concurrency Management Program" of the CDMP (page IX-17) and the Transportation Element. No mitigation or roadway improvements are required for projects having de minimis traffic impacts.

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.	Amendment Peak Hour Trips	% Impact	Total Trips With Amend.	Concurrency LOS with Amend.
Requested CDMP Designation: "Business and Office" – 40,549 sq. ft. retail uses														
F2193	SR836/Dolphin Expy	West of Red Rd/ NW 57 Ave	8 DV	D	13,390	13,728	E	54	13,782	E	32	0.23%	13,814	E
F2198	SR836/Dolphin Expy	East of Red Rd/ NW 57 Ave	8 DV	D	13,390	16,961	F	293	17,254	F	59	0.44%	17,313	F
9618	Perimeter Rd	East of NW 57 Ave	2 DV	E	1,440	2,278	F	21	2,299	F	24	1.67%	2,323	F
F1189	Red Rd/ NW 57 Ave	North of NW 7 St	6 DV	E+50%	8,085	2,764	C	93	2,857	C	83	1.03%	2,940	C
9348	NW 7 St	West of NW 60 Ave	4 DV	E+50%	4,833	2,747	C	112	2,859	C	18	0.37%	2,877	C
Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, July 2017. 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 for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA)); E+50% (150% capacity for locations with extraordinary transit service)														

Application Impact

The maximum development potential scenarios under the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Under the current CDMP land use designation of "Office/Residential" the application site is assumed to be developed with 50,686 sq. ft. Office uses and under the requested CDMP land use designation of "Business and Office" the application site can be developed with 40,549 sq. ft. of Retail uses. The potential development under the current CDMP land use designation of "Office/Residential" is expected to generate approximately 135 PM peak hour trips and under the requested CDMP land use designation of "Business and Office" it is expected to generate approximately 216 PM peak hour trips or approximately 81 more PM peak hour trips than the current CDMP designation.

The concurrency analysis determined that three roadways are projected to operate below the County's adopted level of service standards. The three failing roadways are currently operating below the acceptable level of service even without the project trips and the impact from the project is not significant since it is less than 5% of adopted LOS for the roadways. Also, this project is within the County's Urban Infill Area (UIA), the County's designated Transportation Concurrency Exception Area (TCEA), hence it is exempt from Transportation Concurrency.

Other Roadway Improvements

1. Perimeter Road is programmed for widening from 2 to 4 lanes between NW 57 Avenue and NW 18 Street, which is about 1.2 miles in length.
2. The East-West SMART (Strategic Miami Area Rapid Transit Plan) Plan Corridor runs mostly along State Road 836 (Dolphin Expressway). A rapid transit service along this corridor will provide an important link between major regional, state, and international activity centers, such as the Miami Intermodal Center (MIC), Miami International Airport (MIA), and Florida International University (FIU), with its annual enrollment of more than 50,000 students.
3. Interchange modification of Dolphin Expressway at NW 87 Avenue is programmed for the year 2018-19 at a total cost of \$90.4 million.
4. NW 12 Street is programmed for widening as a priority2 project in the 2040 LRTP (Long Range Transportation Plan) from NW 107 Avenue to Palmetto Expressway/SR826.

Applicant's Traffic Study

The traffic study report addresses the impacts that the Arena 57 Avenue project will have on the roadways adjacent to and in the vicinity of the application site. The site is currently developed with an office development of 18,560 sq. ft. and a marine related repair and sales building of 16,286 sq. ft. Based on the requested land use of "Business and Office" the site can be developed to a maximum potential of 40,549 sq. ft. retail uses but the applicant has analyzed for a potential development scenario of 21,500 sq. ft. retail uses and has not provided a covenant for this restricted development proposal. The application site is inside the County's Urban Infill Area (UIA), the County's designated Transportation Concurrency Exception Area (TCEA). The Traffic Study used the development program listed below to determine the impact on the existing and future roadway network within the study area.

Land Use

Intensity

Shopping Center

40,549 sq. ft.

The PM Peak Hour trip generation for the existing development (Office and Marine Repair & Sales) on site would be 33 trips. The gross PM Peak Hour trip generation from the proposed January 2018 Cycle

development project would be 174 trips, of which 59 trips (33.9%) will be pass-by trips for the shopping center, 33 trips are generated by existing development and the remaining 82 trips was distributed on the surrounding roadway network. See applicant's Table1 below for trip generation analysis.

TABLE 1 Trip Generation Summary (Existing Uses) 1200 and 1260 NW 57 Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Office LUC 710	18,560	207	44	38	6	23	4	19
Industrial LUC	16,286	81	11	10	1	10	1	9
External Trips		288	55	48	7	33	5	28

Source: ITE Trip Generation Manual (10th Edition)

TABLE 2 Trip Generation Summary (Proposed Development) 1200 and 1260 NW 57 Avenue								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Retail LUC 820	21,500	2,114	163	101	62	174	84	91
Gross Trips		2,114	163	101	62	174	84	91
Pass-by (Retail-34%)		-719	-55	-34	-21	-59	-28	-31
External Trips		1,395	108	67	41	115	56	60

Source: ITE Trip Generation Manual (10th Edition)

Difference in Trips (Proposed Dev. - Current Development)	1,107	53	19	33	82	51	32
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The site is located on TAZs 799, the cardinal trip distribution for this TAZ was obtained from the MPO's 2040 Cost Feasible Plan. The Traffic Study includes a Short Term (2021) analysis and a Long Term (2040) analysis as required for CDMP amendment applications. The following eleven roadway segments were reviewed for short term and long term impacts.

1. Perimeter Road east of NW 57 Avenue.
2. Perimeter Road west of NW 57 Avenue.
3. SR836/Dolphin Expressway east of NW57 Avenue.
4. SR836/Dolphin Expressway west of NW57 Avenue.
5. NW 7 Street east of NW57 Avenue.
6. NW 7 Street west of NW57 Avenue.
7. Flagler Street east of NW57 Avenue.
8. Flagler Street west of NW57 Avenue.
9. NW 57 Avenue from Site to SR836.
10. NW 57 Avenue from Site to NW 7 Street.
11. NW 57 Avenue from NW 7 Street to Flagler Street.
12. NW 57 Avenue south of Flagler Street.

The applicant's traffic study reviewed the existing traffic conditions on the surrounding roadway network using the County's and FDOT's 2016 traffic count data. See the applicant's Table 6 below for the existing roadway condition analysis.

TABLE 6 Existing Conditions (Year 2018) Analysis 1200 and 1260 NW 57 Avenue											
Station No.	Location	Peak Hour Capacity (1)	2016 Peak Hour Period (1)	DO Trips (1)	Growth (2)	Year 2018 Peak Hour Trips	Development Trips = 0			Total Peak Hour Trips	Reserve Trips
							% Assign.	Trips	% of Cap.		
618	Perimeter Rd - E of NW 57 Av	2,150	1,319	23	2.43%	1,384	8%	0	0.0%	1,407	743
618	Perimeter Rd - W of NW 57 Av	2,150	1,319	23	2.43%	1,384	9%	0	0.0%	1,407	743
2198	SR 836 - E of NW 57 Av	13,390	17,984	213	0.16%	18,041	25%	0	0.0%	18,254	-4,864
2193	SR 836 - W of NW 57 Av	13,390	15,511	20	0.16%	15,560	7%	0	0.0%	15,580	-2,190
1189	NW 57 Av - SR 836 to Site	8,085	2,962	0	0.97%	3,020	49%	0	0.0%	3,020	5,065
1189	N W 57 Av - Site to NW 7 St	8,085	2,962	0	0.97%	3,020	51%	0	0.0%	3,020	5,065
n/a (3)	NW 57 Av - NW 7 St to Flagler	3,580	2,529	0	0.73%	2,566	22%	0	0.0%	2,566	1,014
36	NW 57 Av - S of Flagler	3,580	2,095	0	0.91%	2,133	11%	0	0.0%	2,133	1,447
7052	NW 7 St - E of NW 57 Av	4,425	1,726	0	1.17%	1,767	18%	0	0.0%	1,767	2,658
8514	NW 7 St - W of NW 57 Av	4,425	1,863	0	1.71%	1,927	11%	0	0.0%	1,927	2,498
94	Flagler Av - E of NW 57 Av	5,370	2,395	3	0.86%	2,436	4%	0	0.0%	2,439	2,931
1139	Flagler Av - W of NW 57 Av	5,370	3,151	0	1.22%	3,229	7%	0	0.0%	3,229	2,141

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Miami-Dade County Concurrency (June 2016)

(2) Growth Rates based on Miami-Dade County 2010 and 2040 SERMP

Perimeter Rd E of NW 57 Avenue (28.5 in 2010 to 58.6 in 2040) = 2.43%

Perimeter Rd W of NW 57 Avenue (23.4 in 2010 to 48.1 in 2040) = 2.43%

SR 836 E of NW 57 Avenue (13.1 in 2010 to 20.7 in 2040) = 0.16%

SR 836 W of NW 57 Avenue (13.4 in 2010 to 14.3 in 2040) = 0.16%

The applicant's traffic study also included a 2021 Short Term (Concurrency Analysis) and 2040 Long Term analysis to determine the traffic impact on the roadways within the project study area. The 2021 Short Term and 2040 Long Term analysis has determined that the project traffic impact on the surrounding roadways would be insignificant. See the applicant's Table 7 and Table 8 below for the 2021 Short Term (Concurrency Analysis) and 2040 Long Term analysis.

TABLE 7 Short Term (Year 2021) Concurrency Analysis 1200 and 1260 NW 57 Avenue											
Station No.	Location	Peak Hour Capacity (1)	2016 Peak Hour Period (1)	DO Trips (1)	Growth (2)	Year 2021 Peak Hour Trips	Development Trips =			Total Peak Hour Trips	Reserve Trips
							82				
							% Assign.	Trips	% of Cap.		
618	Perimeter Rd - E of NW 57 Av	2,150	1,319	23	2.43%	1,487	8%	7	0.3%	1,517	633
618	Perimeter Rd - W of NW 57 Av	2,150	1,319	23	2.43%	1,487	9%	7	0.3%	1,517	633
2198	SR 836 - E of NW 57 Av	13,390	17,984	213	0.16%	18,127	25%	21	0.2%	18,361	-4,971
2193	SR 836 - W of NW 57 Av	13,390	15,511	20	0.16%	15,634	7%	6	0.0%	15,660	-2,270
1189	NW 57 Av - SR 836 to Site	8,085	2,962	0	0.97%	3,109	49%	40	0.5%	3,149	4,936
1189	N W 57 Av - Site to NW 7 St	8,085	2,962	0	0.97%	3,109	51%	42	0.5%	3,151	4,934
n/a (3)	NW 57 Av - NW 7 St to Flagler	3,580	2,529	0	0.73%	2,623	22%	18	0.5%	2,641	939
36	NW 57 Av - S of Flagler	3,580	2,095	0	0.91%	2,192	11%	9	0.3%	2,201	1,379
7052	NW 7 St - E of NW 57 Av	4,425	1,726	0	1.17%	1,830	18%	15	0.3%	1,845	2,580
8514	NW 7 St - W of NW 57 Av	4,425	1,863	0	1.71%	2,028	11%	9	0.2%	2,037	2,388
94	Flagler Av - E of NW 57 Av	5,370	2,395	3	0.86%	2,499	4%	3	0.1%	2,505	2,865
1139	Flagler Av - W of NW 57 Av	5,370	3,151	0	1.22%	3,348	7%	6	0.1%	3,354	2,016

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Miami-Dade County Concurrency (June 2016)

(2) Growth Rates based on Miami-Dade County 2010 and 2040 SERMP

Perimeter Rd E of NW 57 Avenue (28.5 in 2010 to 58.6 in 2040) = 2.43%

Perimeter Rd W of NW 57 Avenue (23.4 in 2010 to 48.1 in 2040) = 2.43%

SR 836 E of NW 57 Avenue (13.1 in 2010 to 20.7 in 2040) = 0.16%

SR 836 W of NW 57 Avenue (13.4 in 2010 to 14.3 in 2040) = 0.16%

TABLE 8 Long Term (Year 2040) Analysis 1200 and 1260 NW 57 Avenue											
Station No.	Location	Peak Hour Capacity (1)	2016 Peak Hour Period (1)	DO Trips (1)	Growth (2)	Year 2021 Peak Hour Trips	Development Trips = 54			Total Peak Hour Trips	Reserve Trips
							% Assign.	Trips	% of Cap.		
618	Perimeter Rd - E of NW 57 Av	2,150	1,319	23	2.43%	2,348	8%	4	0.2%	2,375	-225
618	Perimeter Rd - W of NW 57 Av	2,150	1,319	23	2.43%	2,347	9%	5	0.2%	2,375	-225
2198	SR 836 - E of NW 57 Av	13,390	17,984	213	0.16%	18,680	25%	14	0.1%	18,907	-5,517
2193	SR 836 - W of NW 57 Av	13,390	15,511	20	0.16%	16,111	7%	4	0.0%	16,135	-2,745
1189	NW 57 Av - SR 836 to Site	8,085	2,962	0	0.97%	3,738	49%	26	0.3%	3,764	4,321
1189	N W 57 Av - Site to NW 7 St	8,085	2,962	0	0.97%	3,738	51%	28	0.3%	3,766	4,319
n/a (3)	NW 57 Av - NW 7 St to Flagler	3,580	2,529	0	0.73%	3,011	22%	12	0.3%	3,023	557
36	NW 57 Av - S of Flagler	3,580	2,095	0	0.91%	2,602	11%	6	0.2%	2,608	972
7052	NW 7 St - E of NW 57 Av	4,425	1,726	0	1.17%	2,284	18%	10	0.2%	2,294	2,131
8514	NW 7 St - W of NW 57 Av	4,425	1,863	0	1.71%	2,802	11%	6	0.1%	2,808	1,617
94	Flagler Av - E of NW 57 Av	5,370	2,395	3	0.86%	2,938	4%	2	0.0%	2,943	2,427
1139	Flagler Av - W of NW 57 Av	5,370	3,151	0	1.22%	4,218	7%	4	0.1%	4,222	1,148

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Miami-Dade County Concurrency (June 2016)

(2) Growth Rates based on Miami-Dade County 2010 and 2040 SERMP

Perimeter Rd E of NW 57 Avenue (28.5 in 2010 to 58.6 in 2040) = 2.43%

Perimeter Rd W of NW 57 Avenue (23.4 in 2010 to 48.1 in 2040) = 2.43%

SR 836 E of NW 57 Avenue (13.1 in 2010 to 20.7 in 2040) = 0.16%

SR 836 W of NW 57 Avenue (13.4 in 2010 to 14.3 in 2040) = 0.16%

Transit

Existing Service

The application site is currently within walking distance to Metrobus Route 57 and 238, with north and southbound stops located to the south along NW 57 Avenue/Red Road. Metrobus Route 7 also provides service further south along NW 7 Street. The service frequencies of these routes are 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		
7	30	40	60	40	40	0.5	L/F
57	60	60	n/a	n/a	n/a	0.2	L/F
238 (East-West Connection)	45	60	n/a	n/a	n/a	0.2	L/F

Source: Draft 2018 *Transit Development Plan*, Miami-Dade Transit (March 2018 Line Up), April 2018.

Notes: L means Metrobus Local route service; F means Metrobus feeder service to Metrorail.

Recent Service Improvements

As described in the 2017 *Transit Development Plan (TDP)*, the following service changes were implemented for Metrobus Routes 57 and 238 (East-West Connection) in 2017:

Route	Improvement/Adjustment
57	Relocate southern layover
238 (East-West Connection)	Extend route to Dolphin Station Monday-Friday*

*Extension of route will be implemented in 2018 to coincide with the opening of Dolphin Station

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, the Department of Transportation and Public Works (DTPW) plans to implement a network of rapid transit corridors. The East-West Corridor is one of six corridors selected for implementation of premium rapid transit service within Miami-Dade County and is currently being studied by DTPW. The Project Development and Environment (PD&E) Study is ongoing and is scheduled for completion by 2019. The East-West Corridor, which extends from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) to Florida International University (FIU) generally along SR-836/Dolphin Expressway, would likely have a future station in the Blue Lagoon area, serving the subject property. The exact location of future stations has yet to be determined. DTPW requests the applicant commitment to working with the County and DTPW to accommodate future transit related improvements as the East-West Corridor is implemented.

Application Impacts

A preliminary analysis performed in the Traffic Analysis Zone (TAZ) 799 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 would further the following goals, objectives, policies, concepts and guidelines of the CDMP:

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.

Policy LU-2A.

All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE), except as otherwise provided in the "Concurrency Management Program" section of the CIE.

Policy LU-2B.

Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas....

Objective LU-5

All public and private activities regarding the use, development and redevelopment of land and the provision of urban services and infrastructure shall be consistent with the goal, objectives and policies of this Element, with the adopted Population Estimates and Projections, and with the future uses provided by the adopted Land Use Plan (LUP) map and accompanying text titled "Interpretation of the Land Use Plan Map", as balanced with the Goals, Objectives and Policies of all Elements of the Comprehensive Development Master Plan.

Policy LU-8E.

Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated for consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and

- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

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.

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.

APPENDICES

	Appendices Page
Appendix A: Amendment Application.....	3
Appendix B: Applicant's Traffic Impact Report	23
Appendix C: Proffered Declaration of Restrictions.....	41
Appendix D: Photos of Site and Surroundings	49
Appendix E: Fiscal Impact Analysis	53

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APPENDIX A

Amendment Application

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**APPLICATION TO AMEND THE LAND USE PLAN MAP OF THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN FROM
OFFICE/RESIDENTIAL TO BUSINESS AND OFFICE**

January 2018

1. APPLICANTS

Arena Capital, LLC, a Florida limited liability company

2. APPLICANT'S REPRESENTATIVE

William W. Riley, Jr., Esq.
Riley | Villa Attorneys at Law
1671 NW 16 Terrace
Miami, Florida 33125
Email: W.Riley@RileyVilla.com
Phone: 786.282.9899

BY: 
William W. Riley, Jr., Esq.

January 30, 2018
Date

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PLANNING DIVISION

3. DESCRIPTION OF REQUESTED CHANGE

A. Following changes to the Land Use Element are being requested.

- i. The re-designation of approximately 2.3272± gross acres of land from "Office/Residential" to "Business and Office" ("Amendment").
- ii. The acceptance of a proffered declaration of restrictions on the subject properties to limit the development program as described herein.

B. Description of the Application Area.

The subject properties consist of approximately 2.3272± gross acres located in Sections 36 & 51, Township 53, Range 41 (collectively referred to as the "Application Area"). The Application Area is defined as being located west of Red Road (NW 57 Avenue) and south of the 836 Expressway with property addresses of 1200 & 1250 NW 57 Avenue, Miami, Florida 33126-2012. The Application Area is graphically depicted on the location map provided as Exhibit A and is legally described in the written description provided on Exhibit B.

C. Acreage.

Total Gross Acres in the Application Area: 2.3272± gross acres (1.9583± net acres).

Total Gross Acres owned by Applicant: 0 gross acres (0 net acres).

D. Requested Change.

- i. It is requested that the Application Area be redesignated on the Land Use Map from "Office/Residential" to "Business and Office".
- ii. It is requested that the proffered declaration of restrictions limiting the development program for the Application Area be accepted by Miami-Dade County.

4. REASON FOR AMENDMENT

The Application Area comprises 2.3272± gross acres of land situated with Miami-Dade County's Urban Infill Area lying immediately south of the Dolphin Expressway in Sections 36 & 51, Township 53, Range 41, in unincorporated Miami-Dade County. It consists of two parcels of land. The first, which has a property address of 1250 NW 57 Avenue, is presently improved with a two-story office building comprising approximately 18,560± square feet of building area that was constructed in 1956. The second parcel, which has a property address of 1200 NW 57 Avenue, is currently improved with a one-story motorsport sales and repair center specializing in all-terrain vehicles and watercraft that was built in 1954 with a building area of approximately 16,286 square feet. Both parcels are located within Minor Statistical Area ("MSA") 4.5, which is an area central Miami-Dade County that is almost entirely built-out and predominately containing institutional, professional office and commercial uses such as Miami International Airport and the Blue Lagoon corporate park.

Adjacent lands situated to the west of the Application Area, across NW 57 Avenue, are designated Office/Residential and Business and Office on the Miami-Dade County Comprehensive Development Master Plan ("CDMP") Future Land Use Map ("FLUM"). These adjacent lands, which comprise the eastern portion of the Waterford Master Planned Corporate Park complex, are improved with mid-rise professional office buildings (including the Burger King world headquarters) and hotel uses (including the Homewood Suites Hotel and the airport Hilton Hotel). To the west of the Application Area are lands designated Office/Residential, which comprise the western portion of the Waterford Master Planned Corporate Park complex. Similar to the eastern portion of the complex, this area is improved with a series of mid-rise professional office buildings and hotels, such as the Hyatt House located to the south of the Application Area, which is an extended stay hotel with 156 units. Beyond the boundaries of the Waterford Master Planned Corporate Park complex are land areas designated Business and Office on the FLUM that are primarily comprised of the Magic City Casino and Air Park Plaza shopping center. To the north of the Application Area, across the Dolphin Expressway, are lands designated Business and Office and Terminals that are improved with the 94th Aero Squadron Restaurant & Lounge and Miami International Airport.

The Waterford Master Planned Corporate Park complex is a Development of Regional Impact that was approved by the Miami-Dade County Board of County Commissioners on February 8, 1990 pursuant to Resolution No. Z-32-90. The approved DRI, which has grown to be

commonly known as the Blue Lagoon Area, is approved for 3.7 million square feet of offices, 100,000 square feet of support retail uses, restaurants with a combined total of 750 seats, a health club consisting of 10,000 square feet and three hotels with a combined total of 1,200 rooms. The Application Area are the two sole properties located north of Blue Lagoon Drive and south of the Dolphin Expressway along Red Road that are not a part of the Waterford Master Planned Corporate Park DRI complex.

The Applicant is seeking to redesignate the Application Area as proposed in order to redevelop the subject properties with a unified neighborhood retail and restaurant use that will service the workforce and hotel guests within the Waterford Master Planned Corporate Park complex as well as the outlying communities located to the south of the complex. Currently, the Application Area is designated "Office/Residential" with an industrial zoning classification. The "Office/Residential" designation is generally limited to the development of professional and clerical offices, hotels, motels, and residential uses. However, as noted in the Land Use Element of the CDMP, *very limited ancillary business uses* are permitted within the "Office/Residential" designation, which limits such uses to an amount not exceeding fifteen percent (15%) of the gross square footage of a residential or office complex. Based on the trend of development in the immediate area, including the existing office and hotel uses as well as the office towers that are under construction in the Waterford Master Planned Corporate Park complex, the Applicant respectfully submits that it is appropriate to redesignate the Application Area to the "Business and Office" category. The "Business and Office" category is compatible with existing land use designations within the surrounding area, which are limited to the Office/Residential and Business and Office designations; but perhaps more importantly will serve to introduce an additional local retail and restaurant venue to the workforce and hotel guests within the Blue Lagoon community.

The proposed Amendment furthers Land Use Element Policy 9B, which encourages that amendments i) satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the county; ii) enhance or impeded 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. The Amendment will serve to better accommodate the demand for a balanced mix of office, hotel, retail and restaurant uses with the Blue Lagoon community. It will serve to lessen travel time for the workforce and the hotel guest within the Waterford Master Planned Corporate Park complex to access retail and restaurant venues, thereby mitigating trip generation rates to the outlying communities. In addition, it will serve to promote infill development within the central part of Miami-Dade County. The uses proposed by the Applicant will be developed in such a way that will be wholly supportive of, complimentary to, and compatible and consistent with the character of the surrounding areas. The Amendment will not have an adverse impact on environmental or historical resources, features or systems of County significance.

Based on the foregoing factors, the redesignation of the Application Area from "Office/Residential" to "Business and Office" is appropriate and should be approved. The approval of the requested Amendment would further implementation of the following CDMP goals, objectives and policies:

Land Use Objective 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.

Land Use Policy LU-1A.

High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.

Land Use Policy LU-1B.

Major centers of activity, industrial complexes, regional shopping centers, largescale office centers and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.

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-1G.

Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.

Land Use Policy LU-1O.

Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe in the Agriculture Areas outside the Urban Development Boundary, I-4 through its CDMP amendment process, regulatory and capital improvements programs and intergovernmental coordination activities.

Land Use Policy LU-1T.

Miami-Dade County through its land development regulations shall encourage developments that promote and enhance bicycling and pedestrianism through the provision of bicycle and pedestrian facilities and other measures such as building design and orientation, and shall discourage walled and gated communities.

Land Use Policy LU-2A.

All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of I-5 Service (LOS) standards specified in the Capital Improvements Element (CIE), except as otherwise provided in the "Concurrency Management Program" section of the CIE.

Land Use Policy LU-4A.

When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.

Land Use Policy LU-4C.

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

Land Use Policy LU-4D.

Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.

Land Use Policy LU-5B.

All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map". The Director of the Department of Regulatory and Economic Resources shall be the principal administrative interpreter of the CDMP.

Land Use Objective LU-7.

Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.

Land Use Policy LU-7D.

Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done by establishing blocks of walkable scale that form an interconnected network of streets, maximizing connectivity with existing streets and promoting a comfortable and attractive environment for pedestrians of all ages and abilities.

Land Use Policy LU-8B.

Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.

Land Use Policy LU-8E.

Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated for consistency with the Goals, Objectives and Policies of all Elements, May 2014 CDMP Amendment Cycle Ordinance No. 15-10; Adopted February 4, 2015 I-16 other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and

pedestrianism as indicated in the policies under Objective LU-7, herein.

Land Use Policy LU-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-9E.

Miami-Dade County shall enhance and formalize its standards for defining and ensuring compatibility among proximate uses, and requirements for buffering.

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.

5. LOCATION MAP FOR APPLICATION

See attached Exhibit A.

6. LEGAL DESCRIPTION

See attached Exhibit B.

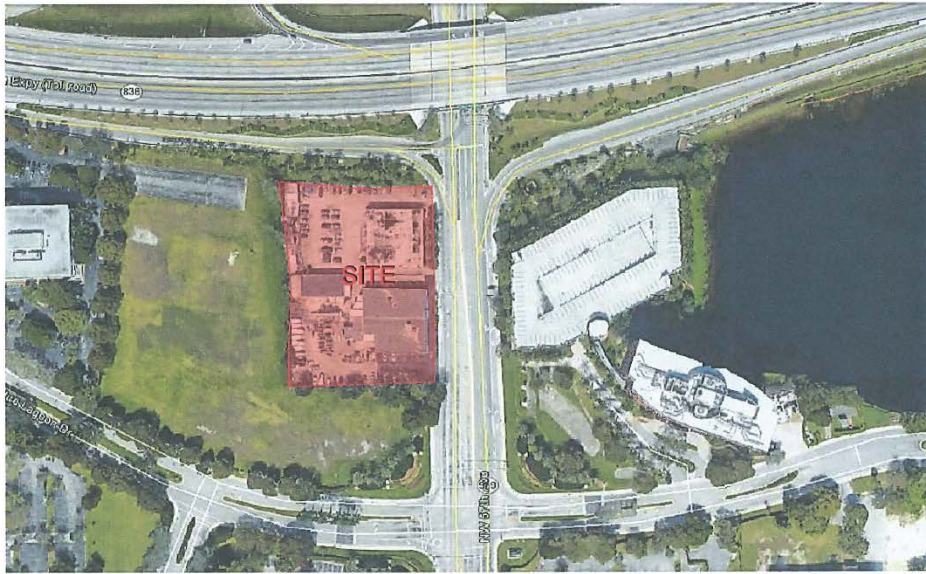
7. ADDITIONAL MATERIALS SUBMITTED

- a. Aerial Photograph. See attached Exhibit C.
- b. Zoning Map. See attached Exhibit D.
- c. CDMP Land Use Map. See attached Exhibit E.
- d. Traffic Impact Analysis. See attached Exhibit F.

8. COMPLETED DISCLOSURE FORMS

See attached Exhibit G.

Location Map



LOCATION PLAN
N.T.S.

LEGAL DESCRIPTION

That portion of Tract 2, FOURTH REVISED AND AMENDED PLAT OF SEMROCSA, according to the Plat thereof as recorded in Plat Book 50, at Page 77 of the Public Records of Miami-Dade County, Florida, being more particularly described as follows: Begin at the Southeast corner of Tract 2 of said FOURTH REVISED AND AMENDED PLAT OF SEMROCSA; thence South 89°45'58" West along the South line of Tract 2 of said FOURTH REVISED AND AMENDED PLAT OF SEMROCSA for 263.00 feet to a point on the East line of Lot 2, Block 1 of BLUE LAGOON WEST SECTION ONE, according to the plat thereof recorded in Plat Book 118, at Page 76, of the Public Records of Miami-Dade County, Florida; the following three (3) courses being along the East line of said Lot 2, Block 1 of BLUE LAGOON WEST SECTION ONE; (1) North 01°24'32" West for 58.00 feet; (2) thence North 01°26'08" East for 90.61 feet; (3) thence North 05°59'04" West for 188.87 feet; the following two (2) courses being along the Southerly limited right-of-way line of State Road #836; (1) thence South 83°30'06" East for 154.88 feet; (2) thence North 88°35'28" East for 120.11 feet; thence South 01°24'32" East along the West right-of-way line of State Road #959 (S.W. 57th Ave – Red Road) for 320.82 feet to the Point of Beginning.

Total Gross Acres in the Application Area: 2.3272± gross acres (1.9583± net acres).

Total Gross Acres owned by Applicant: 0 gross acres (0 net acres).

Exhibit C

Arena Capital, LLC

Aerial Photograph



Arena Capital, LLC



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:**

Arena Capital, LLC, a Florida limited liability company
Address: 2150 Coral Way, Suite 4A, Coral Gables, Florida 33145

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
Arena Capital, LLC	ALGAFIN, LLC	30-3131-007-0100	0.7± net
Arena Capital, LLC	Motoport USA Corp.	30-3131-007-0102	1.2± net

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

Applicant	Owner	Lessee	Contract Purchaser	Other
Arena Capital, LLC			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
Not applicable	Not applicable

- 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: Not applicable

Name, Address and Office	Percentage of Interest
Not applicable	

- 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].

Trustee's Name: Not Applicable

Beneficiary's Name and Address	Percentage of Interest
Not Applicable	

- 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: Not applicable

Name and Address of Partners (Members)	Percentage of Interest
Not applicable	

- 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].

Contract Purchaser's Name: Arena Capital, LLC, a Florida limited liability company

Beneficiary's Name and Address	Percentage of Interest
RODRIGUEZ PINEROS, ANA MARIA 445 GRAND BAY DR APT 1101 KEY BISCAYNE, FL 33149	49%
DEL PILAR PINEROS, MARIA 445 GRAND BAY DR APT 1101 KEY BISCAYNE, FL 33149	2%
RODRIGUEZ PINEROS, OSCAR 445 GRAND BAY DR APT 1101 KEY BISCAYNE, FL 33149	49%

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
Not applicable	Not applicable

- 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: ALGAFIN,LLC, a Florida limited liability company

Name, Address and Office	Percentage of Interest
RUBINI, GIORGIO (MANAGER) 200 S. BISCAYNE BLVD STE 1770 MIAMI, FL 33131	50%
TURNER, DAVID M (MANAGER) 200 S. BISCAYNE BLVD SUITE 1770 MIAMI, FL 33131	50%

Corporation Name: Motoport U.S.A Corporation, a Florida corporation

Name, Address and Office	Percentage of Interest
MARTINEZ, HENRY, JR. (PRESIDENT) 1200 NW 57TH AVE MIAMI, FL 33126	51%
GARCIA BELLAMY, JORGE R. (SECRETARY) 1200 NW 57TH AVE MIAMI, FL 33126	12.25%
LOPEZ, MARIA T (VICE PRESIDENT) 1200 NW 57TH AVE MIAMI, FL 33126	12.25%
GODOY, ARTURO (VICE PRESIDENT) 1200 NW 57TH AVE MIAMI, FL 33126	12.25%
VALDES ESPINOSA, JOSE M. (VICE PRESIDENT) 1200 NW 57TH AVE MIAMI, FL 33126	12.25%

- 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: Not Applicable

Beneficiary's Name and Address	Percentage of Interest
Not Applicable	

- 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: Not Applicable

Name and Address of Partners (Members)	Percentage of Interest
Not Applicable	

- 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].

Contract Purchaser's Name: Arena Capital, LLC, a Florida limited liability Company

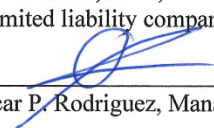
Beneficiary's Name and Address	Percentage of Interest
RODRIGUEZ PINEROS, ANA MARIA 445 GRAND BAY DR APT 1101 KEY BISCAYNE, FL 33149	49%
DEL PILAR PINEROS, MARIA	2%

445 GRAND BAY DR APT 1101 KEY BISCAYNE, FL 33149	
RODRIGUEZ PINEROS, OSCAR 445 GRAND BAY DR APT 1101 KEY BISCAYNE, FL 33149	49%

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.

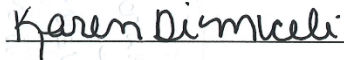
The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

ARENA CAPITAL, LLC,
a Florida limited liability company

BY: 
Oscar P. Rodriguez, Managing Member

Sworn to and subscribed before me

this 30 day of January, 2018.



Notary Public, State of Florida at Large(SEAL)

My Commission Expires: 09-28-2021

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

APPENDIX B

Applicant's Traffic Analysis

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March 19, 2018

Arena Capial
c/o GreenspoonMarder LLP
William W. Riley, Jr., Esq., Partner
Landuse and Government Procurement
Brickell World Plaza
600 Brickell Avenue, Suite 3600
Miami, Florida 33131

RECEIVED
2018 MAY -2 A 11: 20
RER-PLANNING DIVISION

Re: Arena 57 Avenue – Traffic Engineering Evaluation

Dear Bill:

Per your request, Traf Tech Engineering, Inc. conducted a traffic impact analysis associated with Comprehensive Plan Application for two parcels located at 1200 and 1260 NW 57th Avenue in Miami-Dade County, Florida. The site is currently developed with an office development (18,560 square feet) and a marine-related repair and sales building (16,286 square feet). Proposed for the site is a retail development consisting of 21,500 square feet. Attachment A contains a copy of the parcel's survey and proposed development.

The trip generation comparison analysis was performed using the trip generation equations/rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (10th Edition). The trip generation comparison analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. The analysis was based on the following assumptions:

CURRENT CDMP LAND USE DESIGNATION

- Office/Residential Land Use Category (Office; 52,393 square feet)

PROPOSED CDMP LAND USE DESIGNATION(S)

- Business and Office (Retail; 21,500 square feet)

According to ITE's *Trip Generation Manual* (10th Edition), the trip generation equations/rates used for the existing and proposed land use designations are:

INDUSTRIAL (ITE Land Use 110)

Daily Trip Generation

$T = 4.96 (X)$

Where T = number of daily trips

X = 1,000 square feet of gross floor area

8400 North University Drive, Suite 309, Tamarac, Florida 33321

Tel: (954) 582-0988 Fax: (954) 582-0989

AM Peak Hour

$T = 0.70 (X)$ (88% inbound and 12% outbound)

Where T = number of AM peak hour trips

X = 1,000 square feet of gross floor area

PM Peak Hour

$T = 0.63 (X)$ (13% inbound and 87% outbound)

Where T = number of PM peak hour trips

X = 1,000 square feet of gross floor area

OFFICE (ITE Land Use 710)

Daily Trip Generation

$\ln(T) = 0.97 \ln(X) + 2.50$

Where T = number of daily trips

X = 1,000 square feet of gross floor area

AM Peak Hour

$T = 0.94 (X) + 26.49$ (86% inbound and 14% outbound)

Where T = number of AM peak hour trips

X = 1,000 square feet of gross floor area

PM Peak Hour

$\ln(T) = 0.95 \ln(X) + 0.36$ (16% inbound and 84% outbound)

Where T = number of PM peak hour trips

X = 1,000 square feet of gross floor area

RETAIL (ITE Land Use 820)

Daily Trip Generation

$\ln(T) = 0.68 \ln(X) + 5.57$

Where T = number of daily trips

X = 1,000 square feet of gross floor area

AM Peak Hour

$T = 0.50 (X) + 151.78$ (62% inbound and 38% outbound)

Where T = number of AM peak hour trips

X = 1,000 square feet of gross floor area

PM Peak Hour

$\ln(T) = 0.74 \ln(X) + 2.89$ (48% inbound and 52% outbound)

Where T = number of PM peak hour trips

X = 1,000 square feet of gross floor area

The results of the trip generation comparison analyses between the existing and proposed land uses are documented in Tables 1 and 2. As indicated in the tables, the proposed

Traf Tech

ENGINEERING, INC.

land-use is projected to generate approximately 1,107 new daily trips, approximately 53 new AM peak hour trips, and approximately 82 new trips during the typical afternoon peak period, when compared against the existing uses at the site. It is important to note that the marine-related repair/retail use was treated as industrial use when it likely behaves more as retail use which would have resulted in more trips than assumed for purposes of this evaluation. Hence, from a traffic engineering standpoint, the proposed use is projected to have minimal new trips to the surrounding transportation network.

The results of the trip generation comparison analyses between the current office/residential land use category and the proposed development are documented in Tables 3 and 4. As indicated in the tables, the proposed land-use is projected to generate approximately 828 new daily trips, approximately 32 new AM peak hour trips, and approximately 54 new trips during the typical afternoon peak period, when compared against the current land use category at the site. Therefore, from a traffic engineering standpoint, the proposed change in land use designation from Office/Residential to Business and Office is projected to have minimal new trips to the surrounding transportation network.

Additionally, a review of the traffic conditions located within the following boundaries was undertaken:

- Perimeter Road – East of NW 57th Avenue
- Perimeter Road – West of NW 57th Avenue
- SR 836 – East of NW 57th Avenue
- SR 836 – West of NW 57th Avenue
- NW 7th Street – East of NW 57th Avenue
- NW 7th Street – West of NW 57th Avenue
- Flagler Street – East of NW 57th Avenue
- Flagler Street – West of NW 57th Avenue
- NW 57th Avenue – SR 836 to Site
- NW 57th Avenue – Site to NW 7th Street
- NW 57th Avenue – NW 7th Street to Flagler Street
- NW 57th Avenue – South of Flagler Street

The traffic concurrency evaluation was undertaken for the short term (2021) and long-term (2040) planning horizons. The new PM peak hour trip generation documented in the trip generation tables was used. The trip distribution and traffic assignment for the PM peak trips documented in the trip generation tables was based on Miami-Dade County's Cardinal Distribution information for the study area. Table 1 summarizes the County's cardinal distribution data for Traffic Analysis Zone 799, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 1 Trip Generation Summary (Existing Uses) 1200 and 1260 NW 57 Avenue									
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour			External Trips
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Office LUC 710	18,560	207	44	38	6	23	4	19	
Industrial LUC	16,286	81	11	10	1	10	1	9	
External Trips		288	55	48	7	33	5	28	

Source: ITE Trip Generation Manual (10th Edition)

TABLE 2 Trip Generation Summary (Proposed Development) 1200 and 1260 NW 57 Avenue									
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour			External Trips
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Retail LUC 820	21,500	2,114	163	101	62	174	84	91	
Gross Trips		2,114	163	101	62	174	84	91	
Pass-by (Retail-34%)		-719	-55	-34	-21	-59	-28	-31	
External Trips		1,395	108	67	41	115	56	60	

Source: ITE Trip Generation Manual (10th Edition)

Difference in Trips (Proposed Dev. - Current Development)	1,107	53	19	33	82	51	32
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TABLE 3 Trip Generation Summary (Allowed Under Current Office/Residential Land Use Category) 1200 and 1260 NW 57 Avenue							
Land Use	Size	Daily Trips	AM Peak Hour		PM Peak Hour		
			Total Trips	Inbound	Total Trips	Inbound	Outbound
Office LUC 710	52,393	567	76	65	62	10	52
External Trips		567	76	65	62	10	52

Source: ITE Trip Generation Manual (10th Edition)

TABLE 4 Trip Generation Summary (Proposed Development) 1200 and 1260 NW 57 Avenue							
Land Use	Size	Daily Trips	AM Peak Hour		PM Peak Hour		
			Total Trips	Inbound	Total Trips	Inbound	Outbound
Retail LUC 820	21,500	2,114	163	101	174	84	91
Gross Trips		2,114	163	101	174	84	91
Pass-by (Retail-34%)		-719	-55	-34	-59	-28	-31
External Trips		1,395	108	67	115	56	60

Source: ITE Trip Generation Manual (10th Edition)

Difference in Trips (Proposed Development - Current CDMP)	828	32	1	30	54	46	8
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TABLE 5 Project Trip Distribution 1200 and 1260 NW 57 th Avenue		
Direction		% of Total Trips
North:	Northwest	9.0%
	Northeast	7.5%
South:	Southwest	13.5%
	Southeast	7.5%
East:	Northeast	25.7%
	Southeast	18.6%
West:	Northwest	7.3%
	Southwest	10.8%
Total		100.00%

Source: Miami-Dade County (2040 SERPM)

Using the trip distribution documented in Table 5, the following traffic assignment was assumed for the proposed “Business and Office” land use designation:

- 8% to and from the east via Perimeter Road
- 9% to and from the west via Perimeter Road
- 25% to and from the east via SR 836
- 7% to and from the west via SR 836
- 18% to and from the east via NW 7th Street
- 11% to and from the west via NW 7th Street
- 4% to and from the east via Flagler Street
- 7% to and from the west via Flagler Street
- 11% to and from the south via NW 57th Avenue (south of Flagler Street)

Table 6 presents existing traffic conditions within the impacted area and Tables 7 and 8 document the short-term (2021) and long-term (2040) analyses associated with the proposed change in land use designation. As indicated in Tables 7 and 8, ample roadway capacity is projected for the short-term (year 2021) and long-term (year 2040) planning horizons, with the exception of SR 836. However, the subject project is not significant on SR 836 (a maximum of 0.2% of the roadway’s capacity).

Traf Tech

ENGINEERING, INC.

In summary, the proposed change in land use designation associated with the 1200 and 1260 NW 57th Avenue site is projected to have minimal traffic impact to the surrounding transportation network. Moreover, ample roadway capacity is projected to be available within the study area in order to absorb the additional peak hour traffic impacts generated by the proposed land use change.

Sincerely,

TRAF TECH ENGINEERING, INC.


Joaquin E. Vargas, P.E.
Senior Transportation Engineer

TABLE 6 Existing Conditions (Year 2018) Analysis 1200 and 1260 NW 57 Avenue											
Station No.	Location	Peak Hour Capacity (1)	2016 Peak Hour Period (1)	DO Trips (1)	Growth (2)	Development Trips =			Year 2018 Peak Hour Trips	Total Peak Hour Trips	Reserve Trips
						% Assign.	Trips	% of Cap.			
618	Perimeter Rd - E of NW 57 Av	2,150	1,319	23	2.43%	8%	0	0.0%	1,384	1,407	743
618	Perimeter Rd - W of NW 57 Av	2,150	1,319	23	2.43%	9%	0	0.0%	1,384	1,407	743
2198	SR 836 - E of NW 57 Av	13,390	17,984	213	0.16%	25%	0	0.0%	18,041	18,254	-4,864
2193	SR 836 - W of NW 57 Av	13,390	15,511	20	0.16%	7%	0	0.0%	15,560	15,580	-2,190
1189	NW 57 Av - SR 836 to Site	8,085	2,962	0	0.97%	49%	0	0.0%	3,020	3,020	5,065
1189	N W 57 Av - Site to NW 7 St	8,085	2,962	0	0.97%	51%	0	0.0%	3,020	3,020	5,065
n/a (3)	NW 57 Av - NW 7 St to Flagler	3,580	2,529	0	0.73%	22%	0	0.0%	2,566	2,566	1,014
36	NW 57 Av - S of Flagler	3,580	2,095	0	0.91%	11%	0	0.0%	2,133	2,133	1,447
7052	NW 7 St - E of NW 57 Av	4,425	1,726	0	1.17%	18%	0	0.0%	1,767	1,767	2,658
8514	NW 7 St - W of NW 57 Av	4,425	1,863	0	1.71%	11%	0	0.0%	1,927	1,927	2,498
94	Flagler Av - E of NW 57 Av	5,370	2,395	3	0.86%	4%	0	0.0%	2,436	2,439	2,931
1139	Flagler Av - W of NW 57 Av	5,370	3,151	0	1.22%	7%	0	0.0%	3,229	3,229	2,141

SOURCE: Miami-Dade County and FDOT (June 2016)

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Miami-Dade County Concurrency (June 2016)

(2) Growth Rates based on Miami-Dade County 2010 and 2040 SERMP

Perimeter Rd E of NW 57 Avenue (28.5 in 2010 to 58.6 in 2040) =

Perimeter Rd W of NW 57 Avenue (23.4 in 2010 to 48.1 in 2040) =

SR 836 E of NW 57 Avenue (13.1 in 2010 to 20.7 in 2040) =

SR 836 W of NW 57 Avenue (13.4 in 2010 to 14.3 in 2040) =

2.43%

2.43%

0.16%

0.16%

Station No.	Location	Peak Hour Capacity (1)	2016 Peak Hour Period (1)	DO Trips (1)	Growth (2)	Year 2021 Peak Hour Trips	Development Trips =			Total Peak Hour Trips	Reserve Trips
							% Assign.	82 Trips	% of Cap.		
618	Perimeter Rd - E of NW 57 Av	2,150	1,319	23	2.43%	1,487	8%	7	0.3%	1,517	633
618	Perimeter Rd - W of NW 57 Av	2,150	1,319	23	2.43%	1,487	9%	7	0.3%	1,517	633
2198	SR 836 - E of NW 57 Av	13,390	17,984	213	0.16%	18,127	25%	21	0.2%	18,361	-4,971
2193	SR 836 - W of NW 57 Av	13,390	15,511	20	0.16%	15,634	7%	6	0.0%	15,660	-2,270
1189	NW 57 Av - SR 836 to Site	8,085	2,962	0	0.97%	3,109	49%	40	0.5%	3,149	4,936
1189	N W 57 Av - Site to NW 7 St	8,085	2,962	0	0.97%	3,109	51%	42	0.5%	3,151	4,934
n/a (3)	NW 57 Av - NW 7 St to Flagler	3,580	2,529	0	0.73%	2,623	22%	18	0.5%	2,641	939
36	NW 57 Av - S of Flagler	3,580	2,095	0	0.91%	2,192	11%	9	0.3%	2,201	1,379
7052	NW 7 St - E of NW 57 Av	4,425	1,726	0	1.17%	1,830	18%	15	0.3%	1,845	2,580
8514	NW 7 St - W of NW 57 Av	4,425	1,863	0	1.71%	2,028	11%	9	0.2%	2,037	2,388
94	Flagler Av - E of NW 57 Av	5,370	2,395	3	0.86%	2,499	4%	3	0.1%	2,505	2,865
1139	Flagler Av - W of NW 57 Av	5,370	3,151	0	1.22%	3,348	7%	6	0.1%	3,354	2,016

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Miami-Dade County Concurrency (June 2016)

(2) Growth Rates based on Miami-Dade County 2010 and 2040 SERMP

Perimeter Rd E of NW 57 Avenue (28.5 in 2010 to 58.6 in 2040) = 2.43%
 Perimeter Rd W of NW 57 Avenue (23.4 in 2010 to 48.1 in 2040) = 2.43%
 SR 836 E of NW 57 Avenue (13.1 in 2010 to 20.7 in 2040) = 0.16%
 SR 836 W of NW 57 Avenue (13.4 in 2010 to 14.3 in 2040) = 0.16%

TABLE 8 Long Term (Year 2040) Analysis 1200 and 1260 NW 57 Avenue										
Station No.	Location	Peak Hour Capacity (1)	2016 Peak Hour Period (1)	DO Trips (1)	Growth (2)	Development Trips =			Total Peak Hour Trips	Reserve Trips
						% Assign.	54 Trips	% of Cap.		
618	Perimeter Rd - E of NW 57 Av	2,150	1,319	23	2.43%	8%	4	0.2%	2,375	-225
618	Perimeter Rd - W of NW 57 Av	2,150	1,319	23	2.43%	9%	5	0.2%	2,375	-225
2198	SR 836 - E of NW 57 Av	13,390	17,984	213	0.16%	25%	14	0.1%	18,907	-5,517
2193	SR 836 - W of NW 57 Av	13,390	15,511	20	0.16%	7%	4	0.0%	16,135	-2,745
1189	NW 57 Av - SR 836 to Site	8,085	2,962	0	0.97%	49%	26	0.3%	3,764	4,321
1189	N W 57 Av - Site to NW 7 St	8,085	2,962	0	0.97%	51%	28	0.3%	3,766	4,319
n/a (3)	NW 57 Av - NW 7 St to Flagler	3,580	2,529	0	0.73%	22%	12	0.3%	3,023	557
36	NW 57 Av - S of Flagler	3,580	2,095	0	0.91%	11%	6	0.2%	2,608	972
7052	NW 7 St - E of NW 57 Av	4,425	1,726	0	1.17%	18%	10	0.2%	2,294	2,131
8514	NW 7 St - W of NW 57 Av	4,425	1,863	0	1.71%	11%	6	0.1%	2,808	1,617
94	Flagler Av - E of NW 57 Av	5,370	2,395	3	0.86%	4%	2	0.0%	2,943	2,427
1139	Flagler Av - W of NW 57 Av	5,370	3,151	0	1.22%	7%	4	0.1%	4,222	1,148

SOURCE: Miami-Dade County and FDOT (June 2016)

(1) Miami-Dade County Concurrency (June 2016)

(2) Growth Rates based on Miami-Dade County 2010 and 2040 SERMP

Perimeter Rd E of NW 57 Avenue (28.5 in 2010 to 58.6 in 2040) =

Perimeter Rd W of NW 57 Avenue (23.4 in 2010 to 48.1 in 2040) =

SR 836 E of NW 57 Avenue (13.1 in 2010 to 20.7 in 2040) =

SR 836 W of NW 57 Avenue (13.4 in 2010 to 14.3 in 2040) =

2.43%

2.43%

0.16%

0.16%

ATTACHMENT A
**Survey Proposed Development of
Property**



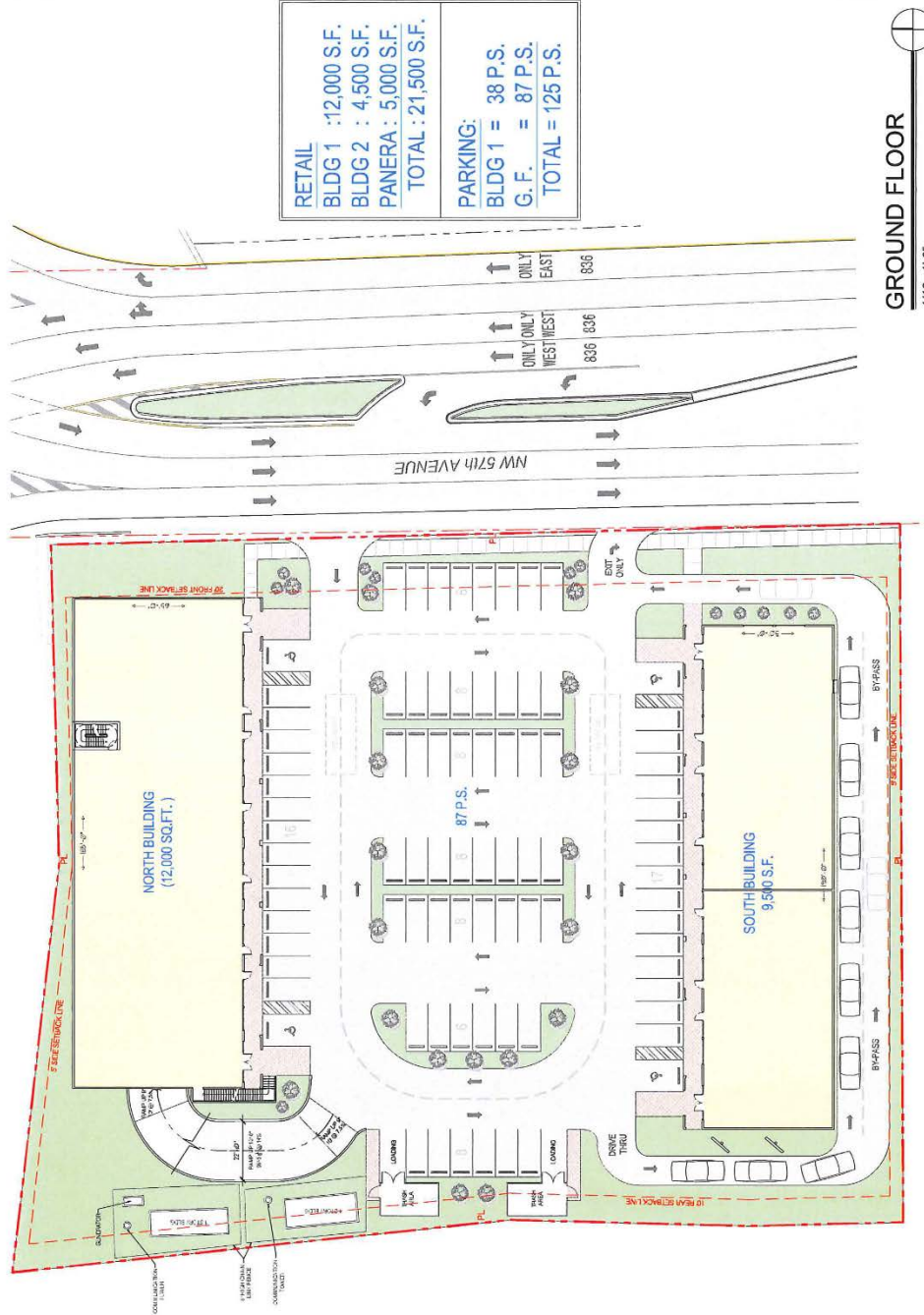
SEAL:

JANUARY FOUNTAIN, P.A. No. 12547

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ARENA 57th AVE.
1200 & 1250 NW 57TH AVE
MIAMI, FL 33156

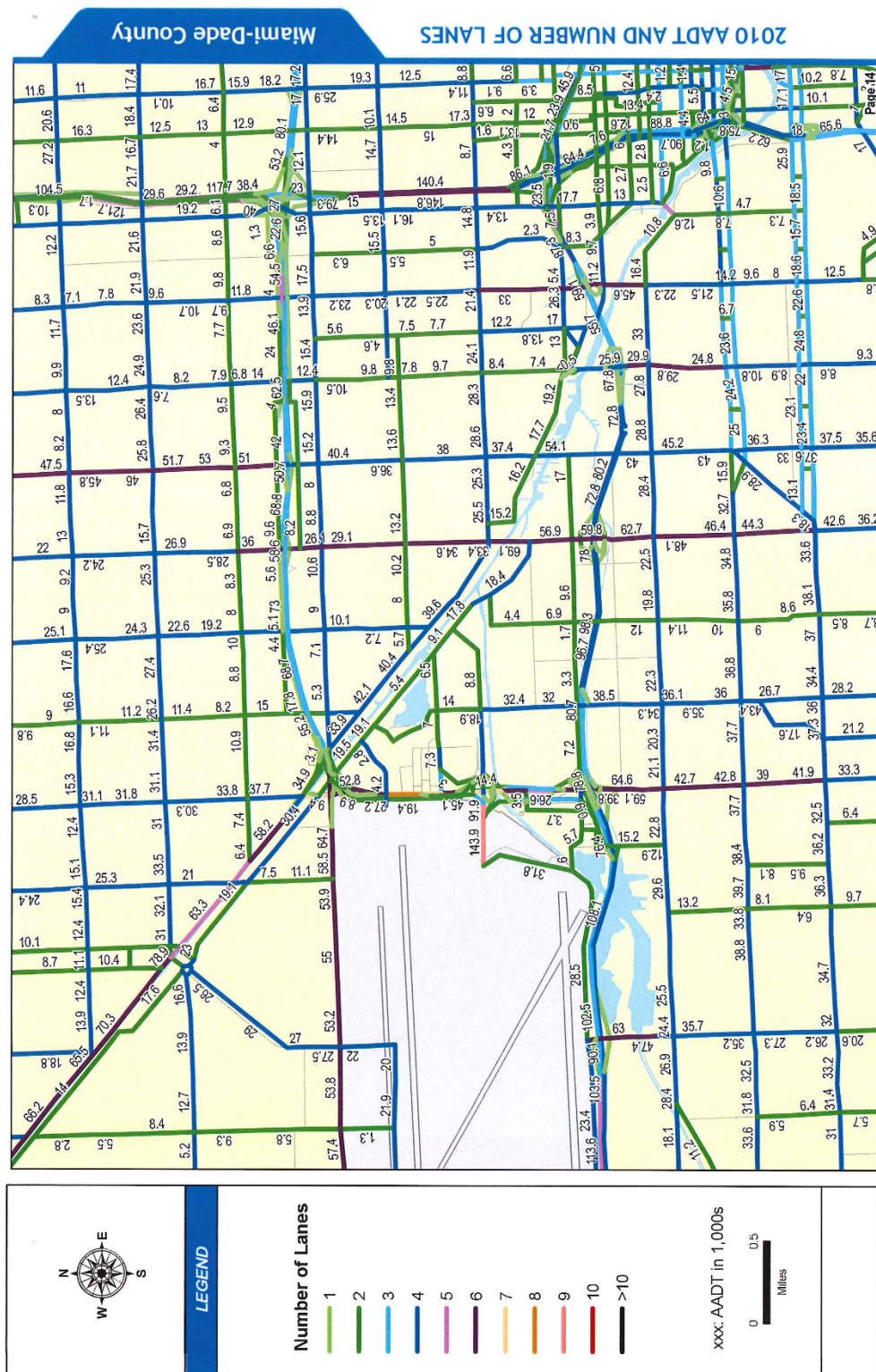
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PROJECT NO: 12547
DRAWING NAME:
SHEET NO:
A-1.0

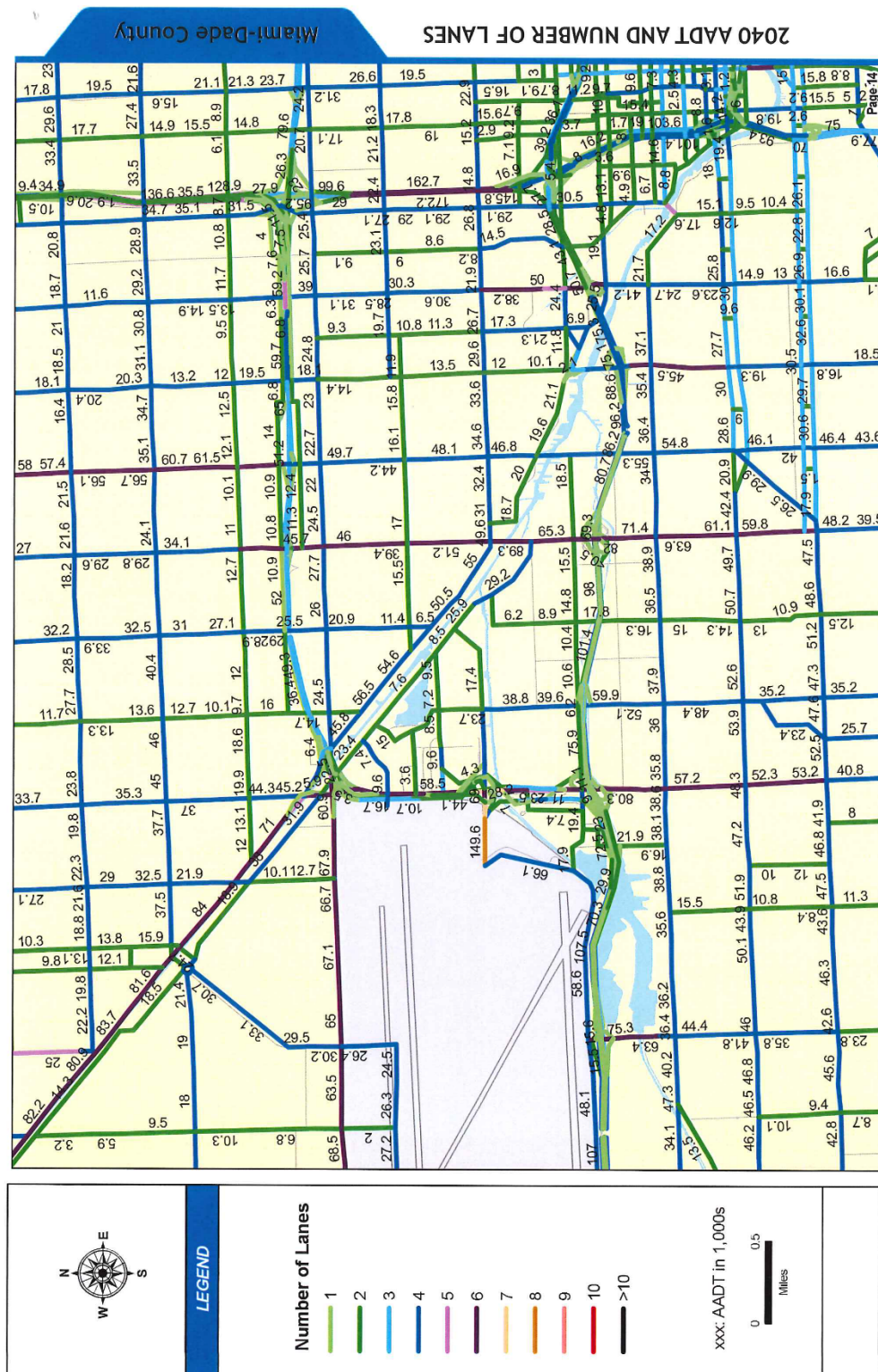


GROUND FLOOR

1/16" = 1'-0"

ATTACHMENT B
Miami-Dade County 2010 and 2040
SERPM Plots for Area Site





APPENDIX C

Proffered Declaration of Restrictions

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This instrument was prepared by:
Name: William W. Riley, Jr. Esq.
Address: Riley | Villa Attorneys at Law
1671 NW 17 Terrace
Miami, Florida 33125

(Space reserved for clerk)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned ALGAFIN, LLC, a Florida limited liability company and Motoport U.S.A Corporation, a Florida corporation (hereinafter collectively referred to as the "Owner") hold the fee simple title to the land in Miami-Dade County, Florida, described in Exhibit "A," attached hereto, and hereinafter called the "Property", which is supported by the Opinion of Title; and

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

WHEREAS, the Application seeks to re-designate the Property from "Office/Residential" to "Business and Office" on the Miami-Dade County Comprehensive Development Master Plan and adopted Land Use Plan ("LUP") map.

NOW THEREFORE, in order to assure the Miami-Dade County that the representations made by the owner during consideration of the Application will be abided by the Owner freely, voluntarily and without duress makes the following Declarations of Restrictions covering and running with the Property:

Use Restrictions. The following uses shall be prohibited on the Property: (1) residential uses; (2) agricultural uses; (3) donation collection vehicles; (4) conservatories and music and dance schools; (5) religious facilities; (6) auditoriums; (7) automobile and light truck, new sales agency and rental; (8) automobile storage; (9) bowling alleys; (10) convention hall(s); (11) dancing halls and dancing academies; (12) employment agencies; (13) home improvement centers; (14) jewelry loan centers; (15) lawn mowers, retail, sales and service; (16) medical observation dormitory; (17) mortuaries and funeral homes; (18) motorcycles sales and repair; (19) natatoriums; (20) open-air theaters; (21) propagating and growing plants for sale; (22) restaurants providing an accessory children's outdoor playground facility; (23) skating rinks; (24) theaters for live stage production and motion pictures; (25) rental of truck other than light trucks; (26) movie and television studios; (27) night club(s); (28) office park(s); (29) vehicle retail showroom; (30) warehouse, membership; (31) automobile and truck services and facilities; (32) bottling of beverages; (33) cabinet working and carpentry shops; (34) cold storage warehouse and pre-cooling plants; (35) contractor plants and storage yards; (36) feed, hay and other livestock supplies; (37) fertilizer stores; (38) garage or mechanical service; (39) glass installation; (40) gun shops; (41) leather goods manufacturing, excluding tanning; (42) locksmith shops, sharpening and grinding shops; (43) lumber yards; (44) pawnbrokers; (45) poultry markets and commercial chicken hatcheries; (46) secondhand stores for the disposal of furniture, fixtures and tools; (47) self-service mini-warehouse storage facility; (48) television and broadcasting stations; (49) tire

vulcanizing and retreading or sale of used tires; (50) truck storage; (51) upholstery and furniture repairs; and (52) wholesale salesroom and storage rooms. The foregoing terms shall have the same meanings as those applied in Charter 33, Miami-Dade County Code of Ordinances.

Covenant Running with the Land. This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at 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 their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of Miami-Dade County and the public welfare. The Owner, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

Term. This Declaration 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 is recorded after which time it shall be extended automatically for successive periods often (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by Miami-Dade County.

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 then owner(s) of the Property, provided that the same is also approved by the Board of County Commissioners of Miami-Dade County, Florida. 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 that 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 the COMP as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulations governing modifications to the COMP. In the event that the Property is incorporated within a new municipality or annexed into an existing municipality, and the successor municipality amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Miami-Dade County Code, then modifications, amendments or releases of this Declaration 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. Should this Declaration be so modified, amended, or released, the Director of the Department of Regulatory and Economic Resources or the executive officer of a successor department, or, in the absence of such Director or executive officer, by his or her assistant in charge of the office in his/her absence, shall execute a written instrument effectuating and acknowledging such modification, amendment, or release.

Enforcement. Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this declaration 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 his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

County Inspections. As further part of this Declaration, 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.

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

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.

Presumption of Compliance. Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County (or successor municipality), and inspections made and approval of occupancy given by the County (or successor municipality), 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.

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.

Recordation and Effective Date. This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owner following the approval of the Application by the Board of County Commissioners. This Declaration 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 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 is null and void and of no further effect.

Acceptance of Declaration. The Owner acknowledges that acceptance of this Declaration 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 Board of County

Commissioners retains its full power and authority to deny each such application in whole or in part and decline to accept any conveyance.

Owner. The term Owner shall include all heirs, assigns, and successors in interest.

[Execution Pages Follow]

DRAFT

Signed, sealed, executed and acknowledged on ____ day of November, 2017.

Signed, sealed and delivered in the presence of:

WITNESSES:

OWNER(S):

Signature

ALGAFIN, LLC,
a Florida limited liability company

Print Name: _____

Print Name: _____
Title: _____

Signature

Print Name: _____

STATE OF FLORIDA)

COUNTY OF MIAMI-DADE)

I HEREBY CERTIFY that on this day personally appeared before me _____
who is personally known to me, or has produced _____ (type of identification) as
identification and he/she acknowledge that he/she executed the foregoing, freely and voluntarily,
for purposes therein expressed.

SWORN TO AND SUBSCRIBED before me this ____ day of January, 2018.

My Commission Expires:

**NOTARY PUBLIC STATE OF
FLORIDA**

Print Name: _____

Commission No.: _____

[Execution Pages Follow]

Signed, sealed, executed and acknowledged on ____ day of November, 2017.

Signed, sealed and delivered in the presence of:

WITNESSES:

Signature

Print Name: _____

Signature

Print Name: _____

OWNER(S):

Motoport U.S.A Corporation,
a Florida corporation

Print Name: _____

Title: _____

STATE OF FLORIDA)

COUNTY OF MIAMI-DADE)

I HEREBY CERTIFY that on this day personally appeared before me _____
who is personally known to me, or has produced _____(type of identification) as
identification and he/she acknowledge that he/she executed the foregoing, freely and voluntarily,
for purposes therein expressed.

SWORN TO AND SUBSCRIBED before me this ____ day of January, 2018.

My Commission Expires:

**NOTARY PUBLIC STATE OF
FLORIDA**

Print Name: _____

Commission No.: _____

APPENDIX D

Photos of Site and Surroundings

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View of 1200 NW 57 Avenue looking west.



View of 1250 NW 57 Avenue looking west.



View of 1200 and 1250 NW 57 Avenue looking northwest. The Dolphin Expressway exit ramp and overpass are in the background to the right.

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. 1 of the January 2018 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's Department of Solid Waste Management (DSWM) 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, DSWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the application reviewed here, which is not anticipated to have a negative impact on disposal service.

Residential and Commercial Collection and Disposal Service

Adoption of this amendment may thus result in development of multifamily or commercial establishments, as defined in Chapter 15 of the County Code. The Department of Solid Waste Management (DSWM) does not actively compete for multifamily or commercial 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 DSWM 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 \$1.4122 per 1,000 gallons for water and \$2.0630 per 1,000 gallons for sewer.

The applicant requests the redesignation of the ±1.95 acre application site from "Office/Residential" to the "Business and Office" land use designation. The applicant has proffered a Declaration of Restrictions (covenant) to redevelopment the site for commercial use and prohibiting residential development. If the application is approved with acceptance of the proffered covenant, the application site could be developed with a maximum of 40,549 square feet of retail uses.

If the application is developed with 40,549 square feet retail uses, the water connection charge is estimated at \$5,636, and the water service line and meter connection fees would cost \$12,782. The sewer connection charges are estimated at \$22,707 and the annual operating and maintenance costs would total \$5,143. The total potential cost for connecting the proposed development to the regional water and sewer system including an engineering fee of 13% is estimated at \$52,283.

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 applicant's proffered Declaration of Restrictions prohibits residential development on the application site. Therefore no impacts on Miami-Dade County public schools would result from the development of the application as requested.

Fire Rescue

The current CDMP designation of "Office/Residential" will allow a potential development which would generate eleven (11) annual alarms. The proposed "Business and Office" designation would allow a proposed potential development anticipated to generate twelve (12) annual alarms, and would have a moderate impact to existing fire rescue services. Presently, Miami-Dade County Fire and Rescue (MDFR) indicates that fire and rescue service in the vicinity of the application site is adequate.

