

Altis Ludlam-Miami, LLC (CDMP20180006)
Commission District 7 Community Council 12

APPLICATION SUMMARY

Applicant/Representative:	Altis Ludlam–Miami, LLC/Juan J. Mayol, Jr., Esq., & Gloria M. Velazquez, Esq., & Hugo P. Arza, Esq., Holland and Knight, LLP
Location:	Southeast corner of SW 40 Street and SW 70 Court
Total Acreage:	±3.48 gross acres/ ±2.73 net acres
Current Land Use Plan Map Designation:	“Business and Office” and “Industrial and Office”
Requested Land Use Plan Map Designation and other changes:	“Special District – Ludlam Trail Corridor District”
Amendment Type:	Small-scale
Existing Zoning District/Site Condition:	BU-2, BU-3, and IU-1 / Vacant

RECOMMENDATIONS

Staff:	ADOPT AS A SMALL-SCALE AMENDMENT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS (August 2018)
Kendall Community Council (12):	ADOPT, WITH THE CONDITION THAT THE HEIGHT OF STRUCTURES FRONTING SW 40 STREET (BIRD ROAD) BE LIMITED TO 6 STORIES AND TRANSITION TO NO MORE THAN 4 STORIES ON THE SOUTHERNMOST PORTION OF THE PROPERTY (September 4, 2018)
Planning Advisory Board Acting as the Local Planning Agency:	TO BE DETERMINED (September 24, 2018)
Board of County Commissioners:	TO BE DETERMINED (September 27, 2018)

Staff recommends to **ADOPT AS A SMALL-SCALE AMENDMENT** the proposed change to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the ±3.48-gross acre site from “Business and Office” and “Industrial and Office” to the “Special District – Ludlam Trail Corridor District” for the following reasons:

Principal Reasons for Recommendation:

1. The application seeks to expand the Bird Road Development Area of the Ludlam Trail Corridor to include the ±3.48-gross acre application site to facilitate a mixed-use development on the site (313 residential units and 10,000 square feet of retail), in accordance with the CDMP provisions for the Ludlam Trail Corridor District. The application site is currently designated “Business and Office” and “Industrial and Office” on the CDMP Land Use Plan map and, if the application were approved, would be redesignated to “Special District – Ludlam Trail Corridor District”. The CDMP text outlines the “Special District - Ludlam Trail Corridor District” is to provide opportunities for physical activity and enhance mobility by facilitating the conversion of a ±5.8-mile segment of a former Florida East Coast railway corridor into a continuous publicly accessible pedestrian and bicycle trail with compatible residential, retail, offices, and other development authorized to occur at four designated Development Areas, including the Bird Road Development Area. Development within the Bird Road Development Area is allowed at a floor area ratio of 2.5 for non-residential and 90 units per acre for residential developments.

The application and proposed development would increase the residential population in the general Bird Road Development Area which would support and enhance utilization of the recreational trail, when implemented, generally consistent with the intent of the CDMP for the Ludlam Trail Corridor.

2. The application proposes infill development at a higher intensity than currently allowed on the application site consistent with the CDMP provisions of Objective LU-1, Policy LU-1C and Policy LU-10A of the CDMP Land Use Element. This objective and policies require the County to give priority to infill development on environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacities to accommodate additional demand. Under the current CDMP land use designations of “Business and Office” and “Industrial and Office”, the site could be developed with a maximum of 19,340 square feet of retail and 35,283 square feet of industrial uses. Under the requested CDMP land use designation of "Special District - Ludlam Trail Corridor District" and subject to the Applicant's proffered Declaration of Restrictions (covenant), the site could be developed with 10,000 square feet of retail uses and 313 multi-family units. As discussed in Principal Reason No. 3(ii) below, public services and facilities are generally adequate to serve the proposed development and, thereby, approval of the application would be generally consistent with the CDMP provisions for infill development.
3. Approval of the application would be generally consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.

- i. *Need to Accommodate Economic or Population Growth:* The requested redesignation to "Special District - Ludlam Trail Corridor District" could satisfy a deficiency in the Land Use Plan map to accommodate projected population growth. Residential, commercial and the mixing of residential and commercial uses, in addition to offices and hotels are allowed in the "Special District" Ludlam Trail Corridor District land use designation. In Minor Statistical Area (MSA) 5.4, where the application site is located, the annual average demand for housing is projected to increase from 40 housing units per year in the 2018-2020 period to 49 housing units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of multi-family type units occurring by 2021. Furthermore, the supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2021. The application could add up to 313 multi-family units, which would extend the depletion year to 2028. Therefore, approval of the application would satisfy a demand for housing, thereby accommodating present and future population growth in the subject MSA.

The "Industrial and Office" land use category text in the CDMP Land Use Element (on page I-39) provides for the retention of "Industrial and Office" designated land when such land is in a Minor Statistical Area (MSA) that has less than a 15-year supply of industrial land. In instances where there is less than a 15-year supply of industrial land, in order to be considered for approval for a non-industrial use, it must be demonstrated that such use will not adversely impact future industrial development. The subject property is located in MSA 5.4 which has approximately 157.41 acres of in-use industrial uses in 2018 and an additional 2.65 acres of vacant land zoned or designated for industrial uses. Based on the Supply and Demand Analysis (see page 12 herein), the average annual absorption rate for industrial land in MSA 5.4 is not significant for the 2018-2030 period. If this application is approved, it would not have a significant impact on the supply of Industrial land in MSA 5.4 and would not negatively impact future industrial development in the area.

- ii. *Public Facilities and Services:* Approval of the application with acceptance of the proffered Declaration of Restrictions 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 shows that two roadway segments are currently operating 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. These include SW 67 Avenue south of SW 40 Street, and SW 56 Street west of SR 826. 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 Capital Improvements Element, no mitigation or roadway improvements are required for projects having traffic impacts of less than five percent [see "Short Term Traffic Evaluation (Concurrency)" on page 26 herein]. Furthermore, the application site is within the Urban Infill Area (the County's designated Transportation Concurrency Exception Area) and is thereby exempt from Transportation Concurrency.

- ii. *Compatibility*: The requested CDMP land use designation of "Special District - Ludlam Trail Corridor" and the development allowed under the applicant's proffered covenant, would be generally compatible with the CDMP land use designations and existing development in the vicinity of the application site.

The adjacent properties to the north beyond SW 40 Street are designated "Parks and Recreation", "Industrial and Office", "Business and Office", and "Special District –Ludlam Trail Corridor District" and are developed with the A. D. Barnes Park and business uses including a paint store and a carwash. Properties to the west of the application site, beyond SW 70 Court, are designated "Business and Office" and "Industrial and Office" and developed with commercial and light industrial uses including a paint manufacturing and a roofing company, a dance center, a tax accounting center, and a Burger King. Properties to the south are designated "Industrial and Office" and developed with light industrial uses and properties to the east beyond the Ludlam Trail Corridor are designated "Business and Office" and "Medium Density Residential" and developed with a post office, single and multi-family residences and commercial uses.

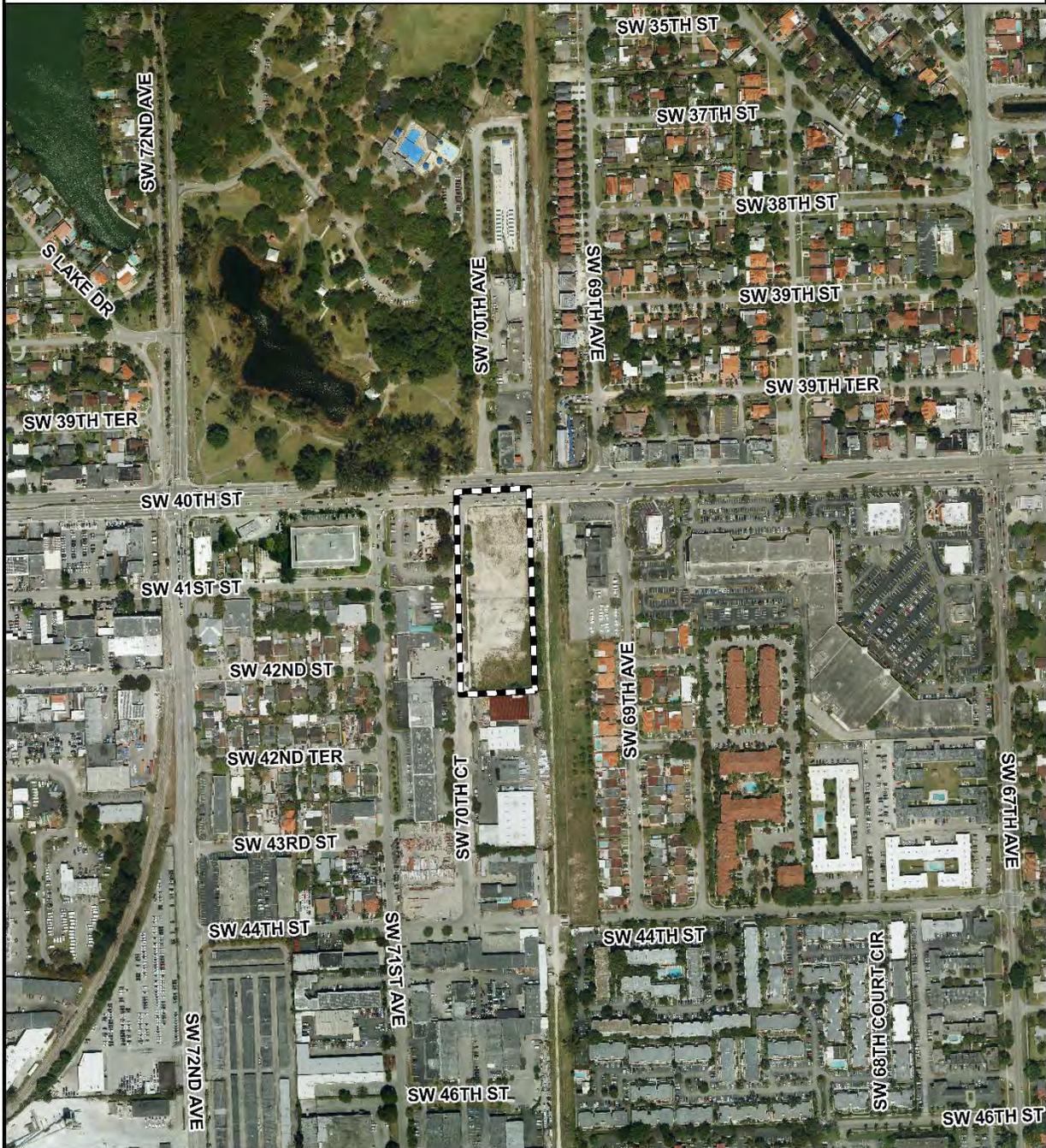
- iv. *Environmental and Historic Resources*: The subject application, if approved, would not impact any historic or archaeological resources on the site. However, the Miami-Dade County Division of Environmental Resources Management (DERM) identified tree resources on the property, including specimen tree resources (trees with a trunk diameter 18 inches or greater). In accordance with Policy CON-8A of the CDMP and Section 24-49.2(II) of the Miami-Dade County Code, specimen trees shall be preserved whenever reasonably possible.

Furthermore, the application site is located within the United States Fish & Wildlife Service (USFWS) consultation area for the federally endangered Florida Bonneted Bat. The area addressed provides a combination of land and open water that is similar to other sites in Miami-Dade County where foraging or roosting by bonneted bat has been documented. The applicant is advised to consult with the USFWS and any other necessary federal or state agencies before conducting any work or activities on the property.

- v. *Transit Ridership and Pedestrianism*: The proposed uses on the application site would support transit ridership and promote pedestrianism. CDMP Land Use Element Policy LU-8E(v) states (page I-16), "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". The application site is served by Metrobus Route 40, which provides local route and feeder service to Metrorail at 15 minute headways during the morning and evening peak hours, and there is a bus stop adjacent to the application site.

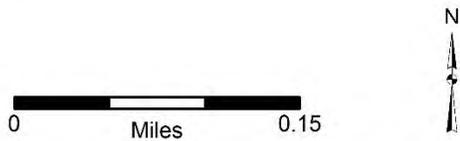
Furthermore, the application seeks to expand the Bird Road Development Area to include the application site, which abuts the Ludlam Trail Corridor, to facilitate a mixed-use residential and retail development, which would support bicycling and pedestrianism and the overall intent of the Ludlam Trail Corridor District land use subcategory. The purpose of the Ludlam Trail Corridor District is to provide opportunities for physical activity and enhance mobility in the County by facilitating the conversion of the former Florida East Coast railway corridor into a continuous pedestrian and bicycle trail throughout the length of the corridor and the development of residential, retail and offices at four designated development areas, including the Bird Road Development Area.

ALTIS LUDLAM - MIAMI, LLC. - CDMP20180006
AERIAL PHOTO

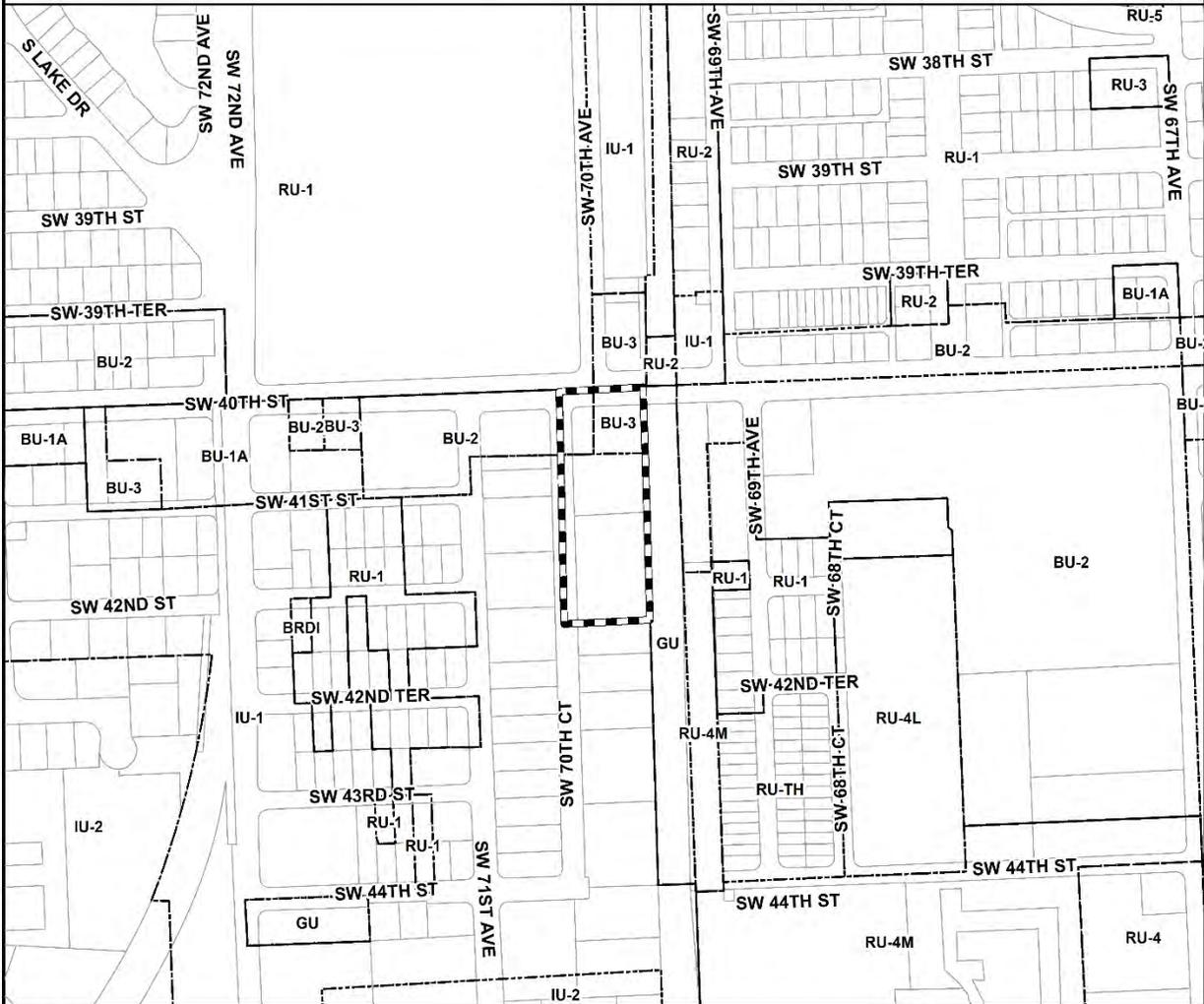


APPLICATION AREA

Source: Department of Regulatory and Economic Resources
June 2018



ALTIS LUDLAM - MIAMI, LLC. - CDMP20180006 ZONING MAP

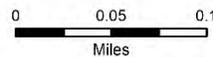


APPLICATION AREA

Source: Department of Regulatory and Economic Resources
June 2018

MIAMI-DADE COUNTY ZONING DISTRICTS

- BRDI BIRD ROAD DISTRICT
- BU-1A BUSINESS DISTRICTS, LIMITED
- BU-2 BUSINESS DISTRICTS, SPECIAL
- BU-3 BUSINESS DISTRICTS, LIBERAL (WHOLESALE) INCLUDES MECHANICAL GARAGE AND USED CAR LOTS
- GU INTERIM DISTRICT - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- IU-1 INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
- IU-2 INDUSTRIAL DISTRICTS, HEAVY MANUFACTURING
- RU-1 SINGLE-FAMILY RESIDENTIAL DISTRICT 7,500 FT2 NET
- RU-2 TWO-FAMILY RESIDENTIAL DISTRICT, 7,500 FT2 NET
- RU-3 FOUR-UNIT APARTMENT DISTRICT, 7,500 FT2 NET
- RU-4 HIGH DENSITY APARTMENT HOUSE DISTRICT, 50 UNITS / NET ACRE
- RU-4L LIMITED APARTMENT HOUSE DISTRICT, 23 UNITS / NET ACRE
- RU-4M MODIFIED APARTMENT HOUSE DISTRICT, 35.9 UNITS / NET ACRE
- RU-5 SEMI-PROFESSIONAL OFFICES AND APARTMENTS DISTRICT
- RU-TH TOWNHOUSE DISTRICT, 8.5 UNITS/NET ACRE



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EXISTING LAND USE



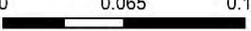
Source: Department of Regulatory and Economic Resources
June 2018

 Application Area	 Institutional
Existing Land Use	 Industrial
 Single-Family	 Industrial intensive, Commercial Condominium type of use
 Two-Family Duplexes	 Communications, Utilities, Terminals
 Townhouses	 Streets, Roads, Expressways, Ramps
 Low-Density Multi-Family	 Streets, Expressway R/W
 High-Density Multi-Family	 Parks, Preserves, Conservation Areas
 Commercial, Shopping Centers, Stadiums	 Vacant Privately Owned, Unprotected
 Office	 Inland Waters

N



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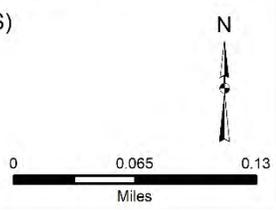


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CDMP LAND USE



Source: Department of Regulatory and Economic Resources
June 2018

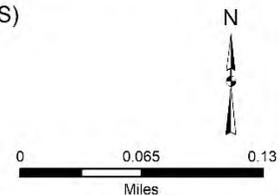


ALTIS LUDLAM - MIAMI, LLC. - CDMP20180006

PROPOSED CDMP LAND USE



Source: Department of Regulatory and Economic Resources
June 2018



STAFF ANALYSIS

Application Site

Background

On July 19, 2017, Miami-Dade Board of County Commissioners (Board) adopted the May 2015 Cycle Application No. 9 (Ordinance No. 17-54) creating a new CDMP land use category titled “Special District” that would be applied to properties with unique characteristics that warrant special land use considerations. The application further amended the interpretive text of the CDMP Land Use Element to create the “Ludlam Trail Corridor District” within the “Special District” land use category. The new CDMP land use designation of “Special District” was applied to the former Florida East Coast (FEC) Railway South Little River Branch spur-line, an approximately 5.8-mile segment (± 68.2 acres) that is generally ± 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street, along theoretical NW/SW 69 Avenue (the “Ludlam Trail Corridor District”). Under the provisions of the Ludlam Trail Corridor District, the former FEC railroad corridor is to be developed into a continuous, publicly-accessible pedestrian and bicycle trail, with private development at appropriate locations of the corridor, in a manner that would be compatible with adjacent uses.

Private development in the Corridor is limited to four Development Areas, each of which has its own land use provisions. There are four Development Areas throughout the “Ludlam Corridor District;” namely the Blue Lagoon Development Area, located between NW 7 Street and the Tamiami Canal; the Tamiami Trail Development Area, located between SW 8 Street and SW 12 Street; the Coral Way Development Area located along both sides of SW 24 Street; and the Bird Road Development Area located on both sides of SW 40 Street and extending southward to just north of SW 48 Street. The remaining portions of the Corridor, including all segments that abut the single family residential neighborhoods, are designated for recreational trail use. This application seeks to add the ± 3.48 -gross acre application site to the Bird Road Development Area further discussed below.

It should be noted that the parcel located to the south of the site along SW 44 Street and the parcel located to the east between SW 40 Street and SW 44 Street were subject to similar CDMP amendments to convert commercial, industrial and residentially designated lands to the “Special District” Corridor. These applications include Application Nos. 2 and 3 of the October 2017 CDMP Amendment Cycle that were both approved by the Miami-Dade Board of County Commissioners on April 25, 2018 (Ordinance Nos. 18-37 and 18-38).

In accordance with the CDMP text, on page I-51.1, all portions of the Ludlam Trail Corridor shall have received final abandonment approval from the U.S. Surface Transportation Board prior to the issuance of the first building permit for vertical construction within the Development Areas. In addition, the January 2018 Cycle Application No. 5 seeks to amend this requirement.

Location

The application site is a ± 3.48 -gross (± 2.73 net) acre property comprised of two lots located at the southeast corner of SW 40 Street and SW 70 Court, in unincorporated Miami-Dade County (see “Aerial Photo” on page 6). The application site is within the County’s Urban Infill Area (UIA), where infill development and redevelopment are prioritized. Furthermore, the subject property abuts the Ludlam Trail Corridor District adjacent to the Corridor’s Bird Road Development Area.

Existing Land Use

The application site is currently vacant (see "Existing Land Use" map on page 8).

Land Use Plan Map Designation

The northernmost ±1.11 acre portion of application site, that fronts SW 40 Street, is currently designated "Business and Office" on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map and the remaining ±1.62 acre portion of the site is designated "Industrial and Office" (see "CDMP Land Use" map on page 9). Uses allowed in areas designated "Business and Office" on the LUP map include the full range of sales and service activities such as retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, entertainment, cultural facilities and residential uses. The "Industrial and Office" land use category allows manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, and similar uses. Also included are construction and utility-equipment maintenance yards, utility plants, public facilities, hospitals and medical buildings, and telecommunication facilities.

The applicant requests to redesignate the application site on the LUP map from "Business and Office" and "Industrial and Office" to "Special District - Ludlam Trail Corridor District" (see "Proposed CDMP Land Use" map on page 10). As previously indicated, the application site abuts the Bird Road Development Area of the Corridor. Uses allowed in the Bird Road Development Area includes residential and commercial uses, the mixing of commercial with residential use, office and hotels, residential development at a maximum density of 90 dwelling units per gross acre, and non-residential development at a maximum Floor Area Ratio of 2.5, with building heights permitted at a maximum of six (6) stories.

Under the current CDMP land use designations of "Business and Office" and "Industrial and Office", the site could be developed with a maximum of 19,340 square feet of retail uses and 35,283 square feet of industrial uses. Under the Applicant's requested CDMP land use designation of "Special District - Ludlam Trail Corridor District," the site could be developed with a maximum of 245 multi-family units or with 297,297 square feet of retail use.

However, it must be noted that the actual densities or intensities of development approvable on a given site may be significantly lower than the maximum, where necessary, to conform to an overriding Plan policy, or to ensure compatibility of the proposed development with its surrounding land uses. Therefore, the total permissible development may be significantly less than the maximum allowed under the CDMP due to land use compatibility and other site-related considerations.

The CDMP Land Use Element text on page I-39 provides for the retention of "Industrial and Office" designated land when such land is in a Minor Statistical Area (MSA) that has less than a 15-year supply of industrial land. In instances where there is less than a 15-year supply of industrial land, in order to be considered for approval of a non-industrial use, it must be demonstrated that such use will not adversely impact future industrial development. The application proposes development on the subject property located in MSA 5.4, which has ±2.65 acres of vacant industrial land remaining, including the industrially-designated acreage of the application site, with an undeterminable absorption rate and year of depletion.

Declaration of Restrictions

On June 5, 2018, the applicant proffered a Declaration of Restrictions which restricts development on the application site to a maximum 313 residential units and 10,000 square feet of retail.

Zoning

The application site is currently zoned BU-2 (Special Business) and BU-3 (Liberal Business) on the portion of the property fronting SW 40 Street, and IU-1 (Light Manufacturing) on the remainder of the property. The purpose of the BU-2 Zoning District is to provide for large scale commercial and/or office facilities which service the needs of large urban areas. The purpose of the BU-3 Zoning District is to provide for large scale commercial activities (see “Zoning” map on page 7).

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. On October 26, 1948, Miami-Dade Board of County Commissioners adopted Resolution No. 3003 approving a zoning district boundary change on the subject property from GU to IU-1.

On September 1, 2009, Miami-Dade Board of County Commissioners adopted Ordinance No. 09-71 establishing the Bird Road Design and Industrial Zoning District overlay. The area encompassed by this district is generally located between SW 40 and SW 48 Streets, and between SW 74 and SW 70 Avenues, which includes the application site. Although the area is designated for industrial uses on the CDMP Adopted 2020 and 2030 LUP map, the area has transitioned to a commercial/industrial mixed use district over time. In an effort to address these development trends, the Bird Road Design and Industrial Zoning District was established as an overlay district for properties within the area indicated above. This overlay zoning district allows commercial uses and flexible parking provisions in addition to the industrial uses permitted by the underlying industrial zone district.

Adjacent Land Use and Zoning

Existing Land Uses

The area surrounding the application site is characterized by small retail and light industrial operations, offices, vacant lands and low density residential uses. Properties adjacent to the north of the application site, across SW 40 Street, are a paint store, a carwash, and the county-owned A.D. Barnes Park. Properties adjacent to the south of the application site are small industrial operations. Properties to the west of the application site, beyond SW 70 Court, include the Sherman Williams Paint and Coating Manufacturing Company, and small business operations such as a roofing company, a dance center, a tax accounting center, and a Burger King. Adjacent to the east of the site is the Ludlam Trail Corridor; further east is a roof tile company, warehouses, a vehicle storage facility, a post office, low density residences, and vacant lands to the southeast of the site.

Land Use Plan Map Designations

The area adjacent to the north of the application site, across SW 40 Street, is designated “Industrial and Office” and “Parks and Recreation” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map. The area adjacent to the west of the site and the area adjacent to the south of the site are designated “Business and Office” and “Industrial and Office.” The area adjacent to east of the site is designated “Special District – Ludlam Trail Corridor District”; further east of the site, the area is designated “Business and Office” and “Medium Density Residential (13 to 25 dwelling units per gross acre)” - See “CDMP Land Use” map on page 9).

Zoning

The Ludlam Trail Corridor properties abutting to the east of the application site are zoned GU (Interim); and further east, the properties are zoned BU-2, RU-1 and RU-4M. Properties abutting to the south of the site are zoned IU-1 (Light Manufacturing). Properties abutting to the west of

the site are zoned IU-1, and BU-2 (Special Business). Properties to the north of the site are zoned BU-3, RU-2 and RU-1; further north, across SW 40 Street, properties are zoned IU-1 (see “Zoning” map on page 7).

Supply and Demand Analysis

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

Industrial

The analysis area for the CDMP application (MSA 5.4) contained 157.41 acres of in-use industrial uses in 2018 and an additional 2.65 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2018-2030 period is negligible. Consequently at this time it’s not feasible to project a depletion year (see “Projected Absorption of Land for Industrial Uses” table below). If this proposed application is approved, it will not have a significant impact on the supply/demand of Industrial land in the subject MSA.

Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data

Analysis Area	Vacant Industrial Land 2018 (Acres)	Industrial Acres in Use 2018	Annual Absorption Rate 2018-2030 (Acres)	Projected Year of Depletion
MSA 5.4	2.65	157.41	0.00	---

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

Residential

The combined vacant land for single-family and multi-family residential development in MSA 5.4 in 2018 was estimated to have a capacity for about 128 dwelling units, with about 81 percent of these units intended as single-family. The annual average residential demand in this analysis area is projected to increase from 40 units per year in the 2018-2020 period to 49 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family type units occurring in 2020 and for multi-family by 2021 (see “Residential Land Supply/Demand Analysis” table below). The supply of residential land for both single-family and multi-family units is projected to be depleted by 2021.

The table above addresses the residential land supply and demand in the analysis area without the effect of the projected CDMP amendment. If the proposed amendment is approved, it has the potential to increase the number of multi-family units by up to 313 units. This will have the effect, assuming the current projected demand, to extend the depletion year to 2028.

Residential Land Supply/Demand Analysis
2018 to 2030: MSA 5.4

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2018	104	24	128
DEMAND 2015-2020	34	6	40
CAPACITY IN 2020	36	12	48
DEMAND 2020-2025	37	7	44
CAPACITY IN 2025	0	0	0
DEMAND 2025-2030	41	8	49
CAPACITY IN 2030	0	0	0
DEPLETION YEAR	2020	2021	2021

Residential capacity is expressed in terms of housing units.

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

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

Commercial

The Analysis Area for Expedited Application 6 (MSA 5.4) contained 556.72 acres of in-use commercial uses in 2018 and an additional 4.50 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2018-2030 period is 1.01 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned land by the year 2022 (see “Projected Absorption of Land for Commercial Uses” table below) If the proposed application is approved, depending on the final development mix, its impact will not be significant.

Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data

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 5.4	4.50	556.72	1.01	2022	5.5	5.4

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

Trade Area Analysis

An analysis of the trade area was conducted at 1.5 miles radius from the application site. The result of the analysis shows that there are 204.61 acres in existing commercial uses, and 6.64 acres of vacant privately owned commercially zoned or designated land (see “Trade Area analysis” table and the Trade Area Map below).

Trade Area Analysis			
Application	Trade Area Radius	Vacant Commercial Land (Acres)	Commercial Acres in Use 2018
CDMP20180006	1.5	6.64	204.61

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Division, Research Section, July 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 and X
Stormwater Management Permit	DERM Surface Water Management Permit required
County Flood Criteria, National Geodetic Vertical Datum (NGVD) 7.5 feet	

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	No
Contaminated Site	No DERM records

Pollution Remediation

There are no records of current contamination issues on the subject property. However, based on the past use of the property as a lumberyard, DERM will require a Phase 1 and Phase 2 Environmental Site Assessment be conducted in accordance with ASTM standards prior to site development.

Drainage and Flood Protection

For any new development within the subject property, storm water drainage systems are required to provide flood protection and storm water quality treatment. Miami-Dade County has been delegated the authority to issue Surface Water Management General Permits on behalf of the South Florida Water Management District (SFWMD) for developments that propose more than 2 acres of impervious surface.

The subject properties are located within Special Flood Hazard Areas AH and X at elevation 9 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.

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

- The finish floor elevation must be at least a foot above the Base Flood Elevation or 100-Year 1-Day event for compliance with the New Florida Building Code.

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.

Any amendment to the Land Use Element that allows an increase in density or the reduction of permeable areas, may impact the Stormwater Management Level of Service, and it should be considered for evaluation due to possible impacts. Any proposed Drainage/Water Management system shall comply with the regulations from all the permitting agencies having jurisdiction.

Natural Resources

Section 24-49 of the Code and CON-8A of the CDMP provides for the preservation and protection of specimen tree resources. A Miami-Dade County Tree Permit is required prior to the removal and/or relocation of any tree that is subject to the tree preservation and protection provisions of the Code. All projects and permits shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code, specifically the specimen tree standard and CON-8A of the CDMP.

Section 24-49.9 of the Code and CON-8I of the CDMP provide that 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

Please be advised that the subject project site is located within the United States Fish & Wildlife Service (USFWS) consultation area for the federally endangered Florida Bonneted Bat. The area addressed provides a combination of land and open water that is similar to other sites in Miami-Dade County where foraging or roosting by bonneted bat has been documented. The applicant is advised to consult with the USFWS and any other necessary federal or state agencies before conducting any work or activities on the property. Please be aware that the federal government may require certain actions or protections on the property, and this may result in the need to modify the plans for the property. Therefore, it is recommended that the applicant consult with the USFWS at an early stage in the process.

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 Miami-Dade Water and Sewer Department (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 MDWASD’s 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 71.56 MGD. This is calculated using the available plant capacity (449.74 MGD), subtracting 102% of the maximum day flow (344.43 MGD) and subtracting the water that is reserved through development orders (33.75 MGD).

As noted in the “Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario” table below, the maximum water demand for industrial and retail development (Scenario 1) and multi-family residential and industrial development (Scenario 2) under the current CDMP Land Use designation is estimated at 2,816 and 4,932 gallons per day (gpd), respectively. The maximum water demand for multi-family residential development (Scenario 1) under the Requested CDMP Land Use designation is estimated at 36,750 gpd. The applicant has proffered a Declaration of Restrictions that would restrict development on the site to 313 residences and 10,000 sq. ft. of retail. The maximum water demand with acceptance of the proffered Declaration of Restrictions (Scenario 2) is estimated at 47,950 gpd. This represents an increase of up to 43,018 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	Industrial	35,283 sq. ft.	2.5 gpd/100 sq. ft.	882 gpd
1	Retail	19,340 sq. ft.	10 gpd/100 sq. ft.	1,934 gpd
2	Multi-Family	27 units	150 gpd/unit	4,050 gpd
2	Industrial	35,283 sq. ft.	2.5 gpd/100 sq. ft.	882 gpd
Requested CDMP Designation				
1	Multi-Family	245 units	150 gpd/unit	36,750 gpd
2	Multi-Family	313 units	150 gpd/unit	46,950 gpd
2	Retail	10,000 sq. ft.	10 gpd/100 sq. ft.	1,000 gpd

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

Water Supply and Connectivity:

The site is located within the MDWASD franchised water service area. The source of potable water for this area is the Alexander-Orr Water Treatment Plant which is owned and operated by

MDWASD. Currently, there is adequate treatment and water supply capacity for the proposed project consistent with Policy WS-2 A (1) of the County's CDMP. The plant is presently producing water that meets Federal, State, and County drinking water standards.

The proposed land use would be required to connect to public water pursuant to Chapter 24 of the Code. There is an existing 16-inch water main along SW 40th Street and a 12-inch water main abutting the property on SW 70th Street to which the developer may connect to provide service. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection.

At this time, there is a planned project in close proximity to this application site with a WASD Agreement No. 23553 (6950 SW 40th Street) for the new construction of 77 apartments replacing 750 square feet of office space.

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 for the preceding 5 years (308.84 MGD) and the capacity reserved for development orders (39.47 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 27.19 MGD.

Sewer System Connectivity:

The application site 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.

The proposed land use would be required to connect to public sewer pursuant to Chapter 24 of the Code. The developer may connect to an existing 8-inch gravity sewer along SW 70th Street to provide sewer service for the proposed development.

The sanitary sewer flow in the area is directed to sanitary pump stations 30-0599, 30-0001 and then to the Central District Wastewater Treatment Plant. These structures are owned and operated by MDWASD and are currently working within the mandated criteria set forth in the Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 6, 2013.

Fire and Rescue Service

The application area is currently served by Miami-Dade Fire Rescue (MDFR) Station No. 3 (Tropical Park) located 3911 SW 82 Avenue. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week. The average travel time to incidents in the vicinity of the application site is approximately 6:53 minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8 minutes at 90% of all incidents. Presently, travel time to incidents in the vicinity of the application site does not comply with the performance objective of national industry standards.

The MDFR Department has determined that the current "Business and Office" and "Industrial and Office" designations would allow development that could potentially generate 9 annual alarms. The proposed "Special District – Ludlum Trail Corridor District" designation will allow development which is anticipated to generate 90 annual alarms. The 90 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.

Based on the current call volume for Station No. 3 and existing stations within proximity of the Property, all stations combined can mitigate the additional number of alarms. Additional stations include Station No. 14 (South Miami) located at 5860 SW 70 Street and Station No. 13 (East Kendall) located at 6000 SW 87 Avenue.

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. The required fire flow for the residential component of the CDMP designation (Ludlum Trail Corridor District) shall be 1,500 gallons per minute (GPM) and fire hydrants shall be spaced a minimum of 300' from each other and shall deliver not less than 500 GPM. The required fire flow for the commercial component shall be 3,000 gallons per minute (GPM) and 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.

The Miami-Dade Fire Rescue Department has no objection to the proposed CDMP application.

Furthermore, the Office of Emergency Management (OEM) has reviewed the Altis Ludlum - Miami, Inc. (CDMP20180006) application and determined that in the event of an evacuation of the area in the vicinity of the application site, any type of temporary barriers involved in the construction of the site needs to be lifted to allow for rapid population movement.

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 “Business and Office” and “Industrial and Office” to “Bird Road Development Area – Ludlum Trail Corridor District.” The “Bird Road Development Area – Ludlum Trail Corridor District” land use category allows a maximum density of 90 dwelling units per acre. Should the proposed amendment be approved, construction of commercial and/or multifamily establishments as defined in Chapter 15 of the County Code is anticipated to follow. The Department of Solid Waste Management does not actively compete for commercial and multifamily waste collection and recycling service at this time, and these services would, therefore, most likely be provided by a private waste hauler.

The requested amendment will have no impact on Miami-Dade County’s solid waste collection and disposal services and facilities. Therefore, the DSWM has no objection to the proposed change.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 2 (PBD-2), which generally encompasses the area of the County between SW 8 Street and SW 184 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-2 has a surplus capacity of 473.18 acres of parkland, when measured by the County’s concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The “County Local Parks” table below lists the parks within a 3-mile radius of the application site; A.D. Barnes, Blue Lakes Park, Brothers to the Rescue Memorial Park and Rockway Park are larger than the required minimum provision of five-acres of local recreational open space.

County Local Parks Within a 3-Mile Radius of Application Site		
Park Name	Acreage	Classification
A.D. Barnes Park	60.93	Community Park
Banyan Park	3.09	Neighborhood Park
Blue Lakes Park	6.40	Neighborhood Park

Park Name	Acreage	Classification
Brothers To The Rescue Memorial Park	6.75	Single Purpose Park
Coral Villas Park	0.36	Mini Park
Francisco Human Rights Park	2.88	Mini-Park
Humble Mini Park	0.48	Mini-Park
Miller Drive Park	3.93	Community Park
Modera Colonnade Park	0.89	Neighborhood Park
Rockway Park	5.01	Community Park
San Jacinto Park	0.9	Mini-Park
Schenley Park	1.68	Neighborhood Park
Sudlow Park	0.94	Mini-Park
Sunkist Park	0.57	Neighborhood Park
Sunset Heights Park	0.37	Mini-Park

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

Application Impacts

The potential for residential development under the existing “Business and Office” and “Industrial and Office” designations generates a population of 56 resulting in an Impact of 0.15 acres based on the Level of Service standard for the provision of local recreational open space.

The potential for residential development under the proposed amendment is estimated at 313 multi-family dwelling units with an estimated population of 648. The concurrency analysis for this scenario results in an impact of 1.78 acres based on the minimum Level of Service standard for the provision of local recreation open space and therefore meets concurrency.

Public Schools

Level of Service Standard

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

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard for public schools, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries. If capacity is not available at the school of impact, the developments impact can be shifted to one or more contiguous CSA that have available capacity, located either in whole in part within the same Geographic Area, as defined in CDMP Policy EDU-2C.

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

Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 68 students. This number includes a reduction of 24.28% to account for charter and magnet schools (schools of choice). Of the 68 students, 28 are expected to attend elementary schools, 17 are expected to attend middle schools and 23 are expected to attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below. At this time, the schools have sufficient capacity available to serve the application.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Emerson Elementary	210	28	28	Yes	Current CSA
West Miami Middle	389	17	17	Yes	Current CSA
South Miami Senior	111	23	23	Yes	Current CSA

Source: Miami-Dade County Public Schools, July 2018

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

Note: CSA means Concurrency Service Area

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

Aviation

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

Roadways

The application site is a ±3.48-acre property located at the southeast corner of SW 70 Court and SW 40th Street in unincorporated Miami-Dade County. The site is within the Urban Infill Area (UIA) about 0.7 mile east of Palmetto Parkway (SR 826), typically projects within the UIA are exempt from traffic concurrency. 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 project site has access from SW 40th Street (Bird Road), and SW 70 Court. SW 40th Street north of the site is a 6-lane divided roadway having an interchange with SR 826 to the west. Douglas Road Metrorail station which is at the intersection of US-1 and Douglas Road is about 3.3 miles east of the site. SW 70 Court, to the west of the site is an undivided 2-lane roadway. SW 69th Avenue, to the east of the site, is an undivided 2-lane roadway. SW 44th Street, to the south of the site, is an undivided and east-west aligned 2-lane roadway that is interrupted by the Ludlam Trail corridor.

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 vicinity of the application site are not operating at acceptable levels of service,

1. SW 67 Avenue/Ludlam Road south of Bird Road/SW 40 Street is operating at LOS ‘F’ but the adopted LOS is ‘E’.
2. SW 56 Street/Miller Drive west of SR 826/Palmetto Expressway is operating at LOS ‘F’ but the adopted LOS is ‘D’.

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

Trip Generation

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 “Business and Office” and “Industrial and Office” the application site is assumed to be developed with 19,340 sq. ft. of retail uses and 35,283 sq. ft. of industrial uses. Under the requested CDMP land use designation of “Special District-Ludlam Trail Corridor District” the application site can be developed with 297,297 sq. ft. of Retail uses but the applicant has submitted a covenant to restrict the development to 313 Multi-Family dwelling units and 10,000 sq. ft. of Retail uses. The potential development under the current CDMP land use designation of “Business and Office” and “Industrial and Office” is expected to generate approximately 150 PM peak hour trips and under the requested CDMP land use designation of “Special District-Ludlam Trail Corridor District,” with the covenant, it is expected to generate approximately 235 PM peak hour trips or approximately 85 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

Expedited Application No. CDMP20180006	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	“Business and Office” And “Industrial and Office”	Special District – Ludlam Trail Corridor District	
Maximum Development Potential	19,340 sq. ft. retail uses and 35,283 sq. ft. industrial ³ uses ¹	313 Multi-Family ¹ and 10,000 sq. ft. retail uses ²	
Trips Generated	150	235	+85

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

Notes:

- ¹ – ITE Land Use Code used for Multi-Family is 220.
 - ² – ITE Land Use Code used for Retail is 820.
 - ³ – ITE Land Use Code used for Industrial is 110.
-

Traffic Short-Term Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions was conducted as of June 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 two roadways monitored for concurrency adjacent to and in the vicinity of the application site do 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 two roadways are projected to operate below the County's adopted level of service standards.

1. SW 67 Avenue/Ludlam Road south of Bird Road/SW 40 Street is operating at LOS 'F' but the adopted LOS is 'E'.
2. SW 56 Street/Miller Drive west of SR 826/Palmetto Expressway is operating at LOS 'F' but the adopted LOS is 'D'.

The two roadways that are failing the County's LOS standards are not significantly impacted by the project traffic, as the percentage of traffic impact is less than five percent. Also, the subject application site is inside the County's Urban Infill Area (UIA), the County's designated Transportation Concurrency Exception Area (TCEA), hence it is exempt from traffic concurrency.

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: "Special District – Ludlam Trail Corridor"– 313 Multi Family & 10,000 sq. ft. Retail uses														
9121	SW 24 Street/Coral Way	West of SW 73 Avenue	4	E+50	7276	2757	C	26	2783	C	19	0.26%	2802	C
F1050	Bird Road	East of SW 73 Court	6	E+20	6468	4651	C	18	4669	C	63	0.97%	4732	C
9240	SW 67 Avenue/Ludlam Road	South of SW 24 Street/Coral Way	4	E	2736	1379	D	50	1429	D	52	1.90%	1481	D
F0080	Bird Road	West of SW 57 Avenue	6	E+20	6468	3485	C	31	3516	C	34	0.53%	3550	C
9242	SW 67 Avenue/Ludlam Road	South of Bird Rd/SW 40 Street	2	E	1269	1344	F	14	1358	F	17	1.34%	1375	F
9261	SW 56 Street/Miller Drive	West of SW 69 Avenue	4	E	3222	2563	C	0	2563	C	12	0.37%	2575	C
9262	SW 56 Street/Miller Drive	West of SR 826	4	D	3222	3449	F	17	3466	F	25	0.78%	3491	F
9686	SW 72 Avenue	South of SW 56 Street	2	E+50	1903	1266	E	0	1266	E	13	0.68%	1279	E+1
9684	SW 72 Avenue	South of Bird Road/SW 40 Street	4	E+50	4833	1266	C	5	1271	C	50	1.03%	1321	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 “Business and Office” and “Industrial and Office” the application site is assumed to be developed with 19,340 sq. ft. of retail uses and 35,283 sq. ft. of industrial uses. Under the requested CDMP land use designation of “Special District-Ludlam Trail Corridor District” the application site can be developed with 297,297 sq. ft. of Retail uses but the applicant has submitted a covenant to restrict the development to 313 Multi-Family dwelling units and 10,000 sq. ft. of Retail uses. The potential development under the current CDMP land use designation of “Business and Office” and “Industrial and Office” is expected to generate approximately 150 PM peak hour trips and under the requested CDMP land use designation of “Special District-Ludlam Trail Corridor District,” with the covenant, it is expected to generate approximately 235 PM peak hour trips or approximately 85 more PM peak hour trips than the current CDMP designation.

The concurrency analysis determined that two roadways are projected to operate below the County’s adopted level of service standards. The two 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

Palmetto Expressway Express Lanes project is in the 2018-2022 Transportation Improvement Program. This project consists of the implementation of variable tolled express lanes along the SR 826/Palmetto Expressway from Flagler Street to NW 154th Street. This project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes, which extends to I-595 in Broward County and is part of the emerging South Florida Express Lanes network. The total construction cost for the Miami-Dade design build project is \$246 million.

Applicant’s Traffic Study

The traffic study report addresses the impacts that the Altis Ludlam project will have on the roadways adjacent to and in the vicinity of the application site. The site is currently a vacant land abutting the Ludlam Trail, located at the southeast corner of SW 40 Street and SW 70 Court. The existing land use of “Business and Office” and “Industrial and Office” allows the property to be developed with a maximum potential of 19,340 sq. ft. of retail uses and 35,283 sq. ft. of industrial uses but the traffic study has incorrectly assumed 47,606 sq. ft. of retail uses. The requested land use of “Special District-Ludlam Trail Corridor District” allows the property to be developed at a maximum potential of 297,297 sq. ft. of retail uses but the applicant has restricted the development to 313 Multi-Family dwelling units and 10,000 sq. ft. of Retail uses by submitting a covenant. The Traffic Study used the development program conditioned by the covenant listed below to determine the impact on the existing and future roadway network within the study area.

<u>Land Use</u>	<u>Intensity</u>
Multifamily	313 dwelling units
Shopping Center	10,000 sq. ft.

The Trip Generation Analysis in the applicant’s traffic study incorrectly assumes the existing land use potential as 47,606 sq. ft. of retail uses but the correct development potential is 19,340 sq. ft. of retail uses and 35,283 sq. ft. of industrial uses. The applicant’s assumed development potential generates 207 PM peak hour trips but the correct development potential would generate 150 PM

peak hour trips, which is 57 PM peak hour trips less than the trips assumed in the trip generation analysis. Due to this error the applicant's trip generation analysis shows that there will be a reduction of trips resulting from this land use change, when there should have been an increase in trips if correctly analyzed. See applicant's Table 2 below for trip generation analysis.

Table 2 - Trip Generation Analysis

Use	Size	Weekday Afternoon Peak Hour		
		In	Out	Total
Maximum Potential Development under Current Land Use Designation Shopping Center	47,606 SF	98	109	207
Proposed Land Use Designation with Restrictive Covenant Multifamily Housing (Mid-Rise) Shopping Center	313 DU 10,000 SF	71 29	49 24	120 53
Total		100	73	173
Net New Trips		2	-36	-34

** Proposed less Current (A negative number indicates a decrease in number of trips).*

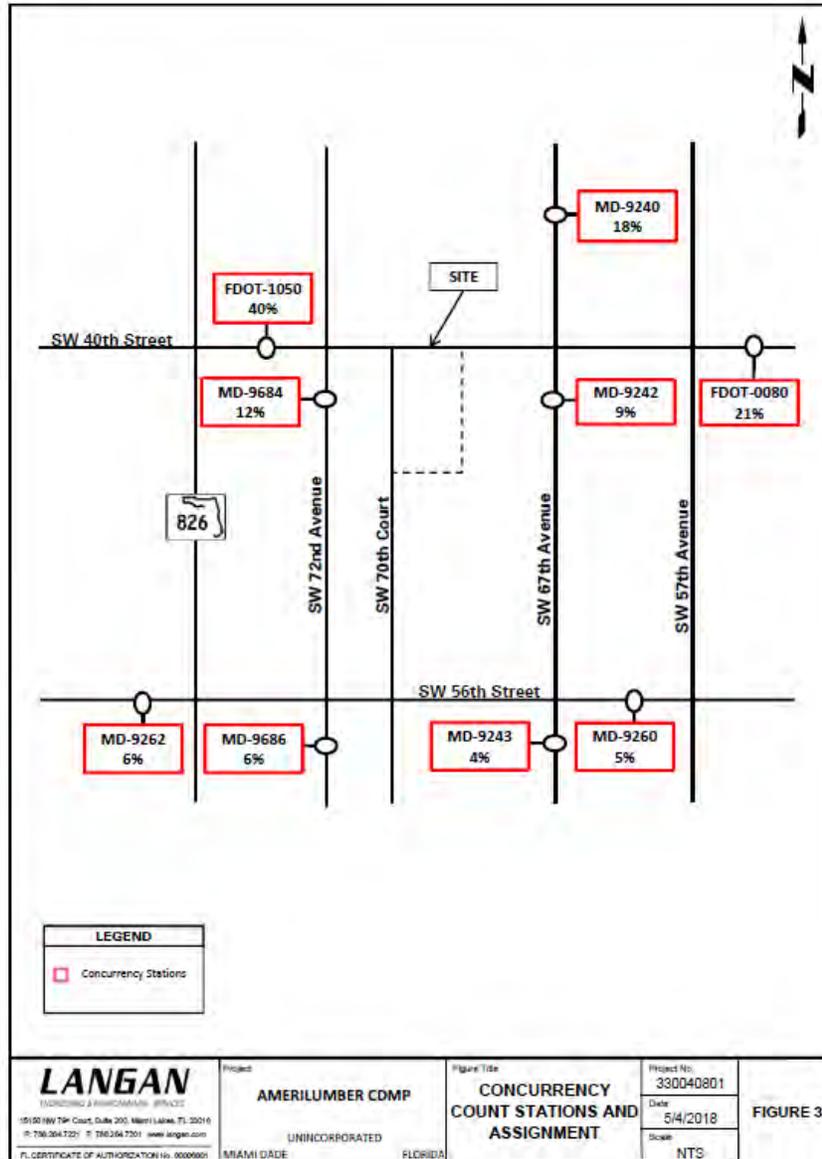
The site is located on TAZ (Transportation Analysis Zones) 1021, the cardinal trip distribution for this TAZ was obtained from Miami-Dade TPO's 'Directional Trip Distribution Report' dated October 23, 2014. The Traffic Study includes analysis of the impacts on the roadway segments within the influence area for different temporal periods. It includes an existing roadway condition analysis, a Short Term (2020) analysis and a Long Term (2030) analysis as required for CDMP amendment applications. The following roadway segments were reviewed for existing, short term and long term impacts.

1. SW 40th Street between SR-826 and SW 57th Avenue
2. SW 56th Street between SR-826 and SW 57th Avenue
3. SW 67th Avenue between SW 24th and SW 72nd streets
4. SW 72nd Avenue between SW 40th and SW 72nd streets

The roadway characteristics of the four roadway segments are given below.

1. SW 40th Street is a six-lane, divided, east-west, state-maintained roadway classified as an urban principal arterial roadway with a posted speed limit of 40 MPH.
2. SW 56th Street is a four-lane, divided, east-west, county-maintained roadway classified as an urban minor arterial roadway with a posted speed limit of 40 MPH. SW 56th Street transitions to a two-lane undivided roadway east of SW 67th Avenue with a posted speed limit of 35 MPH.
3. SW 67th Avenue is a four-lane, north-south, undivided, county-maintained roadway with a two-way left-turn lane classified as a principal urban arterial roadway with a posted speed limit of 35 MPH. SW 67th Avenue transitions into a two-lane undivided roadway south of SW 40th Street.
4. SW 72nd Avenue is a four-lane, divided, north-south, county-maintained roadway classified as an urban collector roadway with a posted speed limit of 35 MPH.

The trips generated by the proposed CDMP amendment project were distributed on the surrounding roadway network. The percentage assignment of trips on the roadway network is shown in Figure 4 of the traffic study.



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. The applicant should use the latest data for traffic counts, the 2017 traffic count data should have been used since its available. The existing conditions analysis shows SW 67 Avenue failing and operating at LOS 'F'. See the applicant's Table 1 below for the existing roadway condition analysis.

Table 1 - Existing Afternoon Peak-Hour Capacity Analysis Summary

Roadway	From	To	Number of Lanes	Adopted LOS	LOS Capacity	Existing Volume	Existing LOS	Meets Capacity
SW 40 Street/SR 976	SR 826/Palmetto Expressway	SW 72 Avenue	6 LD	E+20%	6,468	4,651	C	YES
	SW 72 Avenue	SW 70 Court	6 LD	E+20%	6,468	4,651	C	YES
	SW 70 Court	SW 67 Avenue	6 LD	E+20%	6,468	4,651	C	YES
	SW 67 Avenue	SW 57 Avenue	6 LD	E+20%	6,468	3,485	C	YES
SW 56 Street	SR 826/Palmetto Expressway	SW 72 Avenue	4 LD	D	3,222	2,957	C	YES
	SW 67 Avenue	SW 57 Avenue	2 L	E	1,269	1,214	E	YES
SW 67 Avenue	SW 24 Street	SW 40 Street/SR 976	4 LD	E	2,736	1,379	D	YES
	SW 40 Street/SR 976	SW 56 Street	2 L	E	1,269	1,344	F	NO
	SW 56 Street	SW 72 Street	2 L	E	1,269	879	D	YES
SW 72 Avenue	SW 40 Street/SR 976	SW 56 Street	4 LD	E+50%	4,833	1,266	C	YES
	SW 56 Street	SW 72 Street	2 L	E+50%	1,903	889	D	YES

* Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrency Database

The applicant's traffic study includes a 2020 Short Term (Concurrency Analysis) analysis to identify the traffic impacts from the proposed project on the surrounding roadway network. The analysis identifies two roadway segments to exceed the adopted LOS but the project traffic impact on these roadways are insignificant meaning the impact is less than 5% of the roadway's capacity. See the applicant's Table 4 below for the 2020 Short Term (Concurrency Analysis) traffic impact analysis.

Table 4 - Short Term 2020 (Concurrency) Afternoon Peak Hour Roadway Capacity Analysis Summary

Count Station	Location	Facility Type	Adopted LOS	LOS Capacity	PHP Volume	2020 Volume	Development Order Trips	2020 Volume + D.O.'s	LOS without Project	Proposed Development		Total Volume With Project	Trips Remaining	LOS with Project	Meets Concurrency
										Project Assignment	Project Trips				
FDOT-1050	SW 40 Street/SR 976 s/o SW 73 Court	6 LD	E+20	6,468	4,651	4,836	18	4,854	C	40%	69	4,923	1,545	C	YES
FDOT-0080	SW 40 Street/SR 976 400' w/o SW 57 Street	6 LD	E+20	6,468	3,485	3,624	27	3,651	C	21%	36	3,687	2,781	C	YES
MD-9240	SW 67 Avenue s/o SW 24 Street to SW 40 Street	4 LD	E	2,736	1,379	1,434	49	1,483	D	18%	31	1,514	1,222	D	YES
MD-9242	SW 67 Avenue s/o SW 40 Street to SW 56 Street	2 L	E	1,269	1,344	1,397	14	1,411	F	9%	16	1,427	-158	F	NO
MD-9243	SW 67 Avenue s/o SW 56 Street to SW 72 Street	2 L	E	1,269	879	914	6	920	D	4%	7	927	-342	D	YES
MD-9260	SW 56th Street w/o SW 57 Avenue to SW 67 Avenue	2 L	E	1,269	1,214	1,262	4	1,266	E	5%	9	1,275	-8	F	NO
MD-9282	SW 56 Street w/o SR 826 to SW 87 Avenue	4 LD	D	3,222	2,957	3,075	2	3,077	C	6%	10	3,087	135	D	YES
MD-9684	SW 72 Avenue s/o SW 40 Street to SW 56 Street	4 LD	E+50%	4,833	1,266	1,316	5	1,321	C	12%	21	1,342	3,491	C	YES
MD-9686	SW 72 Avenue s/o SW 56 Street to SW 72 Street	2 L	E+50%	1,903	889	924	0	924	D	6%	10	934	969	D	YES

* Data Source: Adopted LOS and Capacity from Miami-Dade County Traffic Concurrency Database

The applicant's traffic study also includes a 2030 Long Term analysis to identify the traffic impacts from the proposed project on the surrounding roadway network. The future 2030 traffic volumes were projected by applying a compounded growth rate to the existing traffic counts. The future roadway network as shown in the Miami-Dade TPO's 2040 Long Range Transportation Plan (LRTP) were considered for the analysis. The analysis identifies two roadway segments to exceed the adopted LOS but the project traffic impact on these roadways are insignificant. See the applicant's Table 6 below for the 2030 Long Term analysis.

Table 6 - Long Term 2030 Afternoon Peak Hour Roadway Capacity Analysis Summary

Roadway	From	To	Facility Type	LOS Capacity	Existing Volume	2030 Volumes	LOS without Project	Proposed Designation		Project Significance	Total Volume With Project	LOS with Project	Operates within Adopted LOS
								Project Assignment	Project Trips				
SW 40 Street/SR 976	SR 826/Palmetto Expressway	SW 72 Avenue	6 LD	6,468	4,651	5,331	D	40%	69	1.07%	5,400	E	YES
	SW 72 Avenue	SW 70 Court	6 LD	6,468	4,651	5,331	D	52%	90	1.39%	5,421	E	YES
	SW 70 Court	SW 67 Avenue	6 LD	6,468	4,651	5,331	D	48%	83	1.28%	5,414	E	YES
	SW 67 Avenue	SW 57 Avenue	6 LD	6,468	3,485	3,995	C	21%	36	0.56%	4,031	C	YES
SW 56 Street	SR 826/Palmetto Expressway	SW 72 Avenue	4 LD	3,222	2,957	3,390	F	6%	10	0.31%	3,400	F	NO
	SW 67 Avenue	SW 57 Avenue	2 L	1,269	1,214	1,392	F	5%	9	0.71%	1,401	F	NO
SW 67 Avenue	SW 24 Street	SW 40 Street/SR 976	4 LD	2,736	1,379	1,581	D	18%	31	1.13%	1,612	D	YES
	SW 40 Street/SR 976	SW 56 Street	2 L	1,269	1,344	1,541	F	9%	16	1.26%	1,557	F	NO
	SW 56 Street	SW 72 Street	2 L	1,269	879	1,008	D	4%	7	0.55%	1,015	D	YES
SW 72 Avenue	SW 40 Street/SR 976	SW 56 Street	4 LD	4,833	1,266	1,451	C	12%	21	0.43%	1,472	C	YES
	SW 56 Street	SW 72 Street	2 L	1,903	889	1,019	D	6%	10	0.53%	1,029	D	YES

* Data Sources: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Transportation Planning Organization

County Staff Comments

County staff of the Department of Regulatory and Economic Resources, Planning Division, reviewed the applicant's traffic study and provide the following comments:

1. For the existing roadway condition analysis, the 2016 traffic count data was used instead of using the more recent 2017 data which is available on the County's and FDOT's websites.
2. In Page 5 Table 2, the development allowed under the current CDMP Land Use designation should 19,340 sq. ft. of retail uses and 35,283 sq. ft. of industrial uses not 47,606 sq. ft. as shown in the traffic study.
3. Table 2 should depict the pass-by and internal trips.
4. The future 2030 traffic volumes should be taken out from the SERPM model available with Miami-Dade TPO, instead of extrapolating the traffic count data using compounded growth rate.

Transit

Existing Service

The application site is directly served by Metrobus Route 40. The nearest Metrobus stop for this route is located adjacent to the application site. The service frequency of this Metrobus Route is shown in the "Metrobus Route Service Summary" table below.

Metrobus Route Service Summary

Route(s)	Service Headways (in minutes)					Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Saturday	Sunday	
40	15	30	50	60	60	L/F
<p><i>Notes: E means Express or Limited-Stop Metrobus service</i> <i>F means Metrobus feeder service to Metrorail</i> <i>March 2018 Line Up</i></p>						

Recent Service Improvements

There are no recent service improvements for Metrobus Route 40.

Future Service Improvements

There are no future service improvements planned for Metrobus Route 40 in 2018.

Long-Term Vision: Major Transit Projects

There are no major transit projects planned for the future in the immediate vicinity of the application area.

Application Impacts in the Traffic Analysis Zone

A preliminary analysis was performed in the Traffic Analysis Zone (TAZ) where the application was requested. In TAZ #1021 where the application is sought, if granted, the anticipated incremental transit impacts generated by the requested land use amendment are minimal and can be absorbed 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:

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-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.
- 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.
- LU-7I. Miami-Dade County will continue to review development incentives to encourage higher density, mixed use and transit-oriented development at or near existing and future transit stations and corridors, and continue to update its land development regulations to remove impediments and promote transit-oriented development.
- LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial, cultural, community, and senior centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- 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.
- 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.
- CIE-3. CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.
- Objective CHD-2. Miami-Dade County shall apply design standards to private development projects to encourage physical activity across generations.
- CHD-2A. Miami-Dade County will encourage land development to incorporate community design principles that encourage physical activity through the promotion of strategies, when appropriate, but not limited to:
1. Utilization of non-motorized transportation modes;
 2. Location of public facilities accessible by multiple transportation modes;
 3. Availability and maintenance of quality pedestrian paths or sidewalks;
 4. Provision of street furniture and lighting enhancements;
 5. Provision of civic and recreational facilities;
 6. Establishment of interconnectivity between similar development projects through vehicular and/or pedestrian/bicycle cross access; and
 7. Provision of pedestrian and bicycle linkages between existing residential and non-residential land uses.

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APPENDICES

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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**

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PLANNING DIVISION

1. APPLICANT

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5/4/18

By: _____ Date _____
Gloria M. Velazquez, Esq. Date

3. DESCRIPTION OF REQUESTED CHANGE

A. Changes to the Land Use Plan Map. Applicant requests a change to the Land Use Plan (LUP) map designation on the subject property from "Business and Office" and "Industrial and Office" to "Bird Road Development Area - Ludlam Trail Corridor District".

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

The Property contains approximately ±3.48 gross acres and is located on the S.E. corner of S.W. 40th Street and S.W. 70th court, lying west of the Florida East Coast Railroad and south of 40th Street, more particularly described in the legal description attached to this application as Exhibit "B".

C. Gross and Net Acreage.

Application area: ±3.48 gross acres (±2.73 net acres)
Acreage Owned by Applicant: ±2.73 net acres

D. Requested Change.

1. Applicant requests that the Property be re-designated on the Land Use Plan map from "Business and Office" and "Industrial and Office" to "Bird Road Development Area Ludlam Trail Corridor District".
2. Applicant requests that the Application be processed as an expedited small scale amendment.

4. REASONS FOR AMENDMENT

The Applicant is requesting the re-designation of the Property to “Bird Road Development Area – Ludlam Trail Corridor District.”

The Ludlam Trail Corridor District (“District”) is a Special District on the CDMP Land Use Plan Map which comprises areas with unique characteristics where special land use provisions are warranted. Specifically, the District applies to approximately 5.8 -mile segment of the former Florida East Coast (FEC) Railway South Little River Branch spur-line that is generally 100 feet wide and extends from SW 80 Street to approximately 400 feet north of NW 7 Street and generally along theoretical NW/SW 69 Avenue (the “Corridor”).

As stated in the Comprehensive Development Master Plan, the purpose of the District is to enhance regional mobility, provide opportunities for physical activity, and improve the economic vitality of the area by facilitating the conversion of this former railway corridor into a continuous publicly-accessible primarily pedestrian and bicycle trail while ensuring that development along the Corridor occurs at appropriate locations and in a manner that is sensitive to and compatible with adjacent uses.

After many years of discussions, several regional and local studies identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County's greenway and trail network, link the surrounding communities, and provide vital neighborhood connections. In other words, the former FEC railroad Corridor is to be developed into a continuous, publicly-accessible pedestrian and bicycle trail, with private development at appropriate locations of the Corridor, in a manner that would be compatible with adjacent uses.

Trails, in general, have been seen in other communities as an amenity and a substantial benefit to the quality of life to all the residences. Many years of studies and efforts have gone into this Ludlam Trail effort because of the positive impacts seen in other communities throughout the nation. Since there is little open space remaining and available within the infill areas, this environment provides for the perfect synergy to partake in addressing the housing needs in our community while embracing the trail initiative.

From Pinellas County, Florida to Portland, Oregon, residents of many cities and counties around the country have experienced the social, environmental and economic benefits associated with trails and linear park spaces. To attain a more livable and sustainable community, these trails and linear parks, have had significant positive impacts in achieving just that. Overall, trails increase accessibility to schools, parks, transit and employment for residents while providing

recreation opportunities. Trails can also help stabilize or increase property values of nearby homes and businesses, and create new retail sales and jobs.¹

With that said, the Property is ideally situated to promote and support all of the factors delineated in the CDMP as it relates to the District's goals and objectives, in addition to other CDMP goals, policies and objectives. Because of its position and location, expanding the District to include the Property will provide an opportunity for additional improvements to the economic viability of the area. Redevelopment of the existing surrounding areas will spur the momentum necessary to promote the revitalization of the Corridor as a greenway and trail. It also provides an ideal opportunity for infill neighborhood growth, which is so vital to our community in addressing the well-documented need for additional housing opportunities.



The Property, as outlined in the above aerial, abuts a segment of the Corridor to the east and is adjacent to a Recreational Trail Segment. The Property is located between the intersections of SW 70th Court and SW 72nd Avenue and SW 40th Street, lying west of the Florida East Coast Railroad and south of 40th Street. Currently, there are four (4) District Development Areas and this Application will expand westward the Bird Road Development Area.



¹ Miami-Dade County Parks, Recreation and Open Spaces Department.

As shown above, the Bird Road Development Area includes those portions of the corridor located between ±248 feet north of the centerline of Bird Road to ±2,600 feet south of the centerline of Bird Road. Uses permitted in the Bird Road Development Area include the full range of sales and service activities, residential uses, and the mixing of residential use with commercial, office and hotels which are also permitted. Development in this area is limited to a maximum density of 90 dwelling units per gross acre; with a maximum floor area ratio of 2.5 and a maximum building height of six (6) stories.

The addition of the Property to the District will facilitate and encourage the development envisioned as part of the Corridor initiative by providing critical development mass at one of the designated development areas. Indeed, this request supports and promotes the County's vision to transform the Corridor into an urban corridor with new housing, supportive community features and services, adequate mobility options, and a unique greenway and trail with safe and direct access to parks, schools, work, shopping, and transit for residents, trail riders, cyclists, and pedestrians. In addition, the Property's prime location presents a unique opportunity to incorporate residential and commercial uses.

The Property within the application area is comprised of two parcels which are currently vacant and zoned BU-3 (Liberal Business District) and IU-1 (Industrial Light Manufacturing District) and have a land use designation of Business and Office and Industrial and Office. The parcels are located in a transitioning industrial neighborhood with some residential and commercial uses SW 40th Street. The surrounding neighborhood is made of an assortment of uses and the buildings are fairly old and in need of renovation. The re-designation of the Property, its development and the development of the Corridor will be a catalyst in the reinvigoration of the area. Recently, the property to the east of the Corridor was re-designated to the Bird Road Development Area – Ludlam Trail Corridor District thereby expanding the District to the east along Bird Road. The re-designation of the Property is compatible with the area in that it provides for a residential component to this segment of the Corridor making it more accessible and usable for the residents to enjoy. This Application and the development that will follow will cause a positive domino effect to the surrounding properties.

Notably, the Property is also located within the Urban Infill Area where infill development and redevelopment are given priority. Indeed, Policy LU-1C states that "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." The public facilities and services in the vicinity have the capacity to adequately serve the Property. Although, the traffic impacts produced will be served by the multitude of existing transit routes that run by the Property, the approval of this Application will provide for a safe and dedicated bicycle access route that is pedestrian friendly for the residents to interconnect with the schools, parks, shopping centers and work places.

Located at the S.E. intersection of SW 40th Street (Bird Road) between SW 70th Court and SW 72nd Avenue and where a bus stop exists or is less than ¼ mile from the Property coupled with mass transit traveling with less than 15 minute headways during peak hours, the proposed land use would promote pedestrianism and transit ridership which would satisfy one of the review factors for proposed land use changes. See CDMP Land Use Element Policy LU-8E(v) (at page I-16) ("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, [the proposal] would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.”)

The requested change is also consistent with several other of the Miami-Dade County CDMP’s Goals, Objectives and Policies, including the following Objectives and Policies:

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.

Policies

- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-1D. In conducting its planning, regulatory, capital improvements and intergovernmental coordination activities, Miami-Dade County shall seek to facilitate the planning of communities which include recreational, educational and other public facilities, houses of worship, places of employment, and safe and convenient circulation of automotive, pedestrian and bicycle traffic throughout the communities.
- LU-1E. In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the “Guidelines for Urban Form” contained in the “Interpretation of The Land Use Plan Map” text adopted as an extension of these policies.
- LU-1H. The County should identify sites having good potential to serve as greenbelts, and should recommend retention and enhancement strategies, where warranted. Such greenbelts should be suggested on the basis of their ability to provide aesthetically pleasing urban spaces, recreational opportunities, or wildlife benefits. Considered sites should include canal, road or powerline rights-of-way, or portions thereof, particularly where they could link other parklands, wildlife habitats, or other open spaces.
- 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.

Objective LU-2

Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, shall be based upon the physical and financial feasibility of providing, by the year 2020, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element, among other requirements set forth in this plan.

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.

Objective LU-4

Miami-Dade County shall continue to reduce the number of land uses, which are inconsistent with the uses designated on the LUP map and interpretive text, or with the character of the surrounding community.

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.

Objective LU-8

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

Policies

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

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.

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.

Objective LU-10

Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multimodal transportation systems.

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.

Objective LU-12

Miami-Dade County shall take specific measures to promote infill development that are located in the Urban Infill Area (UIA) as defined in Policy TC-1B or in an built-up area with urban services that is situated in a Community Development Block Grant (CDBG)-eligible area, a Targeted Urban Area identified in the Urban Economic Revitalization Plan for Targeted Urban Areas, an Enterprise Zone established pursuant to state law.

Policies

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

- LU-12E. Miami-Dade County shall continue to investigate and seek opportunities to incentivize infill development, shall publicize available incentives, and make information regarding available incentives easily accessible to developers and property owners, particularly for infill development that is transit supportive and provides workforce housing. Such incentives may include, but not be limited to, joint development agreements at transit stations and transit centers, and flexibility of development standards, particularly for irregular shaped or otherwise substandard lots.

Objective TE-2

In furtherance of pedestrianism and other non-motorized modes of transportation in the planned urban area, Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non motorized vehicles and motorized vehicles.

Policies

- TE-2A. The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the Miami-Dade Bicycle Facilities Plan.
- TE-2B. The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.
- TE-2F. The County shall consider the use of utility easements and transit or railroad rights-of-way as locations for bicycle ways linking existing and planned major urban activity centers.
- TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.

Objective ROS-1

Provide a comprehensive system of public and private sites for recreation, including but limited to public spaces, natural preserve and cultural areas, greenways, trails, playgrounds, parkways, beaches and public access to beaches, open space, waterways, and other recreational facilities and programs serving the entire County; and local parks and recreation programs adequately meeting the needs of Miami-Dade County's unincorporated population, through 2017.

Policy

- ROS-1A. Areawide park and recreation open spaces shall be provided to meet the diverse needs of all Miami-Dade residents and visitors. They shall continue to be established on the presence or development of regionally significant natural,

historic, cultural, or tourism resources. Areawide park and recreation open spaces include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, District Parks and Greenways. Areawide parks may include areas owned by other public agencies but managed by the County for passive public recreational purposes. The County shall be responsible for providing areawide park and recreation open spaces to all Miami-Dade County residents and visitors.

Objective ROS-3

Access to parks and recreational facilities will be improved in Miami-Dade County by 2017.

Policy

ROS-3B. The County shall improve and promote non-motorized access to existing park and recreation open spaces by implementing the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan, as well as improved sidewalks and trails, to improve connectivity between parks and residences, schools, activity centers, and transportation nodes.

Objective ROS-5

Maintain a formal capital improvements planning program that improves and expands the park and recreation system through the acquisition of land, the renovation and restoration of facilities and natural areas, the development of new park and recreation open space and facilities, and the linking of parks and other public spaces.

Policy

ROS-5F. Continue to implement and consider expansion of segments of the North Miami-Dade Greenways Master Plan and South Miami-Dade Greenway Network Master Plan that provide recreation and environmental benefits while improving connectivity to parks, natural areas, and other recreational facilities.

Objective ROS-8

The Miami-Dade County Parks and Open Space System Master Plan (OSMP), through a 50-year planning horizon, shall guide the creation of an interconnected framework of parks, public spaces, natural and cultural areas, greenways, trails, and streets that promote sustainable communities, the health and wellness of County residents, and that serve the diverse local, national, and international communities.

Policy

ROS-8E. By 2014, Miami-Dade County shall develop a greenways prioritization plan to prioritize areas to be designated for greenways, trails, and bicycle lanes, and update the North Miami-Dade Greenway Master Plan and South Miami-Dade Greenway Network Master Plan and the CDMP to include such greenways. The update shall include the designation of the Western Greenway and implementation of the Miami-Dade County Trail Design Guidelines and Standards. On an on-going basis, Miami-Dade County shall coordinate with State, regional, federal, and local government agencies to establish a countywide interconnected system of nonmotorized pathways that link neighborhoods, parks, natural areas, civic centers,

schools, and commercial areas to achieve goals and objectives through a diverse combination of financing methods, partnerships, and interagency coordination.

Objective CIE-3

CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.

Policy

CIE-3B. Service and facility impacts of new development must be identified and quantified so that sufficient public facilities will be planned and programmed to be available when needed. All development orders authorizing new, or significant expansion of existing urban land uses, shall be contingent upon the provision of services at levels which meet or exceed the adopted LOS standards except as otherwise provided in the “Concurrency Management Program” section of the CIE.

Objective CHD-1

Miami-Dade County shall apply design standards to the public domain to encourage physical activity across generations.

Policies

CHD-1A. Miami-Dade County shall create a network of sidewalks, trails, accessible parks and recreation facilities that establishes a pedestrian-friendly and bicyclist-friendly environment, which encourages physical activity and links destinations, such as restaurants, shops, work places and neighborhood-based retail to each other and residential areas.

CHD-1G. Promote coordination between jurisdictions in the planning and implementation of bicycle, trail, transit, pedestrian and other alternative transportation modes to establish continuous networks that support healthy communities.

Objective CHD-2

Miami-Dade County shall apply design standards to private development projects to encourage physical activity across generations.

Policy

CHD-2A. Miami-Dade County will encourage land development to incorporate community design principles that encourage physical activity through the promotion of strategies, when appropriate, but not limited to:

1. Utilization of non-motorized transportation modes;
2. Location of public facilities accessible by multiple transportation modes;
3. Availability and maintenance of quality pedestrian paths or sidewalks;

4. Provision of street furniture and lighting enhancements;
5. Provision of civic and recreational facilities;
6. Establishment of interconnectivity between similar development projects through vehicular and/or pedestrian/bicycle cross access; and
7. Provision of pedestrian and bicycle linkages between existing residential and non-residential land uses.

Objective CHD-3

Institute safety measures through urban design and material standards.

Policy

CHD-3B. Encourage walking and bicycle riding as a means of transportation to and from school, by implementing capital projects that support the development of safe routes to school.

It is for these reasons that we request a small scale land use change of these parcels from “Business and Office” and “Industrial and Office” to “Bird Road Development Area – Ludlam Trail Corridor District.”

5. LOCATION MAP FOR APPLICATION

Attached as Exhibit “A”

6. ADDITIONAL MATERIALS SUBMITTED

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

7. LEGAL DESCRIPTION

Attached as Exhibit “B”

8. COMPLETE DISCLOSURE OF INTEREST FORM

Attached as Exhibit “C”

Attachments: Location Map for Application - Exhibit “A”
Legal Descriptions for the Property and Parcels - Exhibit “B”
Disclosure of Interest Form - Exhibit “C”

Aerial Photograph – Exhibit "D"
Supplemental Disclosure Form – Exhibit "E"
Declaration of Restrictions – Exhibit "F"
Survey – Exhibit "G"
Traffic Study – Exhibit "H"

EXHIBIT "A"

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANTS / REPRESENTATIVE

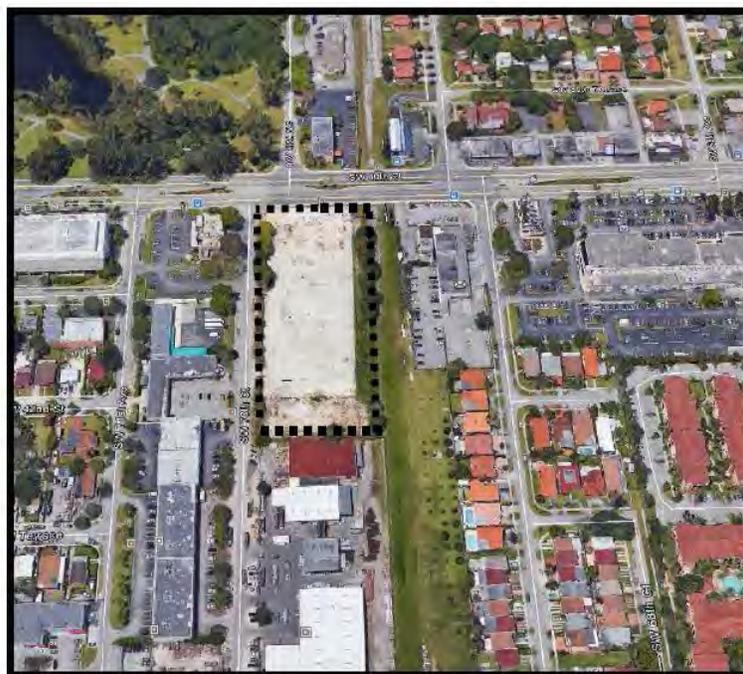
Altis Ludlam - Miami, LLC /

Juan J. Mayol, Jr., Esq., Hugo P. Arza, Esq. and Gloria M. Velazquez, Esq.

DESCRIPTION OF SUBJECT AREA

The Property contains approximately ± 3.48 gross acres (± 2.73 net acres) and is located on the S.E. intersection of SW 70th Court and SW 40th Street, lying west of the Florida East Coast Railroad and south of 40th Street, more particularly described in the legal attached to this application as Exhibit "B".

LOCATION MAP



Application area delineated above owned by Applicant.

1"=300'

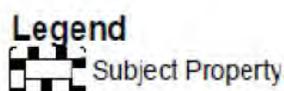


EXHIBIT "B"

LEGAL DESCRIPTION FOR PROPERTY

Lot 1, Block 1, AMERILUMBER, according to the Plat thereof as recorded in Plat Book 171, Page 66, of the Public Records of Miami-Dade County, Florida

and

Lot 2, Block 1, AMERILUMBER, according to the Plat thereof as recorded in Plat Book 171, Page 66, of the Public Records of Miami-Dade County, Florida

EXHIBIT "C"

DISCLOSURE OF INTEREST

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

1. APPLICANT (S) NAME AND ADDRESS:

APPLICANT:

Altis Ludlam - Miami, LLC
1515 S. Federal Highway, Suite 300
Boca Raton, FL 33432

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

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

APPLICANT	OWNER OF RECORD	FOLIO NUMBER	SIZE IN ACRES
Altis Ludlam - Miami, LLC	30-4023-100-0010 & 30-4023-100-0020 (Parcel 1 & 2)		+/- 2.73 net acres

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

APPLICANT	OWNER	CONTRACTOR FOR PURCHASE	LESSEE	OTHER (Attach Explanation)
Altis Ludlam - Miami, 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.

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

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 Altis Ludlam - Miami, LLC

NAME, ADDRESS, AND OFFICE (if applicable) PERCENTAGE OF STOCK

See attached Exhibit "E".

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

TRUSTEES NAME: _____

BENEFICIARY'S NAME AND ADDRESS PERCENTAGE OF INTEREST

- 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: _____

NAME AND ADDRESS OF PARTNERS PERCENTAGE OF INTEREST

- e. If the applicant is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders,

beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

NAME AND ADDRESS

PERCENTAGE OF INTEREST

Date of Contract _____

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

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

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

CORPORATION NAME: _____

NAME, ADDRESS AND OFFICE (if applicable)

PERCENTAGE OF STOCK

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: 1. _____
2. _____

BENEFICIARY'S NAME AND ADDRESS PERCENTAGE OF INTEREST

1. _____
2. _____

- c. 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: _____

NAME AND ADDRESS OF PARTNERS PERCENTAGE OF OWNERSHIP

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

NAME, ADDRESS AND OFFICE (if applicable) PERCENTAGE OF INTEREST

Date of Contract _____

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

if a corporation, partnership, or trust

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.

ALTIS LUDLAM-MIAMI, LLC, a Delaware limited liability company

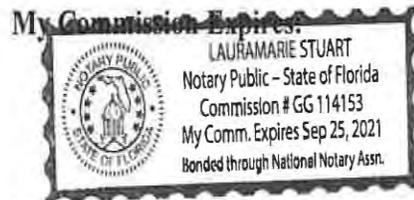
By: ALTIS LUDLAM-MIAMI CAPITAL, LLC,
its Manager

By: ALTIS LUDLAM-MIAMI INVESTORS, LLC,
its Manager

By: [Signature]
Name: _____
Title: Manager

Sworn to and subscribed before me

this 15th day of May, 2018
[Signature]
Notary Public, State of Florida at Large (SEAL)



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 FMGM 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.

EXHIBIT "D"

AERIAL PHOTOGRAPH

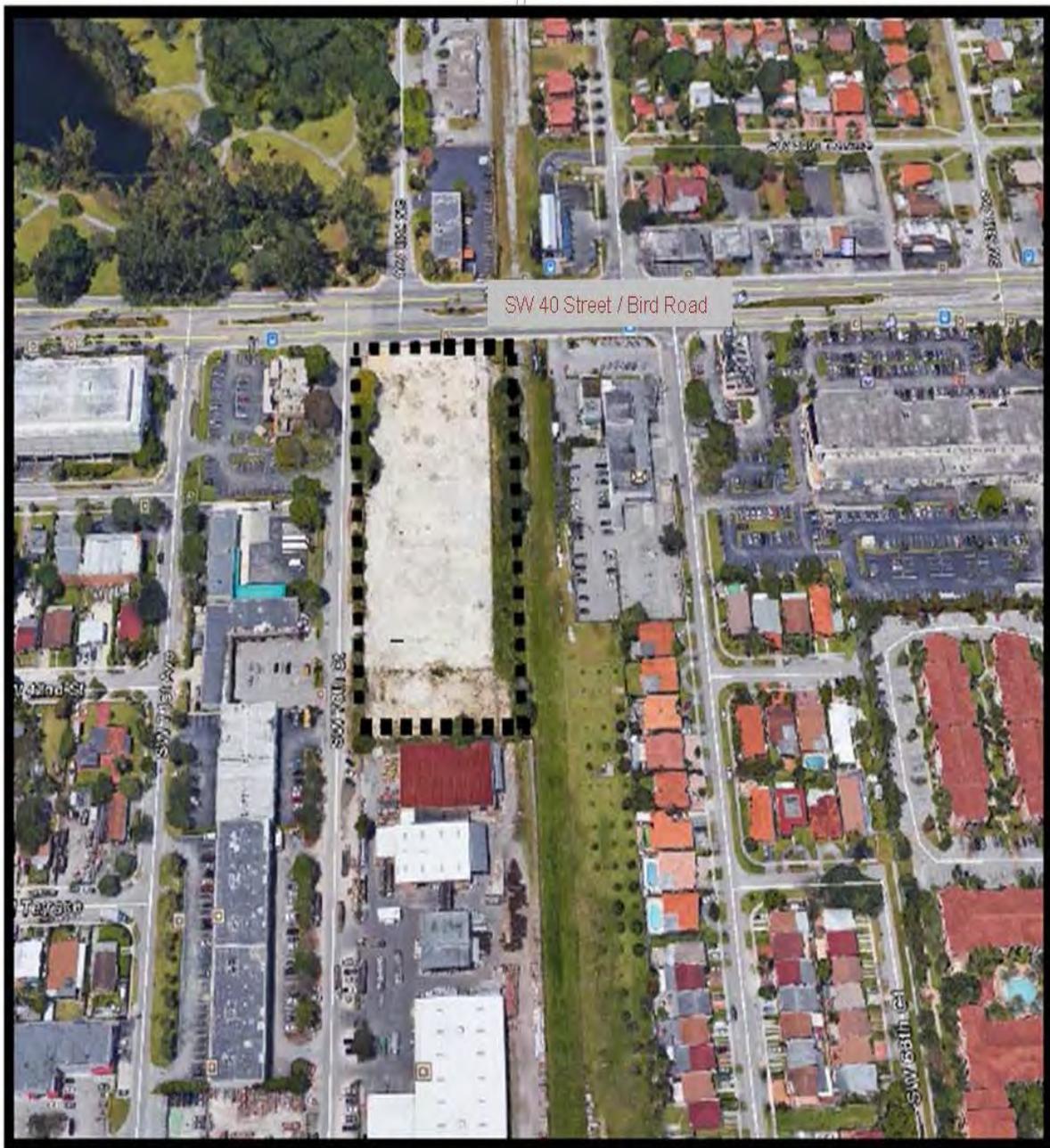


EXHIBIT "E"

SEE ATTACHED SUPPLEMENTAL DISCLOSURE FORM

EXHIBIT "E"

SUPPLEMENTARY DISCLOSURE OF INTEREST

Interests in Altis Ludlam – Miami, LLC (f/k/a Ludlam Trail Holdings, LLC)

	Percentage of Interest
Altis Ludlam – Miami Capital, LLC 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	100%

Interests in Altis Ludlam – Miami Capital, LLC (f/k/a Bird Group Ludvest, LLC)

	Percentage of Interest
Altis Ludlam – Miami Investor, LLC 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	28.62%
Matto Bird Ludvest, LLC 1401 Brickell Avenue, Suite 530 Miami, FL 33131	71.38%

Interests in Matto Bird Ludvest, LLC

	Percentage of Interest
Sinco Bird LLC 1401 Brickell Avenue, Suite 530 Miami, FL 33131	18.18%
Glenfin Southern Enterprises, LLC 1401 Brickell Avenue, Suite 530 Miami, FL 33131	9.09%
ACAMM, LLC 1401 Brickell Avenue, Suite 530 Miami, FL 33131	22.73%
Kraalm Bird, LLC 1108 Whitehawk Street Plantation, FL 33324	3.64%
Di Santoro Bird LLC 21301 Powerline Road, Suite 207 Boca Raton, FL 33433	5.45%

Lagoon Matto Investment LLC 27.27%
1450 Brickell Avenue, 18th Floor
Miami, FL 33131

Bird USA LLC 9.09%
1395 Brickell Avenue, Suite 650
Miami, FL 33155

Macavi Properties LLC 4.55%
1635 S. Miami Avenue
Miami, FL 33129

Interests in Sinco Bird LLC

Percentage of Interest

Black River Group LTD 100%
Alameda Gabriel Monteiro da Silva 2578
Sao Paulo, SP 01442-002 BR

Interests in Black River Group LTD

Percentage of Interest

Tadeu Jallad 50%
Alameda Gabriel Monteiro da Silva 2578
Sao Paulo, SP 01442-002 BR

Jose Luis Sanchez 50%
Alameda Gabriel Monteiro da Silva 2578
Sao Paulo, SP 01442-002 BR

Interests in Glenfin Southern Enterprises, LLC

Percentage of Interest

ICAPUI Ltd. 100%
Ave. Dr. Gastao Vidigal 1.132 #10
Blocoa, Via Leopoldina SP
05314-001 Brazil

Interests in ICAPUI Ltd.

Percentage of Interest

Gilberto Saraiva 100%
Av. Dr. Gastão Vidigal, 1.132 - sala 10 Bloco

AVila Leopoldina - Sao Paulo, SP Brazil
CEP 05314 -001

Interests in ACAMM, LLC

	Percentage of Interest
Loggan Investments Limited 3rd Floor, Yamraj Building Market Square Road Town, Tortola, British Virgin Islands	20%
DPG Investment 6 Cardinal Ave., 3rd Floor, Scotiabank Building Georgetown, Grand Cayman Islands	40%
Marvin Management Limited 3rd Floor, Yamraj Building Market Square Road Town, Tortola, British Virgin Islands	20%
SMA Global Investments Ltd. Marcy Building, 2nd Floor, Purcell Estate Road Town, Tortola, British Virgin Islands	20%

Interests in Loggan Investments Limited

	Percentage of Interest
Alexandre Lorenzetti Avenida Presidente Wilson, 1230 Mooca - Sao Paulo, SP Brazil 03107-901	100%

Interests in DPG Investment

	Percentage of Interest ¹
Claudio Lourenco Lorenzetti, Perola Heredia Luongo Lorenzetti and Daniela Luongo Lorenzetti Avenida Presidente Wilson, 1230 Mooca - Sao Paulo, SP Brazil 03107-901	25%
Claudio Lourenco Lorenzetti, Perola Heredia Luongo Lorenzetti and Gabriela Luongo Lorenzetti	25%

¹ NTD: To be confirmed.

Avenida Presidente Wilson, 1230
Mooca - Sao Paulo, SP Brazil 03107-901

Claudio Lourenco Lorenzetti, Perola Heredia 25%
Luongo Lorenzetti and Debora Luongo
Lorenzetti
Avenida Presidente Wilson, 1230
Mooca - Sao Paulo, SP Brazil 03107-901

Claudio Lourenco Lorenzetti, Perola Heredia 25%
Luongo Lorenzetti and Paola Luongo
Lorenzetti
Avenida Presidente Wilson, 1230
Mooca - Sao Paulo, SP Brazil 03107-901

Interests in Marvin Management Limited

	Percentage of Interest
Mario Eugenio Lorenzetti Avenida Presidente Wilson, 1230 Mooca - Sao Paulo, SP Brazil 03107-901	25%
Mara Alice Tonon Lorenzetti Avenida Presidente Wilson, 1230 Mooca - Sao Paulo, SP Brazil 03107-901	25%
Mariane Tonon Lorenzetti Avenida Presidente Wilson, 1230 Mooca - Sao Paulo, SP Brazil 03107-901	25%
Vinicius Eugenio Tonon Lorenzetti Avenida Presidente Wilson, 1230 Mooca - Sao Paulo, SP Brazil 03107-901	25%

Interests in SMA Global Investments Ltd.

	Percentage of Interest
Adriano Lorenzetti Bassetto Rua Camargo Cabral, 30 - AP 31 Itaim - Sao Paulo, SP Brazil 014-090	50%
Mauricio Vaz Rodrigues Rua Leopolo Couto de Magalhaes Jr, 1337 AP 18 Itaim - Sao Paulo, SP Brazil 04542-012	50%

Interests in Kraalm Bird, LLC

	Percentage of Interest
Gustavo Almonacid 11108 Whitehawk Street Plantation, FL 33324	100%

Interests in Di Santoro Bird, LLC

	Percentage of Interest
Airton Armando Disantoro 21301 Powerline Road, Suite 207 Boca Raton, FL 33433	100%

Interests in Lagoon Matto Investment LLC

	Percentage of Interest
Axxis Investments Ltd. Trudent Trust, Trudent Chambers Road Town, Tortola, British Virgin Islands	100%

Interests in Axxis Investments Ltd.

	Percentage of Interest
Eliane Mansur Rua Sta Rita Durao 1155 AP, AP 1701 Funcionarios Belo Horizonte, Brazil	50%
Geraldo Mol Straling Filho Rua Sta Rita Durao 1155 AP, AP 1701 Funcionarios Belo Horizonte, Brazil	50%

Interests in Bird USA LLC

	Percentage of Interest
Paulo Roberto Souza 1395 Brickell Avenue, Suite 650 Miami, Florida 33131	100%

Interests in Macavi Properties LLC

	Percentage of Interest
Ruy Maciel 1635 S. Miami Avenue Miami, FL 33129	50%
Renata Avila da Silveira 1635 S. Miami Avenue Miami, FL 33129	50%

SUPPLEMENTARY DISCLOSURE OF INTEREST

Interests in Altis Ludlam – Miami Investor, LLC

	Percentage of Interest
Altman Ludlam – Miami Manager, LLC 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	66.70%
BBX Ludlam - Miami, LLC 401 East Las Olas Blvd., Suite 800 Fort Lauderdale, FL 33301	33.30%

Interests in Altman Ludlam – Miami Manager, LLC

	Percentage of Interest
Apartment Development GP, LLC 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	1.00%
Altman Partners – Ludlam - Miami, Ltd. 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	25.00%
ADC Equity Partners – Ludlam - Miami, Ltd. 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	12.50%
Joel L. Altman 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	61.50%

Interests in Apartment Development GP, LLC

	Percentage of Interest
The Altman Companies, Inc. 124 West Allegan Street, Suite 700 Lansing, MI 48933	100%

Interests in The Altman Companies, Inc.

	Percentage of Interest
Joel L. Altman 1515 S. Federal Highway, Suite 300	100%

Boca Raton, FL 33432

Interests in Altman Partners – Ludlam - Miami, Ltd.

	Percentage of Interest
The Altman Companies, Inc. 124 West Allegan Street, Suite 700 Lansing, MI 48933	1.0% (General Partner)
Timothy A. Peterson 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	12.0% (Limited Partner)
Jeffrey A. Roberts 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	12.0% (Limited Partner)

Interests in ADC Equity Partners – Ludlam - Miami, Ltd.

	Percentage of Interest
The Altman Companies, Inc. 124 West Allegan Street, Suite 700 Lansing, MI 48933	.95% (General Partner)
Sue Fry 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	.85% (Limited Partner)
Rob Gillette 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	1.0% (Limited Partner)
Gary Glenewinkel 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	3.0% (Limited Partner)
Rob Demiduke 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	3.0% (Limited Partner)
Derek Lubsen 1515 S. Federal Highway, Suite 300 Boca Raton, FL 33432	.85% (Limited Partner)
Derek Uhler 1515 S. Federal Highway, Suite 300	.85% (Limited Partner)

Boca Raton, FL 33432

Jeff Buising
1515 S. Federal Highway, Suite 300
Boca Raton, FL 33432

1.5% (Limited Partner)

Chris Tanis
1515 S. Federal Highway, Suite 300
Boca Raton, FL 33432

.50% (Limited Partner)

Interests in BBX Ludlam - Miami, LLC

	Percentage of Interest
BBX Capital Corporation ² 401 East Las Olas Blvd., Suite 800 Fort Lauderdale, FL 33301	100%

² BBX Capital Corporation is a publicly-traded company (NYSE: BBX) (OTCQX: BBXTB).

EXHIBIT "F"

SEE ATTACHED DECLARATION OF RESTRICTIONS

EXHIBIT "B"

RECEIVED

2018 AUG 29 P 1:10

RE-PLANNING DIVISION

This instrument was prepared by:

Name: Gloria M. Velazquez, Esq.
Address: Holland & Knight LLP
701 Brickell Avenue
Suite 3000
Miami, Florida 33131

(Space reserved for Clerk)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned, Altis Ludlam-Miami, LLC (hereinafter referred to as the "Owner") holds 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 applied for an amendment to the Miami-Dade County Comprehensive Development Master Plan (the "Application"), as an expedited CDMP Application in May 2018 and said amendment is identified as Application No. _____.

WHEREAS, the Application seeks to re-designate the Property from "Business and Office" and "Industrial and Office" to "Special District" on the Miami-Dade County Comprehensive Development Master Plan Adopted 2020 and 2030 Land Use Plan (LUP) map and to include the property within the Bird Road Development Area of the Ludlam Trail Corridor District.

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 Declaration of Restrictions covering and running with the Property:

- (1) Development on the Property shall be limited to no more than 313 residential units and 10,000 square feet of retail space.

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 of ten (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 CDMP as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulations governing modifications to the CDMP. 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

IN WITNESS WHEREOF, ALTIS LUDLAM-MIAMI, LLC, has caused these present to be signed in its name on this ____ day of _____, 201__.

WITNESSES:

ALTIS LUDLAM-MIAMI, LLC,
a Delaware limited liability company

Witness

By: ALTIS LUDLAM-MIAMI CAPITAL, LLC,
a Florida limited liability company, Manager

Printed Name

By: ALTIS LUDLAM – MIAMI INVESTOR, LLC,
a Florida limited liability company, Manager

Witness

By: _____

Printed Name

Name: Jeffrey Roberts
Title: Manager

STATE OF FLORIDA)

) SS:

COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this ____ day of _____, 201__, by Jeffrey Roberts, as Manager of ALTIS LUDLAM-MIAMI INVESTOR, LLC, a Florida limited liability company, as Manager of ALTIS LUDLAM-MIAMI CAPITAL, LLC, a Florida limited liability company, as Manager of ALTIS LUDLAM-MIAMI, LLC, a Delaware limited liability company, on behalf of said company, who is personally known to me or has produced _____ as identification.

My Commission Expires:

Notary Public – State of Florida

Printed Name

EXHIBIT "G"

SEE ATTACHED SURVEYS

EXHIBIT "H"

SEE ATTACHED TRAFFIC STUDY

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APPENDIX B

Proffered Declaration of Restrictions

(See Application Report)

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APPENDIX C

Miami-Dade County Public Schools Analysis

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Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Alberto M. Carvalho

July 6, 2018

VIA ELECTRONIC MAIL

Ms. Gloria M. Velazquez
Holland & Knight
701 Brickell Avenue, Suite 3300
Miami, Florida 33131

gloria.velazquez@hklaw.com

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
ALTIS LUDLAM - MIAMI, LLC - CDMP20180006
LOCATED AT SOUTHWEST CORNER OF SW 70 COURT AND BIRD ROAD
IA3018030800092 - FOLIO Nos.: 3040231000010, 3040231000020**

Miami-Dade County School Board

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

Dear Applicant:

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

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 313 multifamily residential units which generate 68 students; 28 elementary, 17 middle and 23 senior high students. At this time, all school levels have sufficient capacity available to serve the application. However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

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

Best regards,

Nathaly Simon
Supervisor

NS:ns

L-13

Enclosure

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

Planning, Design & Sustainability

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • ario@dadeschools.net



Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3018062100454 Local Government (LG): Miami-Dade
 Date Application Received: 6/21/2018 10:37:39 AM LG Application Number: CDMP20180006
 Type of Application: Public Hearing Sub Type: Land Use

Applicant's Name: Altis Ludlam - Miami, LLC
 Address/Location: 701 Brickell Avenue, Suite 3000, Miami, FL 33131-2847
 Master Folio Number: 3040231000010
 Additional Folio Number(s): 3040231000020,

PROPOSED # OF UNITS 313

SINGLE-FAMILY DETACHED UNITS: 0

SINGLE-FAMILY ATTACHED UNITS: 0

MULTIFAMILY UNITS: 313

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
1641	EMERSON ELEMENTARY	210	28	28	YES	Current CSA
6961	WEST MIAMI MIDDLE	389	17	17	YES	Current CSA
7721	SOUTH MIAMI SENIOR	111	23	23	YES	Current CSA
ADJACENT SERVICE AREA SCHOOLS						
*An Impact reduction of <u>25.28%</u> included for charter and magnet schools (Schools of Choice).						

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

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

APPENDIX D

Traffic Impact Study

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CDMP AMENDMENT TRAFFIC IMPACT STUDY

For

**Amerilumber
Miami-Dade County, Florida**

Prepared For:

**Altman Development Corporation
1515 S. Federal Highway, Suite 300
Boca Raton, FL 33432**

Prepared By:

**Langan Engineering & Environmental Services, Inc.
15150 NW 79 Court
Miami Lakes, FL 33016
FL Certificate of Authorization No: 6601**



**Eric Schwarz, P.E., LEED AP
Principal/Vice President**

04 May 2018

LANGAN

330040801

15150 N.W. 79th Court, Suite 200 Miami Lakes, FL 33016 T: 786.264.7200 F: 786.264.7201 www.langan.com
New Jersey • New York • Virginia • California • Pennsylvania • Connecticut • Florida • Abu Dhabi • Athens • Doha • Dubai • Istanbul

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Appendices

Appendix A - Figures

Appendix B - Site Data

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Appendix D - Trip Generation Tables and ITE Excerpts

EXECUTIVE SUMMARY

Langan Engineering and Environmental Services, Inc. was retained by Altman Development Corporation to prepare a traffic-impact analysis for a proposed change to the Miami-Dade County Comprehensive Development Master Plan for a property that comprises two contiguous parcels in the Bird Road Development Area of the Ludlam Trail Corridor District. The property owner requests a change in the CDMP future land-use designation from "Business and Office" to "Bird Road Development Area – Ludlam Trail Corridor District". The property abuts the Ludlam Trail and is on the southeast corner of State Road 976 (SW 40th Street) and SW 70th Court in unincorporated Miami-Dade County.

The property owner will proffer a restrictive covenant limiting the maximum development program to 313 multifamily dwelling units and 10,000 square feet of retail space. This traffic analysis shows that the impacts of the proposed covenant-restricted development will not significantly impact the surrounding roadway network. The analysis also shows that the proposed development under the proposed future land-use designation will generate significantly less traffic than that generated by the maximum development potential under the current and proposed future land-use designations.

The maximum potential development under the current future land-use designation (47,606 square feet of retail space) and the proposed future land-use designation (297,540 square feet of retail space) will generate 207 and 804 afternoon net-new peak-hour trips, respectively. The proposed covenant-restricted development is expected to generate 173 afternoon net-new peak-hour trips, which are fewer than the number of trips projected for the maximum development potential under the current and proposed future land-use designations.

None of the major roadways will be significantly impacted by the proposed development, but we analyzed the four roadways that will be most impacted: SW 40th and SW 56th streets and SW 67th and SW 72nd avenues. We prepared a roadway capacity analyses for the 2020 (short-term) and 2030 (long-term) conditions and found that all but two of the roadways exceed their adopted level of service. SW 67th Avenue between SW 40th and 56th streets is expected to exceed its capacity in the future with or without the proposed development. SW 56th Street between SR 826 and SW 57th Avenue is also expected to exceed its capacity in 2030 with and without the proposed development. However, in Miami-Dade County's effort to promote infill development within the Urban Infill Area pursuant to Sec. 33G-5 (1) a. of the Miami-Dade County Code, the proposed development of the property is exempt from traffic concurrency requirements.

INTRODUCTION

Langan was retained by Altman Development Corporation to prepare a traffic-impact analysis for a proposed change to the Miami-Dade County Comprehensive Development Master Plan for a property within the Bird Road Development Area of the Ludlam Trail Corridor District. The property owner requests a change in the CDMP future land-use designation for the property from "Business and Office" to "Bird Road Development Area – Ludlam Trail Corridor District." The property comprises two contiguous parcels on the southeast corner of State Road 976 (SW 40th Street) and SW 70th Court in unincorporated Miami-Dade County and abuts the Ludlam Trail. **Appendix A** contains the report figures, and **Figure 1** shows the site location.

The property is within the county-designated UIA and is not subject to traffic-concurrency requirements. The maximum development criteria for the Bird Road Development Area of the Ludlam Trail Corridor District include 90 dwelling units per gross acre, a 2.5 floor-to-area ratio and a six floor maximum building height. The maximum development potential under the current future land-use designation is a 0.4 floor-to-area ratio of retail uses. The owner will proffer a restrictive covenant that will limit the development of the property to 313 dwelling units and 10,000 square feet of retail space.

The proposed CDMP future land-use designation change for the property will meet traffic concurrency requirements for the short-term and long-term analysis periods because the property is within the UIA. We based the study methodology on the traffic-impact study guidelines from the December 2017 CDMP application instructions. We prepared an afternoon peak-hour analysis for the following conditions: existing (2016); short-term (2020); and long-term (2030).

Project Description

The proposed development will be constructed on 3.48 gross acres (2.73 net acres) of vacant land. The folio numbers of the property are 30-4023-100-0010 and 30-4023-100-0020. **Appendix B** contains the property surveys and property appraiser information. The adopted capacity for roadways impacted by the proposed development is LOS D for county roadways and LOS E for state urban minor arterial roadways because the site is within the UIA.

Study Area

We conducted capacity analyses on the following roadways:

- SW 40th Street between SR-826 and SW 57th Avenue
- SW 56th Street between SR-826 and SW 57th Avenue
- SW 67th Avenue between SW 24th and SW 72nd streets
- SW 72nd Avenue between SW 40th and SW 72nd streets

An inventory of the physical road conditions is presented in the section "Roadway Characteristics."

Roadway Characteristics

We visited the site and found the following roadway-network conditions.

- SW 40th Street is a six-lane, divided, east-west, state-maintained roadway classified as an urban principle arterial roadway with a posted speed limit of 40 MPH.
- SW 56th Street is a four-lane, divided, east-west, county-maintained roadway classified as an urban minor arterial roadway with a posted speed limit of 40 MPH. SW 56th Street transitions to a two-lane undivided roadway east of SW 67th Avenue with a posted speed limit of 35 MPH.
- SW 67th Avenue is a four-lane, north-south, undivided, county-maintained roadway with a two-way left-turn lane classified as a principal urban arterial roadway with a posted speed limit of 35 MPH. SW 67th Avenue transitions into a two-lane undivided roadway south of SW 40th Street.
- SW 72nd Avenue is a four-lane, divided, north-south, county-maintained roadway classified as an urban collector roadway with a posted speed limit of 35 MPH.

EXISTING CONDITIONS

We used afternoon peak-hour data from the Miami-Dade County traffic-concurrency database to analyze roadways in the vicinity of the property. We conducted two-way afternoon peak-hour capacity analyses of the roadways and found that they operate within their adopted LOS with the exception of SW 67th Avenue between SW 40th and 56th streets. Capacity analysis provides an indication of the adequacy of intersection and roadway facilities to serve traffic demand. The evaluation criteria used to analyze the study intersections is based on the *2010 Highway Capacity Manual* published by the Transportation Research Board. We used FDOT generalized service volumes from the *2012 FDOT Quality/Level of Service Handbook* to determine LOS values. **Appendix C** contains the data used in the analyses.

Table 1 - Existing Afternoon Peak-Hour Capacity Analysis Summary

Roadway	From	To	Number of Lanes	Adopted LOS	LOS Capacity	Existing Volume	Existing LOS	Meets Capacity
SW 40 Street/SR 976	SR 826/Palmetto Expressway	SW 72 Avenue	6 LD	E+20%	6,468	4,651	C	YES
	SW 72 Avenue	SW 70 Court	6 LD	E+20%	6,468	4,651	C	YES
	SW 70 Court	SW 67 Avenue	6 LD	E+20%	6,468	4,651	C	YES
	SW 67 Avenue	SW 57 Avenue	6 LD	E+20%	6,468	3,485	C	YES
SW 56 Street	SR 826/Palmetto Expressway	SW 72 Avenue	4 LD	D	3,222	2,957	C	YES
	SW 67 Avenue	SW 57 Avenue	2 L	E	1,269	1,214	E	YES
SW 67 Avenue	SW 24 Street	SW 40 Street/SR 976	4 LD	E	2,736	1,379	D	YES
	SW 40 Street/SR 976	SW 56 Street	2 L	E	1,269	1,344	F	NO
	SW 56 Street	SW 72 Street	2 L	E	1,269	879	D	YES
SW 72 Avenue	SW 40 Street/SR 976	SW 56 Street	4 LD	E+50%	4,833	1,266	C	YES
	SW 56 Street	SW 72 Street	2 L	E+50%	1,903	889	D	YES

* Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrency Database

Transit Service

The closest transit route to the site is Route 40 which provides east-west service with stops along SW 40th Street. The closest stop on the east-west transit corridor is less than 200 feet from the site. **Figure 2** shows the transit route and Appendix C contains a copy of the transit route map.

FUTURE CONDITIONS

This section of the report covers background traffic growth, site-generated trips, trip distribution, and future traffic volumes. We developed future traffic volumes by applying a compounded growth rate to the existing volumes. The growth rate was derived from 2010 and 2040 volumes from the Southeast Florida Regional Planning Model (SERPM). Site-generated trips were added to the 2020 (short-term horizon) and 2030 (long-term horizon) volumes.

Planned Roadway Improvements

We reviewed the Miami-Dade County Metropolitan Planning Organization 2017 Transportation Improvement Program (2017 through 2021) and the FDOT Five Year Work Program (2018 through 2022) and found that there are no planned roadway or intersection improvements in the vicinity of the property. The TIP shows improvements for the Ludlam Trail.

Site-Generated Trips

The county requires a comparison between the maximum trip-generation potential of the current and proposed future land-use designations to determine the traffic impacts of the proposed future land-use change. The change from the current future land-use designation (Business and Office) to the covenant-restricted proposed development under the proposed future land-use designation (Ludlam Trail District) will reduce the number of afternoon peak-hour trips generated by the property by 34 afternoon peak-hour net-new trips. **Table 2** summarizes the trip-generation estimates for the property and compares the maximum development potential under the current and proposed covenant-restricted) future land-use designations.

The proposed development will generate fewer afternoon peak-hour trips than the maximum potential development under the current future land-use designation. We calculated the afternoon peak-hour trip generation (173 trips) of the proposed development under the proposed future land-use designation based on the covenant-restricted development program of 313 multifamily dwelling units and 10,000 square feet of retail space. We calculated the afternoon peak-hour trip generation (207 trips) under the current future land-use designation by applying a 0.4 floor-to-area ratio to the site acreage (2.73) to calculate a maximum development potential of 47,606 square feet of retail space. We calculated the afternoon peak-hour trip generation (804 trips) for the site under the proposed future land-use designation (without a restrictive covenant) by applying a 2.5 floor-to-area ratio to the site acreage to calculate a maximum development potential of 297,540 square feet of retail space. The proposed development will also reduce the number of afternoon peak-hour trips than the maximum

potential under the future land-use designation by 631 trips. We prepared afternoon peak-hour vehicle trip estimates for the site using the trip-generation equations from the 10th Edition of Institute of Transportation Engineers *Trip Generation Manual*. **Appendix D** contains the trip-generation tables, internalization tables and excerpts from the ITE manual.

Table 2 - Trip Generation Analysis

Use	Size	Weekday Afternoon Peak Hour		
		In	Out	Total
Maximum Potential Development under Current Land Use Designation				
Shopping Center	47,606 SF	98	109	207
Proposed Land Use Designation with Restrictive Covenant				
Multifamily Housing (Mid-Rise)	313 DU	71	49	120
Shopping Center	10,000 SF	29	24	53
	Total	100	73	173
	Net New Trips	2	-36	-34

* Proposed less Current (A negative number indicates a decrease in number of trips).

Trip Distribution

We determined the directional distribution of site-generated trips based on the cardinal-distribution data for TAZ 1021 from the Miami-Dade County 2040 Transportation Model and the development's access to the surrounding roadway network. We interpolated the 2010 and 2040 values of the cardinal distribution to estimate 2020 percentages. **Table 3** shows the traffic distributions for property based on the cardinal distributions. **Figure 3** shows the afternoon peak-hour project-traffic distributions for each of the study roadways and the traffic concurrency stations impacted by the site.

Table 3 - Cardinal Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2010	17.30%	15.70%	5.40%	9.30%	11.30%	15.00%	10.50%	15.50%
2040	18.50%	17.30%	4.40%	8.50%	13.00%	11.50%	9.40%	17.50%
2020	17.70%	16.23%	5.07%	9.03%	11.87%	13.83%	10.13%	16.17%

Short-Term Analysis

We prepared a 2020 short-term (traffic-concurrency) roadway-capacity analysis and found that the proposed development will not cause the LOS of the nearest county traffic-count stations to exceed their adopted LOS capacities. All but two of the impacted traffic count stations are expected to exceed their adopted LOS in 2020. SW 67th Avenue between SW 40th and 56th streets is expected to exceed its capacity in 2020 with or without the proposed future land-use designation change. The traffic-count station on SW 56th Street between SW 57th and 67th avenues is expected to exceed its capacity by six trips in 2020 with the proposed future land-

use designation change. The site meets traffic concurrency because it is within the UIA and is not subject to traffic-concurrency requirements.

We used a 0.98 percent annual growth-rate factor to develop future background volumes based on 2010 and 2040 traffic volumes from the SERPM model. The growth-rate factor was applied to the existing traffic volumes to develop 2020 and 2030 future-traffic volumes. We added development-order trips from the county's traffic-concurrency database to account for approved but unbuilt developments. Figure 3 shows the traffic-concurrency stations impacted by the property. Appendix C contains the data used to calculate the growth rate. **Table 4** summarizes the results of the short-term afternoon peak-hour capacity analyses.

Table 4 - Short Term 2020 (Concurrency) Afternoon Peak Hour Roadway Capacity Analysis Summary

Count Station	Location	Facility Type	Adopted LOS	LOS Capacity	PHP Volume	2020 Volume	Development Order Trips	2020 Volume + D.O.'s	LOS without Project	Proposed Development		Total Volume With Project	Trips Remaining	LOS with Project	Meets Concurrency
										Project Assignment	Project Trips				
FDOT-1050	SW 40 Street/SR 976 s/o SW 73 Court	6 LD	E+20	6,488	4,851	4,836	18	4,854	C	40%	89	4,923	1,545	C	YES
FDOT-0080	SW 40 Street/SR 976 400' w/o SW 57 Street	6 LD	E+20	6,488	3,485	3,624	27	3,651	C	21%	36	3,687	2,781	C	YES
MD-9240	SW 67 Avenue s/o SW 24 Street to SW 40 Street	4 LD	E	2,736	1,379	1,434	49	1,483	D	18%	31	1,514	1,222	D	YES
MD-9242	SW 67 Avenue s/o SW 40 Street to SW 56 Street	2 L	E	1,269	1,344	1,397	14	1,411	F	9%	16	1,427	-156	F	NO
MD-9243	SW 67 Avenue s/o SW 56 Street to SW 72 Street	2 L	E	1,269	879	914	6	920	D	4%	7	927	342	D	YES
MD-9280	SW 56th Street w/o SW 57 Avenue to SW 67 Avenue	2 L	E	1,269	1,214	1,262	4	1,266	E	5%	9	1,275	-8	F	NO
MD-9282	SW 56 Street w/o SR 626 to SW 67 Avenue	4 LD	D	3,222	2,957	3,075	2	3,077	C	6%	10	3,087	135	D	YES
MD-9684	SW 72 Avenue s/o SW 40 Street to SW 56 Street	4 LD	E+50%	4,833	1,266	1,316	5	1,321	C	12%	21	1,342	3,491	C	YES
MD-9686	SW 72 Avenue s/o SW 56 Street to SW 72 Street	2 L	E+50%	1,903	889	924	0	924	D	6%	10	934	969	D	YES

* Data Source: Adopted LOS and Capacity from Miami-Dade County Traffic Concurrency Database

Long-Term Analysis

We prepared long-term (2030) afternoon peak-hour roadway-capacity analysis and found that the impacted roadways will operate at LOS E or better with exception of SW 67th Avenue between SW 40th and 56th streets and SW 56th Street between the SR-826 and SW 57th Avenue. Both roadways are expected to operate beyond their capacity in 2030 without the impacts of the property. We analyzed the roadways that are expected to be most impacted by the proposed covenant-restricted development under the proposed future land-use designation because none of the surrounding major roadways are expected to be significantly impacted. A roadway is significantly impacted when the trips assigned to a roadway are 5 percent or more of its adopted LOS capacity. All of the analyzed roadways will be impacted at a level of significance of 1.39 percent or less; well below the 5 percent significance threshold whereby roadway analysis is required. **Table 5** summarizes the results of the significance analysis and shows that none of the roadways will be significantly impacted. **Table 6** summarizes the results on the long-term 2030 afternoon peak-hour capacity analyses.

Table 5 - Roadway Significance Analysis Summary

Roadway	From	To	Number of Lanes	LOS Capacity	Project Distribution	Project Traffic	Percent Impact	≥ 5% YES/NO
SW 40 Street/SR 976	SR 826/Palmetto Expressway	SW 72 Avenue	6 LD	6,468	40%	69	1.07%	NO
	SW 72 Avenue	SW 70 Court	6 LD	6,468	52%	90	1.39%	NO
	SW 70 Court	SW 67 Avenue	6 LD	6,468	48%	83	1.28%	NO
	SW 67 Avenue	SW 57 Avenue	6 LD	6,468	21%	36	0.56%	NO
SW 56 Street	SR 826/Palmetto Expressway	SW 72 Avenue	4 LD	3,222	6%	10	0.32%	NO
	SW 67 Avenue	SW 57 Avenue	2 L	1,269	5%	9	0.68%	NO
SW 67 Avenue	SW 8 Street	SW 24 Street	4 LD	2,736	9%	16	0.57%	NO
	SW 24 Street	SW 40 Street/SR 976	4 LD	2,736	18%	31	1.14%	NO
	SW 40 Street/SR 976	SW 56 Street	2 L	1,269	9%	16	1.23%	NO
	SW 56 Street	SW 72 Street	2 L	1,269	4%	7	0.55%	NO
SW 72 Avenue	SW 40 Street/SR 976	SW 56 Street	4 LD	4,833	12%	21	0.43%	NO
	SW 56 Street	SW 72 Street	2 L	1,903	6%	10	0.55%	NO

* Data Sources: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrency Database

Table 6 - Long Term 2030 Afternoon Peak Hour Roadway Capacity Analysis Summary

Roadway	From	To	Facility Type	LOS Capacity	Existing Volume	2030 Volumes	LOS without Project	Proposed Designation		Project Significance	Total Volume With Project	LOS with Project	Operates within Adopted LOS
								Project Assignment	Project Trips				
SW 40 Street/SR 976	SR 626/Palmetto Expressway	SW 72 Avenue	6 LD	6,468	4,651	5,331	D	40%	69	1.07%	5,400	E	YES
	SW 72 Avenue	SW 70 Court	6 LD	6,468	4,651	5,331	D	62%	90	1.39%	5,421	E	YES
	SW 70 Court	SW 67 Avenue	6 LD	6,468	4,651	5,331	D	48%	83	1.26%	5,414	E	YES
	SW 67 Avenue	SW 57 Avenue	6 LD	6,468	3,465	3,995	C	21%	36	0.56%	4,031	C	YES
SW 56 Street	SR 626/Palmetto Expressway	SW 72 Avenue	4 LD	3,222	2,957	3,390	F	6%	10	0.31%	3,400	F	NO
	SW 67 Avenue	SW 57 Avenue	2 L	1,269	1,214	1,362	F	5%	9	0.71%	1,401	F	NO
SW 67 Avenue	SW 24 Street	SW 40 Street/SR 976	4 LD	2,736	1,379	1,561	D	16%	31	1.13%	1,612	D	YES
	SW 40 Street/SR 976	SW 56 Street	2 L	1,269	1,344	1,541	F	9%	16	1.26%	1,557	F	NO
	SW 56 Street	SW 72 Street	2 L	1,269	879	1,008	D	4%	7	0.56%	1,015	D	YES
SW 72 Avenue	SW 40 Street/SR 976	SW 56 Street	4 LD	4,833	1,266	1,451	C	12%	21	0.43%	1,472	C	YES
	SW 56 Street	SW 72 Street	2 L	1,903	889	1,019	D	6%	10	0.53%	1,029	D	YES

* Data Sources: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Transportation Planning Organization

CONCLUSIONS

We analyzed the traffic impacts for a proposed future land-use amendment for the property that abuts the Ludlam Trail corridor south of SW 40th Street. The proposed amendment will change the future land-use designation from “Business and Office” to “Bird Road Development Area – Ludlam Trail Corridor District.” The property owner will proffer a restrictive covenant that will limit the development of the property to 313 dwelling units and 10,000 square feet of retail space.

We performed short-term (2020) and long-term (2030) afternoon peak-hour analyses for the proposed covenant-restricted development under the proposed future land-use designation and determined that the proposed development will not significantly impact any of the roadways in the vicinity of the site. The analyses shows that the proposed development under the proposed future land-use designation will generate significantly less traffic than that generated by the maximum development potential under the current and proposed future land-use designations. In Miami-Dade County’s effort to promote infill development within the Urban Infill Area pursuant to Sec. 33G-5 (1) a. of the Miami-Dade County Code, the proposed development of the property is exempt from traffic concurrency requirements.

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APPENDIX E

Fiscal Impact Analysis

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Fiscal Impacts On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. CDMP20180006 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 “Bird Road Development Area – Ludlam Trail Corridor District” is a new land use category approved by the Board of County Commissioners in July 2017. The Ludlam Trail Corridor will include both recreational trail segments and development areas, one of which is the Bird Road Development Area. Development in the Bird Road Development Area is limited to a maximum density of 90 dwelling units per acre and a maximum building height of six stories, which translates into potential development of either 245 multi-family units or with 297,297 square feet of retail use. Adoption of this amendment may thus result in development of either 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.

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 to redesignate a ±3.48 gross acre parcel from “Business and Office” and “Industrial and Office” to “Special District - Ludlam Trail Corridor” that would allow the application site to be developed with a maximum of 313 multi-family units and with 297,297 square feet of retail use. If the site is developed at maximum development, the water connection charge is estimated at \$100,058; the water service line and meter connection fees would cost a total of \$2,600; the sewer connection charges are estimated at \$403,114; and the annual operating and maintenance costs would total \$91,309.

On June 5, 2018, the applicant proffered a Declaration of Restrictions which restricts development on the application site to a maximum 313 residential units and 10,000 square feet of retail. If the application is approved with the proffered Declaration of Restrictions, the water connection charge is estimated at \$60,124; the water service line and meter connection fees would cost \$2,600; the sewer connection charges are estimated at \$242,228; and the annual operating and maintenance costs would total \$54,866.

In addition, the estimated cost of installing the required 37 linear feet of 12-inch water main to connect the proposed development to the County’s regional water system is estimated at \$13,468. Furthermore, the estimated cost of installing the required 37 linear feet of 8-inch sewer force main is estimated at \$12,654. The total potential cost for connecting the proposed development to the regional water and sewer system including an engineering fee of 13% plus all other WASD add-ons incorporated into the fee is estimated at \$26,122.

Drainage and Flood Protection

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

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

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

Public Schools

The proposed amendment, if approved and the site developed with residences, could result in 68 additional students. The average cost for K-12 grade students amounts to \$9,337 per student. Of the 24 students, 28 will attend elementary schools, 17 will attend middle schools students and 23 will attend senior high schools. The total annual operating cost for additional students residing in this development, if approved, would total \$634,916. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

Fire Rescue

The current CDMP land use designations of “Business and Office” and “Industrial and Office” will allow a potential development that will generate 9 annual alarms. The proposed CDMP land use designation of “Special District – Ludlam Trail Corridor” will allow a potential development that is anticipated to generate 90 annual alarms. The 90 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. Based on the current call volume for Station No. 3 and existing stations within proximity of the subject application, all stations combined can mitigate the additional number of alarms. Additional stations include Station No. 14 (South Miami) located at 5860 SW 70 Street and station No. 13 (East Kendall) located at 6000 SW 87 Avenue.

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APPENDIX F

Photos of Site and Surroundings

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Application site



Industrial facilities adjacent to the south of the application site



Small business operations adjacent to the west of the application site



Retail operations adjacent to the northwest of the application site