

<div><div>Lion Miami Terrace - CDMP20180013</div><div>Commission District 7 Community Council 10</div></div>

APPLICATION SUMMARY

Applicant/Representative:	Lion Miami Terrace, LLC / Juan J. Mayol, Esq., Hugo P. Arza, Esq., Alejandro Arias, Esq., James R. Williams, Esq., Holland & Knight, LLP
Location:	Between SW 8 and SW 12 Streets and between SW 69 and SW 71 Avenues
Total Acreage:	±5.42 gross; ±5.03 net
Current Land Use Plan Map Designation:	"Industrial and Office"
Requested Land Use Plan Map Designation:	"Special District - Ludlam Trail Corridor District"
Amendment Type:	Small-Scale
Existing Zoning District/Site Condition:	IU-1/65 unit mobile homes park and vacant lot

RECOMMENDATIONS

Staff:	ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RETRICKIONS (August 2018)
Westchester Community Council (10):	ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RETRICKIONS (September 5, 2018)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TO BE DETERMINED (September 24, 2018)
Final Action of Board of County Commissioners:	TO BE DETERMINED (September 27, 2018)

Staff recommends to **ADOPT with Acceptance of the Proffered Declaration of Restrictions** the proposed small-scale amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the ±5.42 gross-acre application site from “Industrial and Office” to the “Special District-Ludlam Trail Corridor District” land use category for the following reasons:

Principal Reasons for Recommendation:

1. The application seeks to expand the Tamiami Trail Development Area of the Ludlam Trail Corridor to include the ±5.42-gross acre application site to facilitate a mixed-use development on the site (677 residential units and 100,000 square feet of retail), in accordance with the CDMP provisions for the Ludlam Trail Corridor District and the Applicant’s proffered Declaration of Restrictions (covenant). 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 highlights that 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 Tamiami Trail Development Area. Development within the Tamiami Trail Development Area is allowed at a floor area ratio of 5.0 for non-residential and 125 units per acre for residential developments and at a maximum of 12 stories.

The application and proposed development would increase the residential population on the site and in the general Tamiami Trail 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. The applicant’s proffered covenant limits development on the application site to no more than 677 residential units and 100,000 square feet of retail.

2. The application proposes infill development and redevelopment 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 vacant sites and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacities to accommodate additional demand. The western ±4.4-acre portion of the site, west of the Ludlam Trail Corridor, is developed with the Lion Miami mobile home park and the eastern ±1.03-acre portion is vacant. Under the current CDMP land use designation of “Industrial and Office,” the application site could be developed with a maximum of 109,553 square feet of industrial uses. Under the requested CDMP land use designation of “Special District – Ludlam Trail Corridor District” the application site could be developed with a maximum of 1,095,534 square feet of retail use or with 677 multi-family dwelling units or a combination of 677 units and 100,000 square feet of retail use per the Applicant’s proffered covenant (see “Land Use Plan Map Designation” section on page 11 of this report). As discussed in Principal Reason No. 4(ii), approval of the application and maximum development on the site, under the proffered covenant, would not cause a violation of the adopted level of service standards for public services and facilities.

3. The proposed redevelopment of the application site, the existing Lion-Miami Terrace mobile home park, would be generally in accordance with the requirements of CDMP Housing Element Policy HO-7E, which requires demonstration that redevelopment of the application mobile home site would not displace mobile home owners or that suitable affordable housing is available for affected mobile home owners. The policy also requires a description of actions being taken to assist mobile home owners with relocation. Additionally, Section 723.083, Florida Statutes (F.S.), prohibits local governments from approving applications for rezoning or taking any other official action that results in the removal or relocation of homeowners from a mobile home park, unless it is first determined that adequate mobile home parks or other suitable facilities exist to accommodate the displaced homeowners (see Mobile Home Analysis on page 15 herein). The Regional Housing Report dated August 2018 prepared by the Urban Group, Inc. submitted on behalf of the Applicant finding that adequate affordable dwelling units exists within a 50-mile radius of the Application site that can accommodate the mobile home owners and other residents of the Lion-Miami mobile home park (see Appendix C: Regional Housing Report). The report satisfies the requirements of the CDMP Policy HO-7E.
3. The application proposes the conversion of industrial land generally consistent with the provisions of the CDMP provisions for the conversion of industrial land to a non-industrial use. The CDMP Land Use Element "Industrial and Office" text provides that when industrially designated land in a Minor Statistical Area (MSA) with less than a 15-year supply of industrial land is subject to a plan amendment application, in order to receive approval for a non-industrial use, it must be demonstrated that such use will not have a significant adverse impact on future industrial development. As discussed in Principal Reason No. 4(i) below, the analysis area (MSA 5.3) within which the application site is located does not indicate a demand for industrial land, thereby, approval of the application would not have a significant adverse impact on future industrial development in the area.
4. 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 Land Use Plan (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 accommodate projected population and economic 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) 5.3, where the application site is located, the annual average demand for housing is projected to increase from 235 housing units per year in the 2018-2020 period to 300 housing 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. Furthermore, the supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2032. The application, if approved, would add approximately 2.5 years of supply or 677 residential units to the residential land capacity

within MSA 5.3. Therefore, approval of the application would accommodate increased population growth in the subject MSA.

Furthermore, the analysis area (MSA 5.3) contained ± 50.05 acres of in-use industrial uses in 2018 and an additional 11.70 acres of vacant land zoned or designated for industrial uses. The Supply and Demand analysis (page 13 herein) indicates there is no demand for industrial land in the subject MSA. Therefore, if this proposed application is approved, it would not have a significant impact on the supply/demand of industrial land.

- ii. *Public Facilities and Services:* Approval of the application would be consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use decisions not cause a violation in adopted level of standards for public facilities and services. 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 in the short term with and without the projected impacts of the application. The two failing roadway segments are SR 826/Palmetto Expressway north of SW 24 Street and SR 826/Palmetto Expressway north of SW 40 Street. 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 25 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.

- iii. *Compatibility:* The requested CDMP land use designation of "Special District - Ludlam Trail Corridor" would generally be compatible with the CDMP land use designations in the vicinity of the application site. Uses that would be allowed on the site, if the application were approved, include the full range of sales and service activities. Light industrial uses are also permitted where compatible with existing residential uses. Residential uses, and mixing of residential use with commercial, office and hotels are also permitted. Therefore, the allowable uses on the application site, under the proposed CDMP land use category, would be compatible with the existing CDMP land use categories of "Industrial and Office" of properties surrounding the application site.

Maximum development on the application site, under the proposed CDMP land use category, which includes multi-family housing at 125 units per acre, commercial uses and light industrial facilities would also be compatible with the small retail and industrial operations including residential uses that currently exist in the vicinity of the application site. For instance, north of the application site are light industrial facilities, offices, and commercial uses. To the east, are light industrial type uses abutted by single family residences beyond SW 69 Avenue. To the south of the site are single family residences and light industrial uses, on the east and west sides of the Ludlam Trail Corridor, respectively. To the west of the site, beyond the CSX rail line are light industrial uses and single and multifamily residences.

- iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact any historic or archaeological resources on the site, but could impact environmental resources. The application site contains specimen-sized trees (trunk diameter 18 inches or greater) that are to be preserved pursuant to Section 24-49.2(II) of the Code of Miami-Dade County.

Furthermore, the application site is located within the US Fish & Wildlife Service (USFWS) consultation area for the federally endangered Florida Bonneted Bat. 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.

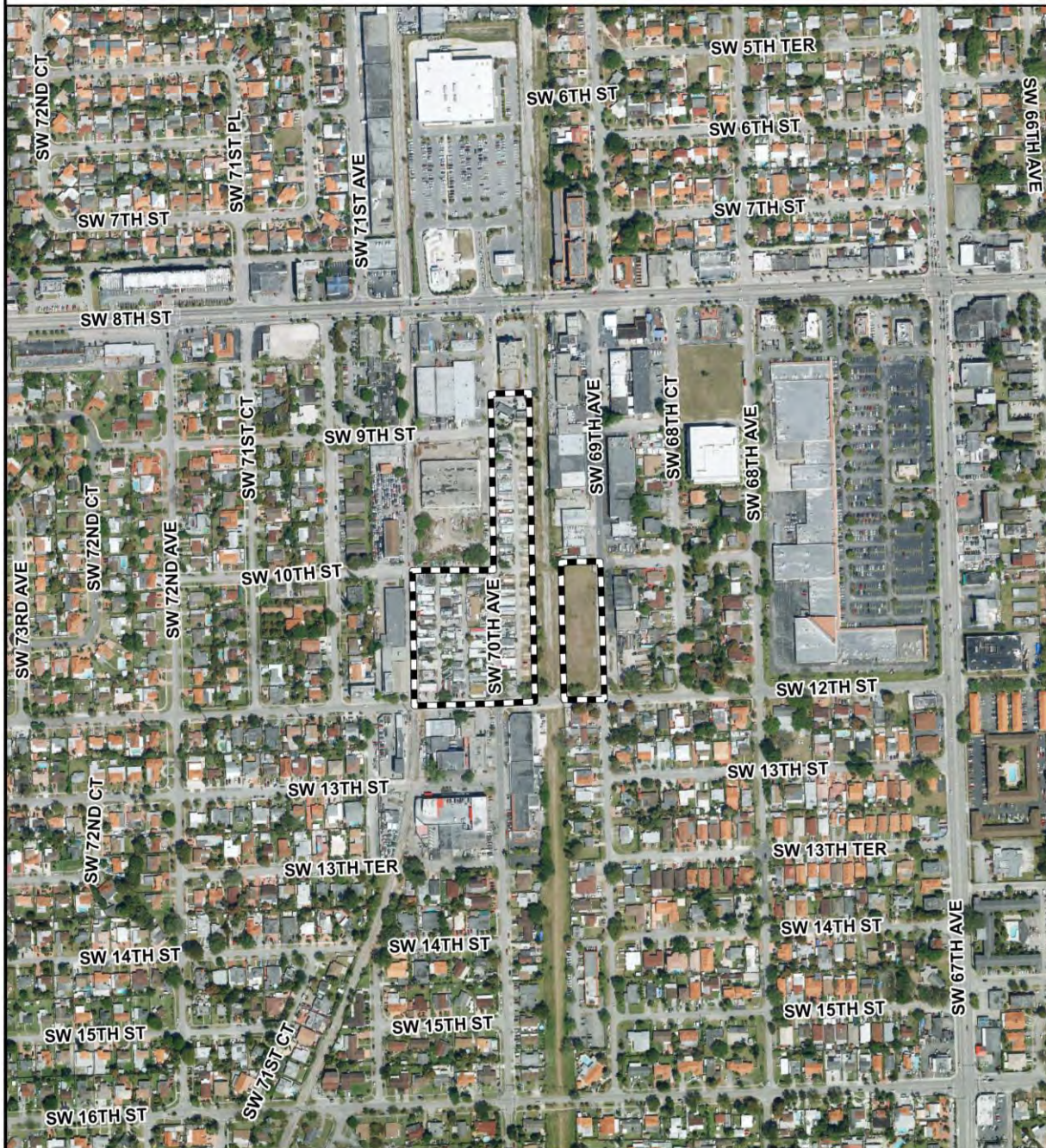
- v. *Transit Ridership and Pedestrianism:* The proposed uses on the application site would support transit ridership and promote pedestrianism. CDMP Land Use Element Policy LU-8E(v) states (page I-16), "If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, 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."

Metrobus Routes 8 and 73 provide local route and feeder service to Metrorail to the general area, where the application site is located, at 15 and 30 minutes headways during peak hours, respectively. Additionally, the West Miami Trolley also provides local service to the general area. There is a bus stop for Metrobus Route 8 located ± 300 feet north of the application site and the closest stop for Metrobus Route 73 and the trolley is within $\frac{1}{2}$ mile of the site. Therefore, the proposed land use complies with the CDMP requirement for a site to be located within a $\frac{1}{4}$ mile from a bus stop to be considered a land use that would support transit ridership and pedestrianism.

Furthermore, the application seeks to expand the Tamiami Trail 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 Tamiami Trail Development Area.

LION MIAMI TERRACE, LLC. - CDMP20180013

AERIAL PHOTO



APPLICATION AREA

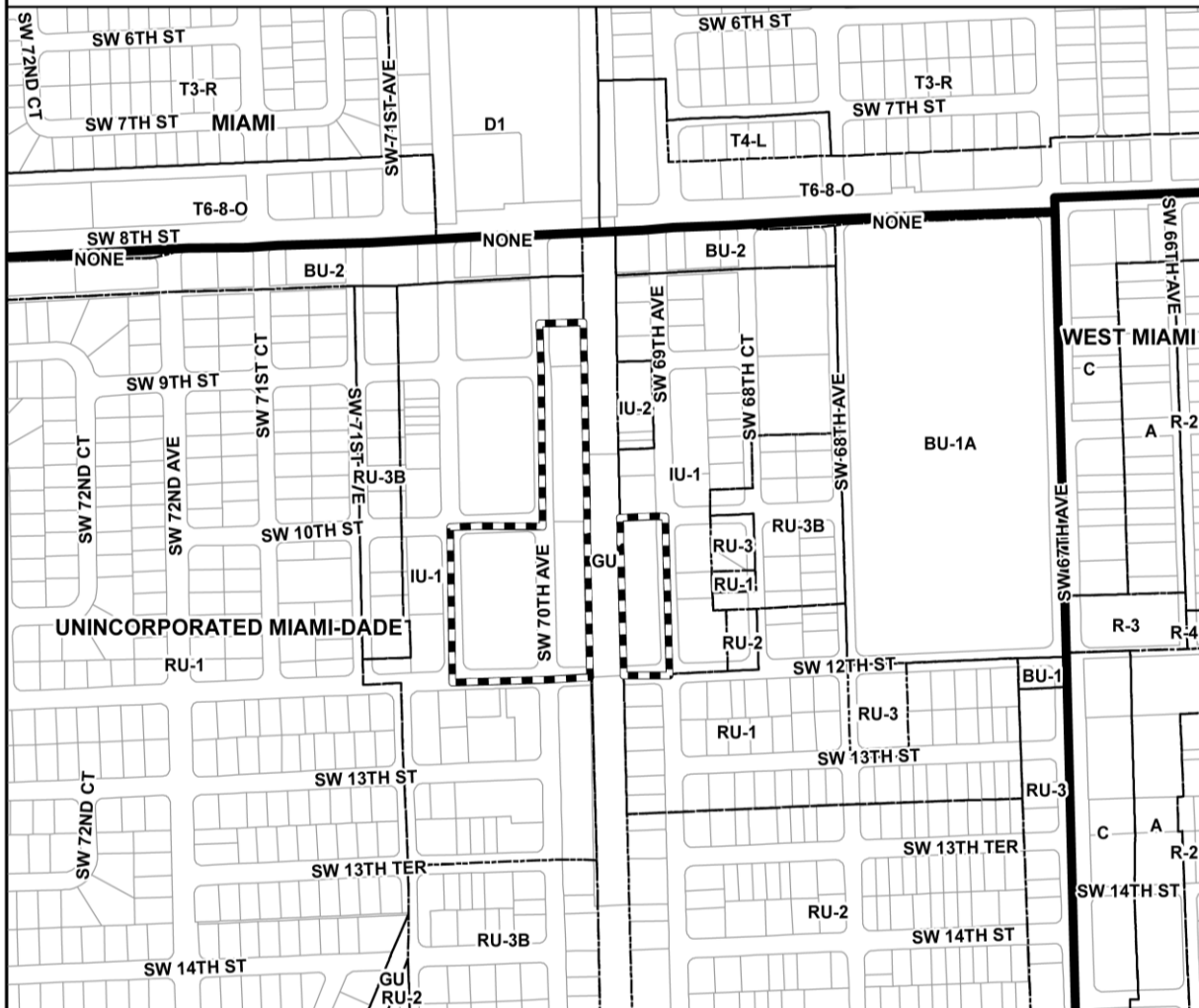
Source: Department of Regulatory and Economic Resources
July 2018

0 Miles 0.15



LION MIAMI TERRACE, LLC. - CDMP20180013

ZONING MAP



Source: Department of Regulatory and Economic Resources
August 2018



APPLICATION AREA

MUNICIPAL BOUNDARY

MIAMI-DADE COUNTY ZONING DISTRICTS

BU-1 BUSINESS DISTRICTS, NEIGHBORHOOD

BU-1A BUSINESS DISTRICTS, LIMITED

BU-2 BUSINESS DISTRICTS, SPECIAL

GU INTERIM DISTRICT

IU-1 INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING

IU-2 INDUSTRIAL DISTRICTS, HEAVY MANUFACTURING

NONE NO ZONING DESIGNATED

RU-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-3B BUNGALOW COURT DISTRICT, 10,000 FT² NET

MUNICIPAL ZONING

A APARTMENT DISTRICT

C COMMERCIAL /MIXED USE

D1 WORK PLACE DISTRICT ZONE

R-2 MULTI-FAMILY/DUPLEX DISTRICT

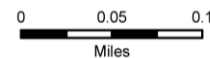
R-3 RELIGIOUS/PRIVATE SCHOOL

R-4 GOVERNMENT/SCHOOLS/PARKS/SEMI-PUBLIC

T3-R SUBURBAN ZONE

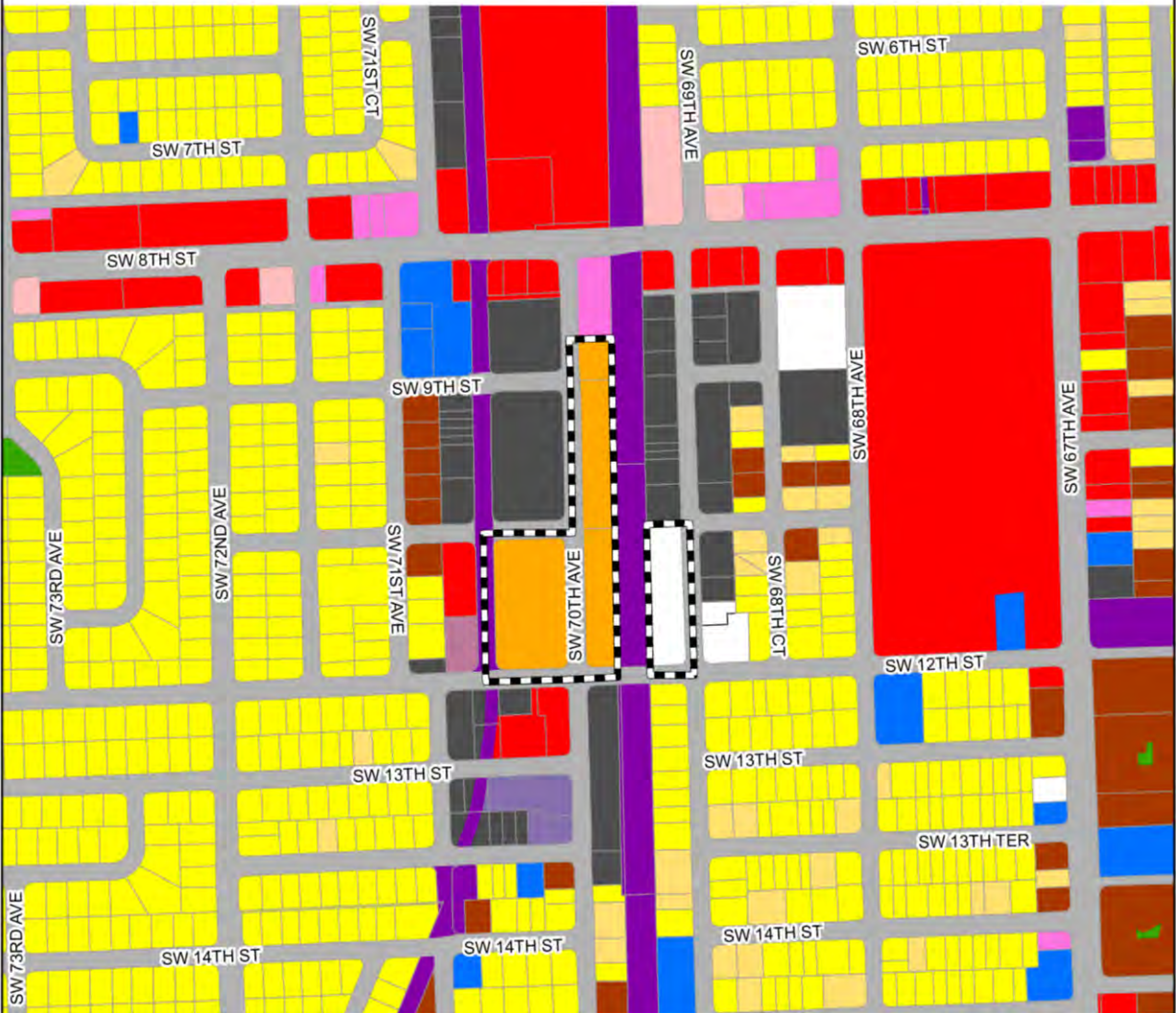
T4-L GENERAL URBAN ZONE

T6-8-O URBAN CORE ZONE



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EXISTING LAND USE



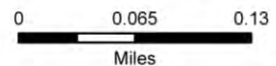
Source: Department of Regulatory and Economic Resources
August 2018



APPLICATION AREA

Existing Land Use

- | | |
|--|--|
| Single-Family | Institutional |
| Two-Family Duplexes | Industrial |
| Mobile Home Parks | Industrial Intensive, Office type of use |
| Low-Density Multi-Family | Industrial intensive, Commercial Condominium type of use |
| Transient-Residential (Hotels, Motels) | Communications, Utilities, Terminals |
| Commercial, Shopping Centers, Stadiums | Streets, Roads, Expressways, Ramps |
| Office | Parks, Preserves, Conservation Areas |
| | Vacant Privately Owned, Unprotected |



LION MIAMI TERRACE, LLC. - CDMP20180013

CDMP LAND USE

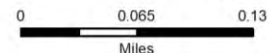


Application_Site_Lion_Miami_CDMP20180013_Exp

Source: Department of Regulatory and Economic Resources
July 2018

CDMP LAND USE

- LOW DENSITY (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
- MEDIUM DENSITY (MDR) 13-25 DU/AC
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- SPECIAL DISTRICT
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- MAJOR ROADWAYS (3 OR MORE LANES)



LION MIAMI TERRACE, LLC. - CDMP20180013

PROPOSED CDMP LAND USE

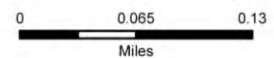


APPLICATION AREA

CDMP LAND USE

- LOW DENSITY (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
- MEDIUM DENSITY (MDR) 13-25 DU/AC
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- SPECIAL DISTRICT
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- MAJOR ROADWAYS (3 OR MORE LANES)

Source: Department of Regulatory and Economic Resources
August 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"). 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 "Special District Corridor", 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 single family residential neighborhoods, are designated for recreational trail use. This application seeks to add the ± 5.42 -gross acre application site to the Tamiami Trail Development Area further discussed below.

Location

The application site is a ± 5.42 gross acre property comprised of five lots located between SW 8 and SW 12 Streets and between SW 69 and SW 71 Avenues, 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 is bifurcated by and abuts the east and west sides of the Ludlam Trail Corridor, the former FEC railroad corridor.

Existing Land Use

Four of the five parcels on the application site located on the west side of the Ludlam Trail Corridor are currently developed with the Lion-Miami Terrace Mobile Home Park comprised of 65 mobile home units and several home sites. The remaining lot is located on the east side of the Corridor and is undeveloped (see "Aerial Photo" on page 6).

Land Use Plan Map Designation

The application site is currently designated "Industrial and Office" on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map. The "Industrial and Office" land use category allows manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, and similar uses. Also included are

construction and utility-equipment maintenance yards, utility plants, public facilities, hospitals and medical buildings, and telecommunication facilities.

The CDMP Land Use Element text on page I-39 provides for the retention of “Industrial and Office” designated land when such land is in a Minor Statistical Area (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 5.3, which has ±11.7 acres of vacant industrial land remaining but there is no demonstrated demand for industrial land within this MSA (see “Supply and Demand Analysis” on page 13 of this report).

The applicant requests to redesignate the application site on the CDMP Adopted 2020 and 2030 LUP map from “Industrial and Office” to “Special District - Ludlam Trail Corridor District” (see “Proposed CDMP Land Use” map on page 10). As previously stated, the application site abuts the Tamiami Trail Development Area of the Corridor. The Tamiami Trail Development Area includes those portions of the corridor located between SW 8 Street and SW 12 Street. Uses permitted in the Tamiami Trail Development Area include the full range of sales and service activities, light industrial uses where compatible with existing residential uses, residential uses, and mixing of residential with commercial, office and hotels. Residential development is permitted within the Tamiami Trail Development Area at a maximum density of 125 dwelling units per gross acre and non-residential development is permitted at a Floor Area Ratio (FAR) of 5.0 at a maximum building height of 12 stories.

Under the current CDMP land use designation of “Industrial and Office,” the application site could be developed with a maximum of 109,553 square feet of warehouses. Under the applicant’s requested CDMP land use designation of “Special District – Ludlam Trail Corridor District” the application site could be developed with a maximum of 1,095,534 square feet of retail use or with 677 multi-family dwelling units.

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 development allowed, 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 development allowed under the CDMP due to land use compatibility and other site-related considerations.

Zoning

The application site is currently zoned IU-1 (see “Zoning” map on page 7). The IU-1 Zoning District permits light industrial manufacturing, wholesale distribution facilities, warehousing, storage facilities and office uses.

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. On June 2, 1953, Miami-Dade Board of County Commissioners adopted Resolution No. 6018 approving a zoning district boundary change from RU-1B to IU-1 on a portion of the application site located at the northwest corner of SW 12 Street and SW 69 Avenue.

Proffered declaration of Restrictions

On August 23, 2018, the applicant proffered a Declaration of Restrictions limiting development on the application site to no more than 677 multifamily units and 100,000 square feet of retail.

It must be noted that the Mixed Use Development text of the CDMP Land Use Element (page I-44) provides that the maximum intensity and density of a vertical mixed use development shall be the greater of the intensity and density provided therein or those of the underlying land use designation. The Mixed Use Development text also provides that the entire mixed-use development must fit within the building envelope established by the applicable floor area ratio (FAR). Accordingly, the maximum development as proposed in the Applicant proffered covenant may be accomplished if it fits within the maximum building envelope under the 5.0 FAR of the Tamiami Trail Development Area, mentioned above, subject to all applicable environmental other development regulations, land use compatibility, and other site-related considerations.

Adjacent Land Use and Zoning

Existing Land Uses

The former FEC railroad right-of-way corridor, which is primarily vacant with the rail lines in place within the general SW 8 Street area, bifurcates the application site. Uses to north of the application site are light industrial facilities, offices, and commercial uses. To the east of the site, are light industrial type uses abutted by single family residences beyond SW 69 Avenue. To the south of the site are single family residences and light industrial uses, on the east and west sides of the Ludlam Trail Corridor, respectively. To the west of the site, beyond the CSX, are light industrial uses and single and multifamily residences.

Land Use Plan Map Designations

The abutting former Florida East Coast (FEC) railroad right-of-way corridor is designated "Special District" on the CDMP Adopted 2020 and 2030 LUP map and is designated as the Tamiami Trail Development Area of the Ludlam Trail Corridor District. The area abutting to the north of the application site is designated "Industrial and Office". Further north, along SW 8 Street, the properties are designated "Business and Office". The area abutting to the east of the site is designated "Industrial and Office" and to the west the CSX railway right-of-way is depicted as "Transportation" and further west the properties are designated "Industrial and Office" and "Low Density Residential" (2.5 to 6 dwelling units per gross acre). The area adjacent to the south of the site is designated "Industrial and Office" and "Low Density Residential" (see "CDMP Land Use" map on page 9).

Zoning

The Ludlam Trail Corridor District bifurcates the application site and is zoned GU (Interim). The parcel located at the northwest corner of the intersection of SW 12 Street and SW 69 Avenue, adjacent to the east of the Corridor, is zoned IU-1. South of the application site, the area is zoned RU-1 and IU-1. The parcels located west of the application site are zoned IU-1; the area further west of the site is zoned RU-3B (see "Zoning" map on page 7).

Supply and Demand Analysis

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

Industrial

The analysis area for this application (MSA 5.3) contained 50.05 acres of in-use industrial uses in 2018 and an additional 11.70 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 this MSA.

Projected Absorption of Land for Industrial Uses Indicated Year of Depletion and Related Data				
Analysis Area	Vacant	Annual Absorption		Projected Year of Depletion
	Industrial Land 2018 (Acres)	Industrial Acres in Use 2018	Rate 2018-2030 (Acres)	
MSA 5.3	11.70	50.05	0.00	---

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

Residential

The combined vacant land for single-family and multi-family residential development in the analysis area (Minor Statistical Area 5.3) in 2018 was estimated to have a capacity for about 3,789 dwelling units, with about 90 percent of these units intended as multi-family. The annual average residential demand in this analysis area is projected to increase from 235 units per year in the 2018-2020 period to 300 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 beyond 2030 (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 2032.

Residential Land Supply/Demand Analysis 2018 to 2030: (MSA 5.3)			
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	391	3,398	3,789
DEMAND 2015-2020	155	80	235
CAPACITY IN 2020	81	3,238	3,319
DEMAND 2020-2025	171	89	260
CAPACITY IN 2025	0	2,793	2,019
DEMAND 2025-2030	197	103	300
CAPACITY IN 2030	0	2,278	519
DEPLETION YEAR	2020	2030+	2032

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, August 2018.

The table above addresses the residential land supply and demand in the analysis area without the effect of the projected CDMP amendment. If the application is approved, it has the potential

to increase the number of multi-family units by 677 units. This will have the effect, assuming the current projected demand, to further extend the depletion year beyond 2030.

Commercial

The Analysis Area (MSA 5.3) contained 571.70 acres of in-use commercial uses in 2018 and an additional 17.00 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2018-2030 period is 1.09 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned land beyond the year 2030 (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 5.3	17.00	571.70	1.09	2030+	4.4	4.2

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

Trade Area Analysis

An analysis of the trade area, 1.5 miles radius from the application site, was conducted. The result of the analysis shows that there are ±370.40 acres in existing commercial uses, and ±3.37 acres of vacant privately owned commercially zoned or designated land (see "Trade Area Analysis" and Trade Area Map below).

Trade Area Analysis			
Application	Trade Area Radius	Vacant Commercial Land (Acres)	
		Commercial Acres in Use 2018	
	1.5	3.37	370.40

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

Mobile Home Analysis

On May 5, 2010, the Miami-Dade Board of County Commissioners (Board) adopted Ordinance No. 10-31, approving an application to amend the CDMP Housing Element that included Objective HO-7 and related policies that require the enhancement and preservation of mobile home communities as affordable housing options. Policy HO-7E requires, in the event a mobile home park is being considered for redevelopment, it to be demonstrated that redevelopment of the application mobile home site would not displace mobile home owners or that suitable affordable housing is available for affected mobile home owners, and that actions will be taken to minimize the hardship of relocation. The Objective and Policy are generally in accordance with Section 723.83, Florida Statute (F.S.), which prohibits local governments and state agencies from approving an application for rezoning or taking any other official action that results in the removal or relocation of homeowners from a mobile home park, unless it is first

determined if adequate mobile home parks or other suitable facilities exists to accommodate displaced homeowners, among other things.

The Applicant submitted the Regional Housing Report dated August 2018 prepared by the Urban Group, Inc. (see Appendix C: Regional Housing Report) in support of the application CDMP20180013 - Lion Miami Terrace, to amend the CDMP. The purpose of the report is to show compliance with F.S. 723 and CDMP Policy HO-7E in relation to the closing of a mobile home park and the relocation of residents.

Our review of the consultant's report focused on whether it has been demonstrated that there are appropriate affordable housing options available for the remaining 36 households to be relocated. Our conclusion, based on the evidence provided, is that there has been sufficient evidence provided to make that case.

Environmental Conditions

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

Flood Protection

Federal Flood Zone	X
Stormwater Management Permit	DERM Surface Water Management Permit required
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	6.5 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

DERM does not have records of current contamination issues on the subject site. However, based on the use of the abutting site and the historical information obtained during the Ludlam Trail Project (DERM file HWR-836), DERM requires that a Phase 1 and Phase 2 Environmental Site Assessment prepared in accordance with ASTM standards be conducted at the site prior to development. Prior DERM review and approval shall be required.

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 not located within Special Flood Hazard Areas. The county flood criteria is at elevation 6.5 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 6.5 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.

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 (Drainage Element), 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.

Significant specimen trees (trunk diameter equal to or greater than 18 inches) are present on the site. Site plan development must be consistent with the requirements to preserve specimen trees except in cases where DERM has determined that a specimen tree cannot be preserved pursuant to Section 24-49.2(4)(II)(2) of the Code. The approval of this land use application shall not be construed as an approval to remove specimen trees due to a determination of unreasonable loss of usable space pursuant to Section 24-49.2(4)(II)(2)(b) of the Code.

In accordance with Section 24-49.9 of the Code and CON-8I of the CDMP, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development

or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species.

Endangered Species

The subject project site is located within the United States Fish & Wildlife (USFWS) consultation area for the federally endangered Florida Bonneted Bat. 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.

The Vero Beach office of the USFWS may be reached at (772)562-3909. 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 MDWASD Hialeah Reverse Osmosis, Hialeah, Preston, and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The rated treatment capacity of the Miami-Dade Water and Sewer Department regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional system shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 72.35 MGD. This is calculated using the available plant capacity (449.74 MGD), subtracting 102% of the maximum day flow (343.44 MGD) and subtracting the water that is reserved through development orders (33.95 MGD).

As noted in the "Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario" table below, the maximum water demand for industrial development (Scenario 1) under the current CDMP Land Use designation is estimated at 4,382 gallons per day (gpd). The maximum water demand for office development (Scenario 1) and multi-family residential development (Scenario 2) under the Requested CDMP Land Use designation is estimated at 54,777 gpd and 91,395 gpd, respectively. This represents an increase of up to 87,013 gpd over the demand under the current CDMP land use designations. The applicant has proffered a Declaration of Restrictions that would limit development on the property to mixed use development consisting of multi-family residential and retail development (Scenario 3). The maximum water demand with acceptance of the proffered Declaration of Restrictions (Scenario 3) is estimated at 101,395 gpd which represents an increase of 97,013 gpd over the demand under the current CDMP land use designation. 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	109,553 sq. ft.	4 gpd/100 sq. ft.	4,382 gpd
Requested CDMP Designation				
1	Office	1,095,534 sq. ft.	5 gpd/100 sq. ft.	54,777 gpd
2	Multi-family	677 units	135 gpd/unit	91,395 gpd
3	Retail	100,000 sq. ft.	10 gpd/100 sq.ft.	10,000 gpd
3	Multi-family	677 units	135 gpd/unit	91,395 gpd

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

Water Supply and Connectivity:

The subject application 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 12-inch water main running along SW 8 Street to which the developer may connect and extend southerly a new 12-inch water main along SW 70 Avenue to SW 12 Street thence heading easterly along SW 12 Street to SW 69 Avenue (approximately 1,700 ft.) interconnecting to an existing 6-inch water main at that location. Any public water main extension within the property shall be 12-inch minimum diameter. 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, at the project site located at 1040 SW 70 Avenue there is a WASD Agreement No. 20887 for the existing 92 mobile homes currently on water connecting to sewer for the first time.

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 (310.69 MGD) and the capacity reserved for development orders (39.71 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 25.1 MGD.

Sewer System Connectivity:

The subject application 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. For Folio Nos. (30-4011-012-0110, 30-4011-012-0100, 30-4011-012-0010 and 30-4011-012-0020) the developer may connect to an existing 10-inch gravity sewer in SW 8 Street at SW 70 Avenue, and extend the same 8-inch gravity sewer at full depth southerly along SW 70 Avenue to SW 12 Street as required to provide service (approximately 1,400 ft.). For Folio No. (30-4011-009-0010), the developer may connect to an existing 10-inch gravity sewer in SW 8 Street at SW 70 Avenue, and extend the same 8-inch gravity sewer at full depth heading easterly along SW 8 Street to SW 69 Avenue, thence heading southerly along SW 69 Avenue as required to provide service (approximately 1,400 ft.).

The sanitary sewer flow in the area is directed to pump stations 30-0171, 30-0001 and to the Central District Wastewater Treatment Plant. These structures are owned and operated by MDWASD and it is currently working within the mandated criteria set forth in the Consent Decree Case: N0. 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. 40 (West Miami) located 975 SW 62 Avenue. The station is equipped with a Rescue and an 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 Property is approximately 7:09 minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to the vicinity of the subject application complies with the performance objective of national industry.

The MDFR Department has determined that the current "Industrial & Office" will allow a potential development which will generate 5 annual alarms. The proposed "Special District - Ludlam Trail Corridor District" CDMP designation will allow a potential development which is anticipated to generate 190 annual alarms (677 Multi-Family) and 241 annual alarms (Office). Either development 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 applicant's proffered Declaration of Restrictions, which limits residential development on the application site to no more than 677 multifamily units and 100,000 square feet of retail use, this potential development is anticipated to generate 190 annual alarms (677 multifamily units) and 30 annual alarms (100,000 square feet of retail). The developments combined 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. 40, and existing stations within proximity of the Property, all stations combined can mitigate the additional number of alarms. Additional stations include Station No. 3 (Tropical Park) located at 3911 SW 82 Avenue, 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 proposed "Special District - Ludlam Trail Corridor District" CDMP designation shall be 1,500 gallons per minute (GPM). Fire hydrants shall be spaced a minimum of 300' from each other and shall deliver not less than 500 GPM. The required fire flow for the office 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 Application.

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 "Industrial and Office" to "Special District - Ludlam Trail Corridor District." The estimated potential development of the proposed land use designation is either equivalent of 25 acres of office space or 677 multifamily homes. Should the proposed amendment be approved, construction of commercial and/or multifamily establishments as defined in Chapter 15 of the Code is anticipated to follow. The DSWM does not actively compete for commercial or multifamily waste collection service at this time, and these services would, most likely, be provided by a private hauler. The requested amendment will have no impact or any associated costs relative to Solid Waste Collection and Disposal services and facilities. Therefore, the DSWM has no objection to the proposed changes.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 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; four (4) parks (Blue Lakes, Brothers to the Rescue, Coral Estates, and Ruben Dario) 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
Banyan Park	3.09	Neighborhood Park
Blue Lakes Park	6.00	Neighborhood Park
Brothers To The Rescue Memorial Park	5.70	Single Purpose Park
Coral Estates Park	5.20	Community Park
Coral Villas Park	0.40	Mini Park
Francisco Human Rights Park	3.80	Mini Park
Humble Mini Park	0.50	Mini Park
Rockway Park	2.50	Community Park
Ruben Dario Park	15.30	Community Park
San Jacinto Park	0.90	Mini Park
Schenley Park	2.00	Neighborhood Park
Sunset Heights Park	0.30	Mini Park

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

Application Impacts

The property has an existing 65-unit mobile home park. However, the potential for development under the existing "Industrial and Office" designation is limited to warehouse uses generating zero (0) residents. The concurrency analysis for this scenario results in an impact of 0.00 acres to the overall park capacity in PBD-2 based on the minimum Level of Service standard for the provision of local recreation open space.

The potential for residential development under the proposed amendment would generate a population of 975 residents. The concurrency analysis for this scenario results in an impact of

2.68 acres based on the minimum Level of Service standard for the provision of local recreation open space. This would lower the park capacity in PBD-2 from 473.18 acres to 470.50 acres, but park capacity will remain above the adopted minimum LOS standard, and will meet 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 25.28% to account for charter and magnet schools (schools of choice). Of the 68 students, 31 are expected to attend elementary schools, 17 are expected to attend middle schools and 20 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
Flagami Elementary	96	31	31	Yes	Current CSA
West Miami Middle	389	17	17	Yes	Current CSA
South Miami Senior	111	20	20	Yes	Current CSA

Source: Miami-Dade County Public Schools, August 2018

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

Roadways

The application site is ± 5.42-acre property located between SW 8 Street and SW 12 Street and between SW 69 Avenue and SW 71 Avenue in unincorporated Miami-Dade County. The subject application site is inside the County's Urban Infill Area (UIA), the County's designated Transportation Concurrency Exception Area (TCEA). The Concurrency Management Program in the Capital Improvement Element (CIE) of the CDMP states that "A proposed development located within the Urban Infill Area will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan..." (CIE page IX-17).

As there are five parcels within this application site, there are multiple accesses to the parcels from SW 69 Avenue, SW 70 Avenue, SW 10 Street, and SW 12 Street. The major roadways that would cater to the mobility needs of this project are shown below:

1. SW 8 Street/Tamiami Trail from SW 57 Avenue to SR 826/Palmetto Parkway is a four-lane roadway with posted speed limit of 35 mph.
2. SW 8 Street/Tamiami Trail from SR 826/Palmetto Parkway to NW 82 Ave. is a six-lane roadway with posted speed limit of 45 mph.
3. SW 12 Street from SW 65 Avenue to SW 76 Court is a two-lane undivided roadway.
4. W Flagler Street from SW 57 Avenue/Red Road to SW 72 Avenue/Milam Diary Road is a five-lane undivided roadway with posted speed limit of 40 mph.
5. W Flagler Street from SW 72 Avenue/Milam Diary Road to SW 84 Avenue is a six-lane divided roadway with posted speed limit of 40 mph.
6. SW 57 Avenue/Red Road from W Flagler Street to SW 8 Street/Tamiami Trail is a four-lane roadway with posted speed limit of 40 mph.
7. SW 57 Avenue/Red Road from SW 8 Street/Tamiami Trail to SW 14 Street is a two-lane roadway with posted speed limit of 35 mph.
8. SW 67 Avenue/Ludlam Road from W Flagler Street to SW 24 Street/Coral Way is a five-lane undivided roadway with posted speed limit of 35 mph.
9. SW 72 Avenue/ Milam Diary Road from W Flagler Street to SW 8 Street/Tamiami Trail is a three-lane undivided roadway.

SR 836/Dolphin Expressway about 1.5 miles north of the project site and SR 826/Palmetto Expressway about half mile to the west of the project site are grade separated expressways providing connectivity to other regions in the County.

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

Existing Traffic Conditions

Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site, which are currently monitored by the State (Year 2017) and the County (Year 2017), were evaluated to identify if the roadways are operating at acceptable levels of service. The following roadways within the project site area are not operating at acceptable levels of service,

1. SR 826/Palmetto Expressway north of SW 24 Street is operating at LOS ‘F’ but the adopted LOS is ‘D’.
2. SR 826/Palmetto Expressway north of SW 40 Street 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.

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

Expedited Application	Current CDMP Designation and Assumed Use Estimated No. Of Trips	Requested CDMP Designation and Assumed Use Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Land Use	“Industrial and Office”	“Special District-Ludlam Trail Corridor District”	
Maximum Development Potential	109,553 sq. ft. Warehouse uses ¹	1,095,534 sq. ft. Office uses ²	
Trips Generated	63	1,305	+1,242

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

Notes:

¹ – ITE Land Use Code used for Warehouse is 150.

² – ITE Land Use Code used for General Office is 710.

Trip Generation

The maximum development potential scenarios under each the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Under the current CDMP land use designation of “Industrial and Office” the application site is assumed to be developed with 109,553 sq. ft. of Warehouse uses and under the requested CDMP land use designation of “Special District-Ludlam Trail Corridor District” the application site can be developed with 1,095,534 sq. ft. of Office uses. The potential development under the current CDMP land use

designation of “Industrial and Office” is expected to generate approximately 63 PM peak hour trips and under the requested CDMP land use designation of “Special District-Ludlam Trail Corridor District” it is expected to generate approximately 1,305 PM peak hour trips or approximately 1,242 more PM peak hour trips than the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” table above.

Traffic Short-Term Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions was conducted as of July 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 2018/19 *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. SR 826/Palmetto Expressway north of SW 24 Street is operating at LOS ‘F’ but the adopted LOS is ‘D’.
2. SR 826/Palmetto Expressway north of SW 40 Street is operating at LOS ‘F’ but the adopted LOS is ‘D’.

The two roadway segments are currently operating below the adopted levels of service for existing traffic conditions. Also, the two roadways that are failing the County’s LOS standards are not significantly impacted by the project traffic, as the percentage traffic impact is less than five percent. Additionally, 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 District" – 1,095,534 sq. ft. of office uses														
F0005	SW 8 St.	East of SW 74 Ave.	4 DV	E+50	5,370	3,145	C	2	3,147	C	413	7.69%	3,560	D
9236	SW 67 Ave.	South of Flagler St.	4 DV	E	2,736	1,025	C	26	1,051	C	185	6.76%	1,236	D
9238	SW 67 Ave.	South of SW 8 St.	4 DV	E	2,736	1,142	C	0	1,142	C	168	6.14%	1,310	D
F0527	SW 8 St.	West of SW 57 Ave.	4 DV	E+50	5,370	2,525	C	1	2,526	C	183	3.41%	2,709	C
9240	SW 67 Ave.	South of SW 24 St.	4 DV	E	2,736	1,379	D	50	1,429	D	48	1.75%	1,477	D
9120	SW 24 St.	East of SW 67 Avenue	4 DV	E+50	4,833	2,436	C	28	2,464	C	47	0.97%	2,511	C
9121	SW 24 St.	West of SW 73 Avenue	6 DV	E+50	7,276	4,519	C	26	4,545	C	261	3.59%	4,806	D
F0568	SR 826/Palmetto Expwy	North of SW 8 St.	8 DV	D	13,390	10,523	C	11	10,534	C	163	1.22%	10,697	C
F0567	SR 826/Palmetto Expwy	North of SW 24 St.	8 DV	D	13,390	16,268	F	2	16,270	F	29	0.22%	16,299	F
F0566	SR 826/Palmetto Expwy	North of SW 40 St.	8 DV	D	13,390	14,406	F	0	14,406	F	130	0.97%	14,536	F
9690	SW 74 Ave.	South of SW 8 St.	2 DV	E+50	1,903	634	D	6	640	D	29	1.52%	669	D
Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, July 2018. Notes: DV= Divided Roadway; UD=Undivided Roadway. * County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity 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 each the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Under the current CDMP land use designation of "Industrial and Office" the application site is assumed to be developed with 109,553 sq. ft. of Warehouse uses and under the requested CDMP land use designation of "Special District-Ludlam Trail Corridor District" the application site can be developed with 1,095,534 sq. ft. of Office uses. The potential development under the current CDMP land use designation of "Industrial and Office" is expected to generate approximately 63 PM peak hour trips and under the requested CDMP land use designation of "Special District-Ludlam Trail Corridor District" it is expected to generate approximately 1,305 PM peak hour trips or approximately 1,242 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.

Applicant's Traffic Study

The applicant's transportation consultant, Langan Engineering and Environmental Services, Inc., prepared the *CDMP Amendment Traffic Impact Study* dated June 07 2018. The Traffic Study analyzes the short term and long term traffic impacts that the proposed project will have on the roadways adjacent to and in the vicinity of the application site. A copy of the Traffic Study's Executive Summary is included in Appendix C. The complete Traffic Study is available online at the Department's website at <http://www.miamidade.gov/planning/library/reports/planning-documents/application-2-applicant-traffic-study.pdf>. Planning staff conducted a separate traffic analysis for this project (shown above) taking into account the maximum development potential for the existing and proposed land use. The traffic study submitted by the applicant assumes that the site would be developed with 899 Multi-family dwelling units apart from the 64-unit Mobile Home Park that is existing on the site. It has to be mentioned that the development program proposed by the applicant is not the most intensive allowed in the requested land use category. The applicant has also not submitted a covenant to condition the development potential to that proposed in the analysis. The traffic study addresses the impacts that the project will have on the roadways adjacent to and in the vicinity of the application site. The site currently has a maximum development potential of 109,553 sq. ft. of Warehouse uses but the applicant has analyzed for a more intensive use of 116,397 sq. ft. of Office uses, which would result in lesser traffic impacts on the surrounding roadway network. The Traffic Study used the development program listed below to determine the impact on the existing and future roadway network within the study area.

	<u>Development Program</u>	<u>Intensity</u>
Existing Land Use	Warehousing	109,553 sq. ft.
Proposed Land Use	Multifamily Housing and Shopping Center	677 units 100,000 sq. ft.

The PM Peak Hour trip generation for the existing development potential would be 41 trips. The PM Peak Hour trip generation from the proposed development potential would be 486 trips. The

net PM Peak Hour trips that would result from this land use change would be 475 trips. See applicant's Table 2 below for trip generation analysis.

Table 2 - Trip Generation Estimates

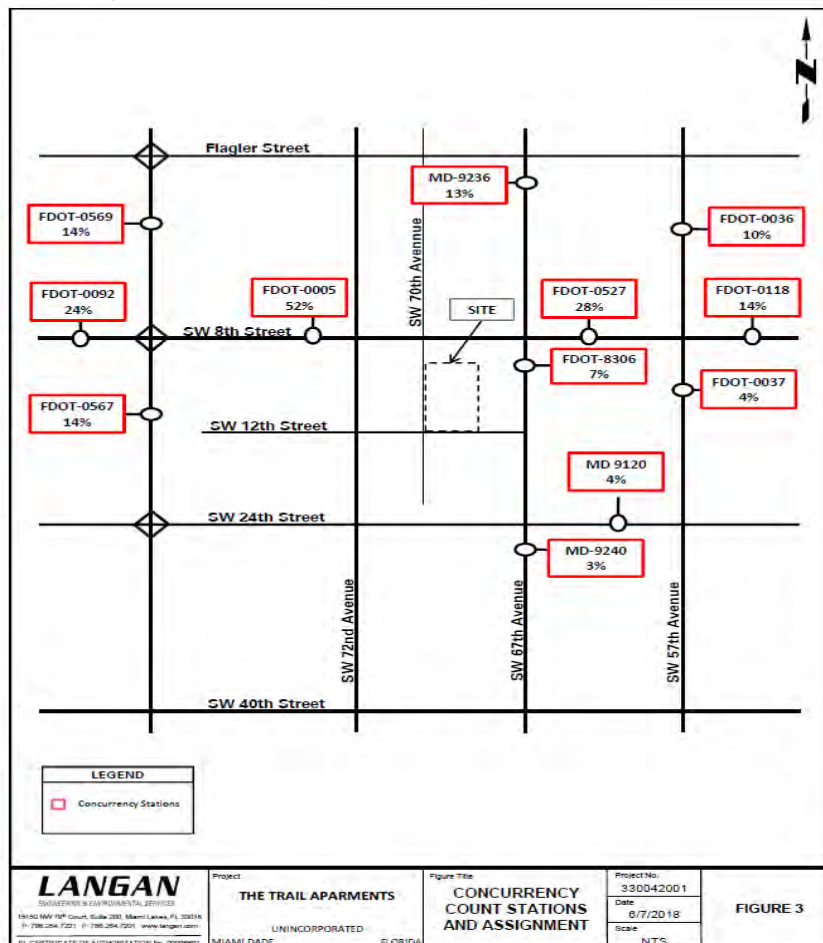
Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Proposed Land Use Designation with Restrictive Covenant</u>								
Multifamily Housing (High-Rise)	677 DU	2,277	46	152	198	120	67	190
Shopping Center	100,000 SF	5,410	123	75	198	151	175	326
Total Proposed Land Use Designation		7,687	169	227	396	274	242	516
<u>Existing Development</u>								
Mobile Home Park	65 DU	325	5	12	17	19	11	30
Net New Trips for 2020 Analysis ¹		7,362	164	215	379	255	231	486
<u>Maximum Potential Development under Current Land Use Designation</u>								
Warehousing	109,553 SF	219	29	9	38	11	30	41
Net New Trips for 2040 Analysis ²		7,468	140	218	358	263	212	475

Notes:

1.- Proposed less Existing

2.- Proposed less Current

The site is located on TAZ 1029, the cardinal trip distribution for this TAZ was obtained from the MPO's 2040 Cost Feasible Plan. Using the cardinal distribution, the project traffic was distributed on the surrounding roadway network. See applicant's Figure 3 below for trip distribution analysis.



The applicant's traffic study reviewed the existing traffic conditions on the surrounding roadway network using the County's and FDOT's 2017 traffic count data. Twelve surrounding roadway segments were analyzed for afternoon peak hour capacity conditions and it was determined that all roadways except two segments would function at an acceptable level of service. Table 1 below shows that two roadway segments are projected to operate below the County's adopted level of service standards.

1. SR 826/Palmetto Expressway from SW 8 Street to SW 24 Street is operating at LOS 'F' but the adopted LOS is 'D'.
2. SW 57 Avenue/Red Road from SW 8 Street to SW 24 Street is operating at LOS 'F' but the adopted LOS is 'E'.

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 ¹	LOS Capacity ¹	Existing Volume	Existing LOS	Meets Capacity
SW 8th Street / Tamiami Trail	SW 87 Avenue	SR 826/Palmetto Expressway	6 L	EE	6,468	4,377	C	YES
	SR 826/Palmetto Expressway	SW 67 Avenue	4 L	E + 50%	5,370	3,052	C	YES
	SW 67 Avenue	SW 57 Avenue	4 L	E + 50%	5,370	2,659	C	YES
	SW 57 Avenue	Granada Boulevard	4 L	E + 50%	4,390	2,761	D	YES
SW 67th Avenue / Ludlam Road	W Flagler Street	SW 8 Street	4 L	E	2,736	1,025	C	YES
	SW 8 Street	SW 24 Street	4 L	E	2,736	999	C	YES
	SW 24 Street	SW 40 Street	4 L	E	2,736	1,379	C	YES
SR 826/Palmetto Expressway	W Flagler Street	SW 8 Street	8 L	D	13,390	11,663	D	YES
	SW 8 Street	SW 24 Street	8 L	D	13,390	17,850	F	NO
SW 24th Street	SW 67 Avenue	SW 57 Avenue	4 L	E + 50%	4,833	2,436	C	YES
SW 57 Avenue	W Flagler Street	SW 8 Street	4 L	E	3,580	1,943	C	YES
	SW 8 Street	SW 24 Street	2 L	E	1,410	1,458	F	NO

¹: Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrency Database

The applicant's traffic study included a 2020 short term concurrency analysis, which included reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted 2018/19 *Transportation Improvement Program (TIP)*, and the PM peak hour trips estimated to be generated by the proposed development. 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. The two failing roadways are,

1. SR 826/Palmetto Expressway from SW 8 Street to SW 24 Street is operating at LOS 'F' but the adopted LOS is 'D'.
2. SW 57 Avenue/Red Road from SW 8 Street to SW 24 Street is operating at LOS 'F' but the adopted LOS is 'E'.

See the applicant's Table 4 below for the short term concurrency analysis.

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

Count Station	Location	Facility Type	Adopted LOS ¹	LOS Capacity ¹	PHP Volume	2020 Volume	Development Order Trips	2020 Volume + D.O.'s	LOS without Project	Project Assignment	Project Trips	Total Volume With Project	Trips Remaining	LOS with Project	Meets Concurrency
FDOT-0092	SW 8th Street s/o SW 87 Avenue	6 L	EE	6,468	4,377	4,465	0	4,465	C	24%	117	4,582	1,886	C	YES
FDOT-0005	SW 8th Street s/o SW 74 Avenue	4 L	E + 50%	5,370	3,052	3,113	0	3,113	C	52%	253	3,366	2,004	C	YES
FDOT-0527	SW 8th Street w/o SW 57 Avenue	4 L	E + 50%	5,370	2,659	2,713	1	2,714	C	28%	136	2,850	2,520	C	YES
FDOT-0118	SW 8th Street s/o SW 57 Avenue	4 L	E + 50%	4,980	2,761	2,817	11	2,828	C	14%	68	2,896	1,484	C	YES
MD-9236	SW 67th Avenue s/o Flagler Street	4 L	E	2,736	1,025	1,046	28	1,072	C	13%	63	1,135	1,601	C	YES
FDOT-8306 ²	SW 67th Avenue s/o SW 8 Street	4 L	E	2,736	999	1,019	0	1,019	C	7%	34	1,053	1,683	C	YES
MD-9240	SW 67th Avenue s/o SW 24 Street	4 L	E	2,736	1,379	1,407	50	1,457	C	3%	15	1,472	1,264	D	YES
FDOT-0560	SR 826 Expressway s/o Flagler Street	8 L	D	13,390	11,663	11,898	0	11,898	D	14%	68	11,966	1,424	D	YES
FDOT-0567	SR 826 Expressway n/o SW 24 Street	8 L	D	13,390	17,850	18,210	2	18,212	F	14%	68	18,280	-4,890	F	NO
MD-9120	SW 24th Street s/o SW 67 Avenue	4 L	E + 50%	4,933	2,436	2,485	28	2,513	C	4%	19	2,532	2,301	C	YES
FDOT-0036	SW 57th Avenue n/o SW 8 Street	4 L	E	3,580	1,943	1,982	36	2,018	C	10%	49	2,067	1,513	C	YES
FDOT-0037	SW 57th Avenue s/o SW 8 Street	2 L	E	1,410	1,458	1,487	37	1,524	F	4%	19	1,543	-103	F	NO

Notes:

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

2 - PHP Volume based on FDOT Daily Data (0.09 K-Factor)

The applicant's traffic study also included a 2040 Long Term analysis to determine the future long term traffic impacts on the surrounding roadways. The 2040 traffic volumes were obtained from the Southeast Florida Regional Planning Model (SERPM7) and the project trips were added to the model volumes to determine the impact on the surrounding roadway segments. The long term analysis determined that seven roadway segments are projected to operate below the County's adopted level of service standards. The seven roadway segments that are failing the County's LOS standards are not significantly impacted by the project traffic, as the percentage traffic impact is less than five percent. The seven failing roadway segments are,

1. SR 826/Palmetto Expressway from Flagler Street to SW 8 Street is operating at LOS 'F' but the adopted LOS is 'D'
2. SR 826/Palmetto Expressway from SW 8 Street to SW 24 Street is operating at LOS 'F' but the adopted LOS is 'D'
3. SW 8 Street/Tamiami Trail from SW 87 Avenue to Palmetto Expressway is operating at LOS 'F' but the adopted LOS is 'E+50%'
4. SW 8 Street/Tamiami Trail from SW 57 Avenue to Granada Boulevard is operating at LOS 'F' but the adopted LOS is 'E+50%'

5. SW 67 Avenue/Ludlam Road from Flagler Street to SW 8 Street is operating at LOS 'F' but the adopted LOS is 'E'
6. SW 67 Avenue/Ludlam Road from SW 8 Street to SW 24 Street is operating at LOS 'F' but the adopted LOS is 'E'
7. SW 57 Avenue/Red Road from SW 8 Street to SW 24 Street is operating at LOS 'F' but the adopted LOS is 'E'

See the applicant's Tables 5 and 6 below for the 2040 Long Term analysis.

Table 5 - Roadway Significance Analysis Summary

Roadway	From	To	Number of Lanes	LOS Capacity ¹	Project Distribution	Project Traffic	Percent Impact	≥ 5% YES/NO
SW 8th Street / Tamiami Trail	SW 87 Avenue	SR 826/Palmetto Expressway	6 L	6,468	24%	114	1.76%	NO
	SR 826/Palmetto Expressway	SW 67 Avenue	4 L	5,370	52%	247	4.60%	NO
	SW 67 Avenue	SW 57 Avenue	4 L	5,370	28%	133	2.48%	NO
	SW 57 Avenue	Granada Boulevard	4 L	4,380	14%	67	1.52%	NO
SW 67th Avenue / Ludlam Rd	W Flagler Street	SW 8 Street	4 L	2,736	13%	62	2.26%	NO
	SW 8 Street	SW 24 Street	4 L	2,736	7%	33	1.22%	NO
	SW 24 Street	SW 40 Street	4 L	2,736	3%	14	0.52%	NO
SR 826/Palmetto Expressway	W Flagler Street	SW 8 Street	8 L	13,390	14%	67	0.50%	NO
	SW 8 Street	SW 24 Street	8 L	13,390	14%	67	0.50%	NO
SW 24th Street	SW 67 Avenue	SW 57 Avenue	4 L	4,833	4%	19	0.39%	NO
SW 57 Avenue	W Flagler Street	SW 8 Street	4 L	3,580	10%	48	1.33%	NO
	SW 8 Street	SW 24 Street	2 L	1,410	4%	19	1.35%	NO

Notes:

1.- Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook; and Miami-Dade County Traffic Concurrence Database.

Table 6 - Long Term 2040 Afternoon Peak Hour Roadway Capacity Analysis Summary

Roadway	From	To	Facility Type	LOS Capacity ¹	2040 Volumes ²	LOS without Project	Proposed Designation		Project Significance	Total Volume With Project	LOS with Project	Operates within Adopted LOS
							Project Assignment	Project Trips				
SW 8th Street / Tamiami Trail	SW 87 Avenue	SR 826/Palmetto Expressway	6 L	6,468	7,282	F	24%	114	1.76%	7,396	F	NO
	SR 826/Palmetto Expressway	SW 67 Avenue	4 L	5,370	4,959	D	52%	247	4.60%	5,206	D	YES
	SW 67 Avenue	SW 57 Avenue	4 L	5,370	4,622	D	28%	133	2.48%	4,755	D	YES
	SW 57 Avenue	Grenade Boulevard	4 L	4,380	5,444	F	14%	67	1.53%	5,511	F	NO
SW 67th Avenue / Ludlam Road	W Flagler Street	SW 8 Street	4 L	2,736	3,178	F	13%	62	2.27%	3,240	F	NO
	SW 8 Street	SW 24 Street	4 L	2,736	2,995	F	7%	33	1.21%	3,028	F	NO
	SW 24 Street	SW 40 Street	4 L	2,736	2,651	E	3%	14	0.51%	2,665	E	YES
SR 826/Palmetto Expressway	W Flagler Street	SW 8 Street	8 L	13,390	21,295	F	14%	67	0.50%	21,362	F	NO
	SW 8 Street	SW 24 Street	8 L	13,390	22,350	F	14%	67	0.50%	22,417	F	NO
SW 24th Street	SW 67 Avenue	SW 57 Avenue	4 L	4,633	2,487	C	4%	19	0.39%	2,506	C	YES
SW 57 Avenue	W Flagler Street	SW 8 Street	4 L	3,580	3,374	D	10%	48	1.34%	3,422	D	YES
	SW 8 Street	SW 24 Street	2 L	1,410	1,867	F	4%	19	1.35%	1,886	F	NO

Notes:

1. -- Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrence Database.

2. -- 2040 Volumes based on Daily SERPM Model Volumes (0.09 K-Factor).

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. The proposed maximum development potential for the project is either 1,095,534 sq. ft. office uses or 677 Multi-family units, not 100,000 sq. ft. retail uses and 677 Multi-family units as analyzed in the traffic study.
2. Staff have not received a covenant for the proposed development program of 100,000 sq. ft. retail uses and 677 Multi-family units.
3. The trip generation estimates in Table 2 has to be corrected. The net new trips on the roadway network should be 445 (486 – 41) PM Peak Hour trips instead of 475 as shown in Table 2.

Transit

Existing Service

The application site is currently served by Metrobus Routes 8, 73, and the West Miami Trolley. The proposed application is adjacent to a bus stop served by Metrobus Route 8 and is approximately 2,000 feet from a bus stop served by Metrobus Route 73 and the West Miami Trolley. The "Metrobus Route Service Summary" table below details the service headways (in minutes) for these transit services.

Metrobus Route Service Summary

Table 1
Metrobus Route Service Summary
Expedited Application No. 1

Route(s)	Service Headways (in minutes)					Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Saturday	Sunday	
8	15	30	30	30	30	L/F
73	30	40	60	60	60	L/F
West Miami Trolley	60	60	n/a	n/a	n/a	L

Notes: L means Metrobus local route service

F means Metrobus feeder service to Metrorail

June 2018 Line Up

Recent Service Improvements

As described in the draft 2018 Transit Development Plan (TDP), the following service changes are scheduled for implementation in 2018.

Route	Improvement/Adjustment
8	Reduce weekday off-peak frequency from 20 to 30 minutes
	Reduce Saturday frequency from 20 to 30 minutes all day
73	Extend route to the I-75/Miami Gardens Park-and-Ride

Future Service Improvements

There are no future service improvements planned for Metrobus Routes 8 or 73 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 #1029 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-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).
- 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.
- 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.

HO-7E. Any official action that requires a public hearing to develop or redevelop mobile home park sites to residential or non-residential uses shall, at a minimum, require the following:

- a. Demonstration that the proposed development action would not cause the displacement of mobile home owners or that there is suitable affordable housing available for all affected mobile home owners. Housing affordability shall be determined using the definition of affordability and income limit categories described in the Housing Element of the CDMP and updated annually by HUD.
- b. Description of actions that will be taken to assist mobile home owners in finding suitable housing for relocation, including referrals to public and private affordable housing resources.
- c. Actions that will be taken to minimize the hardship related to relocation.

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**

1. APPLICANT

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By: _____

Alejandro J. Arias, Esq.

6/15/18

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 "Industrial and Office" to "Tamiami Trail Development Area - Ludlam Trail Corridor District".

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

The Property consists of five (5) parcels which are depicted on the Location Map attached as Exhibit "A". The Property is approximately ±5.34 gross acres and is located between SW 8th Street and SW 12th Street consisting of the parcels located northeast and southeast of the intersection of SW 9th Street and SW 70th Avenue, including the parcels to the southwest and southeast of the intersection of SW 10th Street and SW 70th Avenue, and encompassing the parcel to the northwest of the intersection of SW 12th Street and SW 69th Avenue, more particularly described in the legal description attached to this application as Exhibit "B", and further defined by Miami-Dade County Folio Nos.: 30-4011-012-0100, 30-4011-012-0010, 30-

4011-012-0110, 30-4011-009-0010, and 30-4011-012-0020.

C. Gross and Net Acreage.

Application area: ±5.34 gross acres (±5.34 net acres)

Acreage Owned by Applicant: ±5.34 gross acres

D. Requested Change.

1. Applicant requests that the Property be re-designated on the Land Use Plan map from "Industrial and Office" to "Tamiami Trail 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 from "Industrial and Office" to "Tamiami Trail Development Area – Ludlam Trail Corridor District."

The Ludlam Trail Corridor District ("District") is a Special District on the CDMP Land Use Plan Map which is comprised of areas with unique characteristics where special land use provisions are warranted. Specifically, the District applies to an approximate 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.

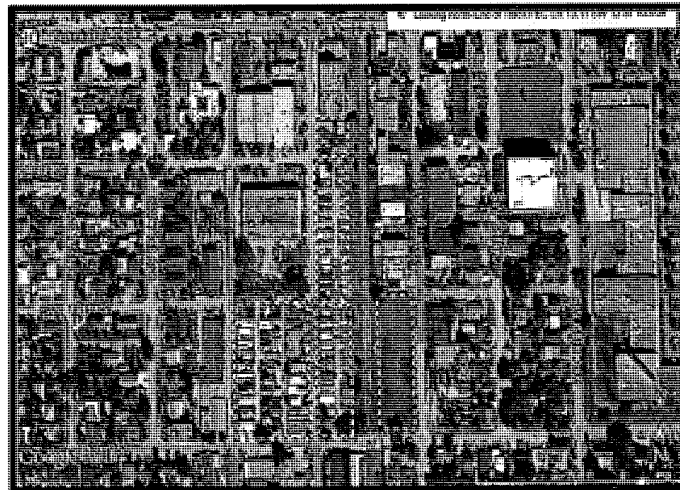
After many years of discussions, several regional and local studies identified an opportunity for a regionally significant trail and greenway along the Corridor that will connect to the County's greenway and trail network, link the surrounding communities, and provide vital neighborhood connections. In other words, the former Florida East Coast Railroad (FEC) 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.

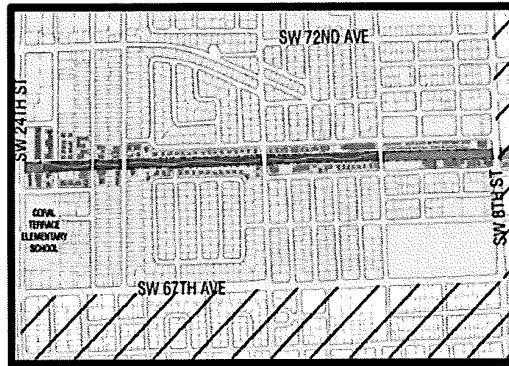
From Pinellas County, Florida to Portland, Oregon, residents of many cities and counties around the country have experienced the social, environmental and economic benefits associated with trails and linear park spaces. To attain a more livable and sustainable community, these trails and linear parks, 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, largely abuts a segment of the Corridor to the east, as well as to the west, and is adjacent to a Recreational Trail Segment. The Property is located between SW 8th Street and SW 12th Street consisting of the parcels located northeast and southeast of the intersection of SW 9th Street and SW 70th Avenue, including the parcels to the southwest and southeast of the intersection of SW 10th Street and SW 70th Avenue, and encompassing the parcel to the northwest of the intersection of SW 12th Street and SW 69th Avenue. Currently, there are four (4) District Development Areas and this Application will expand the Tamiami Trail Development Area to the east and west.

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



As shown above, the Tamiami Trail Development Area includes those portions of the corridor located between SW 8th Street and SW 12th Street. Uses permitted in the Tamiami Trail Development Area include the full range of sales and service activities. Light industrial uses are also permitted where compatible with existing residential uses. Residential uses and mixing of residential use with commercial, office and hotels are also permitted. The Land Development Regulations (the “LDRs”) shall provide for a notification process to inform prospective purchasers of residential units located in close proximity to an active industrial use that such industrial use may generate significant noise, dust, odor, vibration, or truck traffic. Development in this area is limited to a maximum density of one hundred and twenty-five (125) dwelling units per gross acre; with a maximum floor area ratio of 5.0 and a maximum building height of twelve (12) 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 five (5) parcels, only one (1) parcel being vacant, while the other parcels are currently developed with mobile homes on the land. All of the parcels consist of a zoning classification of “IU-1” (Industrial Light Manufacturing District) and have a land use designation of “Industrial and Office”. The parcels are located in a transitioning industrial neighborhood which is mainly surrounded by residential uses and some commercial uses that are along SW 8th Street and a portion of SW 67th Ave. The buildings located in the surrounding areas are fairly old and in need of renovation. The re-designation of the Property, its redevelopment and the development of the Corridor will be a catalyst in the reinvigoration of the area. Recently, a property was re-designated from “Business and Office” and “Medium Density Residential” to “Bird Road Development Area – Ludlam Trail Corridor District”. This property is located east of the Florida East Coast Railroad, west of SW 69th Avenue, and south of SW 40th Street. Although not in the same Development Area, this is relevant to show that the re-designation of properties to the corresponding Development Area type in the Ludlam Trail Corridor District is beginning to occur. In addition, more applications have been filed to re-designate properties to the corresponding Development Area type in the Ludlam Trail Corridor District, thus showing that the expansion of the District is underway. 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 intersection of SW 8th Street between SW 70th Avenue is a bus stop that currently exists and is approximately 255 feet from the most northern portion of the Property. The closeness of the bus stop to the Property coupled with mass transit traveling along SW 8th Street 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 “Industrial and Office” to “Tamiami Trail 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. FOLIO NUMBERS & LEGAL DESCRIPTION

Attached as Exhibit "B"

8. COMPLETE DISCLOSURE OF INTEREST FORM

Attached as Exhibit "C"

Attachments: Location Map for Application - Exhibit "A"
Folio Numbers & Legal Descriptions for the Property and Parcels - Exhibit "B"
Disclosure of Interest Form - Exhibit "C"
Aerial Photograph – Exhibit "D"
Supplemental Disclosure Form – Exhibit "E"
Survey – Exhibit "F"
Traffic Study – Exhibit "G"

EXHIBIT "A"

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANTS / REPRESENTATIVE

Lion Miami Terrace, LLC

Juan J. Mayol, Jr., Esq., Hugo P. Arza, Esq., Alejandro Arias, Esq., and James Williams Jr., Esq

DESCRIPTION OF SUBJECT AREA

The Property is approximately ± 5.34 gross acres and is located between SW 12 Street and SW 8th Street consisting of the parcels located northeast and southeast of the intersection of SW 9th Street and SW 70th Avenue, including the parcels to the southwest and southeast of the intersection of SW 10th Street and SW 70th Avenue, and encompassing the parcel to the northwest of the intersection of SW 12th Street and SW 69th Avenue, more particularly described in the legal attached to this application as Exhibit "B".

LOCATION MAP



Application area delineated above owned by Applicant.

1"=300'

Legend
Subject Property



EXHIBIT "B"

FOLIO NUMBERS & LEGAL DESCRIPTION FOR PROPERTY

Folio No. 30-4011-012-0100

Folio No. 30-4011-012-0010

Folio No. 30-4011-012-0110

Folio No. 30-4011-012-0020

ORB: 20257, PG: 0960 WARRANTY DEED

TRACTS 33-A, 34-A, 42-A OF REVISED PLAT OF TAMiami CITY SECTION "B", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 35 AT PAGE 22 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; AND PORTIONS OF TRACT 43-A OF REVISED PLAT OF TAMiami CITY SECTION "B", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 35 AT PAGE 22 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF SAID TRACT 43-A, THENCE S89°54'40" WEST ALONG THE SOUTH LINE OF SAID TRACT 43-A, FOR 74.58 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ALONG A CIRCULAR CURVE TO THE RIGHT, HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 90°57'38", A RADIUS OF 25.00 FEET, FOR AN ARC DISTANCE OF 39.69 FEET, TO A POINT ON THE WEST LINE OF SAID TRACT 43-A; THENCE N00°52'18" EAST FOR 63.81 FEET; THENCE N 89°54'40" EAST FOR 100.00 FEET TO A POINT ON THE EAST LINE OF SAID TRACT 43-A; THENCE S 00°52'18" WEST ALONG THE EAST LINE OF SAID TRACT 43-A FOR 89.23 FEET TO A POINT OF BEGINNING, LYING AND BEING IN MIAMI-DADE COUNTY, FLORIDA. (CAPTIONED PROPERTY LIES WITHIN THE NW $\frac{1}{4}$ OF THE NE $\frac{1}{4}$ IN SECTION 11, TOWNSHIP 54 SOUTH, RANGE 40 EAST, MIAMI-DADE COUNTY, FLORIDA.)

Folio No. 30-4011-009-0010

TRACTS 7-A AND 7-B, OF REVISED PLAT OF TAMiami CITY ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 34, AT PAGE 13, OF THE PUBLIC RECORDS MIAMI-DADE COUNTY, FLORIDA AND LOTS 1,2 AND 6, IN BLOCK 7, OF TAMiami CITY ACCORDING, TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 14, AT PAGE 9, OF THE PUBLIC RECORDS 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:

Lion Miami Terrace, LLC
9240 SW 72 Street, Suite 108
Miami, FL 33173

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
Lion Miami Terrace, LLC		30-4011-012-0100, -0010, -0110, -0020, 30-4011-009-0010	+/- 5.34 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)
Lion Miami Terrace, 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 Lion Miami Terrace, LLC

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF STOCK</u>
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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: _____

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
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- 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: _____

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF INTEREST</u>
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- 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 any contingency clause or contract terms involve additional parties, list all individuals or officers, 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.

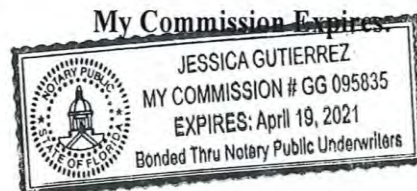
LION MIAMI TERRACE, LLC, a Florida limited liability company

By: 
Name: Alexander Ruiz
Title: Manager

Sworn to and subscribed before me

this TH day of June, 2018


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

Disclosure of Interest in Lion Miami Terrace, LLC

Lion Miami Terrace, LLC – 100% Owner of the subject Property

Summit Prestige Trail, LLC is the 100% owner of **Lion Miami Terrace, LLC**:

Summit Prestige Trail, LLC

Members of **Summit Prestige Trail, LLC**:

• Zima Investments LLC	25%
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Members of **Zima Investments LLC**:

- Luis Alonso 100%

• BC Flagler Trail, LLC	18.75
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Members of **BC Flagler Trail, LLC**:

- MPC Family Holdings, LLLP 50%
 - MPC General Partner, LLC
 - Martin H. Caparros, Jr. 2011 Revocable Trust 48%
 - Beneficiary – Patricia Caparros 100%
 - Patricia Caparros, Jr. 2011 Revocable Trust 50%
 - Beneficiary – Martin H. Caparros, Jr. 100%
 - Caparros 2011 Children's Trust 2%

Beneficiaries:

 - Ashley Caparros 50%
 - Kristian Caparros 50%

Patricia Caparros, Trustee

- Maurice Boschetti, LLC 5%
 - Maurice Boschetti 100%
- Silvia Boschetti, LLC 5%
 - Silvia Boschetti 100%
- Jota Holdings, LLC 5%
 - Jose Boschetti, Jr. 100%
- JSJM Holdings, Inc 35%
 - Jose & Silvia Boschetti as Tenants by Entirety 99%
 - Silvia Boschetti 2013 Revocable Trust 1%

Beneficiary

 - Silvia Boschetti 100%

• BRP Summit, LLC	25%
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Members of **BRP Summit, LLC**:

- Dade Apartments, LLC
 - David Adams 100%
- Matthew Cicero 100%
- Brian K. Sherman 100%
- JMDR, LLC
 - Alex Greyserman 100%
- ASL Prime, LLC
 - Alex Greyserman 100%
- Don Anthony Dadesky 100%
- The Shor Family Trust

- William Shor, Trustee 100%

• JPJV ONE, LLC	6.25%
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Members of **JPJV One, LLC**:

- Joel Vigo 50%
- Jorge Piedra 50%

• ARCH IV, LLC	5%
-----------------------	-----------

Members of **ARCH IV, LLC**:

- Alexander Ruiz 100%

• Rodriguez Family Capital Holdings, LLC	5%
---	-----------

Members of **Rodriguez Family Capital Holdings, LLC**:

- Dennis Rodriguez 90%
- Zoe Rodriguez 10%

• MPC Family Holdings, LLLP	15%
------------------------------------	------------

Members of **MPC Family Holdings, LLLP**:

- MPC General Partner, LLC
- Martin H. Caparros, Jr. 2011 Revocable Trust 48%
 - Beneficiary – Patricia Caparros 100%
- Patricia Caparros, Jr. 2011 Revocable Trust 50%
 - Beneficiary – Martin H. Caparros, Jr. 100%
- Caparros 2011 Children's Trust 2%

Beneficiaries:

 - Ashley Caparros 50%
 - Kristian Caparros 50%

Patricia Caparros, Trustee

EXHIBIT “F”

SEE ATTACHED SURVEYS

EXHIBIT "G"

SEE ATTACHED TRAFFIC STUDY

APPENDIX B

Proffered Declaration of Restrictions

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This instrument was prepared by:

Name: Alejandro J. Arias, Esq.
Address: Holland & Knight LLP
701 Brickell Avenue
Suite 3000
Miami, Florida 33131

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PLANNING DIVISION

(Space reserved for Clerk)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned, Lion Miami Terrace, LLC (hereinafter referred to as the “**Owner**”) holds the fee simple title to the land(s) 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 (“**CDMP**”), as an expedited small-scale CDMP application in June 2018 (the “**Application**”), and said amendment is identified as Application No. CDMP20180013;

WHEREAS, the Application seeks to re-designate the Property from “Industrial and Office” to “Special District” on the Miami-Dade County CDMP Master Plan adopted Land Use Plan (“**LUP**”) map;

WHEREAS, the Owner intends to develop the Property as a mixed-use project comprised of residential and commercial/retail uses;

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) The proposed development of the Property shall be limited to no more than 677 residential dwelling units, and 100,000 square feet of commercial/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. Invalidity 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]

IN WITNESS WHEREOF, the Owner has caused these present to be signed in its name on
this ____ day of _____, 201__.

WITNESSES:

LION MIAMI TERRACE, LLC,
a Florida limited liability company

Witness

Printed Name

By: _____
Name: _____
Title: _____

Witness

Printed Name

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

The foregoing instrument was acknowledged before me this ____ day of _____, 201__, by _____, as Manager of Lion Miami Terrace, LLC, a Florida 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 “A”

LEGAL DESCRIPTION

DRAFT

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APPENDIX C

Regional Housing Report

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REGIONAL HOUSING REPORT



REPLACEMENT HOUSING RESOURCES FOR MOBILE HOME OWNERS

LION MIAMI TERRACE MOBILE HOME PARK
6998 Southwest 8th Street
Miami, Florida 33144

REGIONAL HOUSING REPORT

**REPLACEMENT HOUSING RESOURCES
FOR MOBILE HOME OWNERS
AT
LION MIAMI TERRACE MOBILE HOME PARK
6998 Southwest 8th Street
Miami, Florida 33144**

August 2018

**Prepared by
The Urban Group, Inc.**

The information contained in this report was obtained from sources considered to be reliable. However, information of this nature is subject to change at any time without notice.

TABLE OF CONTENTS

REPLACEMENT HOUSING RESOURCES FOR MOBILE HOME OWNERS AND TENANTS AT LION MIAMI TERRACE MOBILE HOME PARK 6998 Southwest 8th Street Miami, Florida 33144

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REPLACEMENT HOUSING RESOURCES FOR RESIDENTS OF LION MIAMI TERRACE MOBILE HOME PARK

Introduction

Lion Miami Terrace Mobile Home Park, ("Lion Miami Terrace") is a mobile home community located at 6998 Southwest 8th Street, Miami, Florida. The occupants of Lion Miami Terrace were given notice that the mobile home park was closing. According to the information provided by the Lion Miami Terrace, LLC (Owner) the Lion Miami Terrace had 87 lease lots, and there are 36 mobile home occupants remaining.

Established in 1984, The Urban Group, Inc. (The Urban Group) is a Real Estate Consultancy headquartered in South Florida. The Urban Group is a member of the Miami Association of Realtors®. They are experts in compliance with Chapter 723 of the Florida Statutes, also known as the "Florida Mobile Home Act".

The Urban Group was contracted to prepare this Regional Housing Study by Lion Miami Terrace, LLC. The Urban Group has extensive experience managing and closing mobile home parks and preparing housing studies in compliance with F.S. 723, entitled "Mobile Home Park Lot Tenancies".

The Florida Mobile Home Relocation Corporation (FMHRC) and the Florida Mobile Home Relocation Trust Fund (Trust Fund) are governed by Florida statutes 723.0611, 723.06115, 723.06116, and 723.0612. The Trust Fund was established to provide a source of funds to compensate eligible manufactured home owners displaced from the mobile home park they occupy.

Mobile home parks have attracted low income residents and part-time occupants. In the South Florida region, and cited in numerous publications, mobile home park properties are under pressure of redevelopment. A few mobile home parks have shown a pattern of gradual decline, as market conditions that once attracted mobile home park living has changed. In recent years, many mobile home communities have closed and been replaced by conventional housing or commercial development. This change continues to be stimulated by increasing land values and several seasons of strong hurricane activity.

This study researched replacement mobile home lease lots, and other types of housing for lease and sale located in the selected counties in South Florida of Miami-Dade and Broward Counties referred to as Primary Counties.

This Regional Housing Study focuses attention on affordability and availability of mobile home parks and other sources of housing.

For the purpose of this analysis, The Urban Group, Inc. has assumed that all households currently residing in the Miami Terrace Mobile Home Park HP are categorized as Very Low Income households; i.e. their annual incomes are below 50 percent of the Area Median Income (AMI) for Miami-Dade County, which according to the U.S. Department of

housing and Urban Development, was \$52,300 when last reported in April 2018. Assuming that these households pay no more than 30 percent of their income for their housing and taking into consideration that these households will need to pay utility charges as well as rent, The Urban Group, Inc. estimates that they will need to pay \$653.28 or less per month in rent.

Executive Summary

For this Regional Housing Study, The Urban Group used data from reliable sources collected from June 11 to August 8, 2018. (See "Sources" on Page 9). The "Primary Counties" for the data were Miami-Dade and Broward Counties. The Regional Housing Report found that there are adequate existing mobile home park lease lots, and other suitable housing resources for the relocation of mobile home owners at Lion Miami Terrace Mobile Home Park.

Based upon information gathered during this study, there are an adequate number of mobile home lease lots available, plus a supply of other suitable housing opportunities to find replacement homes for those occupants residing in Lion Miami Terrace. Pertinent findings are summarized below:

- Many mobile home owners will likely meet the eligibility criteria for mobile home moving expenses or abandonment payments under the provisions of the FMHRC.
- The survey conducted of mobile home communities in Miami-Dade revealed 32 vacant mobile home sites. Researchers contacted 16 mobile home parks in Miami-Dade containing a total of 5,694 rental sites. Except for two parks, Goldcoaster Trailer Park in Homestead and Silver Palm Mobile Park in Country Lakes, those parks that responded reported that all their sites were occupied.
- The Broward County telephone survey revealed 188 vacant sites in 11 mobile home parks. Researchers contacted 25 mobile home parks in Broward County containing a total of 6,164 rental sites. Broward County may provide the greatest opportunity to relocate mobile homes where residents may remain close to family, friends, work and houses of worship.
- Mobile homes for rent by park owners and by individual owner/title holders are also a source of housing opportunities. The survey reported a total of 21 mobile homes available in the rent range from a low of \$957 per month to a high of \$1,895 per month in the Primary Counties. Several parks we contacted stated that there were some mobile homes within their parks for sale or rent by owner, but the park management offices did not have a listing of these homes. A drive through the park is required to seek out mobile homes for sale or rent by owner.
- Local newspapers, the Multiple Listing Service and Internet websites were searched for conventional housing listed for rent. In the Primary Counties, the

survey found **37** units with a rent range equal to or less than \$653.28 per month; 285 with rents ranging from \$653.29 to \$1000 per month; and 305 units with rents ranging from \$1,001 to \$1,100 per month.

- Researchers compiled a list of 268 mobile homes for sale in parks that are comprised of both lease lot and lots where the mobile home owner also owns the land through a condominium or co-operative association.
- Homeownership opportunities are available to qualified Lion Miami Terrace residents. Researchers considered single-family, condominium, townhouse, villa and multi-family residences for sale in the Primary Counties. The report revealed 261 units listed for sale in the Multiple Listing Service at a price of less than \$50,000.
- From the data gathered, it is reasonable to expect that the housing rental and sales market in the Primary Counties can absorb mobile home owners who do not move their mobile homes.

Overview



Lion Miami Terrace Mobile Home Park (Aerial Photo)

Purpose of the Study

The Urban Group prepared this study to categorize vacant mobile home lease lots and other replacement housing opportunities for the relocation of mobile home owners and tenants from Lion Miami Terrace. The housing information collected housing opportunities for mobile home occupants moving out of Lion Miami Terrace and other housing options within the perimeters of the research area. This report is

not an exhaustive study of available mobile home lease lots or other housing resources. *Do to time constraints, interviews with occupants were not taken.*

Florida Statutes Chapter 723 entitled Mobile Home Park Lot Tenancies, Section 723.083 Governmental action affecting removal of mobile home owners states: "*No agency or municipal, local, county, or state government shall approve any application for rezoning, or take any other official action, which would result in the removal or relocation of mobile home owners residing in a mobile home park without first determining that adequate mobile home park or other suitable facilities exist for the relocation of the mobile home owners.*"

The report did not consider household composition or income since personal household surveys or direct interviews were not conducted. Information collected on rental and sales prices was presumed to be prevailing market prices at the time the data was collected. Furthermore, the data collected is deemed to be accurate and valid.

Both manufactured housing and conventional housing fall inside very fluid markets that are subject to changing market conditions. The information collected for the report represents data obtained in a specific time period and is considered current but represents a limited study of the general South Florida housing market. The study identifies housing resources at mobile home parks, market and subsidized rental apartment projects, and single-ownership housing units for sale or rent. Homes for sale include mobile homes, single-family, duplex, multifamily, townhouse, villa, cooperative and condominium ownerships.

Both age-restricted housing (over 55 years of age) and all age mobile home park housing opportunities were considered for this study. Lion Miami Terrace is not listed on the web site of the Florida Commission on Human Relations (FCHR) as a provider of housing for persons 55 and older. FCHR accepts registrations as a provider of housing that registers all 55-and-older communities in Florida under the federal or Florida Fair Housing Act. A directory of these communities is available on their website at <https://fchr.myflorida.com/55communities>.

Study Resources

The Urban Group used recent housing studies it has collected in June 2018, and new research for the Lion Miami Terrace study to corroborate availability of vacant lease lots in other mobile home communities. A new telephone survey was conducted by The Urban Group, and as a result, the survey collected responses from 74 mobile home parks.

In addition to the survey to collect data on available mobile home lease lots, The Urban Group conducted research to identify other types of housing opportunities including conventional housing units for rent and sale. The following information sources were used for this study:

- 1) Miami Association of Realtors - Multiple Listing Services (MLS);
 - 2) Regional newspapers with large circulation and classified sections:
The Miami Herald, and *The South Florida Sun Sentinel*.
-

- 3) Florida Housing Data Clearinghouse, Shimberg Center for Affordable Housing, University of Florida.
- 4) Two popular websites that list mobile homes for sale and for rent throughout the country are www.mhvillage.com and www.trulia.com.
- 5) Additional websites that lists all types of housing units for sale and/or for rent include: www.realtor.com, www.zillow.com, www.craigslist.com, and www.rent.com.

Elements of the Report

The Miami Association of Realtors Multiple Listing Service (MLS) catalogues privately owned properties listed for sale and for rent in Miami-Dade and Broward Counties. The MLS was searched to find available manufactured homes, apartments, condominiums, townhouses, duplex, triplex, quadruple and single-family homes for sale or rent.

The Miami Herald and The South Florida Sun Sentinel newspapers' classified sections were searched for manufactured housing and conventional rental housing including single-family, apartments, condominiums, duplexes, tri-plexes and four-plexes in Miami-Dade and Broward Counties. The classified sections were searched for efficiency, studio, and one-bedroom to four-bedroom units with rents ranging from under \$653.28 to \$1,100 per month. Although, there are many more rentals available with rents greater than \$1,100, there are sufficient rental units available below that amount and below \$653.28.

The website www.mhvillage.com lists mobile homes for sale and rent as well as listing mobile home or manufactured home communities throughout the nation. Searches were conducted from June 11 through August 8, 2018, revealing numerous mobile homes for sale and for rent throughout the Primary Counties. The website www.trulia.com also includes listings of mobile homes for sale and for rent. The website www.zillow.com lists conventional housing units for sale and for rent and www.rent.com lists housing units for rent.

The Urban Group also conducted research to identify subsidized rental housing opportunities in Miami-Dade and Broward Counties. To find these types of housing the *Florida Housing Data Clearinghouse* was searched. This data resource is maintained by the "Shimberg Center for Affordable Housing" at the University of Florida.

Lion Miami Terrace is in Miami-Dade County. Our researchers found the greatest number of vacant mobile home lots, mobile homes for sale, and conventional housing for sale or rent in Broward County compared to Miami Dade County.

Though not documented in this report, housing for rent and sale by owner that is not advertised in newspapers or on the internet is another source of housing. Neighborhood "windshield surveys" or word of mouth networks are the best means to identify these housing opportunities. This is a very effective method for locating mobile homes for sale or for rent in many local mobile home parks. No windshield survey was attempted for this study.

Mobile Home Community Re-establishment Restrictions

Though there are industry-wide standards for mobile home reestablishment, some communities with park based mobile home retail dealerships may require prospective residents to purchase a new or used home from the on-site dealer. Other park owners have self-imposed reinstallation criteria. Some parks require newer homes, some have size restrictions, and some may require additional accessory structures to be added to the mobile home

Because standards vary with each park, mobile home owners must assure their mobile home meets the park's criteria before contracting to move an existing mobile home into another park.

Florida Mobile Home Relocation Corporation

The State of Florida helps with manufactured home owners who are displaced when their manufactured home communities close due to a change in the use of the land. The Florida Mobile Home Relocation Corporation (FMHRC) and the Florida Mobile Home Relocation Trust Fund (Trust Fund) are governed by Florida statutes 723.0611, 723.06115, 723.06116, and 723.0612. The Trust Fund was established to provide a source of funds to compensate eligible manufactured home owners.

The Trust Fund provides actual moving expenses for relocating a mobile home up to \$3,000 for a single-section home and up to \$6,000 for a multi-section home for a maximum distance of 50 miles. In lieu of filing for relocation expenses, a home owner may abandon the mobile home in the park. The home owner must be able to deliver a current title to the park owner with valid releases of all liens shown on the title. The owner of a single-section home will be eligible for \$1,375, and the owner of a multi-section home will be eligible for \$2,750.

Under the policies of the FMHRC to be eligible to receive moving expenses, or an abandonment payment, a mobile home owner must meet basic eligibility criteria including: Lot lease rent must be current; Owner must be the registered title holder to the mobile home in his/her name; and Mobile home owner must not be a party to a lawsuit against the mobile home park owner. Additional requirements are detailed on the FMHRC website www.fmhrc.org.

Mobile Home Park Housing Resources

Mobile Home Vacant Lease Lots

This study reports on findings of 74 mobile home communities in Miami-Dade and Broward counties that responded to the survey. Other parks contacted were deemed non-responsive as they either declined to provide information or did not respond to phone calls. There are approximately 11,858 lots in the parks that responded to the survey. A total of 413 vacant sites are available.

The study reported on mobile home housing opportunities at both age-restricted parks and non-age restricted parks to expand available options to mobile home

owners of all ages. Table 1 shows the breakdown of vacant mobile home lease lots in the Primary Counties, as compiled from survey results.

Table 1
Mobile Home Lease Lot Vacancies
Miami-Dade and Broward Counties

County	Total Parks Contacted	Total Sites in Park	Number of Vacancies
Miami-Dade	16	5,694	32
Broward	25	6,164	188
TOTALS	41	11,858	220

(Source: The Urban Group, Inc. Telephone Survey conducted from June 11, 2018 to August 8, 2018).

As evident from Table 1 with 188 reported available vacant lease lots, Broward County presents a better opportunity to relocate mobile homes. Also, Broward County is likely to be the more familiar area to Lion Miami Terrace residents, possibly closer to employment, family and friends, and houses of worship.

Mobile Homes For Rent

The following tables show information on mobile homes for rent at parks in the Primary Counties. Most mobile home parks contain unadvertised rental mobile homes that are rented by the individual owner. Frequently the park office does not have information on availability. Driving through each park is required to find most rental mobile homes.

Many mobile home rentals in Miami-Dade and Broward Counties were found through the websites www.mhvillage.com, www.trulia.com and the Miami Association of Realtors Association "Multiple Listing Service." Newspapers did not reveal any mobile home rentals in Miami-Dade. To locate rentals in Miami-Dade and additional rentals in Broward Counties, it will be necessary to drive through a park and search for units rented by the owner of the unit.

Mobile Homes for Sale

In the Primary Counties, another housing resource available to Lion Miami Terrace home owners is mobile homes for sale. These housing resources include re-sale or new manufactured homes. Homes listed for sale include those located in parks where the homeowner leases the lot and where the homeowner owns the lot through a condominium or co-operative association.

Table 2
Manufactured/Mobile Homes For Sale
Miami-Dade, Broward and Palm Beach Counties
Mobile Home Homeowner Leases the Lot

County	Total Units	Price Range	
Miami-Dade	23	\$39,000 to \$49,999:	9
		\$50,000 to \$99,900:	14
Broward	47	\$ 4,000 to \$49,900:	27
		\$50,000 to \$97,000:	20
TOTALS	70	\$ 1,500 to \$99,900	

(Source: Realtors Association Multiple Listing Service;
MH Village website www.mhvillage.com; Trulia website www.trulia.com.
Research conducted June 2018).

Table 3
Manufactured/Mobile Homes For Sale
Miami-Dade, Broward Counties
Homeowner Owns the Lot through Condominium or Co-operative
Associations

County	Total Units	Price Range	
Miami-Dade	23	\$ 50,000 to \$99,999:	17
		\$100,000 to \$135,000:	6
Broward	70	\$ 30,000 to \$49,999:	4
		\$ 50,000 to \$99,999:	18
		\$100,000 to \$399,999:	48
TOTALS	93	\$30,000 to \$399,999	

(Source: Miami Realtors Association Multiple Listing Service;
MH Village website www.mhvillage.com; Trulia website www.trulia.com.
Research conducted June 2018).

The mobile homes found in The Urban Group's search ranged between one and three bedrooms. Broward County has 70 listings, and Miami-Dade County has 23 mobile homes listed for sale.

Manufactured homes listed for sale that are located on lease lots are offered at a lower price than manufactured homes located in parks where the home owner also has an interest in the land.

Conventional Housing Resources

Housing for Rent

This report looked at various sources of rental housing that included 2 local newspapers, the Miami Board of Realtor's Multiple Listing Service and two websites. All are accepted resources for rental housing. Researchers investigated the availability of rental housing from June 11 to August 8, 2018.

In addition to those rentals listed in this report, there are also undocumented sources of residential units for rent "by owner." This is a source of housing that is difficult to quantify because some property owners do not advertise their rental units. Many "by owner" housing units are visible by drive-by searches of neighborhoods and mobile home parks.

Researchers looked at efficiency, studio, one, two and three-bedroom units for rent in the classified sections of each of two commonly read regional newspapers: *The Miami-Herald*, and *The South Florida Sun-Sentinel*. The search encompassed residential units including single-family, duplex, triplex, townhouse, condominium, and small and large apartment house rentals. An upper limit of \$1,100 per month rent was utilized for the search. Furnished rooms without cooking facilities and roommate rentals were not included in this report.

The Tables 4 to 8 depict findings from searches for rental apartments in newspaper classified sections, three websites: www.trulia.com, www.zillow.com, Craigslis.com, and the Miami Association of Realtors Multiple Listing Service. Table 5 shows available rentals in Miami-Dade County, Table 6 lists rentals in Broward County, and Table 8 lists the total of all rentals in the Primary Counties.

Table 4
For Rent Residential Properties
Apartments, Condominium, Single-Family, Duplex and Triplex Rentals
Miami-Dade County

Rent Range	Number of Units
\$653.28 or less	18
\$653.29-\$1000	79
\$1,001-\$1,100	72
Total	169

(Source: *The Miami-Herald* website, www.Trulia.com, www.zillow.com, www.Craigslis.com and the Miami Association of Realtors Multiple Listing Service)

Table 5
For Rent Residential Properties
Apartments, Condominium, Single-Family, Duplex and Triplex Rentals
Broward County

Rent Range	Number of Units
\$653.28 or less	19
\$653.29-\$1000	148
\$1,001-\$1,100	117
Total	284

(Source: *The Sun-Sentinel* website, www.Trulia.com, www.zillow.com, www.Craigslis.com and the Miami Association of Realtors Multiple Listing Service)

Table 6
For Rent Residential Properties
Apartments, Condominium, Single-Family, Duplex and Triplex Rentals
Selected Counties

Totals	
Rent Range	Number of Units
\$653.28 or less	37
\$653.29-\$1,000	227
\$1,001-\$1,100	189
Total	453

(Source: *The Miami-Herald* and *The Sun-Sentinel* websites: www.Trulia.com, www.zillow.com, www.Craigslist.com and the Miami Association of Realtors Multiple Listing Service)

Researchers found 18 of the 37 rentals priced at less than \$653.28 per month in Miami-Dade County. Although overall there are fewer rentals within the price limits of the study, a greater percentage of the less expensive rentals are in Miami-Dade.

Housing for Sale

One-day sample searches of properties listed for sale on the MLS and other sources was conducted by The Urban Group on July 31, 2018. The tables below show a breakdown by county and number of bedrooms for single-family, condominium, co-operative, villas and townhomes listed for sale. The search was limited to the Primary Counties and to a maximum asking price of \$99,000. Each of the Primary Counties had many more listings at an asking price greater than \$99,000. Those listings that require an equity payment or country club membership were excluded from the tables below.

Table 7
Market For Sale Property Listings
Condominium, Co-operative, Townhouse, Villa and Single-Family Houses
Miami-Dade County

Purchase Price	0 Bedrooms	1 Bedrooms	2 Bedrooms	3 or more Bedrooms	Total
Under \$50,000	0	100	63	9	172
\$50,001 to \$79,000	7	600	350	28	985
\$79,001 to \$99,000	8	665	452	42	1,167
TOTAL	15	1,365	865	79	2,324

(Source: *Miami Association of Realtors' Multiple Listing Service*, and *Realtor.com*. Research conducted July 25, 2018, and August 30, 2018).

Table 8
Market For Sale Property Listings
Condominium, Co-operative, Townhouse, Villa and Single-Family Houses
Broward County

Purchase Price	0 Bedrooms	1 Bedrooms	2 Bedrooms	3 or more Bedrooms	Total
Under \$50,000	0	223	58	6	287
\$50,001 to \$79,000	0	625	378	13	1,016
\$79,001 to \$99,000	0	636	393	23	1,052
TOTAL	0	1,484	829	42	2,355

(Source: Miami Association of Realtors' Multiple Listing Service and Realtor.com. Research conducted July 25, 2018, and August 30, 2018).

Table 9
Market for Sale Property Listings
Condominium, Co-operative, Townhouse, Villa and Single-Family Houses

Totals from Selected Counties

Purchase Price	Miami-Dade	Broward	Totals
Under \$50,000	172	287	459
\$50,001 to \$79,000	985	1,016	2,001
\$79,001 to \$99,000	1,167	1,052	2,219
TOTAL	2,324	2,355	4,679

(Source: Miami Association of Realtors' Multiple Listing Service Multiple Listing Service and Realtor.com Research conducted June 25, 2018, and August 30, 2018).

Subsidized Housing

Table 10 shows a breakdown of financially subsidized housing units by type of development, and county. The list was compiled from information obtained from the Florida Housing Data Clearinghouse, Shimberg Center, and University of Florida. The housing data was collected for projects in Miami-Dade and Broward Counties.

Table 10
Subsidized Housing Units
By Type and County

County	Assisted Housing Units	Public Housing Units	Total
Miami-Dade	45,023	10,928	55,951
Broward	18,901	500	19,401
Totals	63,924	11,428	75,352

Source: Florida Housing Data Clearinghouse, Shimberg Center, and University of Florida

Table 11
Assisted Housing Properties

County	Number of Properties
Miami-Dade	414
Broward	152
Totals	566

Source: Florida Housing Data Clearinghouse, Shimberg Center, and University of Florida

There is a wait list for most assisted properties, and for other financial assistance for housing. Mobile home owners can contact their local Housing Authority for assistance in registering and finding when the wait lists are open for applications.

Conclusion

The intent of this report was to identify vacant lease lots at mobile home parks, or other available suitable housing facilities to accommodate the relocation of mobile home owners moving from Lion Miami Terrace. There are 35 mobile home park occupants. The study identified vacant lease lots, mobile homes for rent and for sale, and conventional housing for rent and for sale. The search area covers Miami-Dade and Broward Counties.

The report established that there are adequate existing mobile home park lease lots, and other suitable housing resources for the relocation of mobile home owners at Lion Miami Terrace. Our research was limited in time, and additional searched would likely identify additional housing opportunities.

Those homeowners who desire and can relocate their mobile homes may be able to receive assistance from the Florida Mobile Home Relocation Corporation. This study found 220 vacant lease lots in the Primary Counties studied, with 188 located in Broward County.

For mobile home owners who will not relocate their mobile home, but desire to live in mobile home communities, this study found an adequate number of available mobile homes listed for sale. The Urban Group's researchers found 89 mobile homes for sale listed at less than \$100,000, with 16 of that number at less than \$50,000.

For those mobile home owners who want to live in conventional housing, this study found 37 units for rent for less than \$653.28 per month and 416 units for \$653.29 to \$1,100 per month. The study also revealed listings for sale in the Primary Counties. Researchers found 172 conventional units listed for less than \$50,000 in Miami-Dade, 287 units in Broward County.

Although there are numerous public housing buildings and other subsidized housing units in existence in the Miami -Dade and Broward County areas, most have waiting lists. It would be in the mobile home owners' best interest to register with their local housing authority and apply to get on waiting lists as soon as possible. As reported

from research gathered about subsidized housing, there are 77,603 assisted housing units and 13,180 public housing units located in the Primary Counties.

From the Base information gathered for this report, it is apparent that there are enough existing housing opportunities to provide replacement housing for the mobile home occupants residing in the Lion Miami Terrace Mobile Home Park.

Rental Income

LION MIAMI TERRACE, LLC - # 2

Memorized Transaction Listing

August 17, 2018

Transaction	Type	Source Account	Amount
1	RENTAL INCOME:A112-YASMINA RUIZ	11000 - Accounts	650.00
2	RENTAL INCOME:A116-LUIS A FERNANDEZ	11000 - Accounts	650.00
3	RENTAL INCOME:A118-ROGER BENITEZ	11000 - Accounts	650.00
4	RENTAL INCOME:A120-VERONICA &	11000 - Accounts	650.00
5	RENTAL INCOME:A122-YULIET PEREZ	11000 - Accounts	650.00
6	RENTAL INCOME:A126-JANET MORALES	11000 - Accounts	650.00
7	RENTAL INCOME:A132-DORIS ROCHETA	11000 - Accounts	672.00
8	RENTAL INCOME:A134-YUNIER BERNAL	11000 - Accounts	650.00
9	RENTAL INCOME:A138-JOEL GARCIA	11000 - Accounts	650.00
10	RENTAL INCOME:A142-ALIANNE BORGES	11000 - Accounts	650.00
11	RENTAL INCOME:A146-YANET PEREZ	11000 - Accounts	650.00
12	RENTAL INCOME:A148-JOSE M SANTOS	11000 - Accounts	650.00
13	RENTAL INCOME:A150-AZALIA VAZQUEZ	11000 - Accounts	650.00
14	RENTAL INCOME:B231-RAFAEL	11000 - Accounts	650.00
15	RENTAL INCOME:B234-EDUARDO	11000 - Accounts	650.00
16	RENTAL INCOME:B238-VANESSA &	11000 - Accounts	650.00
17	RENTAL INCOME:B239-ROBERTO	11000 - Accounts	650.00
18	RENTAL INCOME:B245-MADELAIDA	11000 - Accounts	650.00
19	RENTAL INCOME:B246-LUZ RUBIANO	11000 - Accounts	650.00
20	RENTAL INCOME:B247-SANTOS AYALA	11000 - Accounts	650.00
21	RENTAL INCOME:B248-HERLINDA	11000 - Accounts	650.00
22	RENTAL INCOME:B249-EDDY MARTIN	11000 - Accounts	650.00
23	RENTAL INCOME:B250-JUAN	11000 - Accounts	672.00
24	RENTAL INCOME:B251-ZAIDA SUAREZ	11001 - Accounts	672.00
25	RENTAL INCOME:C329-ELVIS MESA	11000 - Accounts	672.00
26	RENTAL INCOME:C330-SILVIA ROMAN	11000 - Accounts	605.00
27	RENTAL INCOME:C332-RAMON CABRERA	11000 - Accounts	650.00
28	RENTAL INCOME:C334-MARIA BATRES	11000 - Accounts	650.00
29	RENTAL INCOME:C335-DAYAN	11000 - Accounts	650.00
30	RENTAL INCOME:C338-CARLOS VALLE	11000 - Accounts	650.00
31	RENTAL INCOME:C340-RAMONA	11000 - Accounts	650.00
32	RENTAL INCOME:C342-JOSE SILVA	11000 - Accounts	650.00
33	RENTAL INCOME:C343-JOSE SANTOS	11000 - Accounts	650.00
34	RENTAL INCOME:C346-MARIA ARGUETA	11000 - Accounts	650.00
35	RENTAL INCOME:C350-MANUEL BROCHE	11000 - Accounts	672.00



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Fort Lauderdale, Florida 33316
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APPENDIX D

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

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Lubby Navarro
Dr. Marta Pérez
Mari Tere Rojas

August 21, 2018

VIA ELECTRONIC MAIL

Mr. Hugo Arza
Holland & Knight LLP
701 Brickell Avenue, Suite 3300
Miami, Florida 33131
Hugo.Arza@hklaw.com

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
LION MIAMI TERRACE, LLC., C/O HUGO P. ARZA, HOLLAN - CDMP20180013
LOCATED AT 6998 SW 8 STREET
PH3018072500549 - FOLIO Nos.: 3040110120100, 3040110120010, 3040110120110,
3040110090010, 3040110120020**

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 677 multifamily residential units which generate 68 students; 31 elementary, 17 middle and 20 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-62
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) • arijo@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: PH3018072500549 Local Government (LG): Miami-Dade
Date Application Received: 7/25/2018 4:24:31 PM LG Application Number: CDMP20180013
Type of Application: Public Hearing Sub Type: Land Use

Applicant's Name: Lion Miami Terrace, LLC., c/o Hugo P. Arza, Hollan
Address/Location: 701 Brickell Avenue, Suite 3000, Miami, FL 33131
Master Folio Number: 3040110120100
Additional Folio Number(s): 3040110120010, 3040110120110, 3040110090010, 3040110120020,

PROPOSED # OF UNITS 677

SINGLE-FAMILY DETACHED
UNITS: 0

SINGLE-FAMILY ATTACHED UNITS: 0

MULTIFAMILY UNITS: 677

CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
1841	FLAGAMI ELEMENTARY	96	31	31	YES	Current CSA
6961	WEST MIAMI MIDDLE	389	17	17	YES	Current CSA
7721	SOUTH MIAMI SENIOR	111	20	20	YES	Current CSA

ADJACENT SERVICE AREA SCHOOLS

*An Impact reduction of 25.28% included for charter and magnet schools (Schools of Choice).

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

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

APPENDIX E

Traffic Impact Study

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CDMP AMENDMENT TRAFFIC IMPACT STUDY

For

The Trail Apartments
Miami-Dade County, Florida

Prepared For:

Lion Miami, LLC
16400 NW 59th Avenue
Miami Lakes, FL 33014

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

LANGAN

07 June 2018
Revised: 22 August 2018

330042001

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EXECUTIVE SUMMARY

Langan Engineering and Environmental Services, Inc. was retained by Lion Miami, LLC to prepare a traffic-impact analysis for a proposed change to the Miami-Dade County Comprehensive Development Master Plan for a property that comprises five parcels in the Tamiami Trail Development Area of the Ludlam Trail Corridor District. The property owner requests a change in the CDMP future land-use designation from “Industrial and Office” to “Tamiami Trail Development Area – Ludlam Trail Corridor District”. The property is south of Tamiami Trail (SW 8th Street) along SW 70th Avenue in unincorporated Miami-Dade County.

The property owner will proffer a restrictive covenant limiting the maximum development program to 677 multifamily dwelling units and 100,000 square feet of retail. The proposed future land-use designation allows residential and non-residential uses. 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. The maximum potential development under the current future land-use designation (109,553 square feet of warehouse space) and the proposed future land-use designation (1,095,534 square feet of office space) will generate 41 and 1,107 afternoon net-new peak-hour trips, respectively. The proposed covenant-restricted development is expected to generate 516 afternoon net-new peak-hour trips, which are fewer than the number of trips generated for the maximum development potential under the proposed future land-use designation.

None of the major roadways will be significantly impacted by the proposed development, but we analyzed the five roadways that will be most impacted: SW 8th and SW 24th streets, SW 67th and SW 57th avenues and the Palmetto Expressway (SR-826). We prepared roadway capacity analyses for the 2020 (short-term) conditions and found that all but two of the roadways (SR-826 and SW 57th Avenue) will exceed their adopted level of service with or without the proposed development’s impacts. We also analyzed 2040 (long-term) roadway conditions and found that certain segments of SW 8th Street, SW 67th Avenue, SW 57th Avenue and SR-826 are expected to exceed their capacity in the future with and without the impacts of 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 Lion Miami, LLC to prepare a traffic-impact analysis for a proposed change to the Miami-Dade County Comprehensive Development Master Plan for a property within the Tamiami Trail 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 “Industrial and Office” to “Tamiami Trail Development Area – Ludlam Trail Corridor District.” The property comprises five parcels south of SW 8th Street along SW 70th Avenue in unincorporated Miami-Dade County. **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 Tamiami Trail Development Area of the Ludlam Trail Corridor District for residential and retail uses include 125 dwelling units per gross acre, a 5.0 floor-to-area ratio and a twelve floor maximum building height. The maximum development potential under the current future land-use designation is a 0.5 floor-to-area ratio of industrial uses. The owner will proffer a restrictive covenant that will limit the development of the property to 677 multifamily dwelling units and 100,000 square feet of retail.

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 (2040).

Project Description

The proposed development will be constructed on 5.42 gross acres (5.03 net acres). The folio numbers of the property are 30-4011-012-0020, 30-4011-012-0010, 30-4011-009-0010, 30-4011-012-0100 and 30-4011-012-0110. **Appendix B** contains the property surveys and property appraiser information. The adopted LOS capacity for roadways impacted by the proposed development is LOS E for roadways and LOS D for SR 826 because the site is within the UIA.

Study Area

We conducted capacity analyses on the following roadways:

- SW 8th Street between SW 87th Avenue and SR-826
- SW 67th Avenue between Flagler and SW 24th streets
- SW 24th Street between SW 67th and SW 57th avenues
- SW 57th Avenue between Flagler and SW 24th streets
- SR-826 between Flagler and SW 24th streets

Roadway Characteristics

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

- SW 8th Street is a four-lane, undivided, east-west, state-maintained roadway with a two-way left-turn lane classified as an urban principle arterial roadway with a posted speed limit of 35 MPH. SW 8th Street transitions into a six-lane divided west of SR-826 with a 45 MPH posted speed limit.
- SW 67th Avenue is a four-lane, undivided, north-south, county-maintained roadway with a two-way left-turn lane classified as a minor urban arterial roadway with a posted speed limit of 35 MPH.
- SW 24th Street is a four-lane, divided, east-west, county-maintained roadway classified as an urban principle arterial roadway with a posted speed limit of 40 MPH.
- SW 57th Avenue is a four-lane, undivided, north-south, state-maintained roadway with a two-way left-turn lane classified as a minor urban arterial roadway with a posted speed limit of 40 MPH. SW 57th Avenue transitions into a two-lane undivided roadway south of SW 8th Street with a 35 MPH posted speed limit.
- SR-826 is an eight-lane, divided, north-south, state-maintained expressway with a posted speed limit of 55 MPH.

EXISTING CONDITIONS

We used afternoon peak-hour data from the Miami-Dade County traffic-concurrency database and FDOT data 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 SR-826 between SW 8th Street and SW 24th Street and SW 57th Avenue between SW 8th and SW 24th streets. **Table 1** summarizes the results of the short-term afternoon peak-hour capacity analyses. 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* and *Miami-Dade County Traffic Concurrency Database* 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 ¹	LOS Capacity ¹	Existing Volume	Existing LOS	Meets Capacity
SW 8th Street / Tamiami Trail	SW 87 Avenue	SR 826/Palmetto Expressway	6 L	EE	6,468	4,377	C	YES
	SR 826/Palmetto Expressway	SW 67 Avenue	4 L	E + 50%	5,370	3,052	C	YES
	SW 67 Avenue	SW 57 Avenue	4 L	E + 50%	5,370	2,659	C	YES
	SW 57 Avenue	Granada Boulevard	4 L	E + 50%	4,380	2,761	D	YES
SW 67th Avenue / Ludlam Road	W Flagler Street	SW 8 Street	4 L	E	2,736	1,025	C	YES
	SW 8 Street	SW 24 Street	4 L	E	2,736	999	C	YES
	SW 24 Street	SW 40 Street	4 L	E	2,736	1,379	C	YES
SR 826/Palmetto Expressway	W Flagler Street	SW 8 Street	8 L	D	13,390	11,663	D	YES
	SW 8 Street	SW 24 Street	8 L	D	13,390	17,850	F	NO
SW 24th Street	SW 67 Avenue	SW 57 Avenue	4 L	E + 50%	4,833	2,436	C	YES
SW 57 Avenue	W Flagler Street	SW 8 Street	4 L	E	3,580	1,943	C	YES
	SW 8 Street	SW 24 Street	2 L	E	1,410	1,458	F	NO

¹: Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrency Database

Transit Service

The closest transit routes to the site are Route 8 and Route 73 which provide east-west service and north-south service with stops along SW 8th Street and SW 67th Avenue. The closest transit stop is less than a quarter mile from the site. **Figure 2** shows the transit routes 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 2020 future traffic volumes by applying a compounded growth rate to the existing volumes. Site-generated trips were added to the 2020 (short-term horizon) volumes. We developed 2040 (long-term horizon) volumes by converting the daily volumes from the 2040 SERPM model to peak-hour volumes using an FDOT k-factor and added site-generated trips. 2040 SERPM volumes were provided by the county's Transportation Planning Organization. Traffic volumes from the 2040 SERPM account for land-development potential of all property within the county based on their current future land-use designations.

Planned Roadway Improvements

We reviewed the TPO's 2017 Transportation Improvement Program (2017 through 2021), the county's Long Range Transportation Plan (2040) and the FDOT Five Year Work Program (2018 through 2023) and found that there are no planned roadway improvements in the vicinity of the property. The TIP shows improvements to develop 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. **Table 2** summarizes the trip-generation estimates for the property and compares the maximum development potential under the current land-use designation and the covenant-restricted development under the proposed future land-use designation. We accounted for trips from the existing mobile-home park and subtracted them from the trips generated by the proposed land-use designation change for the short-term analyses.

The maximum potential development under the current future land-use designation (109,553 square feet of warehouse uses) and the covenant-restricted development under the proposed future land-use designation (677 dwelling units and 100,000 square feet of retail) were calculated by multiplying the net acreage (for non-residential development) and gross acreage (for residential development) by the allowable densities under the CDMP land-use element. The covenant-restricted development under the proposed future land-use designation will generate 7,468 daily, 358 morning peak-hour and 475 afternoon peak-hour more net-new trips than the maximum development potential under the current future land-use designation. The maximum development potential for the proposed land-use designation (1,095,534 square feet

of office uses) will generate 10,600 daily, 1,018 morning peak-hour and 1,066 afternoon peak-hour more net-new trips than the maximum development potential under the current future land-use designation. The covenant-restricted development reduces the site's potential impacts.

We prepared daily, morning peak-hour and afternoon peak-hour vehicle trip estimates for the current and proposed land-use designations using the trip-generation equations from the 10th Edition of Institute of Transportation Engineers *Trip Generation Manual*. We applied ITE pass-by and internalization rates from the Trip Generation Handbook to determine the net-new trips generated by the proposed development. **Appendix D** contains the trip-generation tables and excerpts from the ITE manual.

Table 2 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Proposed Land Use Designation with Restrictive Covenant</u>								
Multifamily Housing (High-Rise)	677 DU	2,277	46	152	198	123	67	190
Shopping Center	100,000 SF	5,410	123	75	198	151	175	326
Total Proposed Land Use Designation		7,687	169	227	396	274	242	516
<u>Existing Development</u>								
Mobile Home Park	65 DU	325	5	12	17	19	11	30
Net New Trips for 2020 Analysis¹		7,362	164	215	379	255	231	486
<u>Maximum Potential Development under Current Land Use Designation</u>								
Warehousing	109,553 SF	219	29	9	38	11	30	41
Net New Trips for 2040 Analysis²		7,468	140	218	358	263	212	475

Notes:

1.- Proposed less Existing

2.- Proposed less Current

Trip Distribution

We determined the directional distribution of site-generated trips based on the cardinal-distribution data for TAZ 1029 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	14.10%	22.50%	6.20%	6.70%	13.70%	12.90%	11.00%	12.80%
2040	11.30%	20.80%	6.00%	8.30%	12.60%	14.00%	11.50%	15.50%
2020	13.17%	21.93%	6.13%	7.23%	13.33%	13.27%	11.17%	13.70%

Short-Term Analysis

We prepared a 2020 short-term (traffic-concurrency) afternoon peak-hour 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. However, SR-826 between SW 8th Street and SW 24th Street and SW 57th Avenue between SW 8th and SW 24th streets are expected to operate exceed their LOS capacities in 2020 with or without the impacts of the proposed future land-use designation change. The proposed development meets traffic concurrency because it is within the UIA.

We used a 0.50 percent annual growth-rate factor to develop future background volumes since the FDOT historical data yields a value lower than 0.50. The growth-rate factor was applied to the existing traffic volumes to develop 2020 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 proposed development. Appendix C contains the data used to calculate the growth rate. Site generated trips were added to the background traffic to develop 2020 traffic volumes. Net-new trips were developed for the short-term analysis by accounting for the existing development on site. **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 ¹	LOS Capacity ¹	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-0092	SW 8th Street e/o SW 87 Avenue	6 L	EE	6,468	4,377	4,465	0	4,465	C	24%	117	4,582	1,886	C	YES
FDOT-0005	SW 8th Street e/o SW 74 Avenue	4 L	E + 50%	5,370	3,052	3,113	0	3,113	C	52%	253	3,366	2,004	C	YES
FDOT-0527	SW 8th Street w/o SW 57 Avenue	4 L	E + 50%	5,370	2,659	2,713	1	2,714	C	26%	136	2,850	2,520	C	YES
FDOT-0118	SW 8th Street e/o SW 57 Avenue	4 L	E + 50%	4,380	2,761	2,817	11	2,828	C	14%	68	2,896	1,484	C	YES
MD-9236	SW 67th Avenue s/o Flagler Street	4 L	E	2,736	1,025	1,046	26	1,072	C	13%	63	1,135	1,601	C	YES
FDOT-8306 ²	SW 67th Avenue s/o SW 8 Street	4 L	E	2,736	999	1,019	0	1,019	C	7%	34	1,053	1,683	C	YES
MD-9240	SW 67th Avenue s/o SW 24 Street	4 L	E	2,736	1,379	1,407	50	1,457	C	3%	15	1,472	1,264	D	YES
FDOT-0568	SR 826 Expressway s/o Flagler Street	8 L	D	13,390	11,863	11,898	0	11,898	D	14%	66	11,966	1,424	D	YES
FDOT-0567	SR 826 Expressway n/o SW 24 Street	8 L	D	13,390	17,850	18,210	2	18,212	F	14%	66	18,280	-4,890	F	NO
MD-9120	SW 24th Street e/o SW 67 Avenue	4 L	E + 50%	4,833	2,436	2,485	28	2,513	C	4%	19	2,532	2,301	C	YES
FDOT-0036	SW 57th Avenue n/o SW 8 Street	4 L	E	3,580	1,943	1,982	36	2,018	C	10%	49	2,067	1,513	C	YES
FDOT-0037	SW 57th Avenue s/o SW 8 Street	2 L	E	1,410	1,458	1,457	37	1,524	F	4%	19	1,543	-133	F	NO

Notes:

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

2.- PHP Volume based on FDOT Daily Data 10.09 K-Factor.

Long-Term Analysis

We prepared long-term (2040) afternoon peak-hour roadway-capacity analysis and found that none of the study roadways will be significantly impacted by the proposed covenant-restricted development under the proposed land-use designation. Some segments of SW 8th Street, SW 67th Avenue, SW 57th Avenue and SR-826 are expected to exceed their capacity in 2040 with and without the impacts of the covenant-restricted development. We calculated the difference in afternoon peak-hour trips (475) between the covenant-restricted development and maximum allowable development under the current future land-use designation to analyze 2040 conditions. 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 five percent or more of its adopted LOS capacity. All of the analyzed roadways will be impacted at a level of significance of 4.60 percent or less; 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 2040 afternoon peak-hour capacity analyses.

Table 5 - Roadway Significance Analysis Summary

Roadway	From	To	Number of Lanes	LOS Capacity ¹	Project Distribution	Project Traffic	Percent Impact	≥ 5% YES/NO
SW 8th Street / Tamiami Trail	SW 87 Avenue	SR 826/Palmetto Expressway	6 L	6,468	24%	114	1.76%	NO
	SR 826/Palmetto Expressway	SW 67 Avenue	4 L	5,370	52%	247	4.60%	NO
	SW 67 Avenue	SW 57 Avenue	4 L	5,370	28%	133	2.48%	NO
	SW 57 Avenue	Granada Boulevard	4 L	4,380	14%	67	1.52%	NO
SW 67th Avenue / Ludlam Rd	W Flagler Street	SW 8 Street	4 L	2,736	13%	62	2.26%	NO
	SW 8 Street	SW 24 Street	4 L	2,736	7%	33	1.22%	NO
	SW 24 Street	SW 40 Street	4 L	2,736	3%	14	0.52%	NO
SR 826/Palmetto Expressway	W Flagler Street	SW 8 Street	8 L	13,390	14%	67	0.50%	NO
	SW 8 Street	SW 24 Street	8 L	13,390	14%	67	0.50%	NO
SW 24th Street	SW 67 Avenue	SW 57 Avenue	4 L	4,833	4%	19	0.39%	NO
SW 57 Avenue	W Flagler Street	SW 8 Street	4 L	3,580	10%	48	1.33%	NO
	SW 8 Street	SW 24 Street	2 L	1,410	4%	19	1.35%	NO

Notes:

1.- Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrence Database.

Table 6 - Long Term 2040 Afternoon Peak Hour Roadway Capacity Analysis Summary

Roadway	From	To	Facility Type	LOS Capacity ¹	2040 Volumes ²	LOS without Project	Proposed Designation		Project Significance	Total Volume With Project	LOS with Project	Operates within Adopted LOS
							Project Assignment	Project Trips				
SW 8th Street / Tamiami Trail	SW 87 Avenue	SR 826/Palmetto Expressway	6 L	6,468	7,262	F	24%	114	1.76%	7,396	F	NO
	SR 826/Palmetto Expressway	SW 67 Avenue	4 L	5,370	4,959	D	52%	247	4.60%	5,206	D	YES
	SW 67 Avenue	SW 57 Avenue	4 L	5,370	4,622	D	26%	133	2.46%	4,755	D	YES
	SW 57 Avenue	Granada Boulevard	4 L	4,380	5,444	F	14%	67	1.53%	5,511	F	NO
SW 67th Avenue / Ludlam Road	W Flagler Street	SW 8 Street	4 L	2,736	3,178	F	13%	62	2.27%	3,240	F	NO
	SW 8 Street	SW 24 Street	4 L	2,736	2,995	F	7%	33	1.21%	3,028	F	NO
	SW 24 Street	SW 40 Street	4 L	2,736	2,651	E	3%	14	0.51%	2,665	E	YES
SR 826/Palmetto Expressway	W Flagler Street	SW 8 Street	8 L	13,390	21,295	F	14%	67	0.50%	21,362	F	NO
	SW 8 Street	SW 24 Street	8 L	13,390	22,350	F	14%	67	0.50%	22,417	F	NO
SW 24th Street	SW 67 Avenue	SW 57 Avenue	4 L	4,833	2,487	C	4%	19	0.39%	2,506	C	YES
SW 57 Avenue	W Flagler Street	SW 8 Street	4 L	3,580	3,374	D	10%	48	1.34%	3,422	D	YES
	SW 8 Street	SW 24 Street	2 L	1,410	1,867	F	4%	19	1.35%	1,886	F	NO

Notes:

1.- Data Source: Adopted LOS and Capacity from FDOT 2012 Quality / LOS Handbook and Miami-Dade County Traffic Concurrence Database.

2.- 2040 Volumes based on Daily SERPM Model Volumes (0.09 K-Factor).

CONCLUSIONS

We analyzed the traffic impacts for a proposed future land-use amendment for The Trail Apartments' property within the Tamiami Trail District south of SW 8th Street. The proposed amendment will change the future land-use designation from "Industrial and Office" to "Tamiami Trail Road Development Area – Ludlam Trail Corridor District." The property owner will proffer a restrictive covenant that will limit the development of the property to 677 multifamily dwelling units and 100,000 square feet of retail. The covenant-restricted development will reduce the potential traffic impacts of the property compared to the maximum allowable development (1,095,534 square feet of office) under the proposed land-use designation.

We performed short-term (2020) and long-term (2040) 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 2020 and 2040 analysis showed that certain roadway segments are expected to exceed their LOS capacities with and without the proposed development. 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 F

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. CDMP20180013 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

Adoption of this amendment may 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 ±5.42 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 at a maximum of 677 multi-family units or with 1,095,534 square feet of office use. If the site is developed at maximum office use development, the water connection charge is estimated at \$76,140; the water service line and meter connection fees would cost \$1,300; the sewer connection charges are estimated at \$306,750; and the annual operating and maintenance costs would total \$69,481. If the site is developed at maximum residential development, the water connection charge is estimated at \$127,039; the water

service line and meter connection fees would cost \$1,300; the sewer connection charges are estimated at \$511,812; and the annual operating and maintenance costs would total \$115,930.

In addition, the estimated cost of installing the required 364 linear feet of 12-inch water main to connect the proposed development to the County's regional water system is estimated at \$618,511. Furthermore, the estimated cost of installing the required 2,800 linear feet of 8-inch gravity sewer line is estimated at \$830,984. 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 \$1,449,495.

On August 23, 2018, the applicant proffered a Declaration of Restrictions limiting development on the application site to no more than 677 multifamily units and 100,000 square feet of retail. If the site is developed as proposed in the covenant, the water connection charge is estimated at \$140,939; the water service line and meter connection fees would cost \$1,300 for each of the proposed uses; the sewer connection charges are estimated at \$567,812; and the annual operating and maintenance costs would total \$69,481.

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 68 students, 31 are expected to attend elementary schools, 17 are expected to

attend middle schools and 20 are expected to 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 5 annual alarms. The proposed CDMP land use designation of “Special District – Ludlam Trail Corridor” will allow a potential development that is anticipated to generate 190 annual alarms. The 190 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. 40 and existing stations within proximity of the Property, all stations combined can mitigate the additional number of alarms. Additional stations include Station No. 3 (Tropical Park) located at 3911 SW 82 Avenue, 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 G

Photos of Site and Surroundings

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Application site along SW 69 Avenue and theoretical SW 10 Street



Lion Miami Terrace Mobile Homes Park



Industrial facilities along SW 70 Avenue between SW 8 Street and 9 Street



Residential community along SW 68 Avenue between SW 10 and SW 12 Streets