

Application No. 7
Commission District 12 Community Council 5

APPLICATION SUMMARY

Applicant/Representative(s):	AMB I-75, LLC/Felix Lasarte, Esq.
Location:	West side of I-75 Expressway and east side of NW 97 Avenue between NW 170 Street and theoretical NW 177 Terrace
Total Acreage:	±60.82 Gross Acres; ±58.08 Net Acres
Current Land Use Plan Map Designations:	“Industrial and Office”
Requested CDMP Amendments/Land Use Plan Map Designations:	<ol style="list-style-type: none"> 1. Redesignate the application site: From: “Industrial and Office” To: “Business and Office” 2. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board of County Commissioners
Amendment Type:	Standard
Existing Zoning District/Site Condition:	IU-C (Controlled Industry)/Vacant

RECOMMENDATIONS

Staff Final Recommendation:	ADOPT WITH CHANGE AND WITH THE PROFFERED DECLARATION OF RESTRICTIONS (August, 2018)
Staff Initial Recommendation:	TRANSMIT (March 2018)
Country Club of Miami Community Council (5):	TRANSMIT (March 21, 2018)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TRANSMIT (April 9, 2018)
Board of County Commissioners:	TRANSMIT AND ADOPT with the condition that the applicant provide funding for the purchase of a fire rescue and suppression unit as part of the development (April 25, 2018)
Final Action of Board of County Commissioners:	TO BE DETERMINED (September 27, 2018)

Staff's final recommendation is to **ADOPT WITH CHANGE AND WITH THE PROFFERED DECLARATION OF RESTRICTIONS** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020-2030 Land Use Plan (LUP) map. The Applicant seeks to redesignate the ±60.82-acre application site from "Industrial and Office" to "Business and Office" and has proffered a Declaration of Restrictions to be added to the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board of County Commissioners. The following provides a summary of the reasons for the final recommendation:

Principal Reasons for Recommendation

1. Upon evaluation of the application as originally filed, staff recommended to "Transmit" the application without an indication of the ultimate action that should be taken by the Board of County Commissioners (Board). This recommendation was published in the "Initial Recommendations, October 2017 Applications to Amend the Comprehensive Development Master Plan" (Initial Recommendations report) dated March 2018. The primary reason for the recommendation of transmittal was due to the fact that the application had merits, but, staff had concerns with the application and believed that the concerns could be addressed during the amendment process. Staff's primary concerns were to ensure that the application's potential impacts on the environment, public services and infrastructure were determined/quantified and adequately addressed through necessary commitments from the Applicant in a Declaration of Restrictions, which said commitments have been proffered.

Subsequent to the publication of the October 2017 Initial Recommendations report, the Applicant reduced the size of the application site and proffered a revised covenant in order to address staff's concerns. The original application as reviewed in the Initial Recommendations report was for a ±70.82 gross acre site and included a covenant which allowed a mix of uses, provided each use would not exceed the following: 300,000 square feet of retail, or 700 residential units, or 1.2 million square feet of industrial. The application site was reduced in size by ±10 acres, decreasing the application site to 60.82 gross acres (See letter dated March 14, 2018, Appendix A). In addition, the Applicant proffered a revised covenant on August 2, 2018 limiting the development on the subject site to 1,652 net external PM peak hour vehicle trips, which is the maximum trips that could be generated by the current "Industrial and Office" land use designation (See Appendix B: Proffered Declaration of Restrictions on Appendices). This covenant restriction limits the development to 454,500 sq. ft. of retail space, or 755 single family attached residential units, or 1.2 million sq. ft. of industrial uses; however, the covenant allows a simultaneous increase and decrease of residential, retail, and industrial uses, provided the development does not exceed 1,652 net external PM peak hour vehicle trips. In addition to providing development limits, the proffered covenant includes conditions that require mitigation of public infrastructure and service impacts, and together with the revised traffic study discussed in principal reason No. 2 below, address staff's initial concerns with the application.

2. *Roadway Impacts*: On August 3, 2017, the Applicant submitted a revised traffic study based on consultation and feedback provided by staff (See Appendix C: Traffic Impact Analysis). The revised traffic analysis adequately addresses staff's questions regarding the trip distribution and impacts of the proposed amendment on the transportation network and roadway level of service standards. As explained in Principal Reason No. 1, the Applicant proffered a covenant that allows for simultaneous increases and decreases of density and intensity of industrial, retail, and residential uses, provided that the uses do not exceed the limits established in the covenant, as described in Principal Reason No. 1, and provided that the total vehicle trip

generation associated with the overall development of the property does not exceed 1,652 net external PM peak hour vehicle trips. The 1,652 net external PM peak hour vehicle trips is the same as what can be generated by the current "Industrial and Office" land use designation, there will be no increase in trips due to the proposed land amendment application. Finally, an assessment of existing traffic conditions and concurrency analysis determined that all roadways adjacent to and in the vicinity of the application site analyzed have available capacity to handle the additional traffic impacts that would be generated by the application and are projected to operate at acceptable levels of service.

3. *Natural Resources (Wetlands and endangered/threatened plant and wildlife species):* During the initial review of Application No. 7, it was determined that the application site contained wetlands with native wetland communities that may support protected wildlife species, including but not limited to the Eastern indigo snake, and the Florida bonneted bat, among others. However, the Applicant has an existing Class IV permit for the site authorizing impacts to wetland resources in relation to an approved plat for a warehouse development. It should be further noted that the Applicant has purchased mitigation credits from the FPL mitigation bank for the development of the application site. Should the proposed amendment be approved, the existing Class IV permit must be modified to address any impacts from any new proposed development. During the permit modification process, the Division of Environmental Resources Management (DERM) will reassess the site. DERM will require an endangered species survey to determine the presence of endangered species and will recommend appropriate mitigation. All required permits must be obtained before a site plan, final plat, or development orders may be approved.
4. *Stormwater Infrastructure and Flood Protection:* The application site is located within the Western C-9 Basin. The South Florida Water Management District (SFWMD) has specific criteria for stormwater management in this basin. Any development in the basin is required to obtain approval from the SFWMD for fill encroachment criteria, including pervious/impervious ratio. Currently, the site has an approved and open Environmental Resource Permit (ERP) from the SFWMD. Although the ERP will need to be modified to reflect the proposed amendment if approved, the existing permit shows the most likely location of the impervious area to be built on the site. Furthermore, the site is designed for 100 percent on-site retention, with no outfalls to the canal systems. Since the Applicant will need to obtain a Stormwater Management Permit from the SFWMD, a full stormwater analysis will be performed by the District at that time.
5. *Other Public Service and Infrastructure Mitigation Needed to Address Development Impacts:* In the initial analysis of the application, staff expressed concerns regarding the potential impact of the application on various public services and facilities, including transit, park and recreation, and fire-rescue services. Below is a summary of how proffered CDMP covenant addresses the issues posed by Miami-Dade County:
 - a. Land Use Element Objective LU-1 and Policy LU-1A, and Mass Transit Subelement Objective MT-2 and Policy MT-2A collectively require the location and configuration of urban growth to emphasize the intensification of development around centers of activity having high countywide multimodal accessibility including the provision of efficient transit service. Furthermore, Mass Transit Subelement Policy MT-1A requires areas within the Urban Development Boundary of the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map that have a combined resident and work force population of more than 10,000 persons per square mile (640 acres) to be provided with transit service having 30-minute headways.

The application's proposed development, if approved together with existing and other approved development in the area, is projected to exceed the 10,000 person threshold established by Policy MT-1A, therefore requiring the application site to be served by public transit service with 30-minute headways in order to meet the CDMP's Transit Level of Service standard. However, the initial review of the application revealed that the site was not directly served by any Metrobus Routes. In order to meet the anticipated transit demand generated by the application and comply with the Transit Level of Service Standards, the Miami-Dade County Department of Transportation and Public Works (DTPW) determined that the extension of Metrobus Routes 54 and 183 would be required. This would necessitate the purchase of two standard size transit vehicles for a total cost of \$1.1 million. To mitigate said impact, the Applicant included a condition in the proffered covenant committing to reimburse DTPW for said purchase. Said contribution will be eligible for credit as a contribution in lieu of road impact fees.

- b. The Miami-Dade Parks, Recreation and Open Spaces Department (PROS) determined that the potential development of 755 single-family attached dwelling units would generate an estimated population of 2,529 persons. This scenario would result in an impact of 6.95 acres based on the minimum Level of Service standard for the provision of local recreation open space. Although there is surplus capacity of 126.54 acres within the Parks Benefits District (PBD 1) where the subject property is located, PROS found that there are no existing local parks meeting the $\frac{1}{4}$ to $\frac{1}{2}$ mile spatial distribution. To address the equity access criteria, PROS required the dedication 6.95 acres of local recreation open space to benefit the population generated by the proposed development. The proffered covenant addresses the required dedication of local recreation park space. The covenant requires either the payment of park impact fees in accordance with Chapter 33H, or the conveyance of land and needed improvements, in whole or in partial satisfaction of the impact fee obligation for the development of the site.
- c. According to Miami-Dade Fire Rescue (MDFR), the proposed development is projected to generate 134 annual fire-rescue alarms if developed with retail use, or 211 alarms if developed with 755 single-family attached residential units. The forecasted alarms for Application No. 7 would severely impact existing services. To mitigate the impact, the Board of County Commissioners, at the April 25, 2018 transmittal hearing, made a motion to "Transmit and Adopt" the application with a condition that the Applicant provide funding for the purchase of a rescue and suppression unit and related equipment. Following the transmittal hearing, MDFR reassessed the application and concluded that the cost of new facilities or equipment would be borne by the developer through the project's proportionate share of impact fees. Such fees will be assessed at time of building permit and will serve to fund facility and equipment needs generated by the project's impact

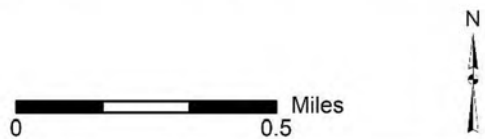
MDFR has noted that there are fire flow deficiencies in the vicinity of the application, and that such deficiencies are not addressed by the Fire Impact Fees, since fire flow service is overseen by WASD. To address this issue, the Applicant has committed to complete a Water and Sewer Agreement with WASD in order to provide the necessary infrastructure to comply with the required CDMP fire flow Level of Service standards at the time of development permit.

APPLICATION NO. 7 AERIAL PHOTO

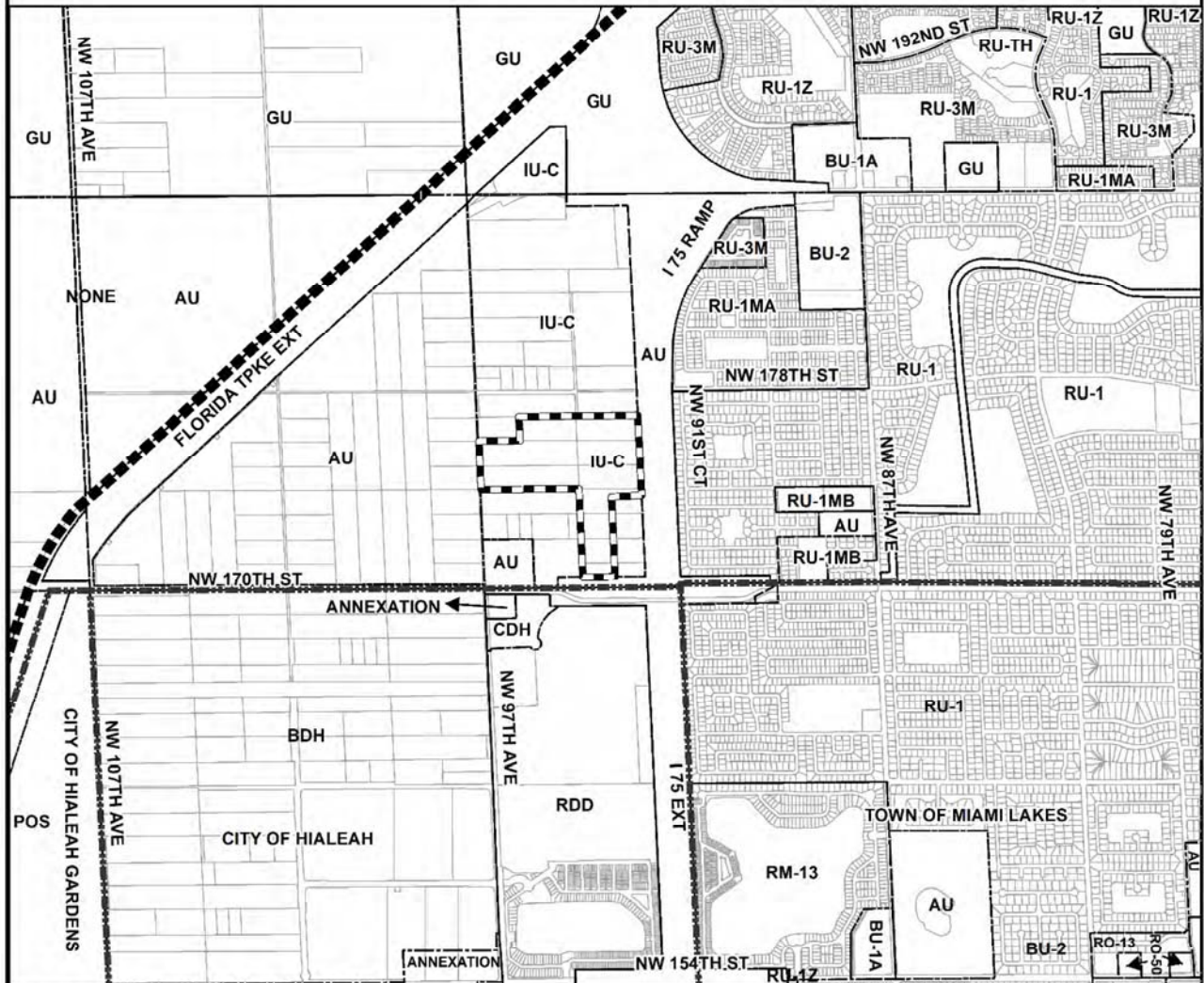


- APPLICATION AREA
- MUNICIPAL BOUNDARY
- 2020 URBAN DEVELOPMENT BOUNDARY

Source: Department of Regulatory and Economic Resources
July 2018



APPLICATION 7 ZONING MAP



- APPLICATION AREA
- 2020 URBAN DEVELOPMENT BOUNDARY
- MUNICIPAL BOUNDARY

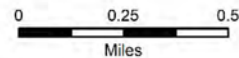
- MIAMI-DADE COUNTY ZONING DISTRICTS**
- AU AGRICULTURAL / RESIDENTIAL 5 ACRES GROSS
 - BU-1A BUSINESS DISTRICTS, LIMITED
 - BU-2 BUSINESS DISTRICTS, SPECIAL
 - GU INTERIM DISTRICT
 - IU-C INDUSTRIAL DISTRICT, CONDITIONAL
 - RU-1 SINGLE-FAMILY RESIDENTIAL
 - RU-1MA MODIFIED SINGLE-FAMILY RESIDENTIAL
 - RU-1MB MODIFIED SINGLE-FAMILY RESIDENTIAL
 - RU-1Z SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE
 - RU-3M MINIMUM APARTMENT HOUSE

- CITY OF HIALEAH ZONING DISTRICTS**
- ANNEXATION ANNEXATION
 - BDH BUSINESS DEVELOPMENT
 - CDH COMMERCIAL DEVELOPMENT
 - RDD RESIDENTIAL DEVELOPMENT

Source: Department of Regulatory and Economic Resources
July 2018

- TOWN OF MIAMI LAKES ZONING DISTRICTS**
- AU AGRICULTURAL
 - BU-1A BUSINESS
 - BU-2 BUSINESS
 - IU-C INDUSTRIAL CONTROLLED
 - RM-13 LOW-DENSITY RESIDENTIAL
 - RO-13 LOW-DENSITY RESIDENTIAL/OFFICE
 - RU-1 SINGLE-FAMILY RESIDENTIAL
 - RU-1Z SINGLE-FAMILY ZERO LOT LINE

- CITY OF HIALEAH GARDENS ZONING DISTRICTS**
- POS PARKS AND OPEN SPACE WATER



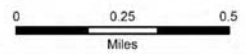
APPLICATION NO. 7 EXISTING LAND USE



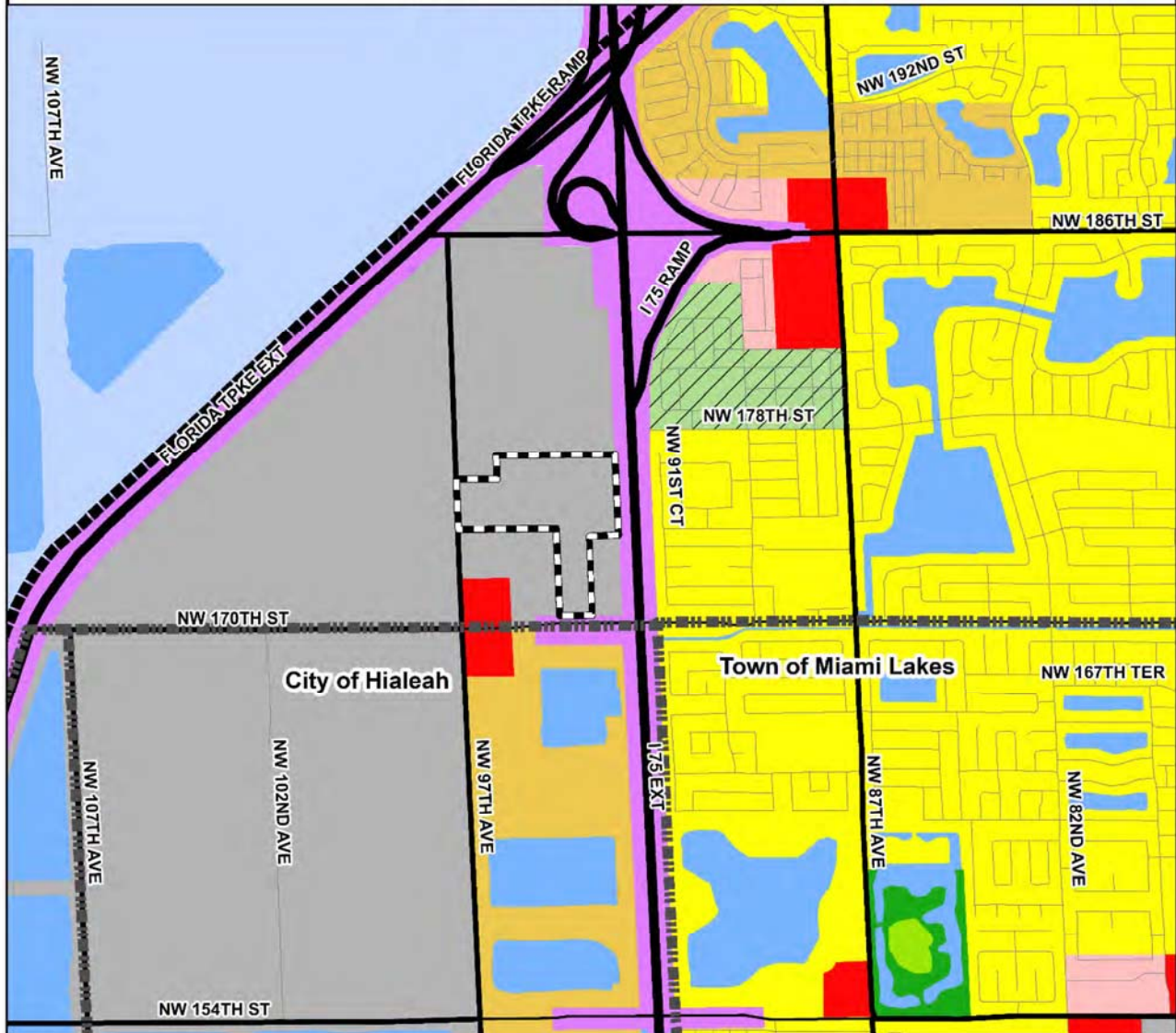
Source: Department of Regulatory and Economic Resources
July 2017

- APPLICATION AREA
- 2020 URBAN DEVELOPMENT BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING LAND USE**
- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL
- COMMERCIAL, SHOPPING CENTERS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- COMMUNICATIONS, UTILITIES, TERMINALS

- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS RIGHT OF WAY
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT GOVERNMENT OWNED, UNPROTECTED
- VACANT, PROTECTED, GOVERNMENT OWNED
- VACANT PRIVATELY OWNED, UNPROTECTED
- INLAND WATERS



APPLICATION NO. 7 CDMP LAND USE



APPLICATION AREA

MUNICIPAL BOUNDARY

2020 URBAN DEVELOPMENT BOUNDARY

CDMP LAND USE

ESTATE DENSITY W/ DENSITY INCREASE 1

LOW DENSITY (2.5-6 DU/AC)

LOW-MEDIUM DENSITY (6-13 DU/AC)

INDUSTRIAL AND OFFICE

BUSINESS AND OFFICE

OFFICE/RESIDENTIAL

PARKS AND RECREATION

OPEN LAND

ENVIRONMENTALLY PROTECTED PARKS

WATER

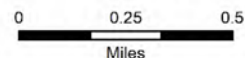
TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)

EXPRESSWAYS

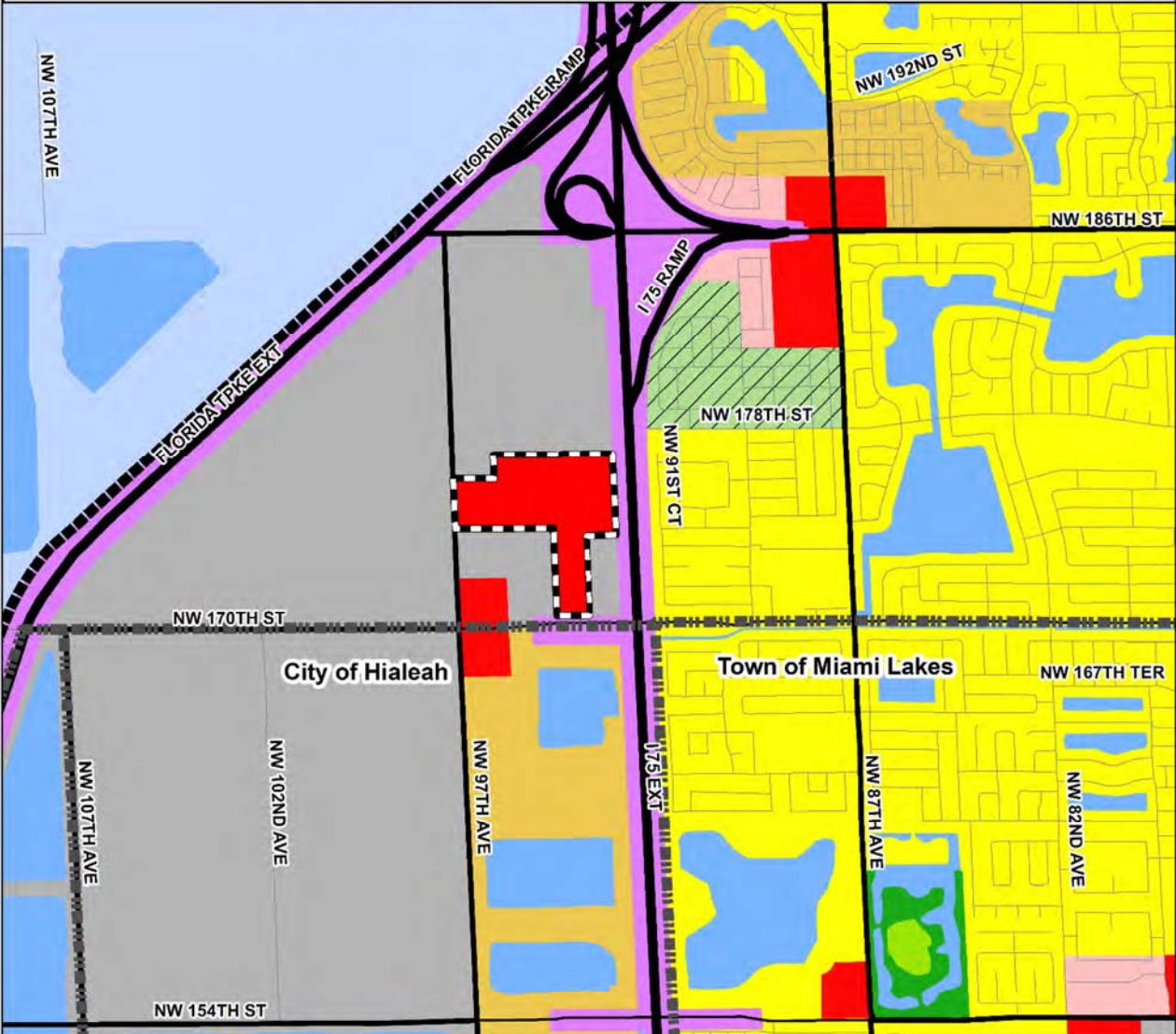
MAJOR ROADWAYS (3 OR MORE LANES)

MINOR ROADWAYS (2 LANES)

Source: Department of Regulatory and Economic Resources
July 2018



APPLICATION NO. 7 PROPOSED CDMP LAND USE



	APPLICATION AREA	<small>Source: Department of Regulatory and Economic Resources January 2018</small>	
	MUNICIPAL BOUNDARY		OPEN LAND
	2020 URBAN DEVELOPMENT BOUNDARY		ENVIRONMENTALLY PROTECTED PARKS
CDMP LAND USE			WATER
	ESTATE DENSITY W/ DENSITY INCREASE 1		TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
	LOW DENSITY (2.5-6 DU/AC)		EXPRESSWAYS
	LOW-MEDIUM DENSITY (6-13 DU/AC)		MAJOR ROADWAYS (3 OR MORE LANES)
	INDUSTRIAL AND OFFICE		MINOR ROADWAYS (2 LANES)
	BUSINESS AND OFFICE	N	
	OFFICE/RESIDENTIAL	0 0.25 0.5	
	PARKS AND RECREATION	Miles	

REVISED STAFF ANALYSIS

The following provides an updated impact analysis for Application No. 7 for those services and facilities that reported a change from the original impacts reported in the Initial Recommendations Report published on March 2018. The updated analysis for water and sewer, park facilities, fire rescue, roadways, and transit service takes into account the revised Declaration of Restrictions proffered by the Applicant on August 2, 2018.

In addition to the updated impact analysis provided herein, it should be noted that on July 2, 2018, the South Florida Water Management District (SFWMD) provided comments by email regarding Application No. 7. On July 23, 2018, the South Florida Regional Planning Council (SFRPC) issued its comments, outside the official comment period. In general, the two agencies recommended that additional information be provided on stormwater management, water conservation, and wetland mitigation. The Applicant, by letter dated August 7, 2018, provided a response to the aforementioned comments, which is included in Appendix D of this report.

Application Site

Background

Application No. 7 of the October 2017 Cycle, as originally filed, sought to amend the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map on a ± 70.82 gross-acre site. The applicant requested to change the land use designation on the application site from "Industrial and Office" to "Business and Office". The application included a Declaration of Restrictions (covenant), which allowed a mix of one or more uses, provided each use did not exceed 300,000 square feet of retail, or 1.2 million square feet of industrial, or 700 residential units.

Through a letter dated March 14, 2018, the Applicant reduced the size of the application to ± 60.82 gross acres (See Appendix A), a reduction of ± 10 acres. On August 2, 2018, the Applicant proffered a revised Declaration of Restrictions limiting development on the subject site to 1,652 net external PM peak hour vehicle trips, which is the maximum trips that could be generated by the current "Industrial and Office" land use designation. The covenant allows a simultaneous increase and decrease of residential, retail, and industrial uses, provided the development does not exceed 1,652 net external PM peak hour vehicle trips or the maximum allowed by the applicable CDMP land use regulations. This would allow 1,264,982 sq. ft. of industrial uses, or 454,500 sq. ft. of retail space, or 755 single family attached units (at a density of 13 units per acre).

It is important to note that the Business and Office designation in the CDMP only permits light industrial uses in an Employment Center, or as permitted by existing zoning. The Applicant will not be able to build a mix of residential, retail, and industrial uses on the subject site unless the site undergoes a zoning district boundary change to Employment Center Planned Area Development (ECPAD) and complies with the zoning requirements for establishing an ECPAD. Although the Applicant's original covenant included a condition for establishing an Employment Center, said condition is no longer in the covenant due to the fact that the Applicant may pursue an Employment Center through the zoning approval process by right.

Environmental Conditions

Stormwater Management and Flood Protection

Application No. 7 is located within the Western C-9 Basin, as defined by the South Florida Water Management District (SFWMD). The SFWMD has established specific criteria for stormwater management in this basin. Any development in this basin is required to obtain approval from the SFWMD for fill encroachment criteria. Therefore, a cut and fill review and an Individual Environmental Resources Permit from the South Florida Water Management District will be required for any development in this area. In addition, 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.

Currently, the site has an approved and open Environmental Resource Permit (ERP) from the SFWMD. The existing permit shows the most likely location of the impervious area on the site. In addition, the site is designed for 100 percent on-site retention, with no outfalls to the canal systems. If the proposed amendment is approved, the ERP will need to be modified and SFWMD will need to perform a full analysis of the plans for the site in order to issue a Stormwater Management Permit. Once the permit is issued, DERM will verify that any proposed development for the site complies with the Stormwater Management Permit, with the Florida Building Code and Miami-Dade County Code Chapter 11C for flood regulations. (For additional information see Exhibit D.)

Wetlands

Application No. 7 is located in the East Turnpike Wetland Basin. The proposed project area contains wetlands and may support protected wildlife species, including but not limited to the Eastern indigo snake, and the Florida bonneted bat, among others. Currently, the Applicant has a Class IV permit for an approved plat for a warehouse development authorizing impacts to wetland resources. It should also be noted that the Applicant purchased mitigation credits from the FPL mitigation bank. Nonetheless, the existing Class IV permit must be modified to address additional impacts from new proposed development should the proposed amendment be approved. During the permit modification process, DERM will require an endangered species survey to determine the presence of endangered species and appropriate mitigation. All required permits must be obtained prior an approval of a site plan, final plat, or any development orders. Therefore, any required mitigation regarding wetlands, as well as threatened and endangered species will be addressed during the required permitting process. (For additional information see Exhibit D.)

Water and Sewer

According to the Miami-Dade Water and Sewer Department (WASD), the proposed development is located within the WASD's water and sewer service areas. Water supply for the subject site will be provided by the Hialeah Reverse Osmosis Water Treatment Plant, which has adequate treatment and water supply capacity to serve the proposed development. The sewer service area and wastewater flows from the development will be transmitted to the North District Wastewater Treatment Plant. This plant also has adequate sewer treatment and disposal capacity for the project. The water main extensions and connections, as well as a Water Supply Certification letter will be the responsibility of the Applicant, as well as the installation of public pumps stations and force main connections for the sewer service. However, sewage connections are subject to the

terms, covenants, and conditions set forth in court orders, consent decrees and the like entered between the County and any governmental entity.

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 50,599 gallons per day (gpd). The maximum water demand under the Requested CDMP Land Use Designations, taking into account the development limits in the proffered covenant, are estimated at 45,450 gpd for retail (Scenario 1), 124,575 gpd for townhome development (Scenario 2). This represents an increase of up to 73,976 gpd over the demand under the current CDMP land use designation. The water demand will remain the same for industrial uses (Scenario 3), at 50,599 gpd. As noted previously, there is adequate treatment and water supply capacity, as well as adequate sewer treatment and disposal capacity to serve the proposed development. 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	1,264,982 sq. ft.	4 gpd/100 sq. ft.	50,599 gpd
REQUESTED CDMP DESIGNATION WITH REVISED COVENANT				
1	Retail	454,500 sq. ft.	10gpd/100 sq.ft.	45,450 gpd
2	Townhouse	755 units	165 gpd/unit	124,575 gpd
3	Industrial	1,264,982 sq. ft.	4 gpd/100 sq. ft.	50,599 gpd

Source: Miami-Dade Water and Sewer Department (WASD); Department of Regulatory and Economic Resources, Planning Division; July 2018. WASD revised its estimated gpd for land uses in 2018. The new figures were used to determine the estimated water demand depicted above.

Water Conservation

Water Conservation and Florida Friendly Landscaping is mandated for all new development in Miami-Dade County. This requirement is included in WASD’s memo for all land use amendment applications, which are required to comply with water use efficiency for indoor water use in accordance with Sections 8-31, 32-84 and 8A-381 and landscape standards in Sections 18-A and 18-B of the Miami-Dade County Code. If on-site wells or lake pumps are proposed for irrigation on the site, a water use permit will be required, and wetland, pollution and resource impacts will need to be assessed.

The water for this application will be provided by the Hialeah R.O. plant, from the Floridan Aquifer, which is an alternative water supply source. Pursuant to Policy ICE-4F, WASD coordinates with SFWMD issues pertaining to water supply planning and water use permitting. Currently, coordination efforts with SFWMD are underway for the Lower East Coast (LEC) Regional Water Supply Plan Update and Water Use Permit modification.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 1 (PBD-1), which generally encompasses the area of the County north of SW 8 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-1 has a surplus capacity of 126.54 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The "County Local Parks" table below lists the parks within a 3-mile radius of the application site.

Park Name	Acreage	Classification
Country Village Park	17.00	Community Park
Country Club of Miami Tot Lot	0.32	Mini Park
Country Lake Park	20.00	Community Park
Norman & Jean Reach Park	20.17	Community Park
Spanish Lake	6.49	Neighborhood Park
North Pointe Community Center	5.26	Community Park

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

Application Impacts

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

The potential for residential development under the proposed land use designation is estimated at 755 single-family attached dwelling units with an estimated population up to 2,529 persons based on the proffered Declaration of Restrictions. The concurrency analysis for this scenario results in an impact of 6.95 acres based on the minimum Level of Service standard for the provision of local recreation open space.

Although there is a surplus capacity of 126.54 local recreation open space within the overall area of PBD-1, and the application meets concurrency, there are no existing local parks meeting the ¼ - ½ mile spatial distribution as recommended in the Equity Access Criteria developed in the Miami-Dade County Parks and Open Spaces System Master Plan (OSMP) and subsequently adopted as part of the Recreation and Open Space Element of the CDMP. Therefore, at the time of development review additional local recreation park space should be provided to benefit the population generated by this proposed development.

Dedication of local recreation park space is addressed by the applicant in the proffered declaration of restrictions. The covenant requires either the payment of park impact fees in accordance with Chapter 33H, or the conveyance of land and the needed improvements, in whole or in partial satisfaction of the impact fee obligation for the development of the site.

Fire and Rescue Service

The application area is currently served by Miami-Dade Fire Rescue Station No. 44 (Palm Springs North) located at 7700 NW 186 Street. The station is equipped with a Rescue and Engine totaling seven (7) firefighter/paramedics, 24 hours a day, seven days a week.

Average travel time to incidents in the vicinity of the subject application is approximately 6:46 minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to the vicinity of the subject application complies with the performance objective of national industry.

The current "Industrial & Office" designation will allow a potential development which will generate 55 annual alarms. The applicant submitted a proposed Declaration of Restrictions restricting development to 755 residential units, or 454,500 sq. ft. of retail, or 1,264,982 sq. ft. of industrial space. The development is anticipated to generate either 211 annual alarms for residential use or 134 annual alarms for retail use. The alarms generated for industrial use do not change since the potential development capacity remains the same as what is currently allowed. The number of annual alarms generated by either development will result in a severe impact to existing fire rescue service.

MDFR anticipates that the number of alarms forecasted for Application No. 7, along with the anticipated congested roadways within the area, will severely impact existing fire and rescue services. To mitigate the impact, the Board of County Commissioners, at the April 25, 2018 transmittal hearing, required the Applicant to provide funding for the purchase of a rescue and suppression unit and related equipment as a condition for adopting the application. However, MDFR has determined that the cost of new facilities or equipment to serve the site shall be borne by developers through the project's proportionate share of impact fees, which will be assessed at time of building permit. These funds will be used to mitigate primary and supportive facility and equipment needs generated by the project's impact. As such, MDFR deemed that a condition on the proffered covenant requiring funding for the purchase of a rescue and suppression unit and related equipment would not be necessary.

Level of Service Standard for Fire Flow and Application Impacts

CDMP Policy WS-2A establishes the County's minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. A minimum fire flow of 3,000 gallons per minute (GPM) is required for the proposed land use. Fire hydrants shall be spaced a minimum of 300 feet apart and shall deliver not less than 1,000 GPM.

Presently, water lines and hydrants are absent in the vicinity of the subject application due to the lack of development and infrastructure in the immediate area. To address this issue, the Applicant has included a condition in the proffered covenant committing to complete a Water and Sewer Agreement with WASD to provide the necessary infrastructure to comply with the required CDMP

fire flow Level of Service standards. The Miami-Dade Fire Rescue Department has no objection to Application No. 7.

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

The school impact analysis for this application was based on a maximum of 1,200 residential units, which is significantly higher than the proposed 755 single-family attached dwelling units. The application, if approved, with 1,200 residential units, may increase the student population of the schools serving the application site by an additional 388 students. This number includes a reduction of 24.28% to account for charter and magnet schools (schools of choice). Of the 388 students, 168 are expected to attend elementary schools, 108 are expected to attend middle schools and 112 are expected to attend senior high schools. At this time, schools have sufficient capacity available to serve the application, even at the higher level of development than the 755 dwelling units proffered in the covenant. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Spanish Lake Elementary	60	168	60	No	Current CSA/5 Year Plan
Lawton Chiles Middle	111	108	108	Yes	Current CSA
Barbara Goleman Senior	307	112	112	Yes	Current CSA

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Adjacent Concurrency Service Area Schools					
Bob Graham Educational Center (Elementary)	0	108	0	No	Adjacent CSA
Joella C Good (Elementary)	-42	108	0	No	Adjacent CSA
Palm Springs North (Elementary)	-47	108	0	No	Adjacent CSA
Hialeah Gardens (Elementary)	-84	108	0	No	Adjacent CSA
West Lakes Preparatory Academy (Elementary)	472	108	108	Yes	Adjacent CSA/ Five Year Plan
Source: Miami-Dade County Public Schools, July 2018 Miami-Dade County Department of Regulatory and Economic Resources, July 2018					
Note: CSA means Concurrency Service Area					

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

Roadways

The application site is located on the northwest corner of Interstate 75 and NW 170 Street in unincorporated Miami-Dade County. The application site can be accessed from either NW 97 Avenue in the west or NW 170 Street in the south. NW 97 Avenue is currently a two-lane undivided roadway west of the project site from NW 170 Street to NW 154 Street and is a five-lane road south of NW 154 Street. NW 170 Street is an unpaved road west of I-75 to the HEFT and east of I-75 it is a two-lane undivided roadway. The NW 170 Street over bridge across I-75 is currently temporarily closed by concrete barrier 'T' blocks but it is planned to be open in the near future according to the County's Department of Transportation and Public Works. NW 107 Avenue is an unpaved road, south of NW 170 Street. Florida's Turnpike/HEFT is an expressway having six-lanes from US-27/Okeechobee Road to I-75 and four-lanes north of I-75. Interstate 75 from NW 138 Street to HEFT is an eight-lane road. The ADM/Graham applications (Application Nos. 5 and 6 of the May 2016 Cycle to amend the CDMP), which received CDMP and Zoning approval on May 17, 2018, have many roadway projects programmed for traffic mitigation in their development agreements, but none of the projects were included in the traffic impact analysis of this application site since the these applications have only been approved for CDMP amendments and zoning changes. The site planning and platting process are still pending.

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), are operating at acceptable levels of service. See “Traffic Impact Analysis on Roadways Serving the Amendment Site” Table below.

Trip Generation

The maximum development potential scenarios under each of 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 1,264,982 sq. ft. of Industrial uses. The applicant has requested an amendment to the CDMP to change the land use designation of the application site to “Business and Office” but is conditioning this land use to the maximum PM peak hour trips that could be generated by the existing land use development potential. The potential development under the existing CDMP land use designation of “Industrial and Office” is expected to generate approximately 1,652 PM peak hour trips. According to the covenant submitted by the applicant, the application site is conditioned to 1,652 PM peak hour trips. Based on this condition, the property can be developed with either 755 single family attached units or 1,264,982 sq. ft. Industrial uses or 454,500 Retail uses. In order to have a development program in the future containing a mixture of land uses, the applicant has submitted an equivalency matrix which provides conversion factors between different land uses, see Table 8 of the applicant’s traffic study. Since the proposed development is conditioned to the same number of PM peak hour trips that could be generated by the maximum development potential allowed in the existing land use designation, there will be no increase in trips due to this proposal. See “Estimated PM Peak Hour Trip Generation” Table below.

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

Application No. 7	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”	“Business and Office” and “Employment Center”	
Maximum Development Potential	1,264,982 sq. ft. Light Industrial ¹	454,500 sq. ft. Retail ²	
Trips Generated	1,652	1,652	+0

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

Notes:

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

² – ITE Land Use Code used for Retail 820.

Traffic Concurrency Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions as of May 2018, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted 2018 Transportation Improvement Program (TIP), and the PM peak hour trips estimated to be generated by the development scenarios assumed to be developed under the requested CDMP LUP map designation, determined that all roadways—adjacent to and in the vicinity of the application site—that were analyzed have available capacity to handle the additional traffic impacts that would be generated by the application. The "Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation" Table on the following page shows that all roadways analyzed are projected to operate at acceptable levels of service.

Application Impact

The maximum development potential scenarios under each of the existing and requested CDMP Land Use Plan designations were analyzed for traffic impacts. Based on the condition that the application site cannot exceed 1,652 PM peak hour trips, the property can be developed with either 755 Single Family Attached units or 1,264,982 sq. ft Industrial uses or 454,500 Retail uses. Since the proposed development is conditioned to the same number of PM peak hour trips that could be generated by the maximum development potential allowed in the existing land use designation, there will be no increase in trips due to this proposal.

The existing traffic condition and concurrency analysis determined that all roadways adjacent to and in the vicinity of the application site analyzed have available capacity to handle the additional traffic impacts that would be generated by the application and are projected to operate at acceptable levels of service. See "Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation" Table above.

Other Roadway Improvements

1. NW 97 Avenue based on a Joint Participation Agreement between Miami Dade County and the City of Hialeah (JPA, resolution# R-1169-16), is planned to be widened to 5 lanes from NW 154 Street to NW 170 Street, the construction is likely to start by the end of this year.
2. NW 97 Avenue is programmed to be a six lane facility north of NW 170 Street according to the development agreement the County has with ADM/GRAHAM project applicants.
3. NW 170 Street from NW 97 Avenue to HEFT is programmed to be a six lane facility according to the development agreement the County has with ADM/GRAHAM project applicants.
4. NW 107 Avenue which is currently an unpaved road is programmed to be a new five lane road from NW 138 Street to NW 170 Street. There is an inter-local agreement between MDX, City of Hialeah and City of Hialeah Gardens to build this road.
5. I-75 from NW 170 Street to Miami-Dade County Line is programmed for widening from 8 to 10 lanes, these two lanes will be used as express lanes.
6. Florida Turnpike/HEFT is programmed to be widened to ten-lanes from US-27 to I-75 which includes two new express lanes in each direction, the construction is currently progressing and is anticipated to be completed in 2019.
7. North of I-75, HEFT is programmed to be widened to eight-lanes sometime between 2030 and 2040, this is a priority 3/4 project in the Miami Dade TPO's 2040 Long Range Transportation Plan.

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	Total Trips With Amend.	Concurrency LOS with Amend.
Requested CDMP Designation: "Business and Office" and "Employment Center" – 454,500 SF Retail													
9490	NW 87 Avenue	South of NW 186 Street/ Miami Gardens Drive	4 DV	D	2,628	1,933	D	0	1,933	D	417	2,350	D
9489	NW 87 Avenue	South of I-75	4 DV	D	3,222	2,889	C	0	2,889	C	144	3,033	C
9552	NW 170 Street	East of NW 87 Avenue	2 DV	D	1,197	904	D	7	911	D	265	1,176	D
9546	NW 154 Street	West of NW 87 Avenue	2 DV	D	1,197	378	C	0	378	C	303	681	D
9534	NW 138 Street	West of NW 107 Avenue	4 DV	D	2,628	1,038	C	86	1,124	C	110	1,234	D
9984	NW 97 Avenue	North of NW 138 Street	4 DV	D	2,628	396	C	0	396	C	413	809	C

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, .

Notes: DV= Divided Roadway; UD=Undivided Roadway.

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity); E+50% (150% capacity) for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA).

Applicant's Traffic Study

The traffic study report addresses the impacts that the AMB I-75 project will have on the roadways adjacent to and in the vicinity of the application site. The covenant accompanying the amendment conditions the property to 1,652 PM peak hour trips which is the trip generation potential for the existing land use designation. The traffic study analyses the existing and short term (concurrency) traffic impacts on the surrounding roadway network. No long-term analysis is being done because the project does not result in increase of trips from existing potential.

Table 1 of the traffic study shows the trip generation potential for the existing land use and proposed requested land use. See applicant's Table1 below for trip generation analysis.

Table 1: CDMP Amendment Trip Generation

P.M. Peak Hour				
Land Use (ITE Code)	Scale	Total Trips	Entering Trips	Exiting Trips
<i>Existing Allowable Conditions</i>				
General Light Industrial (110)	1,264,982 s.f.	1,652	198	1,454
<i>Proposed Allowable Conditions</i>				
Proposed Business & Office Gross Trips		1,652		
<i>Net Change (Proposed – Existing)</i>				
Net New Trips		0		

The site is located on TAZ 6, the cardinal trip distribution for this TAZ was obtained from the MPO's 2040 Cost Feasible Plan. Table 2 below shows the cardinal distribution percentages and Figure 2 below shows the project trip distribution based on the cardinal distribution percentages.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	13.7%
East-Northeast	14.8%
East-Southeast	17.4%
South-Southeast	36.6%
South-Southwest	13.4%
West-Southwest	0.0%
West-Northwest	0.3%
North-Northwest	3.7%
Total	100%



Figure 2
Project Trip Distribution

Table 3 below provides a summary of the results of the PM peak hour roadway segment capacity analysis under existing conditions. The results indicate that all roadway segments currently operate at adopted levels of service LOS D or better.

The Traffic Study includes a Short Term (Concurrency) analysis and the results of the short term road capacity analysis are shown in Table 5 below. The results indicate that all roadway segments are expected to operate at adopted levels of service LOS D or better with the inclusion of this project trips and reserved trips from approved development not yet constructed.

Table 3 : Existing Conditions Peak Hour Roadway Segment Capacity Analysis

Roadway	Count Station	Segment		Lanes	Adopted LOS Standard	Existing Volume	LOS B Threshold	LOS C Threshold	LOS D Threshold	Existing LOS
		From	To							
NW 170 th Street	MDC 9552	Florida's Turnpike	NW 97 th Avenue	-	D	-	-	-	-	-
		NW 87 th Avenue	NW 77 th Avenue	2	D	904	-	594	1197	D
NW 154 th Street	MDC 9546	NW 87 th Avenue	NW 92 nd Avenue	2	D	378	-	594	1197	C
NW 97 th Avenue	FDOT FTO 8243	NW 154 th Street	NW 170 th Street	2	D	741	-	594	1197	D
		North of NW 170 th Street		-	D	-	-	-	-	-
Florida's Turnpike	FDOT 2248	US 27	NW 170 th Street	6	D	3238	6130	8370	10060	B
		NW 170 th Street	I-75	6	D	3238	6130	8370	10060	B
I-75	FDOT 2502	South of HEFT	HEFT	8	D	9321	8230	11100	13390	C
		HEFT	Broward County Line	8	D	9321	8230	11100	13390	C

Notes:
 "MDC" - Data obtained from Miami-Dade County concurrency tables provided by Miami-Dade County on 4/24/2018.
 "FDOT" - Data obtained from FDOT concurrency tables provided by Miami-Dade County on 4/24/2018.
 "FDOT FTO" - Data obtained from FDOT Florida Traffic Online.
 "-" - Indicates segment is not an existing segment.

Table 5 : Short-Term (Concurrency) Peak Hour Roadway Capacity – 1,652 Gross Trips

Roadway	Count Station	Segment		Lanes	Adopted LOS Standard	Existing Volume	DOS Trips	Distribution	Project Trips	Total Volume	LOS B Threshold	LOS C Threshold	LOS D Threshold	Short-Term LOS
		From	To						1,652					
NW 170 th Street	MDC 9552	Florida's Turnpike	NW 97 th Avenue	6	D	904	7	15%	248	1159	-	4725	4851	C
		NW 87 th Avenue	NW 77 th Avenue	2	D	904	7	16%	264	1175	-	594	1197	D
NW 154 th Street	MDC 9546	NW 87 th Avenue	NW 92 nd Avenue	2	D	378	0	18%	297	675	-	594	1197	C
NW 97 th Avenue	FDOT FTO 8243	NW 154 th Street	NW 170 th Street	4	D	741	0	25%	413	1154	-	1179	2628	C
		North of NW 170 th Street		6	D	741	0	20%	330	1071	-	1881	4050	C
Florida's Turnpike	FDOT 2248	US 27	NW 170 th Street	10	D	3238	0	5%	83	3321	10330	14040	16840	B
		NW 170 th Street	I-75	10	D	3238	0	10%	165	3403	10330	14040	16840	B
I-75	FDOT 2502	South of HEFT	HEFT	8	D	9321	0	5%	83	9404	10330	14040	16840	B
		HEFT	Broward County Line	8	D	9321	0	5%	83	9404	10330	14040	16840	B

County Staff Comments

County staff of the Department of Regulatory and Economic Resources, Planning Division, reviewed the applicant's traffic study and have no additional comments.

Transit

Existing Service

Application No. 7 is not directly served by any Metrobus Routes. The nearest transit service is Metrobus Route 54 with the closest bus stop approximately 1.5 miles away. It should be noted that Metrobus Route 54 provides service east of the subject property and is not accessible from the site due to the alignment of I-75 which acts as a physical barrier between the subject application and the existing transit network. Additional Metrobus routes in the general vicinity of the site (between two and three miles away) include routes 73, 95 (Golden Glades), 99, 183 and

286 (North Pointe Circulator). The service frequency of Metrobus Route 54 is shown in the “Metrobus Route Service Summary” table below.

Metrobus Route Service Summary							
Routes	Service Headways (in minutes)					Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 pm)	Saturday	Sunday		
54	50	60	n/a	n/a	n/a	1.5	L/F

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

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

Recent Service Improvements

No service improvements were implemented in 2017 for Metrobus Route 54.

Future Service Improvements

No service improvements for Metrobus Routes 54 are planned in 2018.

Long-Term Vision: Major Transit Projects

As a part of the Strategic Miami Area Rapid Transit (SMART) Plan, a Bus Express Rapid Transit (BERT) Route (the NW Miami-Dade Express) is proposed to serve between the future Miami Gardens Drive/I-75 Park-and-Ride Station and the Palmetto Metrorail Station. Currently, the NW Miami-Dade Express is unfunded.

Application Impacts in the Traffic Analysis Zone

A preliminary analysis was performed for the two (2) different development scenarios proposed by the applicant pursuant to the development limits of the proffered covenant in the Traffic Analysis Zones (TAZ) where the application was requested. The two development scenarios include the following:

- Scenario 1: 755 single-family attached with 2,925 residents
- Scenario 2: 454,500 sq.ft. of retail with 1,136 employees

Policy MT-1A of the Comprehensive Development Master Plan (CDMP) Mass Transit Sub-element provides that the minimum peak-hour mass transit level-of-service shall be that all areas within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 30-minute headways and an average route spacing of one mile.

In TAZ # 0006 where the application is sought, if granted together with existing and other approved development in the area, the anticipated population density for either scenario would exceed the 10,000 people per square mile threshold established in Policy MT-1A, thereby making this application not in compliance with the CDMP’s Transit Level of Service Standard. Therefore, the subject application would be required to be served by public transit service having 30-minute headways.

In order to meet the anticipated transit demand generated by this application and comply with the Transit Level of Service Standard established by the CDMP, DTPW is recommending the extension of Metrobus Routes 54 and 183 to the subject application. Extending these routes will

provide adequate transit service to the subject application and comply with the CDMP's Transit Level of Service Standard.

Extension of Metrobus Routes 54 and 183 will require an additional vehicle per route in order to maintain the existing levels of service. Extending Metrobus Route 54 will add approximately 2.7 miles to the route's roundtrip distance with an increase to the route's annual operating maintenance cost of approximately \$720,000. Similarly, extending Metrobus Route 183 will add approximately 6.6 miles to the route's roundtrip distance with an increase to the route's annual operating and maintenance cost of approximately \$960,000.

In order to extend these existing transit services to the proposed application, DTPW is requesting that the applicant reimburse the County for the purchase of two (2) transit vehicles. A total of two new buses will be required to extend these two existing routes for a total cost of approximately \$1,100,000. DTPW is requesting that the applicant, prior to the issuance of any Certificates of Use, pay, contract or otherwise commit to and pay or cause the payment of a total of \$1,100,000 to Miami-Dade County Department of Transportation and Public Works (DTPW – Transit), to be expended on the purchase of two (2) new standard size alternative fuel vehicles for the extension of Metrobus Routes 54 and 183. This contribution of funds shall be eligible for credit as a contribution-in-lieu of road impact fees, subject to the procedures set forth in Chapter 33E of the Code for approval of select transit capital improvements; it is provided, however, that the public hearing and approval of the proffered covenant satisfies the requirement under Section 33E-12(d) for determination by the Board of County Commissioners that this transit use is effective as part of the County's strategy for providing roadway capacity and provides a benefit to the impact fee district that would have otherwise received the fee.

The applicant is encouraged to coordinate with DTPW to provide viable public transit service to the subject property that meets the needs of all users wishing to access the site. Assuming compliance with DTPW's request for funding for the two transit vehicles, DTPW has **no objections** to this application, subject to the following conditions:

1. The applicant shall coordinate with DTPW to identify appropriate locations for potential on-site bus shelters within the property. The applicant shall be responsible for the installation of bus shelters within those portions of the property where such shelter locations are identified.
2. The applicant shall coordinate with DTPW to establish a program that encourages transit use and service to the property. This program shall include the provision of bus route information to residents, visitors and tenants.
3. The applicant shall also provide for the design and location of pedestrian and bicycle facilities to maximize on-site transportation access and connecting to adjacent facilities, including on-site bicycle storage facilities to encourage the use of alternative modes of transportation.

APPENDICES

Item	Appendices Page
Appendix A: Second Amended Letter of Intent dated March 14, 2018	3
Appendix B: Proffered Declaration of Restrictions dated September 12, 2018	11
Appendix C: Traffic Impact Analysis dated August 3, 2018	25
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Appendix F: Photos of Site and Surroundings	65

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APPENDIX A

Second Amended Letter of Intent dated March 14, 2018

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Felix Lasarte, Esq.
felix@lasartelaw.com

March 14, 2018

VIA HAND DELIVERY

Jerry Bell
Assistant Director
Miami-Dade County
Dept. of Regulatory and Economic Resources
Planning Division, Metropolitan Planning Section
111 NW 1st Street, 12th Floor
Miami, FL 33128

**Re: Second Amended Letter of Intent / AMB/I-75 / Property Located
Adjacent to I-75 and NW 170th Street / +/- 70 Acres / CDMP
Application No. 7 October 2017 Cycle**

Dear Mr. Bell:

Please accept this as our Second Amended Letter of Intent for the above-referenced application. On October 31, 2017 we prepared and filed an application with certain development parameters for a CDMP amended from Industrial and Office to Business and Office and Employment Center. Subsequently we filed an Amended Letter of Intent on December 22, 2017, amending that development program.

Once again, we are amending our development program and this time reducing the application area and modifying our request. We are amending the development program as follows:

1,200 residential units
220,000 square feet of retail space

We are also eliminating ten net acres from the application and those will remain Industrial and Office. The amended application will now consist of 60.82 gross acres and 58.08 net acres and we have attached the legal description as Exhibit "A". The application will also be amended to drop the Employment Center designation and we are simply requesting a re-designation to Business and Office.

Please accept this Second Amended Letter of Intent and we welcome your comments. We apologize for these late changes. Thank you and muchas gracias.

Sincerely,

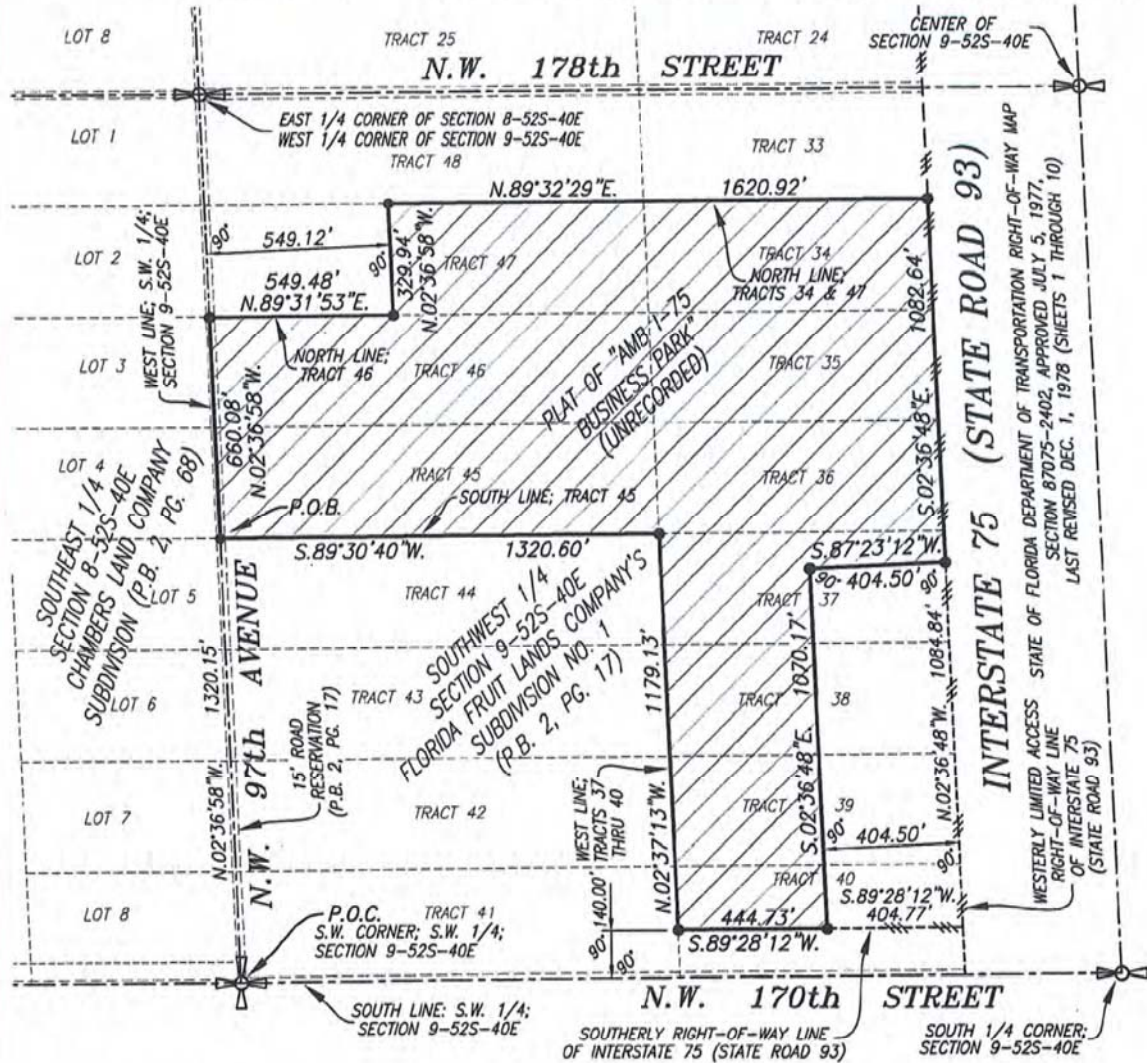
THE LASARTE LAW FIRM

A handwritten signature in blue ink, appearing to read 'Felix M. Lasarte', written in a cursive style.

Felix M. Lasarte, Esq.

FML/bf
Enclosures

SKETCH TO ACCOMPANY LEGAL DESCRIPTION A PORTION OF "AMB I-75 BUSINESS PARK" (UNRECORDED)



LEGEND:

- DENOTES CENTER LINE
- DENOTES POINT OF COMMENCEMENT
- DENOTES POINT OF BEGINNING
- DENOTES PLAT BOOK
- DENOTES PAGE

SHEET 1 OF 3 SHEETS

	SCHWEBKE-SHISKIN & ASSOCIATES, INC. LAND SURVEYORS-ENGINEERS-LAND PLANNERS - 3240 CORPORATE WAY-MIRAMAR, FL 33025 PHONE No. (954)435-7010 FAX No. (954)438-3288 ORDER NO. 208344 DATE: MARCH 12, 2018 THIS IS NOT A "BOUNDARY SURVEY" CERTIFICATE OF AUTHORIZATION No. LB-87	REVISIONS _____ _____ _____ _____ _____
	PREPARED UNDER MY SUPERVISION: RONALD A. FRITZ, ASSISTANT VICE PRESIDENT FLORIDA PROFESSIONAL LAND SURVEYOR No. 2767	

K:\095240\AMB I 75\LEGALS\DWG\PLAT LESS SE 10 ACRES.dwg

LEGAL DESCRIPTION TO ACCOMPANY SKETCH


A PORTION OF "AMB I-75 BUSINESS PARK" (UNRECORDED)

LEGAL DESCRIPTION:

ALL OF TRACTS 45 AND 46, TOGETHER WITH A PORTION OF TRACTS 34 THROUGH 40, INCLUSIVE, ALSO TOGETHER WITH A PORTION OF TRACT 47, AND ALSO TOGETHER WITH THAT PORTION OF THE 15 FOOT WIDE ROAD RESERVATION LYING WITH THE FOLLOWING DESCRIBED PARCEL, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1" OF THE SOUTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH RANGE 40 EAST, AS RECORDED IN PLAT BOOK 2 AT PAGE 17, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SHEET 2 OF 3 SHEETS

	<p style="text-align: center;">SCHWEBKE-SHISKIN & ASSOCIATES, INC. LAND SURVEYORS-ENGINEERS-LAND PLANNERS - 3240 CORPORATE WAY-MIRAMAR, FL 33025 PHONE No. (954)435-7010 FAX No. (954)438-3288 ORDER NO. <u>208344</u> PREPARED UNDER MY SUPERVISION: DATE: <u>MARCH 12, 2018</u> THIS IS NOT A "BOUNDARY SURVEY" CERTIFICATE OF AUTHORIZATION No. LB-87</p>	<p style="text-align: center;">REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> </table>						
<p style="text-align: center;">RONALD A. FRITZ, ASSISTANT VICE PRESIDENT FLORIDA PROFESSIONAL LAND SURVEYOR No. 2767</p>								

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LEGAL DESCRIPTION TO ACCOMPANY SKETCH

A PORTION OF "AMB I-75 BUSINESS PARK" (UNRECORDED)

SURVEYOR'S NOTES:

1. BEARINGS AS SHOWN HEREON ARE BASED ON AN ASSUMED BEARING OF N.02°36'58"W. ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH, RANGE 40 EAST, MIAMI-DADE COUNTY, FLORIDA.
2. LEGAL DESCRIPTION AS SHOWN HEREON WAS PREPARED BY THIS FIRM.
3. PROPERTY AS SHOWN HEREON CONTAINS 2,530,040 SQUARE FEET, MORE OR LESS (58.082 ACRES, MORE OR LESS) NOTE: AREA INCLUDES THE 15 FOOT WIDE PLATTED ROAD RESERVATION PER PLAT BOOK 2 AT PAGE 17, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, LYING WITHIN THE LIMITS OF THE HEREIN DESCRIBED PROPERTY.
4. ORDERED BY: AMB I-75, LLC
5. THIS SKETCH AND LEGAL DESCRIPTION WAS PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE ATTACHED CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTIES.
6. VALID COPIES OF THIS SKETCH AND LEGAL DESCRIPTION MUST BEAR THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

SHEET 3 OF 3 SHEETS

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APPENDIX B

**Proffered Declaration of Restrictions
Dated September 12, 2018**

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This instrument was prepared by:

Name: Felix M. Lasarte, Esq.

Address: The Lasarte Law Firm
3250 N.E. 1st Avenue, Suite 334
Miami, FL 33137

RECEIVED

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REPLANNING DIVISION

(Space reserved for Clerk)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned AMB I-75, LLC, a Delaware limited liability company (hereinafter referred to as the "Owner") holds the fee simple title to the land in Miami-Dade County, Florida, described in Exhibit "A," attached hereto, and hereinafter called the "Property", which is supported by the Opinion of Title; and

WHEREAS, the Owner has applied for an amendment to the Miami-Dade County Comprehensive Development Master Plan (the "CDMP") in the October 2017 amendment cycle and said amendment is identified as Application No. 7 (the "Application"); and

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

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

Development Intensity/Traffic Trip Limitations. Any development on the Property shall not generate more than 1,652 P.M. peak hour trips using the Institute of Transportation

Engineer's (ITE's) Trip Generation Manual, 9th Edition and the ITE Land Use Code. The trips will be allocated according to the Trip Generation Equivalency Matrix, attached as Exhibit "B". Notwithstanding the foregoing, the maximum number of residential units shall not exceed 755 units.

Parks and Recreational Facilities. In order to satisfy its obligation to pay park impact fees pursuant to section 33H of the Miami-Dade County Code, the Owner may offer to either pay impact fees or to convey land and improvements, in whole or partial satisfaction of its impact fee obligation. In the event that the Owner offers to convey land and improvements, it shall offer to dedicate to Miami-Dade County up to 6.95 acres of its Property that is dedicated open space for public park purposes. The Owner shall prepare a Conceptual Park and Recreational Open Space Plan for the Project identifying land and associated improvements that shall be offered for dedication to the County for public park and recreation purposes (the "Conceptual Park Plan"), which shall be provided for review and approval by Parks, Recreation and Open Spaces ("PROS"), or its successor agency, prior to filing the first plat for residential use within the Property. Any amendments to the Conceptual Park Plan are subject to written approval from PROS. Any land within an area that is being platted and is shown on the Conceptual Park Plan to be dedicated/contributed to the County for park and recreation purposes shall be conveyed via plat and general warranty deed prior to the issuance of the first Certificate of Occupancy for residential use within the associated plat for that portion of the Property (the "Public Park Conveyance(s)"). It is within the sole discretion of the County whether to accept the Public Park Conveyance(s).

The dedication and any improvements associated with any Public Park Conveyance(s) shall be deemed a credit for local park improvements or credit for local park open space, to be credited against payment of the park impact fees pursuant to Chapter 33H of the Code of Miami-Dade County, Florida. In accordance with the Park Impact Fee Ordinance (see: section 33H, Miami-Dade County Code) the dedication of 6.95 or more acres as shown on the Conceptual Park Plan discussed below, subject to the conditions provided herein, shall be deemed to fully and completely satisfy the Park Impact Fee requirements for the Project and the County will treat such dedication as a credit for park impact fees associated with the development. The dedication of less than 6.95 acres ("Reduced Dedication") shall be considered to be a partial satisfaction of the Park Impact

Fee requirements with the understanding that the Owner shall then be responsible for the Park Impact Fee payments in excess of those satisfied via the Reduced Dedication. Any residential development within the Property that generates public park impacts in excess of the demand satisfied by the Public Park Conveyance(s) shall be subject to parks impact fees in accordance with then-applicable law.

The Owner shall enter into a separate Park Impact Fee Credit agreement with PROS prior to pulling any residential building permits to ensure the impact fee credits may be used at this Property; and in accordance with Chapter 33H, shall provide a bond in the amount of 110% of the park impact fee credits.

Prior to any Public Park Conveyance(s), the public park(s) shall be cleared, filled, sodded, and improved pursuant to a plan to be reviewed and approved by PROS. In addition, the land shall be conveyed in a condition such that it shall not exceed the applicable standards and criteria as set forth in Chapter 24 of the Miami-Dade Code and Chapter 62-701, 780, of the Florida Administrative Code and associated guidance(s), as determined by the Department of Regulatory and Economic Resources, Division of Environmental Resources Management (the "Environmental Regulations"). The Owners shall submit to the Department of Regulatory and Economic Resources, Division of Environmental Resources Management, for review and approval an ASTM E1527 Phase 1 Environmental Site Assessment and as applicable, based on the conclusions of the Phase 1 ESA, an ASTM E1903 Phase 2 shall be conducted to determine whether any environmental impacts exist at the Park Site (e.g., soil, groundwater, solid waste, methane) in excess of the standards and criteria set forth in the Environmental Regulations.

With the County's acceptance of the Public Park Conveyance(s), the maintenance costs for the public park(s) shall be funded by either a special taxing district or a community development district, which shall be subject to the approval of the County and shall be established prior to any Public Park Conveyance(s). In the event the County elects not to accept a Public Park Conveyance(s): (i) the park(s) shall be maintained as designated open space to be owned and maintained by a property owners' association, special taxing district, or community development district, subject to the approval of such special taxing district or community development district

by the County, and shall be open for public use; and (ii) the Owner shall be responsible for payment of the entire amount due for Park Impact Fees for the residential development within the Property.

Extension of Existing Transit Services. In order to meet anticipated transit demands, an extension of Metrobus Routes 54 and 83 is needed. To this end, prior to the issuance of any Certificate of Use for the Property, Owner shall contribute to Miami-Dade County Department of Transportation and Public Works (“DTPW”) \$1,100,000 for the purchase of two (2) transit vehicles. This contribution shall be eligible for credit as a contribution-in-lieu of road impact fees, subject to the procedures set forth in Chapter 33E of the Code for approval of select transit capital improvements.

Owner shall: (i) coordinate with DTPW to identify appropriate locations for potential on-site bus shelters within the property. Owner shall be responsible for the installation of bus shelters within those portions of the property where such shelter locations are identified; (ii) coordinate with DTPW to establish a program that encourages transit use and service to the property. This program shall include the provision of bus route information to residents, visitors and tenants; and, (iii) provide for the design and location of pedestrian and bicycle facilities to maximize on-site transportation access and connecting to adjacent facilities, including on-site bicycle storage facilities to encourage the use of alternative modes of transportation.

Water Flow Level of Service. At the time of permitting a Water and Sewer Department Agreement will be completed to address the fire flow level of service and all the required water and sewer infrastructure. The Property will be developed to meet the minimum fire flow required for the Business and Office land use of 3,000 gallons per minute.

Covenant Running with the Land. This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at Owner's expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the benefit of Miami-Dade County and the public welfare. The Owner, and their heirs, successors and assigns,

acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

Term. This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by Miami-Dade County.

Modification, Amendment, Release. This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of the Property, provided that the same is also approved by the Board of County Commissioners of Miami-Dade County, Florida. Any such modification, amendment or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation that may, from time to time, govern amendments to Comprehensive Plans (hereinafter "Chapter 163"). Such modification, amendment or release shall also be subject to the provisions governing amendments to the CDMP as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulations governing modifications to the CDMP. In the event that the Property is incorporated within a new municipality or annexed into an existing municipality, and the successor municipality amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Miami-Dade County Code, then modifications, amendments or releases of this Declaration shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes. It is provided, however, that in the event that the successor municipality approves a modification or deletion of this Declaration of Restrictions, such modification or deletion shall not be effective until approved by the Board of County Commissioners, in accordance with applicable procedures. Should this Declaration be so modified, amended, or released, the Director of the Department of Regulatory and Economic Resources or the executive officer of a successor department, or, in the absence of such Director

or executive officer, by his or her assistant in charge of the office in his/her absence, shall execute a written instrument effectuating and acknowledging such modification, amendment, or release.

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

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

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

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

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

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

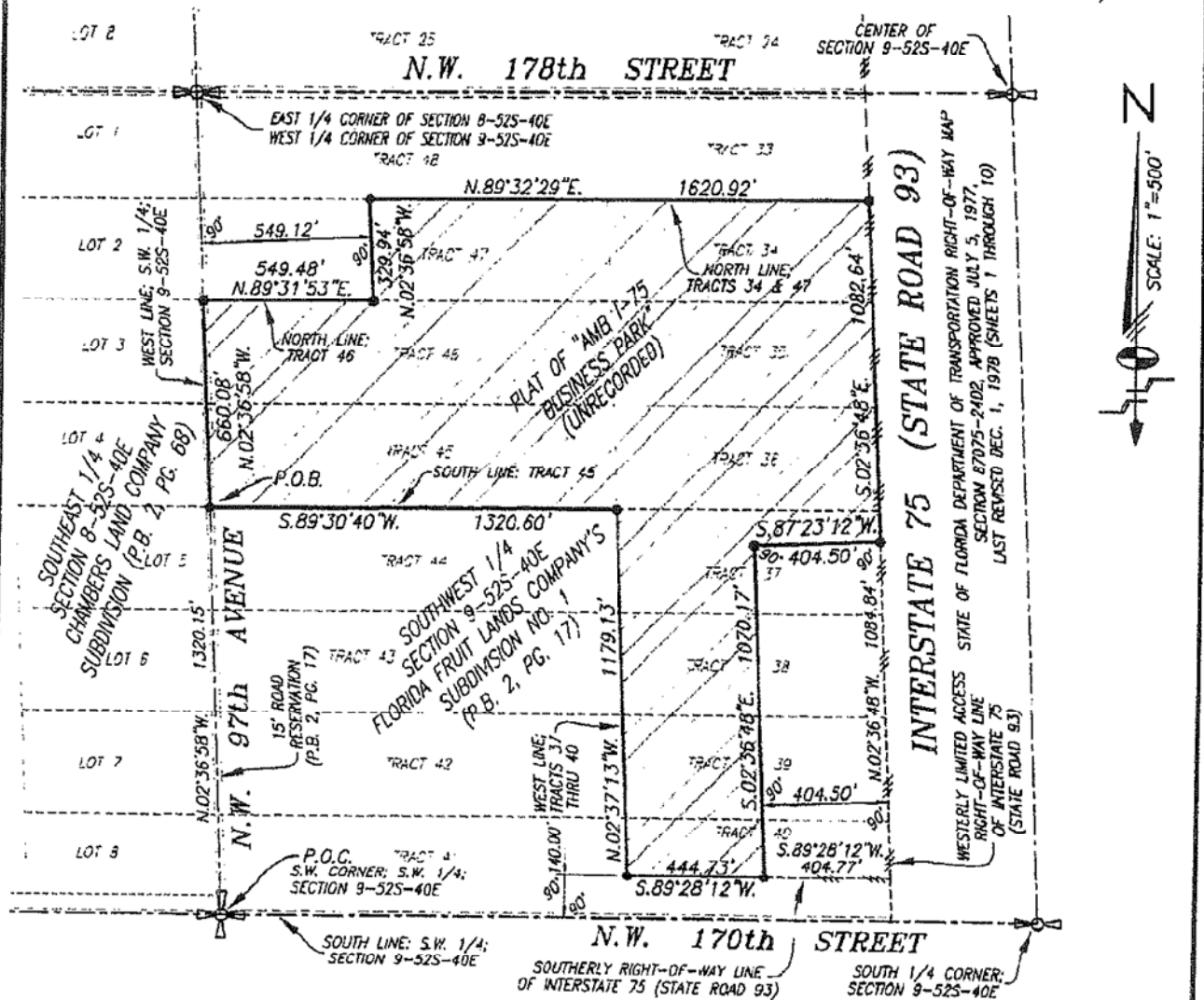
Recordation and Effective Date. This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owner following the approval of the Application by the Board of County Commissioners. This Declaration shall become effective immediately upon recordation.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

Acceptance of Declaration. The Owner acknowledges that acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the Board of County Commissioners retains its full power and authority to deny each such application in whole or in part and decline to accept any conveyance.

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

[Execution Pages Follow]

SKETCH TO ACCOMPANY LEGAL DESCRIPTION A PORTION OF "AMB I-75 BUSINESS PARK" (UNRECORDED)



- LEGEND:**
- DENOTES CENTER LINE
 - P.O.C. DENOTES POINT OF COMMENCEMENT
 - P.O.B. DENOTES POINT OF BEGINNING
 - P.B. DENOTES PLAT BOOK
 - PG. DENOTES PAGE

SHEET 1 OF 3 SHEETS

	<p>SCHWEBKE-SHISKIN & ASSOCIATES, INC. LAND SURVEYORS-ENGINEERS-PLANNERS - 3240 CORPORATE WAY-MIRAMAR, FL 33025 PHONE No. (954)435-7010 FAX No. (954)438-3288</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table>				
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LEGAL DESCRIPTION:

ALL OF TRACTS 45 AND 46, TOGETHER WITH A PORTION OF TRACTS 34 THROUGH 40, INCLUSIVE, ALSO TOGETHER WITH A PORTION OF TRACT 47, AND ALSO TOGETHER WITH THAT PORTION OF THE 15 FOOT WIDE ROAD RESERVATION LYING WITH THE FOLLOWING DESCRIBED PARCEL, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1" OF THE SOUTHWEST 1/4 OF SECTION 9, TOWNSHIP 52 SOUTH RANGE 40 EAST, AS RECORDED IN PLAT BOOK 2 AT PAGE 17, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SHEET 2 OF 3 SHEETS



SCHWEBKE-SHISKIN & ASSOCIATES, INC.
 LAND SURVEYORS-ENGINEERS-LAND PLANNERS - 3240 CORPORATE WAY-MIRAMAR, FL 33025
 PHONE No. (954)435-7010 FAX No. (954)438-3288
 ORDER NO. 208344
 DATE: MARCH 12, 2018
 THIS IS NOT A "BOUNDARY SURVEY"
 CERTIFICATE OF AUTHORIZATION No. LB-87

PREPARED UNDER MY SUPERVISION:

RONALD A. FRITZ, ASSISTANT VICE PRESIDENT
 FLORIDA PROFESSIONAL LAND SURVEYOR No. 2767

REVISIONS


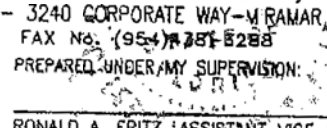
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EXHIBIT "B"

TABLE 8: Trip Generation Equivalency Matrix

Land Use	Net External PM Peak Hour Equivalency Rates ⁽¹⁾	TO: Units	Shopping Center ksf	Apartment du	Low-Rise Townhouse du	General Light Industrial ksf	General Office Building ksf	Hotel room
FROM:			3.635	0.556	0.780	1.306	1.176	0.600
Shopping Center	3.635	ksf	1.000	6.538	4.660	2.783	3.091	6.058
Apartment	0.556	du	0.153	1.000	0.713	0.426	0.473	0.927
Low-Rise Townhouse	0.780	du	0.215	1.403	1.000	0.597	0.663	1.300
General Light Industrial	1.306	ksf	0.359	2.349	1.674	1.000	1.111	2.177
General Office Building	1.176	ksf	0.324	2.115	1.508	0.900	1.000	1.960
Hotel	0.600	room	0.165	1.079	0.769	0.459	0.510	1.000

Note: (1) Based on P.M. peak hour trip generation equivalency rate developed in Table 9.

Example Equivalency Calculations

Apartment to Shopping Center	The exchange rate between 1 dwelling unit for every 0.153 ksf, where 100 dwelling units is equal to 15,300 sf of retail and 1,000 dwelling units is equal to 153,000 sf of retail.
Shopping Center to General Office Building	The exchange rate between retail is 1 ksf of retail for every 3.091 ksf of office, where 1,000 sf of retail is equal to 3,091 sf of office and 10,000 sf of retail is equal to 30,910 sf of office.
Shopping Center to Hotel	The exchange rate between retail is 1 ksf of retail for every 6.058 hotel rooms, where 1,000 sf of retail is equal to 6,058 hotel rooms and 10,000 sf of retail is equal to 60,580 hotel rooms.
General Office Building to Apartment	The exchange rate between office is 1 ksf of office for every 2.115 dwelling units, where 1,000 sf of office is equal to 2,115 dwelling units and 10,000 sf of office is equal to 21,150 dwelling units.

TABLE 9: P.M. Peak Hour Trip Generation for Maximum P.M. Peak Hour Trips

Land Use	ITE Edition	ITE Code	Scale ⁽²⁾	ITE Units	ITE Equation	Net New Trips	Equivalency Rate
Shopping Center	9	820	454.5 ⁽³⁾	ksf	$LN(Y) = 0.67 \cdot LN(X) + 3.31$	1652	3.635 trips/ksf
Apartment	9	220	2971 ⁽⁴⁾	du	$Y = 0.55 \cdot (X) + 17.65$	1652	0.556 trips/du
Low-Rise Townhouse	9	231	2118 ⁽⁴⁾	du	$Y = 0.78 \cdot (X)$	1652	0.780 trips/du
General Light Industrial	9	110	1265.0	ksf	$Y = 1.43 \cdot (X) + 157.36$	1652	1.306 trips/ksf
General Office Building	9	710	1405.0	ksf	$Y = 1.12 \cdot (X) + 78.45$	1652	1.176 trips/ksf
Hotel	9	310	2754	room	$Y = 0.6 \cdot (X)$	1652	0.600 trips/room

Notes: (2) Scale values based on maximum P.M. peak hour trip generation potential of 1652. Note that actual development potential will be limited by the lower resulting intensity from a) the maximum trip generation potential and b) the land use regulations. For example, for the retail land use: a) the maximum trip generation potential limits the intensity to 454,500 sf and b) the land use regulations limit the intensity to 1,011,986 sf.

(3) The retail land use is limited to the lower intensity of 454,500 sf., as explained in Note 2 above.

(4) The maximum residential units allowed on the site is limited to 755 units based on a density of 13 units per acre, notwithstanding the maximum trip generation potential noted above. Per the proposed covenant, should a future land use change modify the allowable residential land use density, the maximum number of units shall not exceed 1,200 residential units.

APPENDIX C

Traffic Impact Analysis

(Revised analysis dated August 3, 2018.)

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RECEIVED
2018 AUG -3 P 3: 16
RE-PLANNING DIVISION

August 3, 2018

Mr. Travis Harvey
AMB I-75, LLC
Pier 1, Bay 1
San Francisco, CA 94111

**Re: Miami-Dade County Comprehensive Development Master Plan Amendment
Northwest Corner of Interstate 75 and NW 170th Street
Revised Trip Generation Summary**

Dear Mr. Harvey:

It is our understanding that AMC I-75, LLC desires to amend the Miami-Dade County Comprehensive Development Master Plan to change the existing land use of the subject property from Industrial and Office to Business and Office. Currently, the subject parcels total 58.08 net acres (2,529,965 square feet). Per Miami-Dade County Department of Regulatory and Economic Resources staff, a maximum floor area ratio of 0.5 was considered for the existing allowable industrial space. Therefore, 1,264,982 square feet of industrial space was considered as the maximum allowable development for the existing land use designation in this analysis. A site location map is provided in Attachment A.

TRIP GENERATION

Trip generation calculations were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual*, 9th Edition. Trip generation for the existing land use designation was determined using ITE Land Use Code (LUC) 110 (General Light Industrial). The maximum potential allowable development for the proposed land use designation was determined based on trip generation calculations for two (2) scenarios including i) all residential using ITE LUC 220 (Apartment) and ii) all retail using ITE LUC 820 (Shopping Center). The residential units were limited to 13 units per acre and the retail space was limited to a maximum floor area ratio of 0.4. Note that these proposed development plan scenarios are included for comparison purposes only and not intended as actual proposed development plans for the site.

As shown in Table 1, the trip generation calculations indicate that the existing maximum allowable development represents 1,403 A.M. peak hour trips and 1,652 P.M. peak hour trips. Detailed trip generation calculations are contained in Attachment B.

Table 1: Trip Generation Summary		
Development Plan	A.M. Peak Hour	P.M. Peak Hour
Existing Maximum Allowable	1,403	1,652
Proposed Land Use Potential Maximum Allowable (All Residential)	374	433
Proposed Land Use Potential Maximum Allowable (All Retail)	640	2,825

RECOMMENDATIONS AND CONCLUSIONS

It is recommended that a covenant be proffered allowing for any combination of uses allowable under Business and Office provided that the actual development program for the site shall not generate more than 1,403 A.M. peak hour net new trips and 1,652 P.M. peak hour net new trips. For reference, a trip equivalency matrix for potential uses based on the maximum of 1,652 P.M. peak hour trips is provided in Attachment C.

It should be noted that the development will be limited by the lower resulting intensity from a) the maximum trip generation potential and b) the land use regulations. For example, using the retail land use, a) the maximum trip generation potential limits the intensity to 454,500 square feet and b) the land use regulations limit the intensity to 1,011,986 square feet. Therefore, the retail land use is limited to the lower intensity of 454,500 square feet. Conversely, for the apartment residential use, a) the maximum trip generation potential limits the intensity to 2,971 units and b) the land use regulations limit the intensity to 755 units. Therefore, the apartment residential use is limited to the lower intensity of 755 units. Note that the proposed covenant also includes a stipulation density that limits the residential development intensity on the property to 1,200 units if there is a future land use change that would increase the allowable residential.

For purposes of quantifying the impact of the proposed land use designation beyond the trip generation aspect, the all residential land use scenario should be considered as 755 dwelling units based on 13 units per acre and the all retail land use scenario should be considered as 454,500 square feet based on the proposed covenant.

In addition to this trip generation summary letter, a transportation analysis has been prepared for the Comprehensive Development Master Plan Amendment and was submitted to the Miami-Dade County Department of Regulatory and Economic Resources in May 2018. The report was first revised in July 2018 to address comments from the Miami-Dade County Department of Transportation and Public Works and then revised in August 2018 to address comments from the Miami-Dade County Department of Regulatory and Economic Resources. This report is included as Attachment D for reference.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Ali N. Hanes, P.E.

Attachments

08 03 18 AMB 175 trip gen ltr.docx



Ali N. Hanes, P.E.
Florida Registration Number 77731
Kimley-Horn and Associates, Inc.
600 North Pine Island Road, Suite 450
Plantation, Florida 33324
CA # 00000696

Attachment A



Kimley»Horn

Figure 1
Site Location Map
AMB 1-75
Miami-Dade County, FL

Attachment B

TABLE 2: EXISTING AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	Trips	In	Out	Total	Percent	Trips	In	Out	Total	
					In	Out														
1 General Light Industrial	9	110	1264.982	ksf	88%	12%	1,235	168	1,403	0.0%	0	1,235	168	1,403	0.0%	0	1,235	168	1,403	
2																				
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
Total:							1,235	168	1,403	0.0%	0	1,235	168	1,403	0.0%	0	1,235	168	1,403	

LUC 110 RATE/EQUATION
Y=1.18*(X)+89.28

TABLE 3: EXISTING PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		DRIVEWAY VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	Trips	In	Out	Total	Percent	Trips	In	Out	Total	
					In	Out														
1 General Light Industrial	9	110	1264.982	ksf	12%	88%	198	1,454	1,652	0.0%	0	198	1,454	1,652	0.0%	0	198	1,454	1,652	
2																				
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
11																				
12																				
13																				
14																				
15																				
Total:							198	1,454	1,652	0.0%	0	198	1,454	1,652	0.0%	0	198	1,454	1,652	

LUC 110 RATE/EQUATION
Y=1.43*(X)+157.36

TABLE 4: ALL RESIDENTIAL AM PEAK HOUR TRIP GENERATION

ITE	ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out														
1	Apartment	9	220	755	du	20%	80%	75	299	374	0.0%	0	75	299	374	0.0%	0	75	299	374	
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13																					
14																					
15																					
Total:								75	299	374	0.0%	0	75	299	374	0.0%	0	75	299	374	

LUC 220 RATE/EQUATION
Y=0.48*(X)+3.73

TABLE 5: ALL RESIDENTIAL PM PEAK HOUR TRIP GENERATION

ITE	ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		DRIVEWAY VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	
						In	Out														
1	Apartment	9	220	755	du	65%	35%	281	152	433	0.0%	0	281	152	433	0.0%	0	281	152	433	
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13																					
14																					
15																					
Total:								281	152	433	0.0%	0	281	152	433	0.0%	0	281	152	433	

LUC 220 RATE/EQUATION
Y=0.55*(X)+17.65

TABLE 6: ALL RETAIL AM PEAK HOUR TRIP GENERATION

ITE	ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION			GROSS VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS							
	ITE Edition	ITE Code	Scale	Units	Percent		In	Out	Total	IC		In	Out	Total	PB		In	Out	Total								
					In	Out				Percent	Trips				Percent	Trips											
1	Shopping Center	9	820	1011.986	Ksf	62%	38%	397	243	640	0	0	0	0	0.0%	0	397	243	640	0	0	0	397	243	640		
2																											
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
11																											
12																											
13																											
14																											
15																											
								Total:	397	243	640	0	0	0	0.0%	0	397	243	640	0	0	0.0%	0	397	243	640	

LUC 820 RATE/EQUATION LN(Y) = 0.61*LN(X)+2.24

TABLE 7: ALL RETAIL PM PEAK HOUR TRIP GENERATION

ITE	ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION			DRIVEWAY VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS						
	ITE Edition	ITE Code	Scale	Units	Percent		In	Out	Total	IC		In	Out	Total	PB		In	Out	Total							
					In	Out				Percent	Trips				Percent	Trips										
1	Shopping Center	9	820	1011.986	Ksf	48%	52%	1,356	1,469	2,825	0	0	0	0	0.0%	0	1,356	1,469	2,825	0	0	0	1,356	1,469	2,825	
2																										
3																										
4																										
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13																										
14																										
15																										
								Total:	1,356	1,469	2,825	0	0	0.0%	0	1,356	1,469	2,825	0	0	0.0%	0	1,356	1,469	2,825	

LUC 820 RATE/EQUATION LN(Y) = 0.67*LN(X)+3.31

Attachment C

TABLE 8: Trip Generation Equivalency Matrix

Land Use	Net External PM Peak Hour		TO: Units	Shopping Center ksf	Apartment du	Low-Rise Townhouse du	General Light Industrial ksf	General Office Building ksf	Hotel room
	Equivalency Rates ⁽¹⁾	FROM:							
Shopping Center	3.635	ksf		1,000	6,538	4,660	2,783	3,091	6,058
Apartment	0.556	du		0.153	1,000	0.713	0.426	0.473	0.927
Low-Rise Townhouse	0.780	du		0.215	1,403	1,000	0.597	0.663	1,300
General Light Industrial	1.306	ksf		0.359	2,349	1,674	1,000	1,111	2,177
General Office Building	1.176	ksf		0.324	2,115	1,508	0.900	1,000	1,960
Hotel	0.600	room		0.165	1,079	0.769	0.459	0.510	1,000

Note: (1) Based on P.M. peak hour trip generation equivalency rate developed in Table 9.

Example Equivalency Calculations

Apartment to Shopping Center	The exchange rate between 1 dwelling unit for every 0.153 ksf, where 100 dwelling units is equal to 15,300 sf of retail and 1,000 dwelling units is equal to 153,000 sf of retail.
Shopping Center to General Office Building	The exchange rate between retail is 1 ksf of retail for every 3.091 ksf of office, where 1,000 sf of retail is equal to 3,091 sf of office and 10,000 sf of retail is equal to 30,910 sf of office.
Shopping Center to Hotel	The exchange rate between retail is 1 ksf of retail for every 6.058 hotel rooms, where 1,000 sf of retail is equal to 6,058 hotel rooms and 10,000 sf of retail is equal to 60,580 hotel rooms.
General Office Building to Apartment	The exchange rate between office is 1 ksf of office for every 2.115 dwelling units, where 1,000 sf of office is equal to 2,115 dwelling units and 10,000 sf of office is equal to 21,150 dwelling units.

TABLE 9: P.M. Peak Hour Trip Generation for Maximum P.M. Peak Hour Trips

Land Use	ITE Edition	ITE Code	ITE Scale ⁽²⁾	ITE Units	ITE Equation	Net New Trips	Equivalency Rate
Shopping Center	9	820	454.5 ⁽³⁾	ksf	$LN(Y) = 0.67 \cdot LN(X) + 3.31$	1652	3.635 trips/ksf
Apartment	9	220	2971 ⁽⁴⁾	du	$Y = 0.55 \cdot (X) + 17.55$	1652	0.556 trips/du
Low-Rise Townhouse	9	231	2118 ⁽⁴⁾	du	$Y = 0.78 \cdot (X)$	1652	0.780 trips/du
General Light Industrial	9	110	1265.0	ksf	$Y = 1.43 \cdot (X) - 157.36$	1652	1.306 trips/ksf
General Office Building	9	710	1405.0	ksf	$Y = 1.12 \cdot (X) + 78.45$	1652	1.176 trips/ksf
Hotel	9	310	2754	room	$Y = 0.6 \cdot (X)$	1652	0.600 trips/room

Notes: (2) Scale values based on maximum P.M. peak hour trip generation potential of 1652. Note that actual development potential will be limited by the lower resulting intensity from a) the maximum trip generation potential and b) the land use regulations. For example, for the retail land use: a) the maximum trip generation potential limits the intensity to 454,500 sf and b) the land use regulations limit the intensity to 1,011,966 sf.

(3) The retail land use is limited to the lower intensity of 454,500 sf, as explained in Note 2 above.

(4) The maximum residential units allowed on the site is limited to 755 units based on a density of 13 units per acre, notwithstanding the maximum trip generation potential noted above. Per the proposed covenant, should a future land use change modify the allowable residential land use density, the maximum number of units shall not exceed 1,200 residential units.

REFER TO NOTES (3) AND (4) ABOVE RELATED TO THE COVENANT RESTRICTIONS.

Attachment D



*Comprehensive Development Master Plan
Amendment Transportation Analysis for
Submittal to Miami-Dade County*

**Northwest Corner of Interstate 75 and
NW 170th Street Amendment**



Kimley»»Horn

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August 2018
144089001

***Comprehensive Development Master Plan
Amendment Transportation Analysis for
Submittal to Miami-Dade County***

**Northwest Corner of Interstate 75 and
NW 170th Street Amendment**

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

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May 2018
Revised August 2018
144089001

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Appendix A: Concurrency Tables/Traffic Data
 Appendix B: Programmed Roadway Improvements
 Appendix C: Trip Generation
 Appendix D: Cardinal Distribution

INTRODUCTION

It is proposed to amend the existing Comprehensive Development Master Plan (CDMP) designation for the 58.08 net acre area located on the northwest corner of Interstate 75 (I-75) and NW 170th Street. The amendment proposes to change the designation from Industrial and Office to Business and Office. A location map of the amendment is provided in **Figure 1**.

Kimley-Horn and Associates, Inc. has completed this transportation analysis for the proposed CDMP amendment application. The purpose of the analysis is to assess the existing and short-term concurrency conditions for the surrounding roadway network. As the proposed amendment does not result in a net new increase in trips, long-term analysis is not required. This report summarizes amendment trip generation, project trip distribution, and capacity analyses.



Kimley»Horn

Figure 1
Amendment Location Map
AMB 1-75
Miami-Dade County, FL

DATA COLLECTION

Roadway segment traffic data was obtained from the Miami-Dade County concurrency management system tables for the following roadway segments:

- Florida's Turnpike/HEFT/SR 821 north of Okeechobee Road to County Line Road (Station 2248)
- Interstate 75/SR 93 south of Florida's Turnpike/HEFT/SR 821 to Broward County Line (Station 2502)
- NW 154th Street west of NW 87th Avenue to NW 92nd Avenue (Station 9546)
- NW 170th Street east of NW 87th Avenue to NW 77th Avenue (Station 9552)

Roadway segment data was gathered from FDOT Florida Traffic Online for the following roadway segment:

- W 68th Street/W 36th Avenue (NW 97th Avenue) south of NW 130th Street (Station 8243)

The traffic data is provided in **Appendix A**.

PROGRAMMED ROADWAY IMPROVEMENTS

Local transportation plans were reviewed to gather planned and programmed short-term transportation improvement information in the amendment area. The purpose of the plan review is to identify programmed capacity improvements for consideration in this analysis. The following transportation plans were reviewed as part of the background research:

- Miami-Dade County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP)
- FDOT Five-Year Work Program

Note that the Miami-Dade County TPO Long Range Transportation Plan (LRTP) was not reviewed as this study does not include a long-term analysis. Relevant information from these plans is summarized below.

Miami-Dade County TPO TIP

The Miami-Dade County TPO TIP includes programmed improvements to be implemented within Miami-Dade County over the next five (5) years. The 2018 TIP is for fiscal years 2018 to 2022. Improvements identified in the TIP are characterized as intermodal, highway, transit, aviation, seaport, and non-motorized. Based on the review of the 2018 Miami-Dade TPO TIP, two (2) projects were identified within the study area, including:

- Florida's Turnpike/HEFT/SR 821 from NW 106th Street to I-75 is programmed for widening from 6 to 10 lanes. This project is programmed for year 2018/2019. (TP4355421)
- NW 97th Avenue from NW 154th Street to NW 170th Street is programmed as a new 2 lane roadway. This project is programmed for year 2017/2018. (PW000961) Per direction from Miami-Dade County Department of Transportation and Public Works, NW 97th Avenue is assumed to be widened to 4 lanes south of NW 170th Street and 6 lanes north of NW 170th Street.
- SR 93/I-75 from NW 170th Street to south of HEFT Interchange is programmed for widening from 8 lanes to 10 lanes. This project is programmed for prior to 2018 to year 2018/2019. (DT4217072)
- SR 93/I-75 from south of HEFT Interchange to Miami-Dade County Line is programmed for widening from 8 lanes to 10 lanes. This project is programmed for prior to 2018 to year 2017/2018. (DT4217078)

Detailed programmed roadway improvement projects are provided in **Appendix B**.

FDOT Five-Year Work Program

The 2018-2023 FDOT Five-Year Work Program includes State roadway improvements to be implemented over the next five (5) years. Based on the review of the 2018-2023 FDOT Work Program, no additional projects beyond what was found in the Miami-Dade County TPO TIP were identified within the study area.

AMENDMENT SITE TRAFFIC

Amendment site traffic is defined as the vehicle trips expected to be generated by the proposed amendment, and the distribution and assignment of this traffic over the roadway network.

Existing and Proposed Land Uses

The amendment site is generally located on the northwest corner of I-75 and NW 170th Street. The amendment site is currently designated as Industrial and Office. The subject parcels total 58.08 net acres (2,529,965 square feet). Per Miami-Dade County Department of Regulatory and Economic Resources staff, a maximum floor area ratio of 0.5 was considered for the existing allowable industrial space. Therefore, 1,264,982 square feet of industrial space was considered as the maximum allowable development for the existing land use designation in this analysis.

Business and Office is the proposed land use designation for the area in which the site is located.

Trip Generation

Trip generation calculations were performed using the Institute of Transportation Engineer’s (ITE’s) *Trip Generation Manual*, 9th Edition. Trip generation for the existing land use designation was determined using ITE Land Use Code (LUC) 110 (General Light Industrial). **Appendix C** contains the trip generation calculations.

Table 1 summarizes the existing and proposed trip generation potential for the weekday P.M. peak hour. Note that a covenant has been proffered allowing for any combination of uses allowable under Business and Office provided that the actual development program for the site shall not generate more than 1,652 gross P.M. peak hour trips equivalent to the existing maximum development potential under Industrial and Office. Therefore, this project is expected to result in a net increase of 0 new trips during the P.M. peak hour. However, the short-term concurrency analysis has been prepared using two (2) scenarios: 1) 0 net new P.M. peak hour trips and 2) 1,652 gross P.M. peak hour trips.

Table 1: CDMP Amendment Trip Generation

P.M. Peak Hour				
Land Use (ITE Code)	Scale	Total Trips	Entering Trips	Exiting Trips
<i>Existing Allowable Conditions</i>				
General Light Industrial (110)	1,264,982 s.f.	1,652	198	1,454
<i>Proposed Allowable Conditions</i>				
Proposed Business & Office Gross Trips		1,652		
<i>Net Change (Proposed – Existing)</i>				
Net New Trips		0		

Trip Distribution and Assignment

The likely distribution of amendment traffic was forecast for the trips generated by the proposed maximum development potential. The trip distribution was obtained from the TPO’s *2040 Cost Feasible*

Plan and was based on the cardinal trip distribution for the amendment site's traffic analysis zone (TAZ 6). The cardinal distribution for the year 2010 is not provided for TAZ 6. Therefore, the cardinal distribution for the year 2040 is provided in **Table 2**. The detailed cardinal distributions are contained in **Appendix D**. The amendment distribution provided by the Miami-Dade County Department of Regulatory and Economic Resources is shown in **Figure 2**.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	13.7%
East-Northeast	14.8%
East-Southeast	17.4%
South-Southeast	36.6%
South-Southwest	13.4%
West-Southwest	0.0%
West-Northwest	0.3%
North-Northwest	3.7%
Total	100%



Figure 2
 Project Trip Distribution
 AMB 1-75
 Miami-Dade County, FL

ROADWAY SEGMENT CAPACITY ANALYSIS

The existing and short-term concurrency conditions were examined for the surrounding roadway network.

Existing Conditions

Table 3 provides a summary of the results of the P.M. peak hour roadway segment capacity analysis under existing conditions. The results indicate that all roadway segments currently operate at adopted levels of service (LOS D or better).

Short-term (Concurrency) Conditions

Short-term (concurrency) conditions were analyzed for two (2) proposed amendment scenarios: 1) 0 net new P.M. peak hour trips and 2) 1,652 gross P.M. peak hour trips. **Table 4** and **Table 5** contain the results of the short-term (concurrency) roadway segment capacity analysis. The results indicate that all roadway segments are expected to operate at the adopted level of service (LOS D or better) with the amendment in place.

Table 3 : Existing Conditions Peak Hour Roadway Segment Capacity Analysis

Roadway	Count Station	Segment		Lanes	Adopted LOS Standard	Existing Volume	LOS B Threshold	LOS C Threshold	LOS D Threshold	Existing LOS
		From	To							
NW 170 th Street	MDC 9552	Florida's Turnpike	NW 97 th Avenue	-	D	-	-	-	-	-
		NW 87 th Avenue	NW 77 th Avenue	2	D	904	-	594	1197	D
NW 154 th Street	MDC 9546	NW 87 th Avenue	NW 92 nd Avenue	2	D	378	-	594	1197	C
NW 97 th Avenue	FDOT FTO 8243	NW 154 th Street	NW 170 th Street	2	D	741	-	594	1197	D
		North of NW 170 th Street		-	D	-	-	-	-	-
Florida's Turnpike	FDOT 2248	US 27	NW 170 th Street	6	D	3238	6130	8370	10060	B
		NW 170 th Street	I-75	6	D	3238	6130	8370	10060	B
I-75	FDOT 2502	South of HEFT	HEFT	8	D	9321	8230	11100	13390	C
		HEFT	Broward County Line	8	D	9321	8230	11100	13390	C

Notes: "MDC" - Data obtained from Miami-Dade County concurrency tables provided by Miami-Dade County on 4/24/2018.
 "FDOT" - Data obtained from FDOT concurrency tables provided by Miami-Dade County on 4/24/2018.
 "FDOT FTO" - Data obtained from FDOT Florida Traffic Online.
 "-" - Indicates segment is not an existing segment.

Table 4 : Short-Term (Concurrency) Peak Hour Roadway Capacity – Zero Net New Trips

Roadway	Count Station	Segment		Lanes	Adopted LOS Standard	Existing Volume	DOS Trips	Distribution	Project Trips 0	Total Volume	LOS B Threshold	LOS C Threshold	LOS D Threshold	Short-Term LOS
		From	To											
NW 170 th Street	MDC 9552	Florida's Turnpike	NW 97 th Avenue	6	D	904	7	15%	0	911	-	4725	4851	C
		NW 87 th Avenue	NW 77 th Avenue	2	D	904	7	16%	0	911	-	594	1197	D
NW 154 th Street	MDC 9546	NW 87 th Avenue	NW 92 nd Avenue	2	D	378	0	18%	0	378	-	594	1197	C
NW 97 th Avenue	FDOT FTO 8243	NW 154 th Street	NW 170 th Street	4	D	741	0	25%	0	741	-	1179	2628	C
		North of NW 170 th Street		6	D	741	0	20%	0	741	-	1881	4050	C
Florida's Turnpike	FDOT 2248	US 27	NW 170 th Street	10	D	3238	0	5%	0	3238	10330	14040	16840	B
		NW 170 th Street	I-75	10	D	3238	0	10%	0	3238	10330	14040	16840	B
I-75	FDOT 2502	South of HEFT	HEFT	8	D	9321	0	5%	0	9321	10330	14040	16840	B
		HEFT	Broward County Line	8	D	9321	0	5%	0	9321	10330	14040	16840	B

Table 5 : Short-Term (Concurrency) Peak Hour Roadway Capacity – 1,652 Gross Trips

Roadway	Count Station	Segment		Lanes	Adopted LOS Standard	Existing Volume	DOS Trips	Distribution	Project Trips	Total Volume	LOS B Threshold	LOS C Threshold	LOS D Threshold	Short-Term LOS
		From	To						1,652					
NW 170 th Street	MDC 9552	Florida's Turnpike	NW 97 th Avenue	6	D	904	7	15%	248	1159	-	4725	4851	C
		NW 87 th Avenue	NW 77 th Avenue	2	D	904	7	16%	264	1175	-	594	1197	D
NW 154 th Street	MDC 9546	NW 87 th Avenue	NW 92 nd Avenue	2	D	378	0	18%	297	675	-	594	1197	C
NW 97 th Avenue	FDOT FTO 8243	NW 154 th Street	NW 170 th Street	4	D	741	0	25%	413	1154	-	1179	2628	C
		North of NW 170 th Street		6	D	741	0	20%	330	1071	-	1881	4050	C
Florida's Turnpike	FDOT 2248	US 27	NW 170 th Street	10	D	3238	0	5%	83	3321	10330	14040	16840	B
		NW 170 th Street	I-75	10	D	3238	0	10%	165	3403	10330	14040	16840	B
I-75	FDOT 2502	South of HEFT	HEFT	8	D	9321	0	5%	83	9404	10330	14040	16840	B
		HEFT	Broward County Line	8	D	9321	0	5%	83	9404	10330	14040	16840	B

CONCLUSION

This transportation analysis assessed the impacts of a proposed amendment of the existing Comprehensive Development Master Plan (CDMP) designation for the 58.08 net acre area located on the northwest corner of Interstate 75 (I-75) and NW 170th Street. The amendment proposes to change the existing land use designation from Industrial and Office to Business and Office.

A roadway capacity analysis was prepared for existing traffic conditions and short-term (concurrency) conditions. The results indicate that the surrounding roadway segments are expected to operate at adopted levels of service with the amendment in place. As a result, the proposed land use designation amendment is not expected to have an adverse impact on the roadway segments.

APPENDIX D

**Response from the Applicant to Comments from State Agencies
dated August 7, 2018**

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Felix M. Lasarte, Esq.
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August 7, 2018

VIA E-MAIL

Terry Manning, Policy and Planning Analyst
South Florida Water Management District (SFWMD)
Water Supply Implementation Unit
3301 Gun Club Road
West Palm Beach, FL 33406

Re: Application No. 7 October Cycle / AMB I-75, LLC

Dear Ms. Manning:

Below please find the response to the comments provided by SFWMD regarding AMB I-75, LLC's Application No. 7 of the Comprehensive Development Master Plan. This response was prepared with the assistance of the applicant and the engineering consultant, Arsenio Milian, P.E., I believe that any analysis of the attached response will be well-served with necessary context and background information.

It is important to note that ERP Permit No. 13-04602-P issued to AMB I-75 Business Park for the subject property was due to expire June 11, 2014. Prior to said date, the SFWMD issued an extension to May 9, 2019. As such, the subject property is under a current and valid ERP permit and the site is currently designed for 100% on-site retention and no outfalls to the canal systems of Miami-Dade or the District. The current application seeks to amend the land use designation on the property to "Business and Office" thus allowing retail and commercial uses, as well as residential uses. There is already an already-approved development plan and in no way does the existing application seek to exceed what has already been approved. The remaining information sought in the comments is premature and will be ascertained later in subsequent development phases with Miami-Dade County. The response to your comments is provided as follows:

- 1. The proposed amendment should be revised to include an analysis of storm water management needs and flooding issues, including a demonstration that there will be no adverse offsite impacts and how the integrity of the regional canal systems will be maintained; and an identification of the appropriate stormwater management infrastructure needed for the proposed land uses. A Stormwater Management Permit will be required**

from the District. Pre-application meetings with District regulatory staff are strongly encouraged to identify issues early in the process.

The current plans that are in the approved and open ERP permit show what will most likely be the most impervious area that will be built on the site. The site is in the C-9 Basin in Miami-Dade County which calls for certain cut and fill criteria and a certain pervious/impervious ratio. As such, the site is currently designed for 100% on-site retention and no outfalls to the canal systems of Miami-Dade or the District. Good percolation rates have been found on-site and were provided with the application so therefore the use of exfiltration trenches, outfall into the on-site wet retention areas and storage on-site will be sufficient to maintain up to a 100-year storm on-site, therefore not causing any adverse effect offsite in regard to stormwater.

As SFWMD correctly points out, this site is required to obtain a Stormwater Management Permit from the district. The analysis of stormwater will be performed by the district and not usually performed as part of a CDMP review. DERM will verify that any proposed development complies with the permit issued by the district as well as compliance with the Florida Building Code and Miami-Dade County Code Chapter 11C for flood regulations. That level of review is performed at the building permit and not as part of a CDMP or site plan review. DERM is aware that the existing canal system, NW 170th Canal, requires improvements. Part of the DA for ADM and Graham require improvements and canal interconnections at 97th Avenue and 170th Street.

2. Revise the proposed amendment to demonstrate how water conservation could be utilized to support the non-potable water needs of the proposed land uses. The analysis should include the following:

a. The proposed source of water for landscape irrigation.

This information has not been provided by the applicant and may not be known at this time. There are two main ways and that is either from the public water supply from the Hialeah-RO plant or from irrigation wells. No reclaimed water is available at this time from Miami-Dade County.

b. An explanation of how the proposed land uses could or could not use either on-site wells or reclaimed water for landscape irrigation and for portions of the project that do not require public water supply.

On-site wells are a possible means to irrigate for this site and have not been decided if this will be the means of irrigation at this time. Reclaimed water is not currently available, and it is unclear when Miami-Dade WASD will extend that service to the site at any point.

- c. **If potable water is to be used for landscape irrigation, provide information to demonstrate how the use of potable water is consistent with provisions of the County's Comprehensive Development Master Plan that protect water recharge areas and encourage use of alternative water technologies to meet water demand, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F.**

The water for this application will be provided by the Hialeah R.O. plant, from the Floridan Aquifer which is an alternative water supply source. Regarding Policy ICE-4F, WASD continues to coordinate with SFWMD issues pertaining to water supply planning and water use permitting. Currently, coordination efforts with SFWMD are underway for the LEC Plan Update and Water Use Permit modification.

- d. **If on-site wells or lake pumps are proposed for irrigation, a water use permit will be required, and wetland, pollution and resource impacts will need to be assessed.**

If on-site wells or lake pumps are considered to be the preferred form of irrigation, a water use permit will be applied for at that time. The current wetland permit for the site has a wetland mitigation area and a mitigation requirement for the woodstork. The proposed land use amendment will require modification of the existing wetland permit pursuant to Miami Dade Code and DERM will evaluate appropriate mitigation requirements. During the permit modification DERM will require an endangered species survey to determine presence of endangered species and appropriate mitigation. These permits are required prior to DERM approval of a final plat or approval of site plans.

3. **The proposed amendment does not demonstrate how impacts to the wetlands identified on the site will be avoided and will be mitigated. The site contains identified wetlands. Environmental Resource Permit(s) (ERPs) will be required from the District. The applicant for development on the site will need to demonstrate that the criteria-in the ERP Applicant's Handbook Volumes I & II, including reduction and elimination of wetland impacts, will be met. Pre-application meetings with District regulatory staff are strongly encouraged to identify issues early in the process.**

The site currently has an existing ERP and ACOE dredge and Fill permits open for the site and has been extended until May 2019. The site does contain wetlands but they have been delineated, scored and mitigated for by purchasing credits from the FPL mitigation bank. No additional impacts to wetlands on- or offsite is anticipated with any change in the site plan of the project.

During our telephone conference of July 10, there was a brief discussion regarding adding language to the Declaration of Restrictions vis-a-vis SFWMD's comments. It is our position that

the application does not create any additional burdens nor exceeds what has already been approved, therefore, there are no restrictions to add beyond the existing ones. We believe that the County would agree with our position on this issue.

It is our hope that these responses satisfy the expressed concerns. This application will be before the Board of County Commissioners on September 27, 2018 for final approval and there is a critical need to ensure that the comments from SFWMD amended prior to this hearing.

Sincerely,

THE LASARTE LAW FIRM



for Felix M. Lasarte, Esq.

FML/gc

cc: A. Milian
T. Harvis
R. Davis
G. Rowe
I. Cosio
C. Velazquez

APPENDIX E

Fiscal Impact Analysis

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Fiscal Impacts On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 7 of the October 2017 Cycle Applications to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

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

Solid Waste Services

Level of Service Standard

The adopted level of service standard (LOS) for the County Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five (5) years. As of FY 2017-18, the DSWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the applications reviewed here, which are not anticipated to have a negative impact on disposal service.

Fiscal Impact for Provision of Solid Waste Services - Concurrency

Since the PWWM assesses capacity on a system-wide basis, it is not practical or necessary to make determinations concerning the adequacy of solid waste disposal capacity on a case-by-case basis. Instead, the PWWM issues a periodic assessment of the County's status in terms of 'concurrency' that is, the ability to maintain the adopted LOS system-wide.

Fiscal Impact – Residential Collection and Disposal Service

Adoption of this amendment may result in development of multifamily and 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.

Fiscal Impact – Waste Disposal Capacity and Service

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

These rates adjust annually with the Consumer Price Index, South Region. In addition, the PWWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual

gross receipts, which is used to ensure availability of disposal capacity in the System. Landfill closure, remediation and long-term care are funded by a portion of the Utility Service Fee charged to all customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.4547 per 1,000 gallons for water and \$1.8958 per 1,000 gallons for sewer.

The applicant requests a change to the CDMP Land Use Plan map to redesignate the subject ±60.82-gross acre site from "Industrial and Office" to "Business and Office". Based on the proffered covenant, the application site may be developed under the requested designation with a maximum of 755 single-family attached units, or 454,500 square feet of retail, or 1,264,982 square feet of industrial space. The maximum water connection charges/impact fees would be for the residential units, which would total \$173,159; the maximum sewer connection charges/impact fees would total \$697,620; and the water service line and meter connection fees would total \$1,300. The annual operating and maintenance cost is estimated at \$158,017.

The estimated cost of installing the required 100 linear feet of 12-inch water main for the maximum restricted development to connect to the County's regional water system is estimated at \$36,400. The estimated costs of installing the required 50 linear feet of 8-inch sewer force main to connect to the County's regional sewer system is estimated at \$17,100. The total potential cost for connecting to the regional water and sewer systems including engineering fees (13%) and contingency fees (15%) is estimated at \$53,500.

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 1,200 residences, could result in 388 additional students. The average cost for K-12 grade students amounts to \$9,337 per student. Of the 388 students, 168 will attend elementary schools, 108 will attend middle schools students and 112 will attend senior high schools. The total annual operating cost for additional students residing in this development, if approved, would total \$3,155,906.

Fire Rescue

The current CDMP designation (Industrial and Office) will allow a potential development which will generate 65 annual alarms. The proposed CDMP designation (Business and Office) will allow a proposed potential development which is anticipated to generate 211 annual alarms for residential uses or 134 alarms for retail uses. The alarms from the industrial use will not change since the potential development will remain the same as what is currently allowed. The number of annual alarms generated by either development will result in a severe impact to existing fire rescue service. The cost of facilities and equipment will be borne by the developer through the project's proportionate share of impact fees. However, MDRF noted that there are fire flow deficiencies in the vicinity of the application, and that such deficiencies are not addressed by the Fire Impact Fees, since fire flow service is overseen by WASD. To address this issue, the Applicant has committed to complete a Water and Sewer Agreement with WASD to provide the necessary infrastructure to comply with the required CDMP fire flow Level of Service standards of 3,000 gallons per minute. This will be done at the time of permitting

Transit

In order to meet the anticipated transit demand generated by scenarios with the maximum impact, the extension of two Metrobus Routes will be required (Routes 54 and 183). Extending these routes will provide adequate transit service to the subject application and would bring the subject application into compliance with the CDMP's Transit Level of Service Standard.

Extending Metrobus Route 54 will add approximately 2.7 miles to the route's roundtrip distance with an increase to the route's annual recurring operating maintenance cost of approximately \$720,000. Similarly, extending Metrobus Route 183 will add approximately 6.6 miles to the route's roundtrip distance with an increase to the route's annual recurring operating and maintenance cost of approximately \$960,000.

The extension of these two routes will require the purchase of one standard size transit vehicle for each route, for a total of two vehicle at a total cost of approximately \$1,100,000. To mitigate the impact, the Department of Transportation and Public Works (DTPW) is requesting that the applicant contribute \$1,100,000 towards the necessary rolling stock prior to the issuance of any Certificates of Use.

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APPENDIX F

Photos of Site and Surroundings

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Northwestward view of the application site from the NW 170 Street bridge over I-75 Expressway



Vacant properties abutting north of the application site (viewed southwestward from I-75 Expressway).



Vacant properties abutting west of the application site



Vacant residential land south of application site across NW 170 Street in the City of Hialeah