

Chapter 1

RECOMMENDATIONS

The Comprehensive Development Master Plan (CDMP) is Miami-Dade County's policy guide for countywide growth management. The Plan contains components such as goals, objectives and policies, which are countywide in scope, and components including the Land Use Plan map and schedules of capital improvements which express policy for localized areas. First and foremost, the CDMP is a metropolitan-scale plan for long-range countywide development. The October 2012 Cycle applications that were filed based on the Adopted 2010 Evaluation and Appraisal Report (EAR), seek to update eleven of the twelve adopted CDMP elements to reflect changes in state law and County policy.

Types of Recommendations

This chapter contains the initial recommendations of the Department of Regulatory and Economic Resources (Department) addressing the EAR-Based applications filed for review during the October 2012 CDMP amendment cycle and presented on page 1-2. The following outlines the two types of recommendations that are issued:

1. TRANSMITTAL TO THE REVIEWING AGENCIES. Transmittal to the State Land Planning Agency and other state and regional agencies (the reviewing agencies) is a required action, taken by the Board of County Commissioners, to continue the eligibility of any standard CDMP amendment application, such as the EAR-Based applications. Therefore, recommendations on the EAR-Based applications will address whether or not each application should be transmitted (Transmit or Do Not Transmit). Failure to transmit a standard application, including any of the EAR-Based Applications, to the reviewing agencies effectively denies the application from further consideration during the cycle. Therefore, the Department recommends transmittal to the reviewing agencies of all EAR-Based amendment applications.
2. FINAL DISPOSITION. Recommendations issued addressing final disposition or final action to be taken by the Board of County Commissioners on each individual application may be to Adopt, Adopt with Changes, or Deny. Accordingly, the Department for all staff EAR-Based applications in the October 2012 CDMP amendment cycle will recommend a disposition for Adopt or Adopt with Changes. In some instances an application may be withdrawn from consideration.

RECOMMENDATIONS ON STAFF APPLICATIONS TO IMPLEMENT ADOPTED 2010 EVALUATION AND APPRAISAL REPORT

APPLICATION NO. 1 (Land Use Element)

Requested Amendments: Numerous changes to the CDMP Preface and Future Land Use Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013. This Application is organized as follows:

- Part A: CDMP Preface;
- Part B: Future Land Use Element Goals, Objectives, Policies and Text; and
- Part C: Future Land Use Plan Map

Recommendations: Transmit and Adopt (All Parts)

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 2 (Transportation Element)

Requested Amendments: Numerous changes to the Transportation Element, which includes the Traffic Circulation Subelement; Mass Transit Subelement; Aviation Subelement; Port of Miami River Subelement; and PortMiami Master Plan Subelement, are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Amendments Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013. This Application is organized as follows:

- Part A - Transportation Element;
- Part B - Traffic Circulation Subelement;
- Part C – Mass Transit Subelement;
- Part D – Aviation Subelement;
- Part E – Port of Miami River Subelement; and
- Part F – PortMiami Subelement

Recommendations: Transmit and Adopt (All Parts)

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the of the above-mentioned Staff Applications report.

APPLICATION NO. 3 (Housing Element)

Requested Amendments: Several changes to the Housing Element are proposed as presented in Section 4 of the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 4 (Conservation, Aquifer Recharge and Drainage Element)

Requested Amendments: Numerous changes to the Conservation, Aquifer Recharge and Drainage Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 5 (Water, Sewer, and Solid Waste Element)

Requested Amendments: Numerous changes to the Water, Sewer, and Solid Waste Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 6 (Recreation and Open Space Element)

Requested Amendments: Numerous changes to the Recreation and Open Space Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 7 (Coastal Management Element)

Requested Amendments: Numerous changes to the Coastal Management Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 8 (Intergovernmental Coordination Element)

Requested Amendments: Numerous changes to the Intergovernmental Coordination Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 9 (Capital Improvements Element)

Requested Amendments: Numerous changes to the Capital Improvements Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 10 (Educational Element)

Requested Amendments: Numerous changes to the Educational Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

APPLICATION NO. 11 (Economic Element)

Requested Amendments: Several changes to the Economic Element are proposed as presented in the “Staff Applications October 2012 Cycle EAR-Based Applications to Amend the Comprehensive Development Master Plan” report dated March 27, 2013.

Recommendations: Transmit and Adopt

Principal Reasons for Recommendations and/or Changes: The reasons for the proposals in this application are presented in Section 4 of the above-mentioned Staff Applications report.

**APPLICATION NO. 1, PART C
ANALYSIS AND REASONS FOR THE
PROPOSED LAND USE PLAN MAP CHANGES**

Summary of Application No. 1, Part C, Land Use Plan Map Changes

For convenience of the reader, the List of Proposed Land Use Plan Map Changes (Parcel Nos. 1-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-296) in Table A-1 in Appendix A of this report summarizes essential facts about the requested parcel amendments. Table A-1 and the aerial maps that follow the table revises and provides more details to Part C of Application No. 1 contained in the “Staff Applications October 2012 EAR-Based Applications to Amend the Comprehensive Development Master Plan” (Application No.1 Page 136). It should be noted that Parcel Nos. 20 and 165 are withdrawn and Parcel Nos. 122, 157, 166, 237, 253, and 254 were not filed in the original application and are not included in the Table A-1.

Presented below are staff’s recommendations on the proposals in Part C of Application No. 1 addressing the CDMP Land Use Element, the principal reasons for the recommendations on the proposed Land Use Plan map changes and an analysis of the Land Use Plan map changes proposed for Parcel 296.

New Urban Center and Roadway Network Updates

Staff recommends to **Transmit and Adopt** the proposed changes to add a new urban center the Palmetto Expressway and Bird Road and to update the roadway network on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map for the following reason:

Principal Reason for Recommendation:

1. Beginning in September 2008, the County conducted a study of the Bird Road Corridor which culminated in the publication of the Bird Road Corridor Study report in January 2010. The report was accepted by the Board of County Commissioners on April 6, 2010 by Resolution R-356-10. The Bird Road Corridor Study report recommended, among others, that a Community Urban Center be designated on the Land Use Plan map at the intersection of the Palmetto Expressway/SR-826 and Bird Road. The proposed urban center fulfills the recommendation of the Bird Road Corridor Study.
2. The proposed changes to the Expressways, Major and Minor Roadway network portrayed on the LUP map are to reflect the most recently adopted Miami-Dade County Long Range Transportation Plan to the year 2035. The changes are depicted on Figure T and described in Table 2 of the “Staff Applications October 2012 EAR-Based Applications to Amend the Comprehensive Development Master Plan” (Application No.1 Pages 163-165) and are pursuant to Revision No. 10 to the adopted 2015 and 2025 Land Use Plan (LUP) map, page 4-11 in Chapter 4: Conclusions and Proposed Revisions.

Parcel Nos. 1-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-291

Staff recommends to **Transmit and Adopt** the proposed changes to redesignate the Parcel Nos. 1-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-291 on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map to various to various designations, as detailed in Table A-1 of Appendix A, for the following reason:

Principal Reason for Recommendation:

1. Parcel Nos. 1-19, 21-121, 123-156, 158-164, 167-236, 238-252, and 255-291 are located in municipal areas. Redesignation of these parcels are based on the recommendation in the Adopted 2010 Evaluation and Appraisal Report (EAR), Revision No. 4 to the adopted 2015 and 2025 Land Use Plan (LUP) map, page 4-10 in Chapter 4: Conclusions and Proposed Revisions. Revision No. 4 requires the County to incorporate into the LUP map, changes that are based on the land use designations in adopted municipal comprehensive plans that were either new or have been revised since 2003. The individual parcel designation changes are presented in Table 1 above and the LUP map designation assigned to each parcel by the County is the designation that best represents the respective municipal designations.

Miami-Dade County does not attempt to replicate the detail contained in the local plans of the 34 municipalities in the County. The range or residential densities, the range of uses permitted within the various land use plan categories, and the level of detail portrayed in the plans differ among the various adopted plans, and the County's plan is, appropriately, more general due to the extent of area covered with respect to municipal limits. The adopted municipal plans and subsequent amendments were previously reviewed by Miami-Dade County, the State Land Planning Agency, and other state and regional reviewing agencies pursuant to state law. The subject proposed changes to the LUP map are proposed to make the CDMP more informative to the reader of the Plan, but, will not affect the County's development capacity as the proposed designations seek to better depict the designations of the adopted municipal plans, which are already reflected in the County's calculations of development capacity within municipalities.

Parcel Nos. 292 through 295

Staff recommends to **Transmit and Adopt** the proposed changes to adjust the existing Urban Expansion Area (UEA) boundaries to exclude Parcel Nos. 292 through 295 from within the UEA's as depicted on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map for the following reasons:

Principal Reason for Recommendation:

1. Parcel Nos. 292 through 295 are located in unincorporated Miami-Dade County within the areas designated on the LUP map as Urban Expansion Areas (UEAs) and are proposed to be excluded from within the respective UEAs through the recommended UEA boundary modifications. Recommendation No. 4 of the 'UDB Capacity and Urban Expansion' major issue addressed in the Adopted 2010 EAR (page 4-2) identified that portions of each UEA are constrained by the existence of wetlands, wellfields protection areas and EEL properties within the UEAs, among other factors such as the Comprehensive Everglades Restoration Project (CERP), which are areas that shall either not be considered for urban expansion or should be avoided, pursuant to Land Use Element Policy LU-8G. In addition, the accident potential zones of the Homestead Air Reserve Base were identified as a constraint to urban development for one of the UEAs. The 2010 EAR Recommendation No. 4 provides that each UEA should be modified to appropriately address the provisions of Policy LU-8G and other factors that constrain future urban development within the UEAs, and to ensure that land identified for future urban expansion in each UEA is free of these constraints. The proposed modifications to the UEAs would also enhance the internal consistency of the CDMP.

The LUP map currently depicts the 2015 Urban Development Boundary (UDB) and four (4) UEAs. The 2015 UDB is included on the Land Use Plan map to distinguish areas where

urban development may occur from areas where it should not occur. The UEAs comprise those areas between the 2015 UDB and the UEA boundaries where urban development beyond the 2015 UDB is likely to be warranted some time in the future. Each UEA and their respective constraints are presented below.

Parcel 292: This UEA area contains ±3,000 acres located generally between SW 232 and SW 284 Streets and between SW 122 and SW 187 Avenues. Approximately 1,629 acres are proposed to be removed from within the UEA based on the factors outlined below and represented on the map 292 on page 1-8.

- Future Wetlands and Comprehensive Everglades Restoration Project (CERP) Water Management Areas; *identified in Policy LU-8G(ii)(a) as areas that shall be avoided when considering lands to add to the UDB*
- Coastal High Hazard Areas; *which are proposed to replace the Category 1 Hurricane Evacuation Areas identified in Policy LU-8G(ii)(c) as areas that shall be avoided when considering lands to add to the UDB*
- The CERP project footprints; *identified in Policy LU-8G(ii)(d) as areas that shall be avoided when considering lands to add to the UDB*
- The Accident Potential Zones (APZ) of the Homestead Air Reserve Base (*consistent with the proposed amendment to Policy LU-8G to address compatibility with the Homestead Air Reserve Base*)

Parcel 293: This UEA area contains ±595 acres located generally between SW 312 and SW 352 Streets and between SW 127 and SW 142 Avenues. The entire UEA proposed to be deleted based on the factors outlined below and represented on the map on page 1-10.

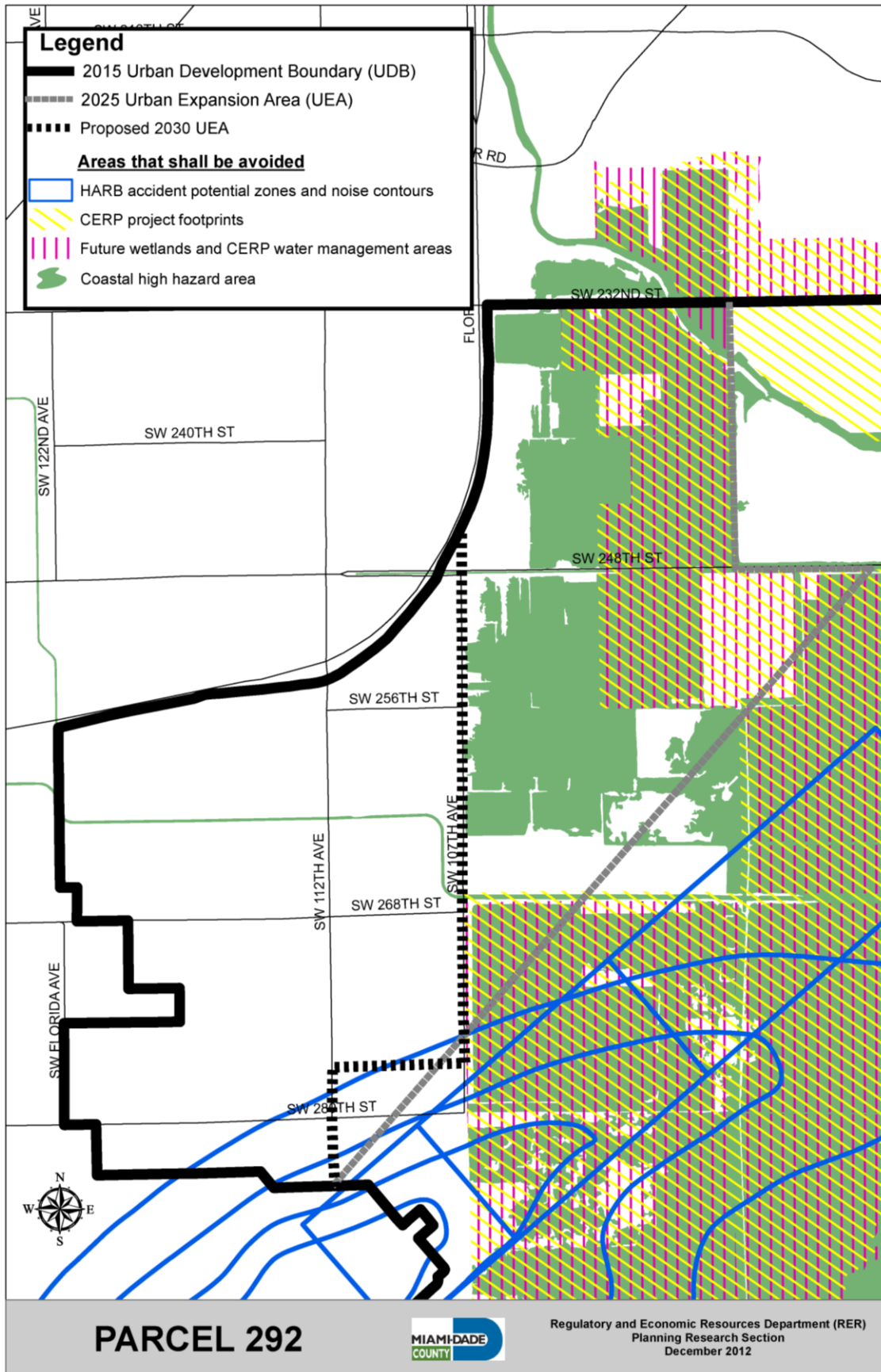
- Future Wetlands and CERP Water Management Areas; *Policy LU-8G(ii)(a) as above*
- The CERP Project footprints; *Policy LU-8G(ii)(d) as above*
- The Accident Potential Zones (APZ) of the Homestead Air Reserve Base; *as above*

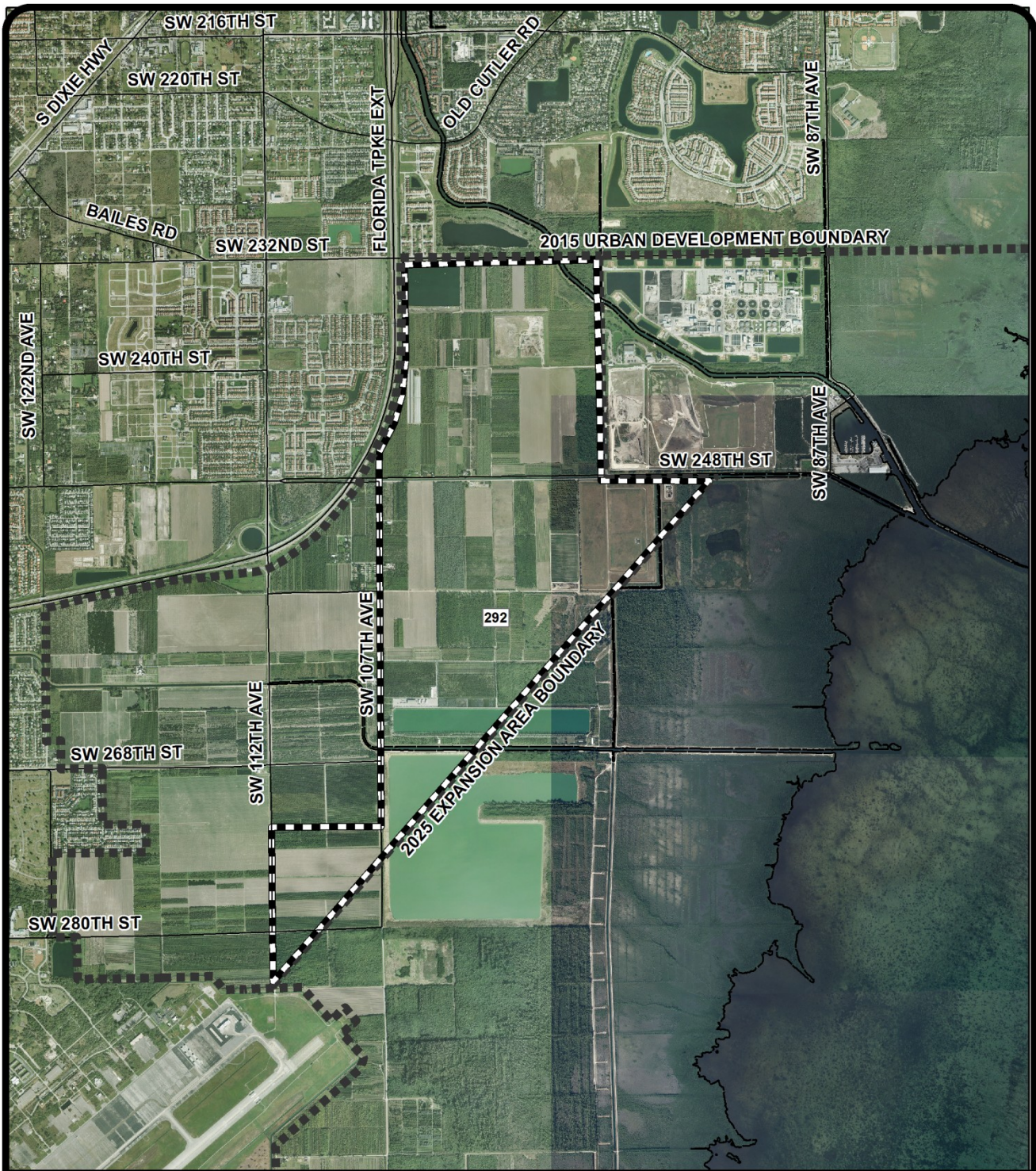
Parcel 294: This UEA area contains ±2,816 acres located generally between SW 42 and SW 112 Streets and between SW 162 and SW 177 Avenues. Approximately 1,525 acres are proposed to be removed from within the UEA based on the factors outlined below and represented on the map on page 1-12.

- The West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street; *identified in Policy LU-8G(i)(a) as areas that shall not be considered for urban expansion*
- The Everglades Buffer Areas by the South Florida Water Management District (SFWMD); *identified in Policy LU-8G(i)(b) as areas that shall not be considered for urban expansion*
- The CERP Project footprints LU-8G(ii)(d)

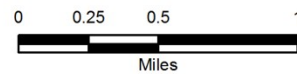
Parcel 295: This UEA area contains ±873 acres located generally between NW 12 and SW 8 Streets and between SW 137 and SW 147 Avenues. Approximately ±575 acres are proposed to be removed from within the UEA based on the factors outlined below and represented on the map on page 1-14.

- Everglades Buffer Areas designated by the SFWMD; *Policy LU-8G(i)(b) as above*



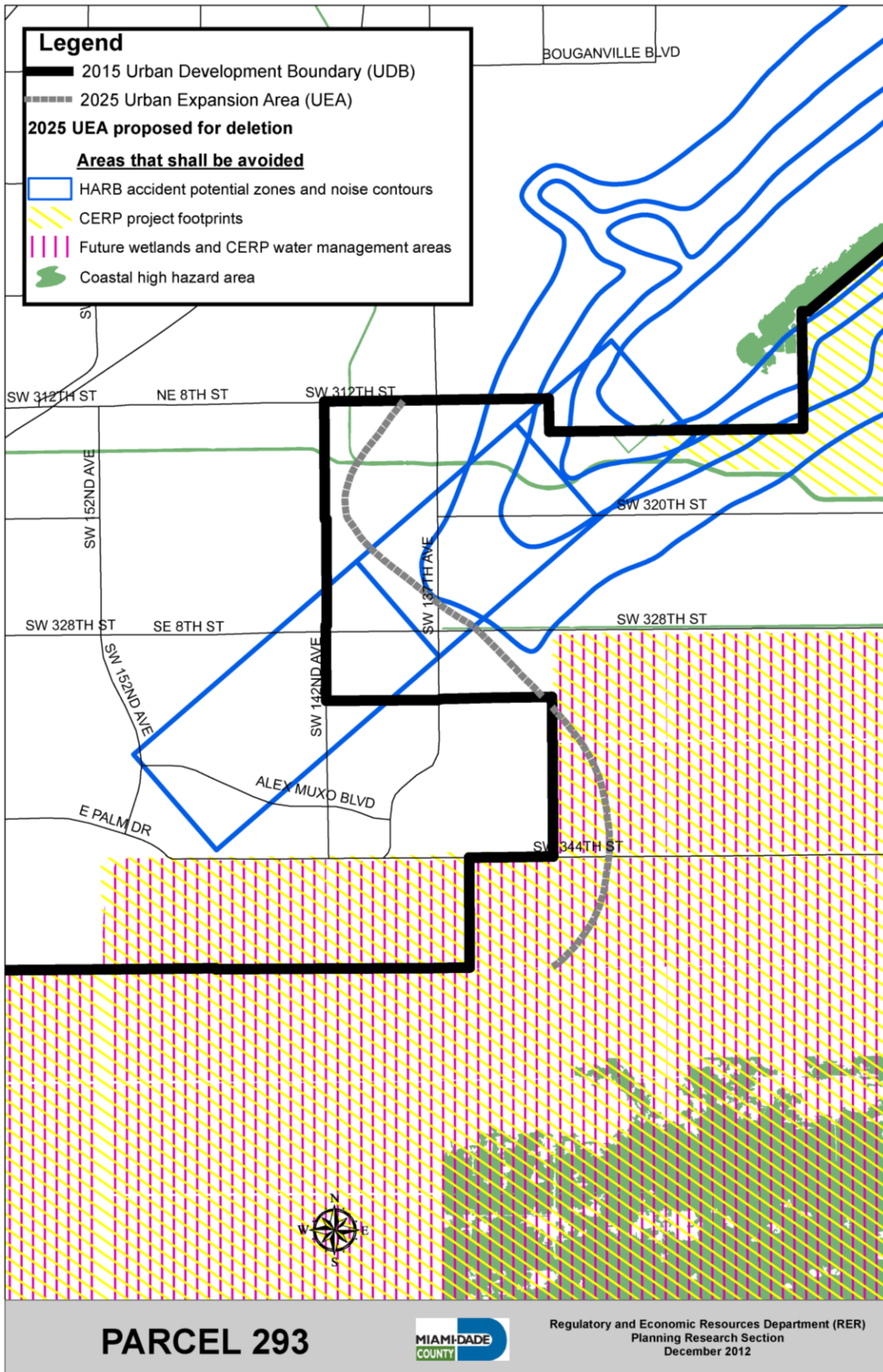


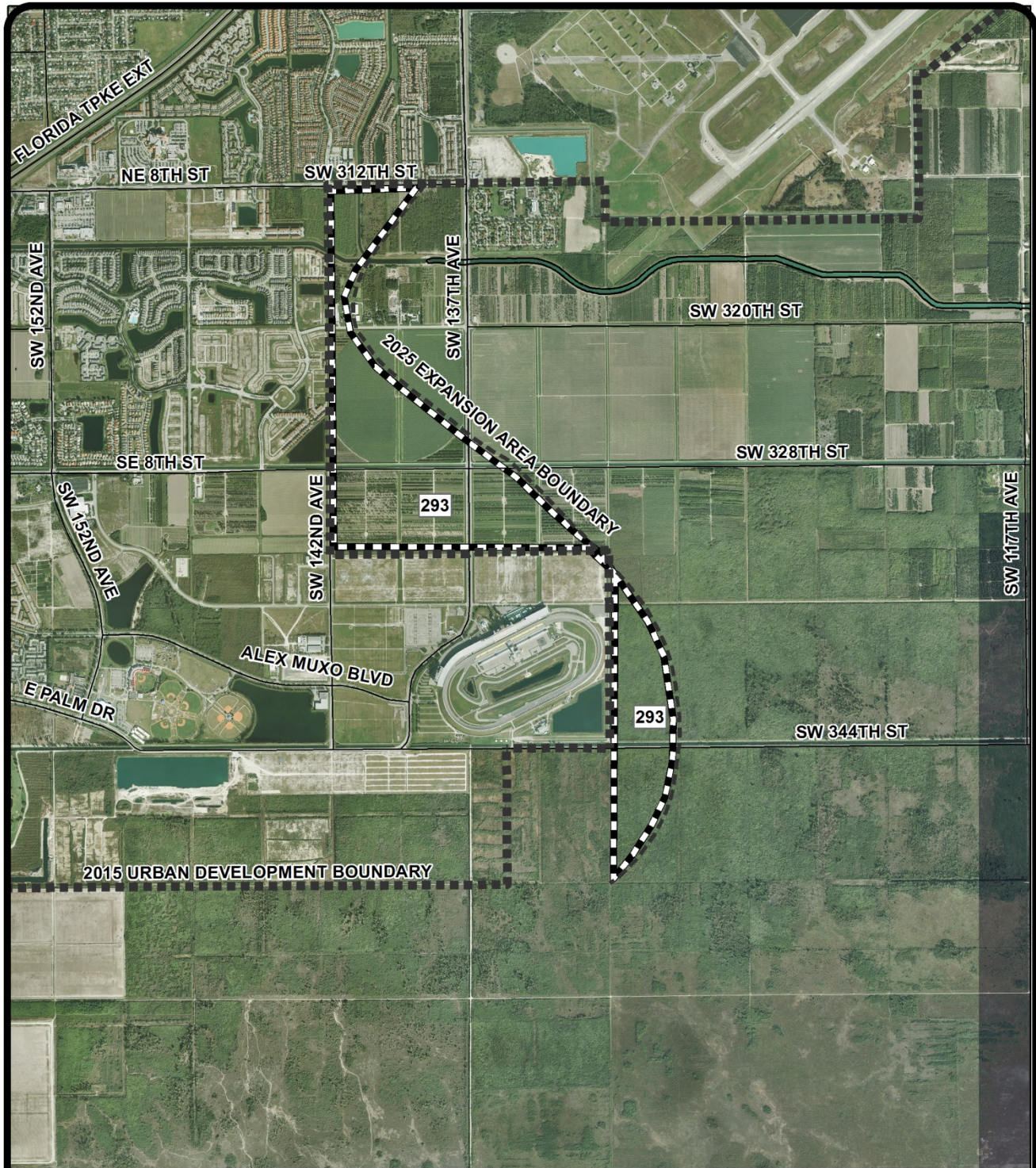
PARCEL GENERAL LOCATION



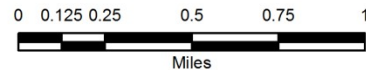
PARCEL 292 – AERIAL PHOTO

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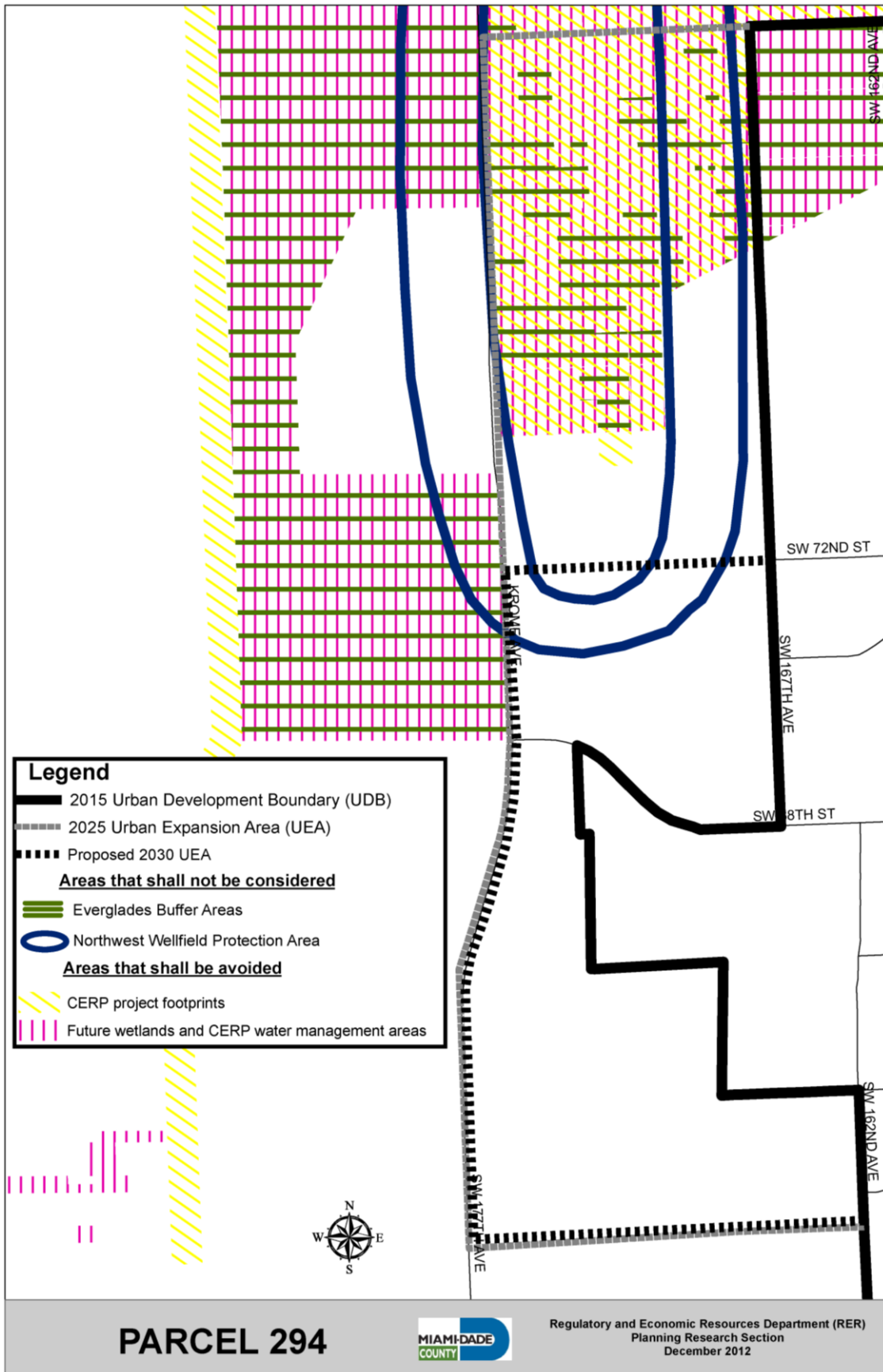


PARCEL GENERAL LOCATION



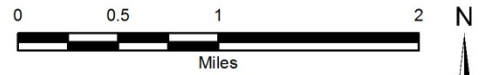
PARCEL 293 – AERIAL PHOTO

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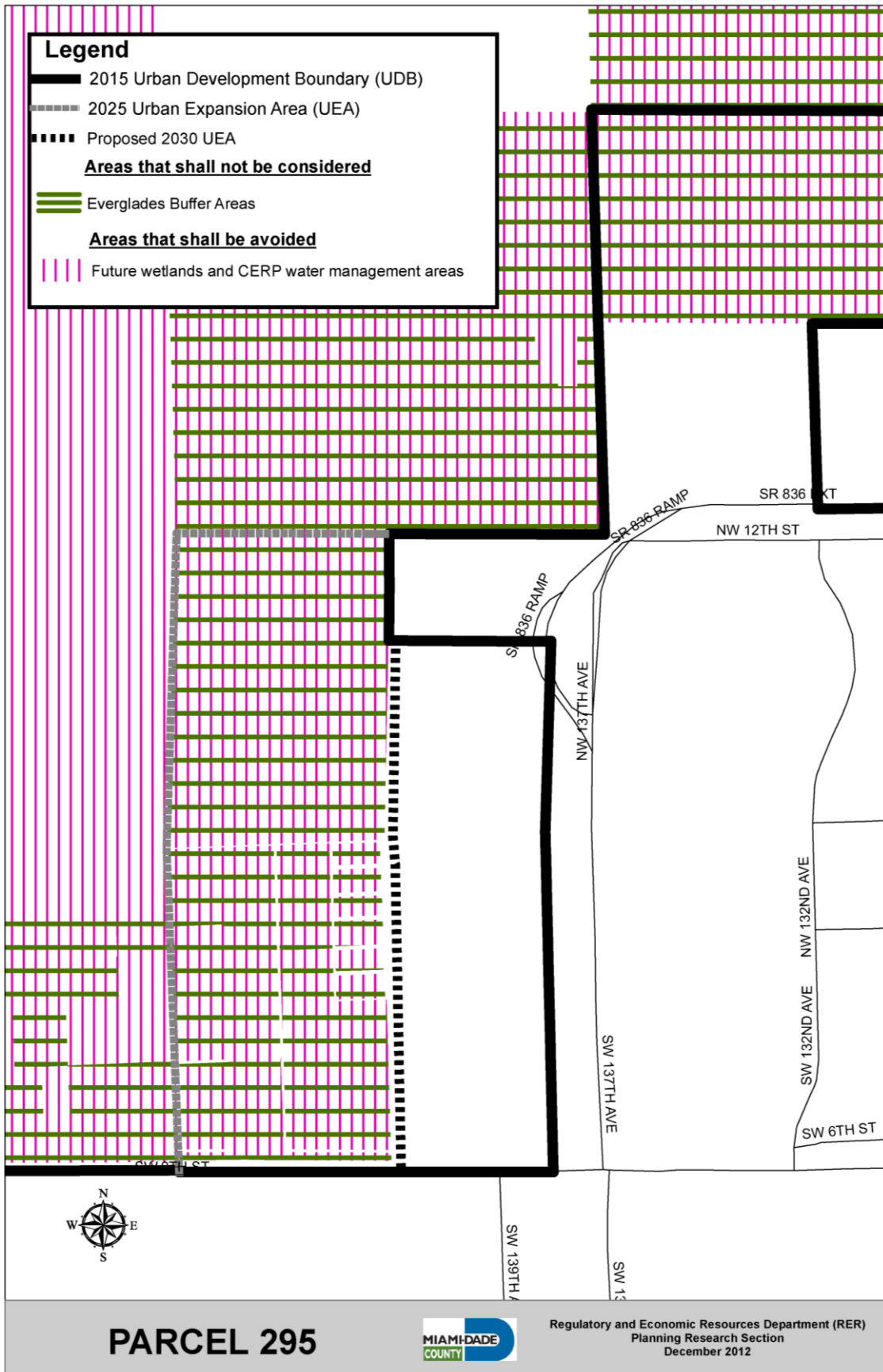


PARCEL GENERAL LOCATION



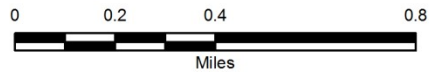
PARCEL 294 – AERIAL PHOTO

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PARCEL GENERAL LOCATION



PARCEL 295 – AERIAL PHOTO

DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES

Parcel No. 296

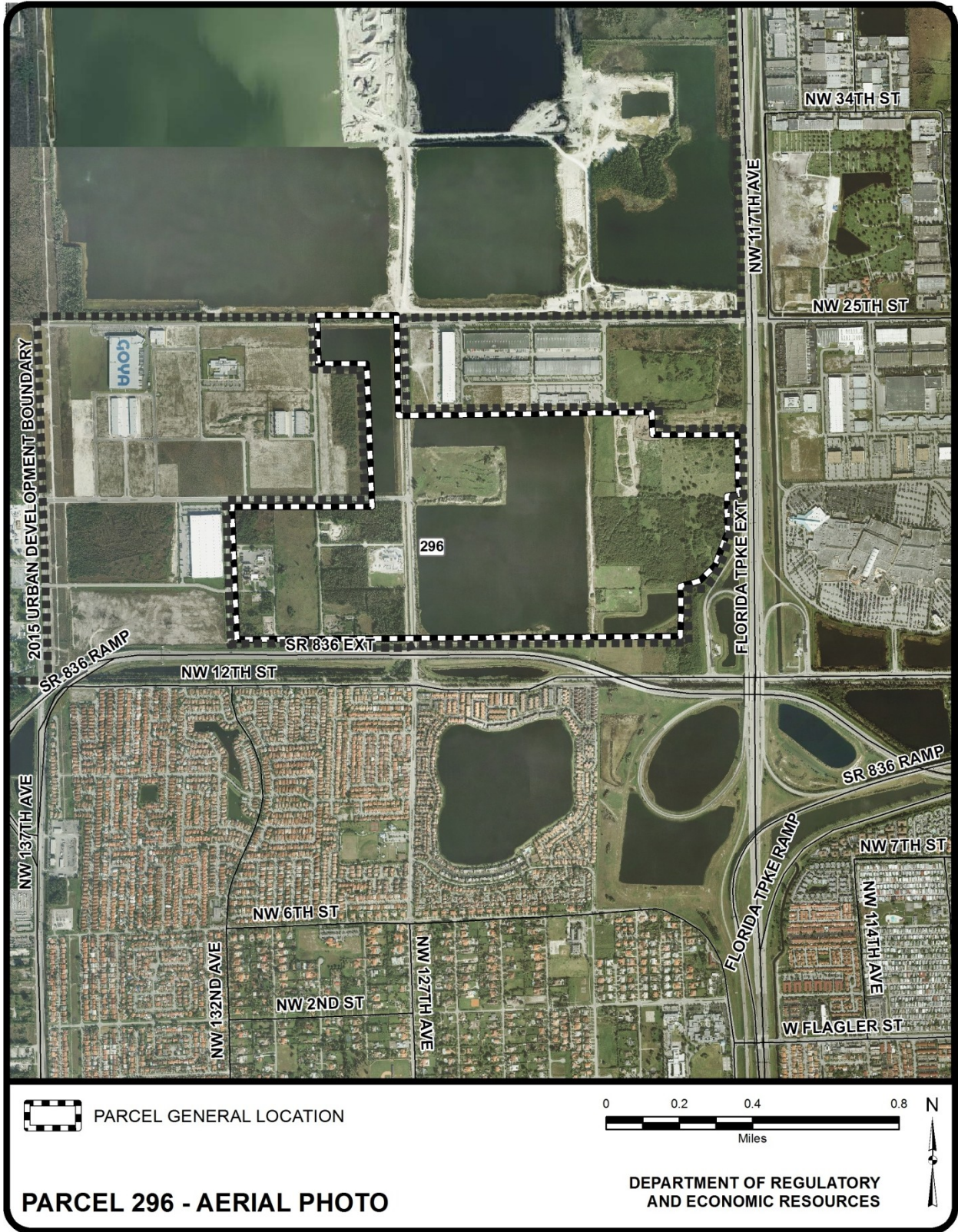
Staff recommends to **Transmit and Adopt** the proposed change to expand the Urban Development Boundary to include the ±521 gross acre property and to redesignate the property from “Open Land” to “Restricted Industrial and Office” on the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map for the following reasons:

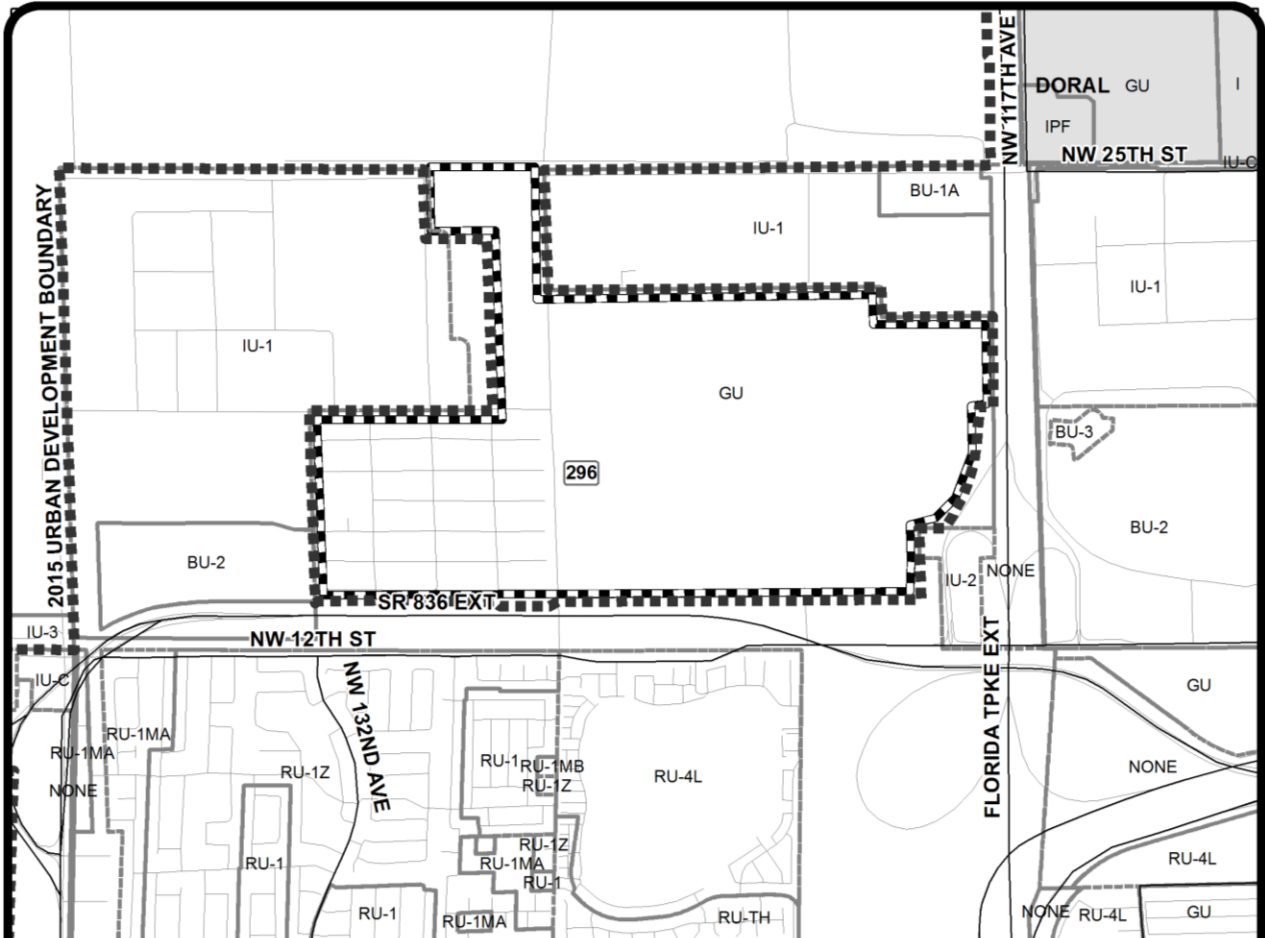
Principal Reasons for Recommendation:

1. The ±521-acre subject site, identified as Parcel No. 296 in the Staff Applications, is located outside the 2015 Urban Development Boundary (UDB) and is proposed to be brought inside the UDB through expansion of the boundary and to be redesignated on the Land Use Plan (LUP) map from “Open Land” to “Restricted Industrial and Office”. This proposed LUP map change is a recommendation of the adopted 2010 Evaluation and Appraisal Report (Recommendation No. 6 of the major issue ‘UDB Capacity and Expansion’; page 4-3). The proposed change seeks to correct an anomaly on the LUP map, whereby land that is surrounded by urban development cannot itself be developed for urban uses because it is located outside the UDB.

This situation was created in 2002 when areas to the north and west of the subject property were brought inside the UDB through approval of a CDMP amendment related to the Beacon Lakes Development of Regional Impact and the April 2001 Cycle of CDMP amendment Application No. 6 (Shoppyland).

2. Recommendation No. 6 of the major issue ‘UDB Capacity and Expansion’, mentioned above, recommended that if public services and environmental issues can be addressed and it is financially feasible, then the area should be urbanized. If the proposed Land Use Plan map change for Parcel 296 is approved, the impacts that would be generated by the maximum allowable industrial type development on the property would not cause a violation in level of service standards for public services and facilities, except for roadways. It is recognized that this overall application area will be developed incrementally over the next 20-30 years and level of service standards will have to be met as individual parcels apply for development approvals. At that time development of the individual properties may be restricted to less than the maximum allowable under the proposed “Restricted Industrial and Office” category through the zoning and site planning review process to ensure that all public facility level of service standards, particularly for roadways, are not violated.
3. The application area is strategically located at the intersection of two major expressways, the Dolphin Expressway Extension and the Homestead Extension of Florida’s Turnpike (HEFT). The Dolphin Expressway, a major east-west corridor, provides connectivity to the Miami International Airport and PortMiami, the County’s major economic engines; and the HEFT provides connectivity to the northern and southern areas of the County and to the region. Moreover, the area is adjacent to existing industrial type of development to the west and north, is ideal for industrial development, and the proposed “Restricted Industrial and Office” designation is appropriate for the site.





MIAMI-DADE ZONING DISTRICTS

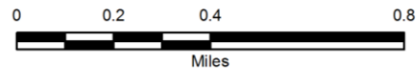
- BU-1A Business Districts, limited
- BU-2 Business Districts, special
- BU-3 Business Districts, liberal (wholesale) Includes mechanical garage and used car lots
- GU Interim District - Uses depend on character of neighborhood, otherwise EU-2 standards apply
- IU-1 Industrial Districts, light manufacturing
- IU-2 Industrial Districts, heavy manufacturing
- IU-3 Industrial Districts, unlimited manufacturing
- IU-C Industrial District, conditional
- RU-1 Single-family Residential District 7,500 ft²net
- RU-1MA Modified Single-Family Residential District 5,000 ft²net
- RU-1MB Modified Single-Family Residential District 6,000 ft² net
- RU-1Z Single-family Residential, Zero Lot Line 4,500 ft²net
- RU-4L Limited Apartment House District, 23 units/net acre

DORAL ZONING DISTRICTS

- GU Interim-Await Specific Zoning
- I Intensive Use
- IPF Community Facilities

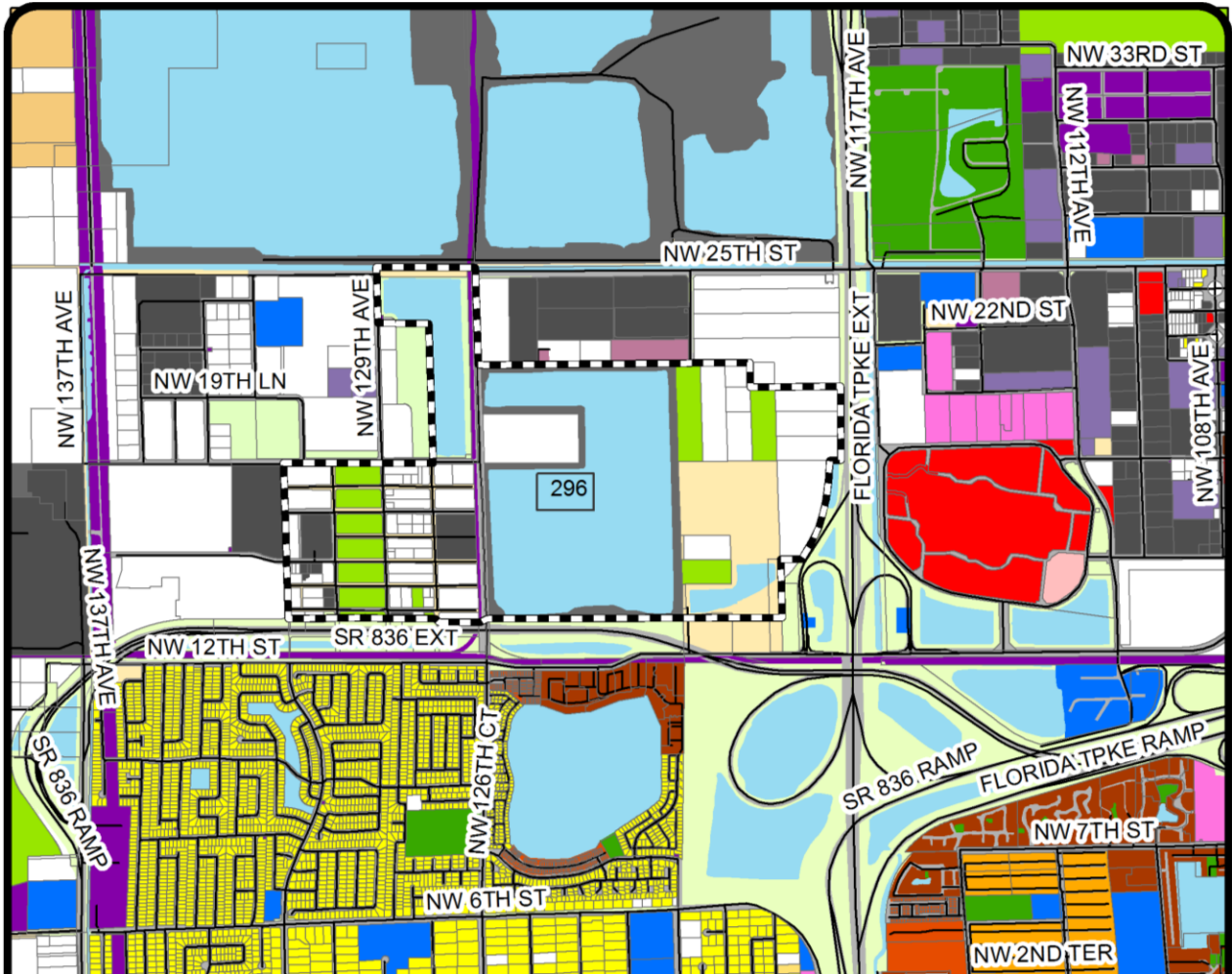


PARCEL GENERAL LOCATION
























PARCEL 296 - ZONING

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

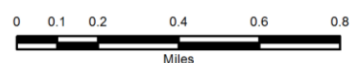


EXISTING LAND USE

- | | |
|--|---|
|  SINGLE-FAMILY |  INDUSTRIAL INTENSIVE, OFFICE TYPE OF USE |
|  MOBILE HOME PARKS |  INDUSTRIAL INTENSIVE, COMMERCIAL CONDOMINIUM TYPE |
|  TOWNHOUSES |  COMMUNICATIONS, UTILITIES, TERMINALS |
|  LOW-DENSITY MULTI-FAMILY |  STREETS, ROADS, EXPRESSWAYS, RAMPS |
|  HIGH-DENSITY MULTI-FAMILY |  STREETS, EXPRESSWAY |
|  TRANSIENT-RESIDENTIAL (HOTELS) |  AGRICULTURE |
|  COMMERCIAL, SHOPPING CENTERS |  PARKS, PRESERVES, CONSERVATION AREAS |
|  OFFICE |  VACANT, PROTECTED, PRIVATELY OWNED |
|  INSTITUTIONAL |  VACANT, PROTECTED, GOVERNMENT OWNED |
|  INDUSTRIAL EXTRACTION |  VACANT PRIVATELY OWNED, UNPROTECTED |
|  INDUSTRIAL |  INLAND WATERS |



PARCEL GENERAL LOCATION



PARCEL 296 - EXISTING LAND USE

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

Staff Analysis: Parcel 296

Location and Existing Land Use

The ±521-acre subject site is located at the northwest corner of the Dolphin Expressway/SR-836 and the Homestead Extension of the Florida Turnpike/SR-821. See Figure 141, Parcel 296 - Aerial Photo on page 1-163. The site is primarily vacant with two large lakes approximately 223.54 acres in size and is comprised of several individual properties. A fat rendering plant, built in the early 1970's, is on ±8 acres within subject property and a [see existing land use] is on ±7 acres.

Land Use Plan Map Designation

The subject site is currently designated "Open Land" on the CDMP Adopted 2015 and 2025 Land Use Plan (LUP) map, (see Figure 143, Parcel 296 - CDMP Land Use map on page 1-165). The "Open Land" land use category allows agriculture, limestone extraction or other resource-based activity such as development of potable water supplies; rural residential development, compatible utility and public facilities, and environmental conservation.

The proposed "Restricted Industrial and Office" land use category allows manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms and distribution centers and other similar uses, including telecommunication facilities, utility plants, hospitals and medical buildings, hotels, motels and very limited commercial uses dispersed as small business districts in the industrial areas to serve the firms and workers.

Zoning

The subject site is currently zoned GU (Interim District). Uses within the GU zoning district depend on the character of the neighborhood, otherwise EU-2 standards apply. EU-2 standards allow 1 single family home per five gross acres. (See Figure 142 Parcel 296 - Zoning Map on page 1-164.)

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. At that time the subject property was zoned GU (Interim), which remains the zoning designation on the property today.

Adjacent Land Use and Zoning

Existing Land Uses and Zoning

To the east of the site beyond the Florida Turnpike/SR-821 are industrial and commercial uses including the Dolphin Mall zoned IU-1, IU-2, BU-2 and BU-3. To the south are single and multifamily residences, zoned RU-4L, RU-1, RU-1Z and RU-1MA. To the west are vacant land and warehouse development zoned BU-3 and IU-1, and to the north are warehouses and vacant land zoned IU-1 and BU-1A. Further north beyond NW 25 Street is a rock mining area zoned GU. (See Zoning Map on page 1-20.)

Land Use Plan Map Designations

Properties adjacent to the site are designated "Industrial and Office" and "Business and Office" to the east beyond the Turnpike, "Low Density Residential" and "Low-Medium Density Residential" to the south beyond the Dolphin Expressway, "Restricted Industrial and Office" to the north and west, and open Land further north beyond BW 25 Street. (See CDMP Land Use Map on page 1-21).

Supply and Demand Analysis

Industrial Land

The Analysis Area for the subject Parcel 296 is Minor Statistical Area 3.2 (MSA 3.2), which contained 5,565.60 acres of in-use industrial uses in 2013 and an additional 1,320.90 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2013-2030 period is 97.71 acres per year. At the projected rate of absorption, reflecting the past absorption rates of industrial uses, the study area will deplete its supply of industrially zoned land in the year 2027 (See Table below). Additionally, the countywide industrial land supply is projected to be depleted beyond the year 2030. The application would add over 2½ years worth of supply industrial land supply.

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

Analysis Area	Vacant Industrial Land 2013 (Acres)	Industrial Acres in Use 2013	Annual Absorption Rate 2013-2030 (Acres)	Projected Year of Depletion
MSA 3.2	1,320.90	5,565.60	97.71	2027
Countywide	3,591.50	12,161.20	163.03	2035

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, March 2013.

Environmental Conditions

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

Flood Protection

Federal Flood Zone	AH-8
Stormwater Management Permit	Surface Water Management General Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	+7.50 feet

Biological Conditions

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

Other Considerations

Within Wellfield Protection Area	Yes (Northwest Wellfield)
Hazardous Waste	No

Drainage, Flood Protection and Stormwater Management

The subject area is located within the North Trail Basin, where flood protection and resource conservation is enforced by special storm water management set-asides as set forth in Section 24-48.2(l)(B)(1)(g) of the Code.

A Class II permit for any drainage outfall into any existing retention lake, Class VI for any installation of drainage systems in contaminated sites, and/or a Surface Water Management Standard General Permit (SWMSGP) may be required. A Fill Encroachment review and approval by the Water Control Section of DERM must also be obtained for the Cut and Fill requirements of the Code.

Stormwater

The subject area is located in the special Basin B, where encroachment and management criteria (cut and fill criteria) should be implemented. The proposed industrial use of the site will increase the Directly Connected Impervious Area (DCIA) from 31.12% to 45% and/or 55% (Total Impervious Area (TIA) will increase from 65% to 75% and/or 80%) depending of the type of industrial district developed. Based on the C-4 Basin XP-SWMM model, the flood zone will not change as a result of the proposed development. The water table may increase as a result of the proposed development.

Coastal and Wetland Resources Section

The subject area lies within the Transitional Northeast Everglades Wetlands Basin and contains jurisdictional wetlands as defined by Section 24-5 of the Code. A Class IV Wetland Permit will be required before any work can be performed in wetlands on the subject properties. Please be advised that some parcels within this area have been permitted for work in wetlands and therefore have obtained a Class IV Wetland Permit; however, other parcels will require a Class IV Wetland Permit prior to any work on the site.

Threatened and Endangered Species

Wetlands in and adjacent to the area proposed for re-designation are located within the Core Foraging Area for one or more of four rookeries, located along Tamiami Trail and the eastern portion of Water Conservation Area 3B. These rookeries are occupied by woodstorks, a federally-listed endangered species, as well as other wading bird species listed by the State of Florida as Threatened or Endangered. There may be other listed plant or animal species occurring in and/or utilizing these wetlands as well. The Miami-Dade County Comprehensive Development Master Plan affords a high standard of protection to wetlands that provide habitat for threatened or endangered species. If wetlands will be impacted by development that becomes allowable under the proposed re-designation, detailed information on Threatened or Endangered species occurrence and/or utilization may be required to determine consistency with Miami-Dade County's CDMP Policy CON-7A, which states, in part, that "...Habitats critical to endangered or threatened species shall not be destroyed." In addition, Policy CON-9B states that "...nesting, roosting and feeding habitats used by federal or State designated endangered or threatened species, shall be protected and buffered from surrounding development or activities."

Specimen Trees

The subject properties may contain specimen-sized trees (trunk diameter 18 inches or greater). Section 24-49.2 of the Miami-Dade County Code provides for the preservation and protection of tree resources; therefore, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any identified specimen-sized trees. The subject properties are not designated Natural Forest Communities (NFC) by Miami-Dade County and there are no designated NFCs nearby.

Wellfield Protection and Aquifer Recharge

The site is located within the Northwest Wellfield protection area. The Board of County Commissioners approved a wellfield protection ordinance for this wellfield. This ordinance

provides for stringent wellfield protection measures that restrict activities within the wellfield protection area. Consequently, some of the corresponding industrial and office classifications allowed within Restricted Industrial and Office land use are prohibited in the Northwest Wellfield protection area. Such land uses would require a variance from the Environmental Quality Control Board. Additionally, no hazardous material or hazardous wastes can be used, generated, handled, disposed of, discharge or stored within the Northwest Wellfield protection area.

Pollution Remediation

There are two (2) records of current contamination assessment/remediation issues within the subject boundary:

1. Name: Doral West Commerce Park/Valido/Busot/De La Vega
DERM Tracking file: SW-1172 File-12832
Location: NW 118th Avenue & NW 17th Street and proximity
Comments: Solid waste contaminated site. Site Assessment is past due.
2. Name: Lowell Dunn/MDX
DERM Tracking File: SW-1468 File-7970
Location: 12400 NW 12th Street
Comments: Industrial waste contaminated site. Currently in a Monitoring Only Plan and a sampling report is past due.

Water and Sewer

The Miami-Dade Water and Sewer Department (MDWASD) indicates that water and sewer services are available adjacent to the subject site and can be extended onto the property subject to MDWASD rules and regulations.

Water Supply

The application site is located within the Miami-Dade Water and Sewer Department (MDWASD) franchised water service area. The Hialeah/Preston Water Treatment Plant is the water supply source for this area. At the present time there is adequate treatment and water supply capacity for this application; however, a Water Supply Certification will be required at the time of development to determine water supply availability.

Wastewater Facilities

The wastewater flows for the ±521-acre site will be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. The SDWWTP has adequate wastewater treatment capacity to serve the application area. However, a capacity modeling evaluation will be required at the time of development.

Solid Waste

The change proposed for the subject site would not impact the Public Works and Waste Management Department (PWWM) waste collection services. The PWWM does not actively compete for non-residential waste collection and the collection service will most likely be done by a private waste hauler.

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient

waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to a specific property. As of FY 2012-2013, the PWWM is in compliance with the adopted LOS standard.

Parks

The Land Use Plan Map change proposed for the subject Parcel 296 does not include residential development. Therefore, there would be no impacts to parks.

Fire and Rescue Service

The following Miami-Dade County Fire Rescue stations are within the vicinity of the application site and would respond to a fire alarm:

STATION	ADDRESS	EQUIPMENT	STAFF
58	12700 SW 6 Street	Rescue, Engine	7
61	15155 SW 10 Street	Rescue, Brush Fire Truck	5
29	351 SW 107 Avenue	Rescue, Aerial	7
48	8825 NW 18 Terrace	Rescue, Engine, Technical Rescue	9
45	9710 NW 58 Street	Rescue, Engine	7

Source: Miami-Dade Rescue and Fire Department, April 2013.

The Miami-Dade County Fire Rescue Department (MDFR) has indicated that the average travel time to incidents in the vicinity of the application site is approximately 8 minutes and 18 seconds. 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 incidents in the vicinity of the application site complies with the performance objective of national industry standards.

Level of Service Standard for Minimum 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 business and industrial uses, and 750 gpm for single family and duplexes.

The current CDMP land use designation of “Open Land” will allow a potential development on the application site that is anticipated to generate approximately 30 annual alarms. The proposed CDMP land use designation of “Restricted Industrial and Office” will allow a potential development that is anticipated to generate 500 annual alarms which will result in a severe impact to existing fire rescue services. However, the MDFR has planned for new fire Station No. 68 to be located in the vicinity of NW 112 Avenue and NW 17 Street and Fire Station No. 75 (through developer agreement) to be located within the subject site (Parcel 296) in the vicinity of NW 127 Avenue and NW 17 Street. The MDFR projects that the planned fire stations would have adequate capacity to serve the subject site and the adjacent areas.

The required fire flow for the proposed CDMP land use designation of “Restricted Industrial and Office” shall be 3,000 gpm. Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 1,000 gpm. Presently, there are no fire flow deficiencies in the vicinity of the application site.

Public Schools

The Land Use Plan Map change proposed for the subject Parcel 296 does not include residential development. Therefore, there would be no impacts to schools.

Aviation

There would be no impacts to the County’s airport operations provided that development on the property complies with all applicable local, state and federal aviation regulations including Airport Zoning, Chapter 33, of the Code of Miami-Dade County. Therefore, the Miami-Dade County Aviation Department has not objection to the proposed CDMP Land Use Plan map change,

Roadways

Application No. 1, Part C (Parcel 296) of the “Staff Applications October 2012 Cycle EAR-Based Applications To Amend the Comprehensive Development Master Plan” seeks to amend the Adopted 2015 and 2025 Land Use Plan map to re-designate approximately 521 acres of land from “Open Land” to “Restricted Industrial and Office” and inclusion within the Urban Development Boundary.

The 521-acre application is located approximately between NW 25 Street and north of NW 12 Street and between SR 821/Homestead Extension of Florida’s Turnpike (HEFT) and NW 132 Avenue in unincorporated Miami-Dade County. Access to this area is provided by the HEFT, NW 25 Street, NW 12 Street, SR 836/Dolphin Expressway, NW 137 Avenue, and NW 127 Avenue. The Dolphin Expressway provides connectivity to SR 826/Palmetto Expressway, Miami International Airport, I-95, PortMiami, and other areas of the County. SR 821/HEFT provides access to I-75, SR 91/Florida’s Turnpike, and to Broward County.

East-west arterials and expressways within the study area include: NW 58 Street, NW 41/36 Street, NW 25 Street, NW 12 Street, SR 836/Dolphin Expressway, SR 986/Flagler Street, SR 90/SW 8 Street, SW 24/26 Street, and SW 40/42 Street. North-south arterials and expressways include: SW 157 Avenue, SW 147 Avenue, NW/SW 137 Avenue, NW/SW 132 Avenue, NW/SW 127 Avenue, NW/SW 122 Avenue, SR 821/HEFT, SW 117 Avenue, NW/SW 107 Avenue, NW/SW 97 Avenue, and NW/SW 87 Avenue.

The Department of Regulatory and Economic Resources in cooperation with the Department of Public Works and Waste Management and the Metropolitan Planning Organization performed a short-term (concurrency) and a long-term (Year 2035) traffic impact analyses, respectively, to assess the impact that the application would have on the roadways adjacent to the application area and on the surrounding roadway network.

Study Area

A three-mile radius study area (area of influence) was selected to determine the application’s traffic impact on the roadway network within the study area. The study area is bound by NW 58

Street on the north, NW/SW 87 Avenue on the east, SW 24/22 Avenue on the south, and SW 157 Avenue on the west.

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

Existing Conditions

The “Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)” table below shows the current operating condition of the roadways within the study area which are currently monitored. The roadway segment of SW 137 Avenue between SW 8 Street and SW 26 Street is currently operating at E+3% (E+20% is the adopted LOS standard); the segment of SW 42 Street between SW 147 Avenue to SW 137 Avenue is operating at LOS E (D is the adopted LOS standard); the segments of NW 87 Avenue from NW 58 Street to NW 25 Street and between SR 836 and Flagler Street are operating at LOS F (D and E, respectively, are the adopted LOS standards); the rest of the roadways analyzed are operating at their adopted LOS standard or better.

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 147 Avenue	SW 56 Street to SW 72 Street	4 DV	D	D (2012)
SW 137 Avenue	NW 6 Street to SW 8 Street	6 DV	D	C (2012)
	SW 8 Street to SW 26 Street	4 DV	E+20%	E+3%(2012)
	SW 26 Street to SW 42 Street	6 DV	D	C (2012)
SW 132 Avenue	NW 6 Street to SW 8 Street	2 UD	D	D (2012)
	SW 8 Street to SW 26 Street	4 DV	D	D (2012)
	SW 26 Street to SW 42 Street	4 DV	D	D (2012)
SW 127 Avenue	NW 6 Street to SW 7 Street	4 DV	D	D (2012)
	SW 8 Street to SW 26 Street	4 DV	D	D (2012)
	SW 26 Street to SW 42 Street	2 UD	D	D (2012)
NW/SW 122 Avenue	NW 6 Street to SW 8 Street	4 DV	D	D (2012)
	SW 8 Street to SW 24 Street	4 DV	E+20%	E (2012)
SR 821/HEFT	Okeechobee Road to SR 836	6 LA	D	B (2012)
	SR 836 to SW 8 Street	6 LA	D	C (2012)
	SW 8 Street to SW 40 Street	6 LA	D	B (2012)
SW 117 Avenue	SW 8 Street to SW 24 Street	2 DV	D	C (2012)
NW/SW 107 Ave.	NW 58 Street to NW 41 Street	4 DV	D	C (2012)
	NW 41 Street to NW 25 Street	4 DV	D	C (2012)
	NW 25 Street to NW 12 Street	6 DV	D	C (2012)
SR 985/NW/SW 107 Ave	SR 836 to Flagler Street	6 DV	E	D (2012)
	Flagler Street to SW 8 Street	4 DV	E	E (2012)
	SW 8 Street to SW 24 Street	6 DV	E	E (2012)
NW/SW 97 Avenue	NW 41 Street to NW 25 Street	4 DV	D	C (2012)
	NW 25 Street to NW 12 Street	4 DV	D	A (2012)

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 8 Street to SW 24 Street	2 DV	D	D (2012)
NW 87 Avenue	NW 58 Street to NW 36 Street	4 DV	D	F (2012)
	NW 36 Street to NW 25 Street	6 DV	D	F (2012)
	NW 25 Street to NW 12 Street	6 DV	D	D (2012)
SR 973/NW 87 Avenue	SR 836 to Flagler Street	6 DV	E	F (2012)
	Flagler Street to SW 8 Street	4 DV	E	C (2012)
	SW 8 Street to SW 24 Street	4 DV	E	D (2012)
NW 58 Street	NW 117 Ave. to NW 107 Ave.	4 DV	D	B (2012)
	NW 102 Ave. to NW 97 Avenue	4 DV	D	C (2012)
	NW 97 Ave. to NW 87 Ave.	4 DV	D	B (2012)
NW 41/36 Street	HEFT to NW 107 Avenue	6 DV	D	C (2012)
	NW 107 Ave. to NW 97 Ave.	6 DV	D	D (2012)
NW 25 Street	NW 117 Ave. to NW 107 Ave.	4 DV	D	B (2012)
	NW 107 Ave. to NW 97 Ave.	4 DV	D	C (2012)
	NW 97 Ave. to NW 87 Ave.	4 DV	D	B (2012)
NW 12 Street	NW 127 Ave. to NW 117 Ave.	4 DV	D	A (2012)
	NW 117 Ave. to NW 112 Ave.	6 DV	D	B (2012)
	NW 107 Ave. to NW 87 Ave.	4 DV	E	C (2012)
Dolphin Expwy. (SR 836)	HEFT to NW 107 Avenue	6 LA	D	B (2012)
	NW 107 Ave. to NW 87 Ave.	6 LA	D	C (2012)
Flagler Street	SW 118 Ave. to W 114 Ave.	6 DV	E+20%	D (2012)
	W 114 Ave. to W 107 Ave.	6 DV	E+20%	C (2012)
	W 107 Ave. to W 97 Ave.	6 DV	E+20%	D (2012)
	W 97 Ave. W 87 Ave.	6 DV	E+20%	E (2012)
SW 8 Street	SW 147 Ave. to SW 137 Ave.	6 DV	D	D (2012)
	SW 137 Ave. to SW 127 Ave.	6 DV	D	D (2012)
	SW 127 Ave. to HEFT	6 DV	E	D (2012)
	HEFT to SW 107 Avenue	6 DV	E+20%	D (2012)
SW 24/26 Street	SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	E (2012)
	SW 137 Ave. to SW 127 Ave.	4 DV	E+20%	D (2012)
	SW 127 Ave. to SW 117 Ave.	4 DV	E+20%	E (2012)
	SW 117 Ave. to SW 107 Ave.	4 DV	E+20%	D (2012)
	SW 107 Ave. to SW 97 Ave.	4 DV	E+20%	B (2012)
	SW 97 Ave. to SW 87 Ave.	4 DV	E+20%	D (2012)

Source: Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade Public Works and Waste Management Department; and Florida Department of Transportation, March 2013.

Note: () in LOS column identifies year traffic count was taken or LOS updated
 DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access
 LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.
 E+20% means 120% of roadway capacity (LOS E) on roadways serviced with transit with 20 or less minutes peak- period headway.

Trip Generation for the Amendment

The “Estimated PM Peak-Hour Trip Generation” Table, below, identifies the number of PM peak-hour trips estimated to be generated by the proposed amendment. Trip generation was estimated using the rates and equations from the Institute of Transportation Engineers’ (ITE) Trip Generation, 7th Edition. Two potential development scenarios were analyzed for traffic impacts for the current “Open Land” and requested “Restricted Industrial and Office” CDMP land use designations. Scenario 1 assumes the lakes filled and the application area developed with single-family detached houses at a density of one dwelling unit per five acres (1 DU/5 acres) under the current “Open Land” designation, and with warehouses under the requested “Restricted Industrial and Office” land use designation. Scenario 2 assumes one lake partially filled (35 acres out of the 184.34 acre-lake have been already approved for fill) and the application area developed with single-family houses at a density of one single-family house per five acres (1 DU/5 acres) under the current “Open Land” designation and with warehouses under the requested “Restricted Industrial and Office” land use designation. Scenario 1 shows that if the application area is developed with warehouses under the requested “Restricted Industrial and Office” land use designation, it would generate 3,522 more PM peak hour vehicle trips than the potential development that may occur under the current “Open Land” CDMP land use designation. On the other hand, Scenario 2 shows that if the application area is also developed with warehouses under the requested “Restricted Industrial and Office” land use designation, it would generate 2,082 more PM peak hour vehicle trips than the potential development that may occur under the current “Open Land” CDMP land use designation.

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

Application Number	Assumed Use for Current CDMP Designations/ Development Program ¹ / Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Development Program ² Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1 (Scenario 1: 521 Acres)	“Open Land (1 DU/5 acre)” 104 Single-family Units 109 PM Peak Hour Trips	“Restricted Industrial and Office” 11,347,380 sq. ft. of warehousing 3,631 PM Peak Hour Trips	+3,522
1 (Scenario 2: 308 Acres)	“Open Land” Residential (1 DU/5 acre)” 61 Single-family Units 65 PM Peak Hour Trips	“Restricted Industrial and Office” 6,708,240 sq. ft. of warehousing 2,147 PM Peak Hour Trips	+2,082

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Department of Regulatory and Economic Resources and Miami-Dade County Public Works and Waste Management Department, March 2013.

Notes: ¹ Scenario 1 assumes the lakes filled and the application site developed with single-family detached houses at a density of one dwelling unit per five acres (1 DU/5 acres) under the current “Open Land” land use designation. Under the requested “Restricted Industrial and Office” land use designation, the application area is assumed to be developed with warehouses.

² Scenario 2 assumes one lake partially filled (35 acres out of the 184.34 acre-lake have been already approved for filling) and the application area developed with single-family houses at a density of one single-family house per five acres (1 DU/5 acres) under the current “Open Land” designation. Under the requested “Restricted Industrial and Office” land use designation, the application area is assumed to be developed with warehouses.

Short-term Traffic Impact Analysis

An evaluation of peak-period traffic concurrency conditions was performed by Miami-Dade County Public Works and Waste Management Department. The traffic impact analysis, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the additional trips that would be generated by the application, does not project any substantial changes in the operating conditions of the roadways analyzed, with the exception of the segment of NW 127 Avenue from NW 12 Street to SW 8 Street. Under Scenario 1, NW 127 Avenue between NW 12 Street and NW 8 Street is projected to deteriorate from LOS D to LOS E; however, under Scenario 2 the same roadway segment is projected to continue to operate at LOS D –D is the adopted LOS standard applicable to this roadway segment. See “Short-term Traffic Impact Analysis” table below.

Future Conditions

The MPO’s adopted 2013 Transportation Improvement Program (TIP) lists the following roadway capacity improvement projects for construction in fiscal years 2013-2017 in the vicinity of the application area (see table below).

Programmed Roadway Capacity Improvements Fiscal Years 2012/2013-2016/2017				
Roadway	From	To	Type of Improvement	Year
NW 25 Street Viaduct	NW 82 Avenue	SR 826	New road construction	2012/2013
SR 826/SR 836 interchange	SW 8 Street NW 87 Avenue	SW 25 Street NW 57 Avenue	Interchange – add lanes	2012/2013- 2016/2017
SW 107 Avenue	W Flagler Street	SW 5 Street	Add lanes	2015/2016- 2016-2017
SW 107 Avenue	SW 4 Street	SW 12 Street	Add lanes	2013/2014- 2015/2016
SR 821/HEFT	SW 40 Street	SR 836	Add lanes	2016/2017
SR 826/SR 836 interchange	NW 82 Avenue	SR 826/SR 836	Interchange improvement	2012/2013- 2016-2017
SW 147 Avenue	SW 18 Street SW 10 Street	SW 22 Terrace SW 18 Street	New 2 lanes Widening to 4 lanes	2013/2013

Source: 2013 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, May 2012.

The Metropolitan Planning Organization’s adopted 2035 long Range Transportation Plan (LRTP), Cost Feasible Plan, lists the following roadway capacity improvement projects for construction through the year 2035. See “Planned Roadway Capacity Improvements” table.

Short-term Traffic Impact Analysis on Roadways Serving the Application Area
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Conc. LOS with Amend.
“Restricted Industrial and Office” – Scenario 1: 11,347,380 sq. ft. of warehousing												
F-2272	HEFT	Okeechobee Rd to SR 836.	6 LA	D	10150	3238	B	383	B	703	4324	B
F-2250	HEFT	SR 836 to SW 8 Street	6 LA	D	10150	7197	C	907	C	515	8619	D
9408	NW 25 Street	NW 117 Ave to NW 107 Ave	4 DV	D	3040	1241	B	628	B	351	2220	C
9365	NW 12 Street	NW 127 Ave to NW 117 Ave	4 DV	D	5040	1793	B	1197	B	337	3327	B
9160	W Flagler Street	NW 118 Ave to NW 114 Ave	6 DV	E+20%	3156	1699	D	264	D	276	2239	D
9770	NW 127 Avenue	NW 12 St. to SW 8 Street	4 DV	D	2540	1877	D	374	D	200	2451	E
9798	NW 137 Avenue	NW 12 St. to SW 8 Street	6 DV	D	4520	3456	C	437	C	910	4803	C
F-90	SW 8 Street	HEFT to SW 107 Avenue	6 DV	E+20%	6180	3984	D	0	D	53	4037	D
F-88	SW 8 Street	SW 137 Ave. to SW 127 Ave.	6 DV	D	4880	3868	D	178	D	286	4332	D
“Restricted Industrial and Office” – Scenario 2: 6,708,240 sq. ft. of warehousing												
F-2272	HEFT	Okeechobee Rd to SR 836.	6 LA	D	10150	3238	B	383	B	417	4038	B
F-2250	HEFT	SR 836 to SW 8 Street	6 LA	D	10150	7197	C	907	C	305	8409	D
9408	NW 25 Street	NW 117 Ave to NW 107 Ave	4 DV	D	3040	1241	B	628	B	207	2076	B
9365	NW 12 Street	NW 127 Ave to NW 117 Ave	4 DV	D	5040	1793	B	1197	B	200	3190	B
9160	W Flagler Street	NW 118 Ave to NW 114 Ave	6 DV	E+20%	3156	1699	D	264	D	162	2125	D
9770	NW 127 Avenue	NW 12 St. to SW 8 Street	4 DV	D	2540	1877	D	374	D	100	2351	D
9798	NW 137 Avenue	NW 12 St. to SW 8 Street	6 DV	D	4520	3456	C	437	C	538	4431	C
F-90	SW 8 Street	HEFT to SW 107 Avenue	6 DV	E+20%	6180	3984	D	0	D	49	4033	D
F-88	SW 8 Street	SW 137 Ave. to SW 127 Ave.	6 DV	D	4880	3868	D	178	D	169	4215	D

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources; Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation, March 2013.

Notes: DV= Divided Roadway; LA = Limited access roadway.

*County adopted roadway level of service standard applicable to the roadway segment: E+20% (120% capacity) for roadways serviced with transit service having 20 minutes headways; D (90% of service capacity volume).

Scenario 1 assumes the lakes filled and the application area developed with warehouses under the requested “Restricted Industrial and Office” land use designation.

Scenario 2 considers that 35 acres of one of the lakes have already been approved for filling and assumes application area developed with warehouses under the requested “Business and Office” land use designation

Planned Roadway Capacity Improvements
Fiscal Years 2013/2014 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
SR 826/SR 836 interchange	NW 57 Avenue	NW 87 Avenue	Interchange modification	I
SR 826/Palmetto Expressway	SW 32 Street	SW 72 Street	Interchange modification	I
SR 836/Dolphin Expressway	NW 137 Avenue	I-95	Toll system conversion to open road tolling	I
SR 874/SR 826 interchange	North of SR 874/SR 826 interchange	South of SR 874/SR 826 interchange	Interchange improvements	I
SR 874/Don Shula Expressway	SW 88 Street	SR 826	Modification of SR 874 mainline roadway	I
SW 147 Avenue	SW 10 Street	SW 22 Terrace	Widen from 2 to 4 lanes	I
NW 25 Street	NW 89 Court	SR 826	Widen from 4 to 6 lanes	II
NW 25 Street Viaduct	SR 826	NW 87 Court	Construction of viaduct	II
NW 87 Avenue	NW 36 Street	NW 58 Street	Widen from 4 to 6 lanes	II
NW 107 Avenue	NW 25 Street	NW 41 Street	Widen from 4 to 6 lanes	II
SW 137 Avenue	SW 8 Street	SW 24 Street	Widen from 4 to 6 lanes	II
SR 826	SR 836	NW 87 Avenue	Special use lanes	II, III
SW 107 Avenue	Flagler Street	SW 8 Street	Widen from 4 to 6 lanes	IV
SW 72 Street	SW 117 Avenue	SW 157 Avenue	Widen from 4 to 6 lanes	IV

Source: Miami-Dade 2035 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements planned to be funded between 2015 and 2020; Priority III – Project improvements planned to be funded between 2021 and 2025; and Priority IV – Project improvements planned to be funded between 2026 and 2035.

A future (2035) traffic analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the roadway network to handle the application's traffic demand and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

The same development scenarios analyzed in the short-term traffic analysis (concurrency analysis) were also analyzed in the future (2035) traffic condition analysis. Scenario 1 assumes

the application site developed with 11,347,380 sq. ft. of warehouses. And Scenario 2 assumes the applications site developed with 6,708,240 sq. ft. of warehouses.

The future traffic conditions analysis shows that numerous roadway segments adjacent to the application area and throughout the study area are projected to operate either at their adopted LOS standards or in violation of the LOS standards without the application's traffic impact. The trips that will be generated by the application will impact all roadways. It should be pointed out that the proposed CDMP amendment application would not significantly impact all the roadways projected to fail their adopted LOS standards because the application's traffic impact is less than 5% of the adopted maximum service volumes. However, five roadway segments—NW 12 Street from NW 132 Avenue to the HEFT, SW 8 Street from NW 142 Avenue to NW 137 Avenue, NW 107 Avenue from NW 25 Street to NW 12 Street, NW/SW 127 Avenue from NW 12 Street to SW 8 Street, and NW/SW 137 Avenue from NW 12 Street to SW 8 Street—which are projected to operate in violation of their adopted LOS standards will be further impacted by the application's impacts. See the "2035 Volume to Capacity (V/C) Ratios" table below.

However, it should be recognized that this overall application area will be developed incrementally over the next 20-30 years and the level of service standards will have to be met as individual parcels apply for development approvals.

Application Impact

The "Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations" table above identifies the estimated number of PM peak hour trips to be generated by the two development scenarios analyzed. Under the requested "Restricted Industrial and Office", the application area is assumed to be developed with 11,347,380 sq. ft. of warehouses (Scenario 1) if all lakes are approved for filling, Scenario 2 under the requested CDMP land use designation assumes the application area developed with 6,708,230 sq. ft. of warehouses—35 acres of larger lake has already been approved for filling.

The short-term traffic impact analysis indicates that if the application area were developed with 11,347,380 sq. ft. of warehouses (Scenario 1) under the requested "Restricted Industrial and Office" use, this scenario would generate approximately 3,522 more PM peak hour trips than the 109 single-family houses that may be developed under the current "Open Land" land use designation. On the other hand if the application area is developed with 6,708,240 sq. ft. of warehoused (Scenario 2), under the requested "Restricted Industrial and Office" use, this scenario would generate approximately 2,082 more PM peak hour trips than the 65 single-family houses that may be developed under the current "Open Land" land use designation.

On the other hand, the future (year 2035) traffic impact analysis shows that if the proposed Land Use Plan map change for Parcel 296 is approved, the impacts that would be generated by the maximum allowable industrial type development on the property would further deteriorate the operating levels of service of some of the roadway analyzed. However, it is recognized that this overall application area will be developed incrementally over the next 20-30 years and the level of service standards will have to be met as individual parcels apply for development approvals. At that time of development the individual properties may be restricted to less than the maximum allowable under the proposed "Restricted Industrial and Office" category through the zoning and site planning review process to ensure that all public facility level of service standards, particularly for roadways, are not violated.

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Warehouse (11,347,380 sq. ft.)		Scenario 2 Warehouse (6,708,240 sq. ft.)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
NW 58 Street								
HEFT to NW 107 Ave.	D	4 DV	0.39-0.84	B/D	0.38-0.84	B/D	0.38-0.85	B/D
NW 107 Ave. to NW 97 Ave.	D	4 DV	0.98-1.09	E/F	0.96-1.07	E/F	0.97-1.07	E/F
NW 97 Ave. to NW 87 Ave.	D	4 DV	1.19-1.31	F	1.19-1.30	F	1.18-1.30	F
NW 36/41 Street								
NW 127 Ave. to HEFT	D	2 DV	1.23-1.61	F	1.22-1.59	F	1.23-1.59	F
HEFT to NW 107 Ave.	D	6 DV	0.76-0.93	C/E	0.76-0.92	C/E	0.76-0.93	C/E
NW 107 Ave. to NW 97 Ave.	D	6 DV	0.65-0.80	B/C	0.65-0.80	B/C	0.65-0.76	B/C
NW 97 Ave. to NW 87 Ave.	D	6 DV	0.84-1.21	D/F	0.84-1.24	D/F	0.84-1.24	D/F
NW 25 Street								
NW 127 Ave. to HEFT	D	4 DV	1.14-1.32	F	1.16-1.31	F	1.20-1.29	F
HEFT to NW 102 Ave.	D	4 DV	1.02-1.47	F	1.00-1.40	F	1.01-1.05	F
NW 102 Ave. to NW 97 Ave.	D	4 DV	0.995	B	0.99	E	0.99	E
NW 97 Ave. to NW 87 Ave.	D	4 DV	0.89-1.28	D/F	0.84-1.24	D/F	0.89-1.28	D/F
NW 12 Street								
NW 132 Ave. to HEFT	D	4 DV	0.89-1.61	D/F	0.91-1.70	E/F	1.11-1.64	F
HEFT to NW 107 Ave.	D	6 DV	1.08-1.12	F	1.10-1.11	F	1.07-1.11	F
NW 107 Ave. to NW 97 Ave.	D	4 DV	1.13-1.39	F	1.14-1.39	F	1.15-1.41	F
NW 97 Ave. to NW 87 Ave.	E	4 DV	1.00-1.41	F	1.41	F	1.25-1.41	F
SW 8 Street/Tamiami Trail								
SW 142 Ave. to SW 137 Ave.	D	6 DV	0.98-1.01	E/F	0.97-1.10	E/F	0.99-1.11	E/F
SW 137 Ave. to SW 127 Ave.	D	6 DV	0.86-1.02	D/F	0.85-1.01	D/F	0.85-1.01	D/F
SW 127 Ave. to HEFT	E	6 DV	1.01-1.02	F	1.02-1.03	F	1.01-1.02	F
HEFT to SW 107 Ave.	E+20%	6 DV	0.59-1.02	B/E+2%	0.58-1.02	B/E+2%	0.58-1.01	B/E+1%
SW 107 Ave. to SW 97 Ave.	E+20%	8 DV	0.65-0.84	B/D	0.65-0.84	B/D	0.66-0.84	B/D
SW 97 Ave. to SW 87 Ave.	E+20%	8 DV	0.82-0.86	D	0.83-0.85	D	0.83-0.85	D
Flagler Street								
NW/SW 118 Ave. to NW/SW 107 Ave.	E+20%	6 DV	0.60-0.99	B/E	0.63-1.03	B/E+3%	0.62-1.01	B/E+1%
NW/SW 107 Ave. to NW/SW 97 Ave.	E+20%	6 DV	0.54-0.91	B/E	0.54-0.92	B/E	0.54-0.92	B/E
NW/SW 97 Ave. to NW/SW 87 Ave.	E+20%	6 DV	0.87-1.09	D/E+9%	0.88-1.10	D/E+10%	0.89-1.09	D/E+9%
SW 26/24 Street Coral Way								
SW 147 Ave. to SW 137 Ave.	E+20%	4 DV	0.63-1.01	B/E+1%	0.60-1.01	B/E+1%	0.59-0.99	B/E
SW 137 Ave. to SW 127 Ave.	E+20%	4 DV	0.82-1.08	D/E+8%	0.82-1.08	D/E+8%	0.82-1.07	D/E+7%
SW 127 Ave. to SW 117 Ave.	E+20%	4 DV	0.92-1.54	E/E+54%	0.90-1.56	D/E+56%	0.91-1.54	D/E+54%
SW 117 Ave. to SW 107 Ave.	E+20%	4 DV	0.74-0.93	C/E	0.74-0.94	C/E	0.73-0.99	C/E
SW 107 Ave. to SW 97 Ave.	E+20%	4 DV	0.71-0.78	C	0.71-0.77	C	0.70-0.77	C
SW 97 Ave. to SW 87 Ave.	E+20%	4 DV	0.89-0.97	D/E	0.88-0.96	D/E	0.88-0.96	D/E
NW/SW 87 Avenue								
NW 54 St. to NW 36 St.	D	6 DV	0.79-0.94	C/E	0.80-0.93	C/E	0.80-0.94	C/E
NW 36 St. to NW 25 St.	D	6 DV	0.96-1.06	E/F	0.96-1.05	E/F	0.96-1.05	E/F
NW 25 St. to NW 12 St.	D	6 DV	1.08-1.45	F	1.09-1.44	F	1.09-1.45	F
NW 12 St. to Flagler St.	E	6 DV	0.63-1.19	B/F	0.62-1.15	B/F	0.63-1.18	B/F
Flagler St. to SW 8 St.	E	4 DV	1.16-1.31	F	1.15-1.30	F	1.15-1.30	F
SW 8 St. to SW 24 St.	E	4 DV	0.93-1.02	E/F	0.92-0.96	E	0.93-1.03	E/F
NW/SW 97 Avenue								
NW 54 St. to NW 41 St.	D	4 DV	0.96-1.20	E/F	0.96-1.21	E/F	0.96-1.18	E/F
NW 41 St. to NW 25 St.	D	4 DV	1.09-1.22	F	1.06-1.21	F	1.06-1.22	F
NW 25 St. to NW 12 St.	D	4 DV	1.25-1.29	F	1.25-1.30	F	1.25-1.30	F
NW 12 St. to Flagler St.	D	4 DV	0.99-1.73	E/F	0.98-1.73	E/F	0.98-1.73	E/F
Flagler St. to SW 8 St.	D	4 DV	0.94-1.00	E	0.94-1.00	E	0.93-1.00	E
SW 8 St. to SW 24 St.	D	2 DV	1.01-1.08	F	1.01-1.08	F	0.98-1.05	E/F

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Warehouse (11,347,380 sq. ft.)		Scenario 2 Warehouse (6,708,240 sq. ft.)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
NW/SW 107 Avenue								
NW 54 St. to NW 41 St.	D	4 DV	0.98-1.22	E/F	0.96-1.21	E/F	0.95-1.20	E/F
NW 41 St. to NW 25 St.	D	4 DV	0.80-1.18	C/F	0.80-1.18	C/F	0.80-1.17	C/F
NW 25 St. to NW 12 St.	D	6 DV	1.00-1.17	F	1.00-1.19	F	0.98-1.21	E/F
NW 12 St. to Flagler	E	6 DV	0.95-1.42	E/F	0.95-1.41	E/F	1.24-1.41	F
Flagler St. to SW 8 St.	E	4 DV	0.99-1.00	E/F	1.00-1.01	F	0.95-1.00	E/F
SW 8 St. to SW 24 St.	E	6 DV	0.90-1.08	D/F	0.91-1.08	E/F	0.91-1.08	E/F
HEFT								
Okeechobee Rd. to NW 41 St.	D	6 LA	0.66-0.75	B/C	0.66-0.73	B/C	0.66-0.74	B/C
NW 41 St. to SR 836	D	6 LA	0.46-0.83	B/D	0.70-0.81	B/D	0.70-0.82	B/D
SR 836 to SW 8 St.	D	6 LA	0.80	C	0.81	D	0.73-0.86	C/D
SW 8 St. to SW 88 St.	D	6 LA	0.91-0.97	E	0.89-0.97	D/E	0.91-0.97	E
NW 122 Avenue								
NW 41 St. to NW 25 St.	D	2 UD	1.15	F	1.11	F	1.12	F
NW/SW 127 Avenue								
NW 25 St. to NW 12 St.	D	4 DV	0.87-1.01	D/F	1.03-1.05	F	0.89-1.03	D/F
NW 12 St. to SW 8 St.	D	4 DV	1.11-1.18	F	1.07-1.28	F	1.05-1.24	F
SW 8 St. to SW 24 St.	D	4 DV	0.78-1.10	C/F	0.79-1.09	C/F	0.67-1.09	B/F
NW/SW 132 Avenue								
NW 12 St. to SW 8 St.	D	2 UD	1.25-1.59	F	1.16-1.50	F	1.20-1.47	F
SW 8 St. to SW 24 St.	D	4 DV	0.98-1.24	E/F	0.96-1.20	E/F	1.00-1.23	E/F
NW/SW 137 Avenue								
NW 12 St. to SW 8 St.	D	6 DV	1.04-1.40	F	1.08-1.44	F	1.08-1.42	F
SW 8 St. to SW 24 St.	E+20%	4 DV	0.81-0.94	D/E	0.82-0.95	D/E	0.76-0.94	C/E
SW 147 Avenue								
SW 8 St. to SW 24 St.	D	4 DV	0.82-0.83	D	0.85-0.86	D	0.87-0.89	D
SW 157 Avenue								
SW 8 St. to SW 24 St.	D	2 DV	0.95	E	0.95	E	0.95	E

Source: Compiled by the Regulatory and Economic Resources Department and the Metropolitan Planning Organization, April 2013.

Notes: ¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is expressed using daily volumes.

Transit

The subject application area is currently located outside the Urban Development Boundary. As such the subject area is not served by transit. The closest transit service to the subject area is provided by Metrobus Routes 7, 36, 71, 137 (West Dade Connection), and 238 (East-West Connection/Weekend Express). These Routes converge at Dolphin Mall which is approximately 2 miles from the subject area. The table below indicates the service frequency for these routes.

Metrobus Route Service Summary

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8pm)	Overnight	Saturday	Sunday		
7	30	40	60	n/a	40	40	0.56	L
36	60	60	40	n/a	n/a	n/a	0.56	L
71	30	60	45	n/a	60	60	0.56	L
137 (West Dade connection)	30	45	60	n/a	40	45	0.56	L
238 (East-west connection)	45	60	n/a	n/a	n/a	n/a	0.56	L
238 (Weekend express)	n/a	n/a	n/a	n/a	60	60	0.56	E/F

Source: 2012 Transit Development Plan, Miami-Dade Transit (November 2012 Line Up)

Notes: 'L' means Metrobus local route service
 'F' means Metrobus feeder service to Metrorail
 'E' means Express or Limited-Stop Metrobus service

Future Conditions

The 2023 Recommended Service Plan within the draft 2013 Transit Development Plan identifies improvements to the existing Metrobus service which are being planned for the next ten years.

Metrobus Recommended Service Improvements October 2012 EAR-based CDMP Amendment Application #1 (Part C)

Route(s)	Improvement Description	Implementation Year	Operational Cost
7	No planned improvements	N/A	\$0
36	No planned improvements	N/A	\$0
71	Extend route to Palmetto Metrorail Station via NW 74 Street.	2025	\$500,000
137 (West Dade Connection)	No planned improvements	N/A	\$0
238 (East-West Connection)	Extend route westward to Beacon Lakes	2015	\$250,000

Source: Draft 2013 Transit Development Plan, Miami-Dade Transit, April 2013.

Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance; the estimated operating or capital costs of maintaining the existing bus service and implementing the new service is not associated with this application.

It should be noted that in November 2012, MDT issued notice-to-proceed to a consultant to begin work on the Transit Service Evaluation Study – Phase 2. The purpose of this project is to evaluate the current bus system of Miami-Dade Transit, identify service deficiencies and design a more direct, grid oriented route network and service plan that maximizes the efficiency and effectiveness of the system. The final product will be a schedule-ready detailed plan which

includes estimated impact on ridership, resources, and operating cost. The study is on-going at this time. As such, it should be noted that the Recommended Service Plan as presented above is subject to change once results from the study are determined.

Major Transit Projects:

There are no future major transit projects within the vicinity of this area.

Application Impacts in the Traffic Analysis Zone:

There is no transit service to the affected zone (TAZ #832). As such, the mode share in the study area is 0% and there is no impact on transit ridership system wide.

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