

<h1>Application No. CDMP20210003</h1> <h2>Commission District 8 Community Council 15</h2>
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APPLICATION SUMMARY

Applicant/Representative(s):	Aligned Real Estate Holdings LLC/ Jeffrey Bercow, Esq., Graham Penn, Esq., Emily K. Balter, Esq., Bercow Radell Fernandez Larkin & Tapanes, PLLC South Dade Industrial Partners, LLC, Bedrock South Dade 112 Avenue, LLC, Bedrock South Dade 268 Street, LLC/Juan Mayol, Jr., Esq., Joseph G. Goldstein, Esq., Pedro A. Gasant, Esq., Holland & Knight LLP
Location:	South of the Homestead Extension of Florida Turnpike (HEFT), between SW 107 Avenue and SW 122 Avenue, north of SW 268 Street/Moody Drive
Total Acreage:	±793.93 gross acres (±722.33 net acres)
Current Land Use Plan Map Designation:	“Agriculture”
Requested CDMP Amendments/Land Use Plan Map Designations:	<ol style="list-style-type: none">1. Expand the 2030 Urban Development Boundary (UDB) to include the application site.2. Redesignate the application site on the Land Use Plan map from “Agriculture” to “Special District.3. Amend the interpretative text of the Land Use Element to create the “South Dade Logistics & Technology District.”4. Amend Policy LU-8H in the CDMP Land Use Element.5. Amend Policy CM-9A in the CDMP Coastal Management Element.6. Amend Policy CM-9F in the CDMP Coastal Management Element.7. Amend the following CDMP sections to address roadway improvements: the 2030-2040 Future Land Use Map; Transportation Element Figure 1 – Planned Year 2030 Roadway Network; Transportation Element Figure 2 – Roadway Classification 2012; Transportation Element Figure 3 – Roadway Functional Classification 2030; Transportation Element Figure 6 – Planned Non-Motorized Network 2030.8. Amend Capital Improvements Element Table 10A to reflect developer responsibilities for roadway improvements.9. Add the proffered Declarations of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board.
Amendment Type:	Standard (Being processed with concurrent zoning Application Nos. Z2021000050, Z2021000051, Z2021000052, Z2021000053, Z2021000054, and a Development Agreement)

Existing Zoning District/Site Condition: AU ("Agricultural District") and GU ("Interim District")/Agricultural, C-102 Canal and a Florida Power and Light electricity transmission line corridor

RECOMMENDATIONS

Staff Final Recommendation: **DENY** (May 2022)

Staff Initial Recommendation: **DENY AND DO NOT TRANSMIT** (August 2021)

South Bay Community Council (15): **TRANSMIT AND ADOPT WITH THE PROFFERED DECLARATIONS OF RESTRICTIONS** (August 23, 2021)

Planning Advisory Board (PAB) Acting as the Local Planning Agency: **TRANSMIT AND ADOPT WITH THE PROFFERED DECLARATIONS OF RESTRICTIONS and with the recommendation that the Board require Phase III to provide the same commitments as Phases I and II through an appropriate means** (August 25, 2021)

Board of County Commissioners: **TRANSMIT WITH CHANGES AND WITH REVISED PROFFERED DECLARATIONS OF RESTRICTIONS WITH THE CONDITION THAT THE APPLICANT WORK WITH STAFF TO NARROW AND LIMIT THE SCOPE OF THE PROPOSED POLICY LU-8H REVISIONS REGARDING CONCURRENT ZONING APPLICATIONS TO APPLY TO THIS CDMP APPLICATION ONLY** (September 9, 2021)

Final Action of Board of County Commissioners: **TO BE DETERMINED** (TBD)

Staff recommends to **DENY** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2030 and 2040 Land Use Plan (LUP) map, along with the other associated amendments. The revised application seeks to: expand the 2030 Urban Development Boundary to include the ±793.93-gross-acre/722.33-net-acre application site; redesignate the site from “Agriculture” to “Special District”; amend the CDMP Land Use Element interpretive text to create the “South Dade Logistics & Technology District” Special District; amend CDMP Land Use Element Policy LU-8H; and amend CDMP Coastal Management Element Policies CM-9A and CM-9F. The application also requests to amend the following CDMP sections to address roadway improvements: the 2030-2040 Future Land Use Map; Transportation Element Figure 1 – Planned Year 2030 Roadway Network; Transportation Element Figure 2 – Roadway Classification 2012; Transportation Element Figure 3 – Roadway Functional Classification 2030; and Transportation Element Figure 6 – Planned Non-Motorized Network 2030. Finally, the application requests to amend Capital Improvements Element Table 10A to reflect developer responsibilities for roadway improvements and to add the proffered Declarations of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element. Staff’s final recommendation on the application is based on the following reasons:

PRINCIPAL REASONS FOR RECOMMENDATION

1. The application’s proposed changes to the CDMP map and text to authorize unwarranted development are contrary to and inconsistent with CDMP provisions for determining when to add lands to the 2030 Urban Development Boundary (UDB). Upon evaluation of the application as originally filed, staff recommended to “Deny and Do Not Transmit” the application, and since transmittal of the application by the Board of County Commissioners on September 9, 2021, no new information has been provided to address this fundamental inconsistency. Even as revised, the application does not meet the CDMP’s threshold requirement to demonstrate a need to expand the UDB pursuant to the CDMP’s long-accepted needs analysis methodology, as set forth in CDMP Land Use Element Policies LU-8F and LU-8G. Consideration of the extent to which an application promotes other CDMP policies is secondary to that needs analysis. Staff’s analysis demonstrates that the application is, at best, premature.

As expressed in the CDMP, a need exists when an inadequate amount of land is available to sustain development over the 10-year planning horizon. This is essentially viewed as a mathematical expression that calls for the quantification and maintenance of a land supply inventory to sustain growth at least until 2030 (the current UDB planning horizon). Land Use Element Policy LU-8F requires the UDB to contain adequate developable land (land supply) having the capacity to accommodate the County’s projected population and economic growth. Adequacy of non-residential land supply, which is what is requested in this application, is to be determined by countywide supply as well as by subareas of the County appropriate to the type of use. For industrial uses, appropriate subareas means planning analysis tiers, half-tiers, or combinations thereof. To arrive at this land supply inventory, the Department’s Planning Division undertakes a detailed parcel by parcel analysis of: applicable zoning regulations; approved development orders, covenants, and restrictions; environmental considerations; ownership patterns and infrastructure; and the actual development status of parcels.

Based on this analysis, the Planning Division projects that the entire South Planning Analysis Tier (‘South Tier’; generally the area south of SW 184 Street), in which the subject property is located, will not deplete its current supply of industrial land until beyond the year 2040 (see the supply and demand analysis on page 47 herein). Depletion of the

relevant land supply at or after the planning horizon of the UDB (currently year 2030) demonstrates that there is no need to add lands within the UDB for such uses. Accordingly, and based on the Department's data and analysis, the application does not satisfy the threshold demonstration of need to warrant expansion of the UDB. Furthermore, in staff's opinion, the supplemental data and information provided by the applicants do not supplant or rebut the Department's data and analysis.

2. The application proposes development contrary to and inconsistent with CDMP Objective LU-1 and Policies LU-1C and LU-10A, as it redirects economic development efforts away from currently planned areas inside the UDB. The Objective and Policies require the County to prioritize infill development on vacant sites in currently urbanized areas and redevelopment of substandard or underdeveloped, environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacities to accommodate additional demand. Staff's analysis of industrial land determined that over 500 acres of vacant land are zoned or designated for industrial uses in the applicable planning tier (see Supply and Demand Analysis on page 47). Furthermore, and as of the second quarter of 2022, ±15.3 million square feet of industrial space are under construction, in final planning or proposed for development countywide, of which 7.3 million square feet are available for lease. Within the application analysis area, 1.3 million square feet of industrial space are proposed or under construction, with 1,000,000 square feet available for lease on a single site.

The application proposes over 9 million square feet of primarily industrial development on almost 800 acres of agricultural land that is currently outside the UDB, but the application fails to demonstrate a need for this additional development capacity (see Principal Reason No. 1 above). Given that South Tier's current industrial land supply currently has the capacity to sustain industrial growth beyond the year 2040, increasing the acreage more than twofold—essentially, by more than 100 years of additional supply—as proposed in the application, runs contrary to the policy objectives of prioritising the use of existing sites currently inside the UDB. Additionally, the application does not demonstrate why available industrial parcels within the UDB are not adequate for the proposed industrial development (nor, as discussed in Principal Reason No. 8, does the application address why, even if available parcels within the UDB are inadequate, the additional capacity must be added within the Coastal High Hazard Area). Because the application, if approved, would discourage infill and redevelopment of existing vacant industrial land and industrial spaces within the UDB, it is inconsistent with the above-referenced CDMP objective and policies to prioritize utilization and redevelopment within the UDB.

3. Although the applicants cite job creation as a primary reason for the application, they fail to demonstrate how the application would promote sufficient job growth and economic development to substantiate their claims. Staff previously noted discrepancies with the applicant's economic development and job creation estimates, which the applicants subsequently revised in their July 30, 2021 economic analysis by reducing the job estimates of direct jobs from 16,738 to 11,428. However, the applicants do not provide a complete economic development plan to demonstrate how the 11,428 direct jobs will be created. Furthermore, the applicants' economic analysis includes estimates of the total recurring and cumulative impact of 17,446 direct, indirect, and induced jobs. Staff's analysis of the application indicates that, although between 8,399 and 16,519 of the direct, indirect, and induced jobs could be created on the site, close to half of those jobs are attributable to Phase III. The economic benefits from Phase III are tentative at best.

The applicants' economic analysis also estimates a total of 13,423 jobs would be created by the construction activities assuming development of the site would occur within one

year. However, based on the phasing and construction build out information in the economic analysis, staff determined the proposed development would be a multi-year investment over the course of 7-plus years. Staff estimated the construction activities would create and support a total of 1,222 new jobs, rather than the 13,423 estimated, over the course of the construction period.

The applicants do not provide guarantees of tenants or a strategy that would ensure the proposed 9 million square feet of industrial space would be developed. It is worthwhile to compare this application with a ±1,140-acre site in northwest Miami-Dade County, located between the Turnpike and I-75, that was brought inside the UDB for industrial uses (April 2005 Cycle CDMP Amendment Application No. 5 approved by the Board of County Commissioners in April 2006) (“the 2005 UDB Application”). After 16 years, development has occurred on less than half of the 2005 UDB Application site, and a ±533-acre portion of the site was subsequently approved for a mix of entertainment, retail, residential, and light industrial uses, but remains vacant today. As the applicants have not demonstrated a need to expand the UDB at this time for economic development or proposed a more detailed plan to develop the subject property, and considering the experience of the 2005 UDB Application site, the creation of jobs, particularly at the applicants’ optimistic estimate, remains highly speculative.

4. The application remains inconsistent with Land Use Element Policy LU-8D and Capital Improvements Element Objective CIE-5, as it fails to adequately demonstrate that all identified infrastructure improvements needed to support the proposed Special District development will be provided. CDMP Policy LU-8D provides that “the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water, sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.” Objective CIE-5 provides that “[d]evelopment approvals will strictly adhere to all adopted growth management and land development regulations and will include specific reference to the means by which public facilities and infrastructure will be provided.”

The proposed Special District text provides that each phase or portion thereof shall, at the time of zoning approval, provide adequate assurances that the necessary infrastructure would be provided and that each phase or portion thereof shall construct, maintain, and offer to dedicate all necessary road and canal rights of way, among other infrastructure requirements. This approach to development of the ±793.93-acre site is likely to result in portions of the site not being elevated as proposed and certain infrastructure improvements not being built. For example, the ±340-foot-wide Florida Power and Light (FPL) transmission line corridor that runs east-west through the application site is anticipated to remain a transmission line corridor, and as such, would not require zoning or other approvals that would require compliance with the Special District’s infrastructure requirements. Specifically, the applicants and developers might never build the improvement to elevate the abutting segment of SW 112 Avenue (within the site between SW 256 Street and SW 268 Street) with the construction of the planned shared use paths on each side of this roadway segment.

In addition, the applicants propose to mitigate roadway level of service failures for three roadway segments that would be significantly impacted by the projected traffic from the proposed development (SW 112 Avenue and SW 127 Avenue, both segments between SW 216 Street and SW 232 Street, and SW 248 Street between SW 127 Avenue and US-1). But at this time, there is no agreement regarding the party that should be responsible for constructing the roadway widening projects. The applicants propose that the County

be responsible for building the roads, while the Department of Transportation and Public Works (“DTPW”) would make the applicants responsible to not only fund but also construct the roadway improvements, as, absent the Special District development, DTPW would have no need to construct those improvements now, and simply accepting a set amount of funding from the applicants now would leave the County vulnerable to cost increases when the Special District development triggers the need for the improvements in future years.

5. The application remains inconsistent with Land Use Element Policy LU-8H and proposes changes to the Policy that set a precedent for future UDB expansion applications to selectively seek exemption from certain CDMP requirements rather than comply with the requirements. Policy LU-8H requires each proposed UDB expansion application to submit concurrent CDMP and zoning applications for the entire CDMP application area, to provide a coordinated plan of development. The applicants’ proposed policy change would allow over 50% of the UDB expansion area to remain without a coordinated development plan and would allow multiple subsequent zoning applications to address that remaining over 50% of the UDB expansion area piecemeal. Because the original proposed amendment to LU-8H could apply countywide to future UDB expansion applications, the BCC, at the September 9, 2021 transmittal hearing, instructed the applicant to narrow the the proposed text amendment to apply only to the application site. The applicants have modified the proposed policy change accordingly, but the proposed amendment continues to be contrary to the intent of Policy LU-8H and continues to pose serious concerns regarding the impact that this amendment could have by setting a precedent for future UDB expansion applications.

Allowing that the majority (over 50%) of the UDB expansion application site to remain in agricultural use indefinitely even after the properties are added to the urbanized area also undermines the demonstration of need to expand the UDB. In addition, by allowing multiple zoning applications, the proposed amendment is likely to lead to piecemeal and fragmented development, particularly since the proposed Special District text does not provide a detailed phasing schedule for Phase III, and Phase III is subdivided into seven subphases. In lieu of addressing the criteria in Policy LU-8H for the entire application site, the applicant also proposes language in the Special District text that would allow demonstration of compliance with Policy LU-8H after the expansion of the UDB, rather than at the time the BCC takes final action on the CDMP application. This is contrary to the intent of Policy LU-8H and not in the County’s best interest. The proposed revisions to Policy LU-8H would establish a precedent encouraging other UDB expansion applications to seek exemptions from the Policy LU-8H provisions to propose a comprehensive zoning application.

6. The application remains inconsistent with CDMP policies to preserve agricultural land and to carefully manage urban expansion to minimize the loss of agricultural land. Staff recognizes that this land is within the Urban Expansion Area and thus could some day be appropriate to convert from agricultural to urban uses. But because the applicants have not shown the requisite need for urban uses in this area, at this time, the UEA policies do not overcome other CDMP policies calling for preservation of agricultural land. Indeed, as noted in Principal Reason No. 5 above, the request to exclude over 50 percent of the Special District land from the concurrent zoning application requirement and to thus allow it to remain as agricultural land indefinitely shows that the designation of the entire ±793.93-acre site for urban development is premature and thus the impacts to agricultural lands at this time are unwarranted.

Applicable agriculture policies include the Ultimate Development Area text of the Land Use Element (page I-88), which provides that “[w]hen the need for additional urban expansion is demonstrated, such expansion should be carefully managed to minimize the loss of agricultural land and to maximize the economic life of that valuable industry.” In addition, Policies LU-1P and LU-1R envision allowing uses in the South Dade agricultural area that are compatible with agricultural activities and associated rural residential uses; those policies require the County to take steps to preserve the amount of land necessary to maintain an economically viable agricultural industry. The Conservation, Aquifer Recharge and Drainage Element also addresses agriculture, and Policy CON-6D states that areas in Miami-Dade County having soils with good potential for agricultural use without additional drainage of wetlands shall be protected from urban encroachment. Furthermore, Policy CON-6E states that the County shall continue to pursue programs and mechanisms to support the local agriculture industry and the preservation of land suitable for agriculture.

The premature and unwarranted replacement of ±793.93 acres of agricultural land, the majority of which is “farmland of unique importance,” with urban uses that have not been shown to be needed at this location at this time directly contravenes the above-mentioned CDMP policies to protect agriculture and maintain a viable agricultural industry.

7. Approval of the application could foreclose options for successfully accomplishing objectives of the Biscayne Bay and Southern Everglades Ecosystem Restoration (BBSEER) project. Land Use Element Policy LU-3J states that “Miami-Dade County continues to support the Comprehensive Everglades Restoration Plan (CERP), and related regional and local habitat restoration and preservation initiatives through its development review processes and long range land planning initiatives.” Although the subject property has not been formally identified as part of a CERP project, approving an application to allow this currently rural land to be urbanized before a final determination regarding CERP in the area has been made could undermine CERP and thereby be inconsistent with Policy LU-3J.

The Department’s Division of Environmental Resources Management (DERM) identifies that the application is located within an area that is being evaluated for potential restoration under the Comprehensive Everglades Restoration Plan’s BBSEER planning project, which is currently being undertaken by the U.S. Army Corps of Engineers and the South Florida Water Management District (SFWMD). DERM notes that as part of the Everglades Restoration Project, additional areas are needed to store and distribute water to restore Biscayne Bay and its coastal wetlands, and these needs are a focus of the BBSEER study.

DERM notes that the application area is notable for being low-lying and, prior to drainage of the Everglades, was a transverse glade connection between the freshwater portions of the Everglades and the coastal wetlands of Biscayne Bay. The C-102 canal, which is a regional canal operated by the SFWMD, is located within the application area and is one of the canals that can potentially supply water for diversion to the nearby coastal wetlands. Given the location of the C-102 canal and other nearby canals, the BBSEER project is evaluating a number of alternatives that would include CERP features in the area of the application. These features, called management measures in the CERP planning process, include a flowage equalization basin, a water preserve area, and wetland flow-ways for more natural distribution of water that would be diverted from the C-102 and C-1 canals to the coast.

CERP restoration within the County will largely be centered on the lands remaining outside of the UDB. Expansion of the UDB in this CERP study area prior to the BBSEER project determining what land and features are needed for CERP associated with the C-102 canal would be premature. The conversion of this land to urban uses could lead to a constrained BBSEER restoration project with significantly reduced benefits for the wetlands in the C-102 and adjacent canal basins and for the nearby areas of Biscayne Bay.

8. The applicants contend, in their June 25, 2021 “Environmental Consideration and Beneficial Impacts” report, that ongoing agricultural activity introduces excess nutrients and chemicals into waterways, as the fertilizer and pesticides applied to crops are dissolved into solution during rainfall events. The applicant provides water modelling results that were utilized to estimate current loading to Biscayne Bay from agricultural uses on the application site. The applicant’s modelling results show a significant reduction of nutrient loading, particularly for total nitrogen and total phosphorous, to the C-102 Canal corridor for the pre-development runoff conditions versus the post-development conditions. However, it should be noted water quality modelling results from the 2007 South Miami-Dade Watershed Study and Plan, accepted by the BCC through Resolution No. R-603-07, show a significant *decrease* in total nitrogen, total phosphorus, and all other pollutants analyzed, when lands in the C-102 Basin located outside of the Urban Development Boundary remain in agriculture use, versus undergoing conversion to urban uses, for both the 2025 and 2050 land use scenarios.

In addition, the applicants propose to elevate the site and to retain stormwater on onsite at the 100-year 3-day storm criteria; said standards and requirements are incorporated into the proposed Special District text. DERM notes that regardless of the proposed development’s ability to meet certain minimum technical design criteria for stormwater retention applicable to developed areas, this area outside the UDB is primarily undeveloped and currently provides open pervious area. If this application is approved, the proposed industrial development would necessitate stormwater management level of service demands that impact freshwater flow, including generating stormwater runoff from the development that will ultimately flow to Biscayne Bay. The County is currently evaluating how hydrological changes, water management practices, upland development, and pollution from stormwater run-off have negatively impacted Biscayne Bay.

9. Even with the revisions since the BCC’s September 2021 transmittal hearing, the application remains inconsistent with CDMP policies regarding coastal management and development in the Coastal High Hazard Area (CHHA). Due to the vulnerabilities associated with coastal storm surge, the CDMP identifies the CHHA as being among the areas least suitable for urban development (Land Use Element page I-88). Section 163.3178(1), Florida Statutes, expresses the intent of the Florida Legislature that local government comprehensive plans protect human life and limit public expenditures in areas that are subject to destruction by natural disaster. The majority of the application site is included within the CHHA, as depicted on ‘Figure 13: Areas Subject To Coastal Flooding’ in the Land Use Element of the CDMP. The application proposes adding 9,305,000 sq.ft. of industrial uses, 120,000 sq.ft. supportive commercial uses, and 150 hotel rooms in an area that is within the CHHA and outside of the Urban Development Boundary and currently in agricultural use. To include the property inside the UDB and change the use from agriculture to an urban use would require substantial infrastructure investments and, subsequently, ongoing operations and maintenance. Land Use Element Policy LU-3D, Traffic Circulation Subelement Policies TC-6A and TC-6D, Coastal Management Element Objective 9 and Policies CM-9A, CM-9B, CM-9E, CM-9F, and CM-10, and Capital Improvements Element Policy CIE-2A address County goals to direct infrastructure

investments away from the CHHA. The application and proposed development are inconsistent with those CDMP policies, even with the requirements that the applicants construct the infrastructure. The County could remain obligated to operate and maintain infrastructure after the applicants construct it.

Furthermore, the proposed Special District text does not adequately provide for all planned infrastructure to be built. The text requires that each phase or portion thereof shall, at the time of zoning approval, provide adequate assurances that the necessary infrastructure would be provided and that each phase or portion thereof construct, maintain, and offer to dedicate all necessary road and canal rights of way, among other infrastructure. The County would then be required to operate and maintain any dedicated infrastructure. This approach to development of the ±793.93-acre site may result in portions of the site not being elevated as proposed, as explained in Principal Reason #4 above.

The costs to the County from addressing the infrastructure needs of a newly urbanized area are also of concern. Required infrastructure serving a development is typically built by the developer, and those portions within public rights-of-way, including public water, sanitary sewer infrastructure, sanitary sewer pump stations, and roadways, are typically conveyed to Miami-Dade County to be maintained in perpetuity as public infrastructure. The applicant proposes to elevate its entire property to address Coastal High Hazard Area restrictions. This will also likely require elevating the public infrastructure to the same extent, but the cost of doing so is unknown. Similarly, the costs of operating and maintaining such elevated infrastructure is also unknown.

Finally, DERM notes that the application does not adequately address consistency with Coastal Management Element Policy CM-9E, which provides limitations on industrial or business facilities that generate, use, or handle more than 55 gallons of hazardous wastes or materials per year within the CHHA.

10. The applicant's proposed text changes to Policy CM-9A are contrary to the County's policy of discouraging additional development and future infrastructure investments in the CHHA, and both changes apply Countywide beyond the confines of this particular application. The applicant proposes amending the policy to allow new non-residential development by incorporating mitigation strategies, such as raising the finished floor elevation of structures and the average finished grade elevation of the site, so that the development is raised above the elevation of the Category 1 storm surge event as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model. The Miami-Dade County Office of Emergency Management (OEM), however, has indicated that the inclusion of a property in the CHHA does not consider building elevation. According to the OEM, the property, even if elevated, is still located within the CHHA. The proposed policy change would specifically benefit this application, but if adopted, would apply to any proposed non-residential development within the County's CHHA and thereby encourage urban development in inappropriate locations.

The applicant's proposal raises multiple issues beyond its indefinite language. First, the CHHA is governed by state statute and has changed over time; if the statutory definition changes, then the County would be required to comply with the new definition, and the applicant's proposed changes to exempt itself from the CHHA could bring the County into conflict with state law. Second, the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model, which is the basis of the state definition, is not updated with regularity. Moreover, it is not the standard by which buildings are evaluated for floodplain compliance during permitting. Thus, regardless of the applicants' attempt to address CHHA compliance in reference to the SLOSH model, new construction in the

CHHA, whether residential or non-residential, could remain vulnerable to storm surge events from a Category 1 or stronger storm and more so with increased sea level rise. Additionally, a policy to exempt any future non-residential development in the CHHA is contrary to Coastal Management Element goals to reduce densities and intensities in the CHHA.

11. Changes to CM-9F were proposed by the Applicant after transmittal to the state. The changes are proposed to address the challenge that is presented by this application's proposal to expand the UDB and construct public facilities and infrastructure in an area currently not served by such infrastructure that is also in the Coastal High Hazard Area. As currently written, this policy would prohibit such an expansion of infrastructure unless needed for public health and safety.

The applicants' proposed policy change would apply beyond the confines of this proposed Special District and would be applicable throughout all areas of the County within the CHHA. Further, the policy change does not speak to ongoing operations and maintenance of the infrastructure once constructed. The CHHA is an area subject to storm surge inundation and sea-level rise. It is not in the best interest of the County to allow privately-funded infrastructure in the CHHA where the County is then responsible for maintenance and operations.

DERM recommends establishment of a special taxing district in accordance with Policy CON-2D if the applicant does not retain maintenance responsibility of the infrastructure. That policy provides, "Sewer Improvement Special Taxing Districts shall be established for all industrial and potentially hazardous commercial areas within the Urban Development Boundary."

12. As noted in the Initial Recommendations report, if approved as filed, the application would encourage the proliferation of urban sprawl. Section 163.3177(6)(a)(9) of the Florida Statutes requires land use elements and amendments thereto to discourage urban sprawl. The statute provides 8 indicators that a plan amendment discourages urban sprawl and 13 indicators that it does not discourage urban sprawl (page 95 in this report). The statute further provides for a plan amendment to be determined to discourage urban sprawl if it incorporates a development pattern or urban form that achieves four or more indicators for the discouragement of urban sprawl.

Since the transmittal hearing, the applicants have addressed infrastructure and other requirements related to Phases I and II and provided requirements to be met by Phase III in the proposed Special District. Nevertheless, the application still has not demonstrated full compliance with Section 163.3177(6)(a)(9). Staff's review of the application indicates that, although the application achieves, at least in part, three of the indicators that it discourages urban sprawl, it achieves six indicators (and partially meets an additional two indicators) that it fails to discourage urban sprawl. Specifically, the application: allows urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are suitable for development; fails to adequately protect and conserve natural resources such floodplains and natural groundwater aquifer recharge areas; fails to maximize use of existing and future public facilities and services; allows for land use patterns or timing that may disproportionately increase the costs in time, money, and energy of providing and maintaining facilities and services; and discourages infill development or redevelopment of existing neighborhoods or communities. Thus, approval of the application would

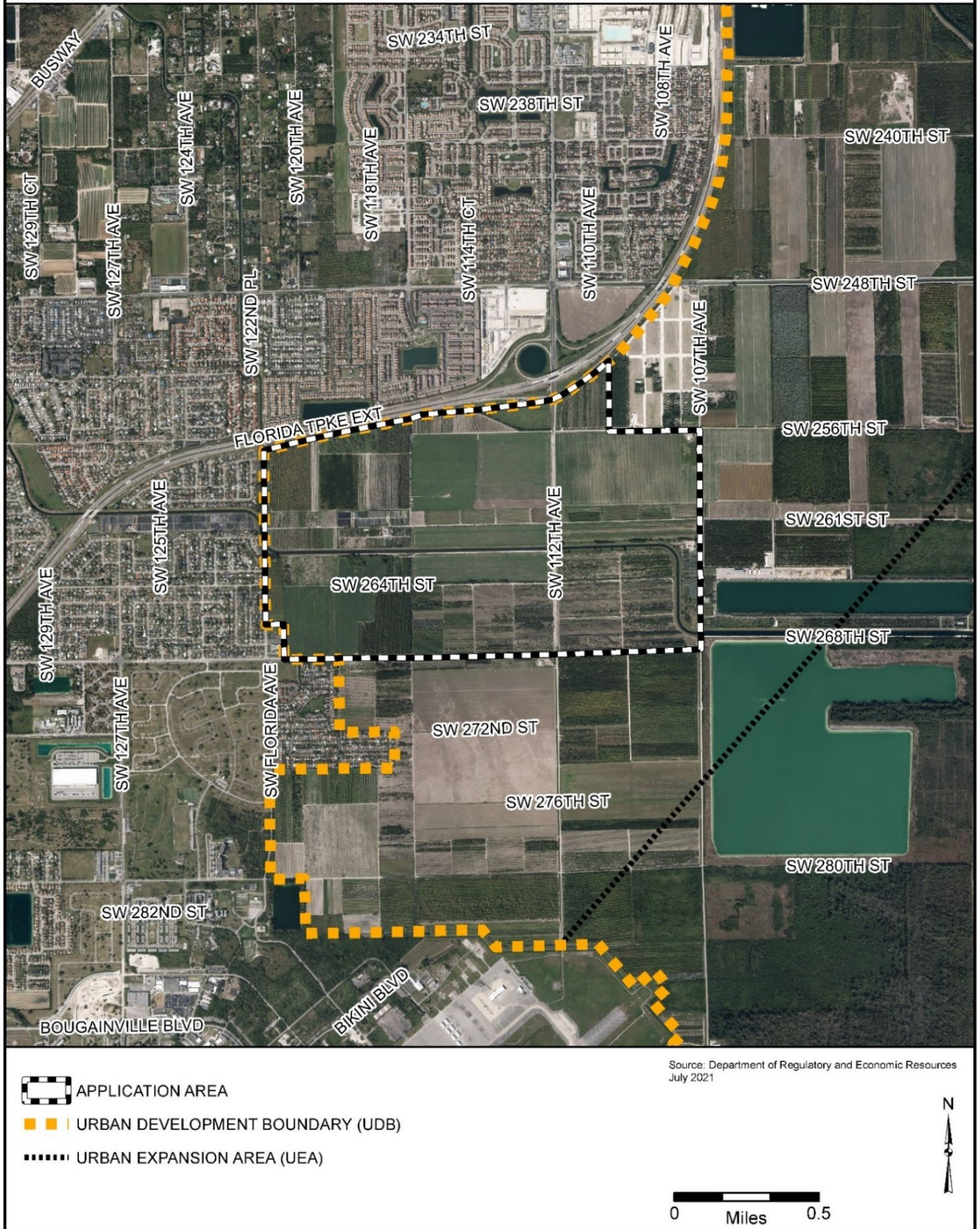
conflict with the statutory requirement in section 163.3177(6)(a)(9) of the Florida Statutes to discourage urban sprawl.

In addition, and notwithstanding that the application site is located within an Urban Expansion Area (UEA), an area designated for future urban growth beyond the year 2030 when warranted, the application has not demonstrated that there is a need for the proposed development, as discussed in Principal Reason No. 1 above. Furthermore, Phase I of the three-phase development is scheduled to develop first, but it is not contiguous to the UDB or to the urbanized area. In addition, Phase II is divided into four subphases, while Phase III has 6 subphases. The Special District thus contains a total of eleven distinct development areas but provides no clear indication as to the timing of development across all the phases. Therefore, the application, as presented in the Special District text, is phased in a manner that encourages urban sprawl and leapfrog development, not only in relation to the existing urbanized area but also within the Special District itself.

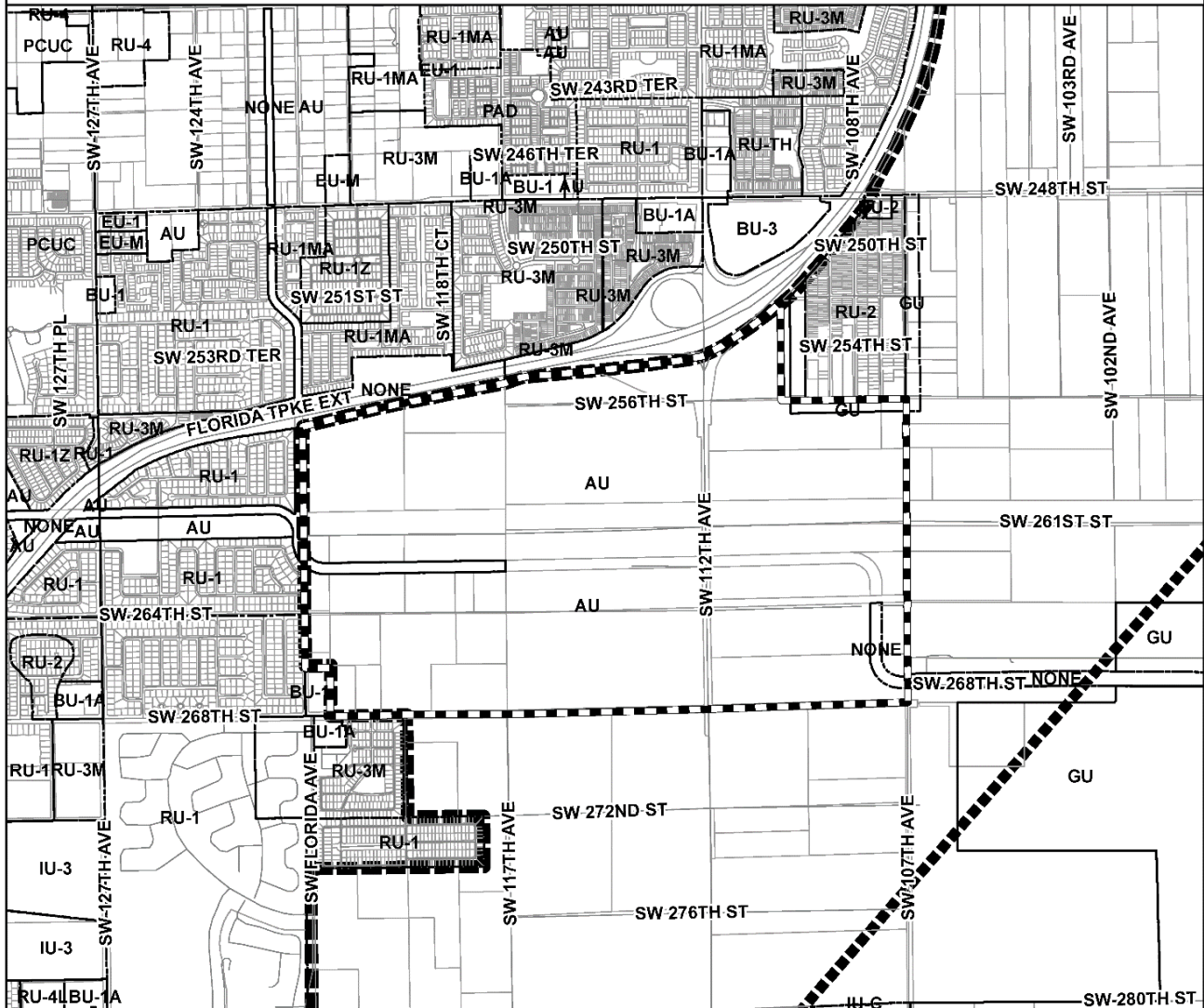
For these reasons, the application is inconsistent with statutory requirements and CDMP policies that are designed to discourage urban sprawl.

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ALIGNED REAL ESTATE HOLDINGS, LLC., ET AL.
OUT-OF-CYCLE APP. NO. CDMP20210003
AERIAL PHOTO



ALIGNED REAL ESTATE HOLDINGS, LLC., ET AL. OUT-OF-CYCLE APP. NO. CDMP20210003 ZONING MAP



Source: Department of Regulatory and Economic Resources
May 2021

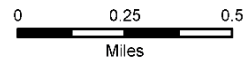
APPLICATION AREA

MIAMI-DADE COUNTY ZONING DISTRICTS

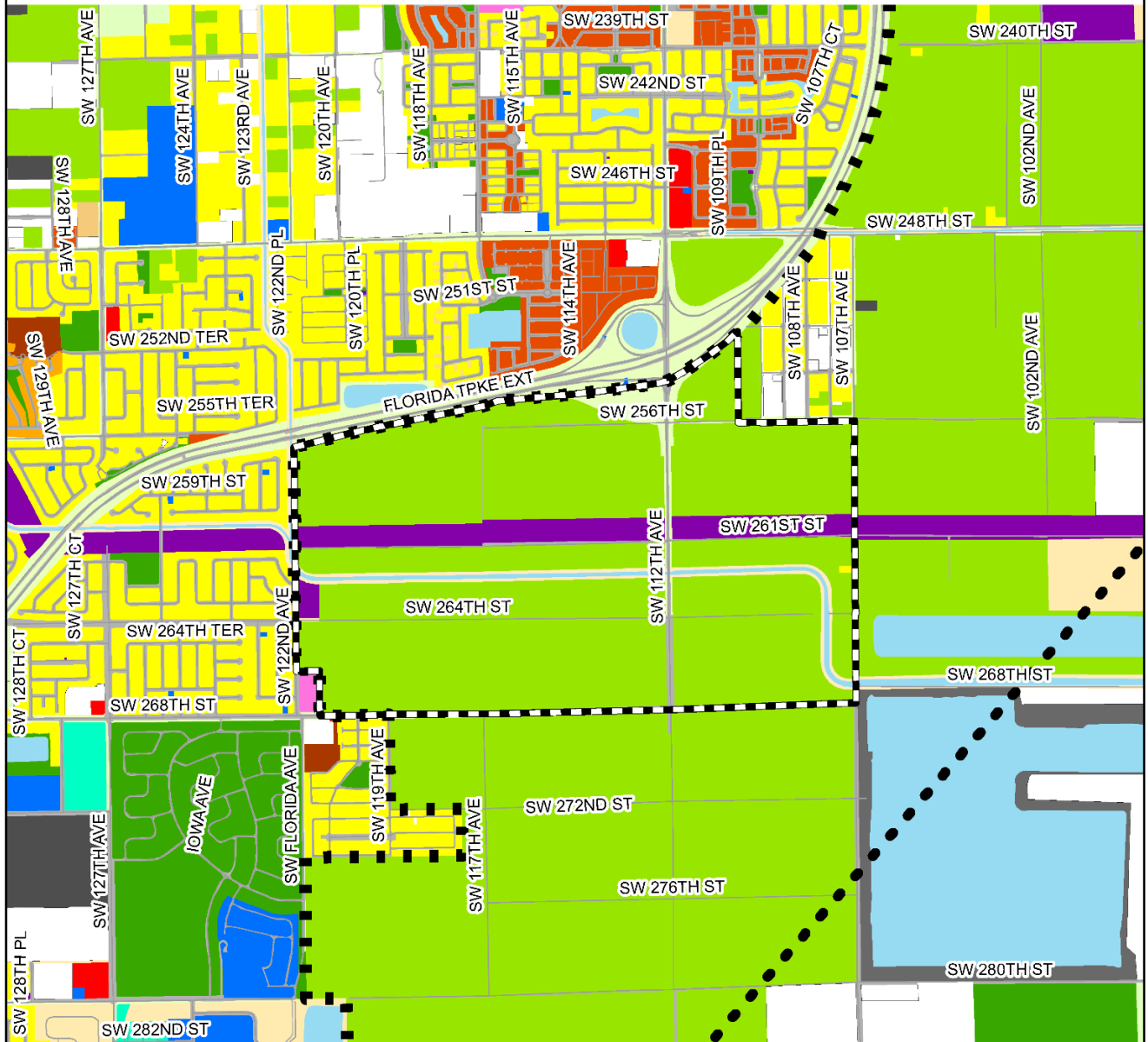
- AU AGRICULTURAL / RESIDENTIAL 5 ACRES GROSS
- BU-1 BUSINESS DISTRICTS, NEIGHBORHOOD
- BU-1A BUSINESS DISTRICTS, LIMITED
- BU-2 BUSINESS DISTRICTS, SPECIAL
- BU-3 BUSINESS DISTRICTS, LIBERAL
- EU-1 ESTATES, SINGLE-FAMILY, 1 ACRE OR MORE IN AREA
- EU-M ESTATES MODIFIED, SINGLE-FAMILY, MINIMUM LOT AREA 15,000 FT2 NET
- GU INTERIM DISTRICT
- IU-3 INDUSTRIAL DISTRICTS, UNLIMITED MANUFACTURING
- IU-C INDUSTRIAL DISTRICT, CONDITIONAL
- NONE NO ZONING DESIGNATED

- PCUC PRINCETON COMMUNITY URBAN CENTER
- RU-1 SINGLE-FAMILY RESIDENTIAL DISTRICT 7,500 FT2 NET
- RU-1MA MODIFIED SINGLE-FAMILY RESIDENTIAL DISTRICT 5,000 FT2 NET
- RU-1Z SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE 4,500 FT2 NET
- RU-2 TWO-FAMILY RESIDENTIAL DISTRICT, 7,500 FT2 NET
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS/NET ACRE
- RU-4 HIGH DENSITY APARTMENT HOUSE DISTRICT, 50 UNITS / NET ACRE
- RU-4L LIMITED APARTMENT HOUSE DISTRICT, 23 UNITS / NET ACRE
- RU-TH TOWNHOUSE DISTRICT, 8.5 UNITS/NET ACRE

- 2030 URBAN DEVELOPMENT BOUNDARY
- URBAN EXPANSION AREA BOUNDARY

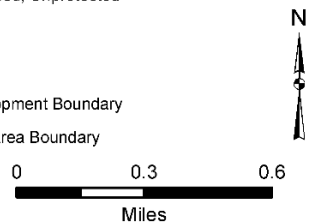


ALIGNED REAL ESTATE HOLDINGS, LLC., ET AL. OUT-OF-CYCLE APP. NO. CDMP20210003 EXISTING LAND USE

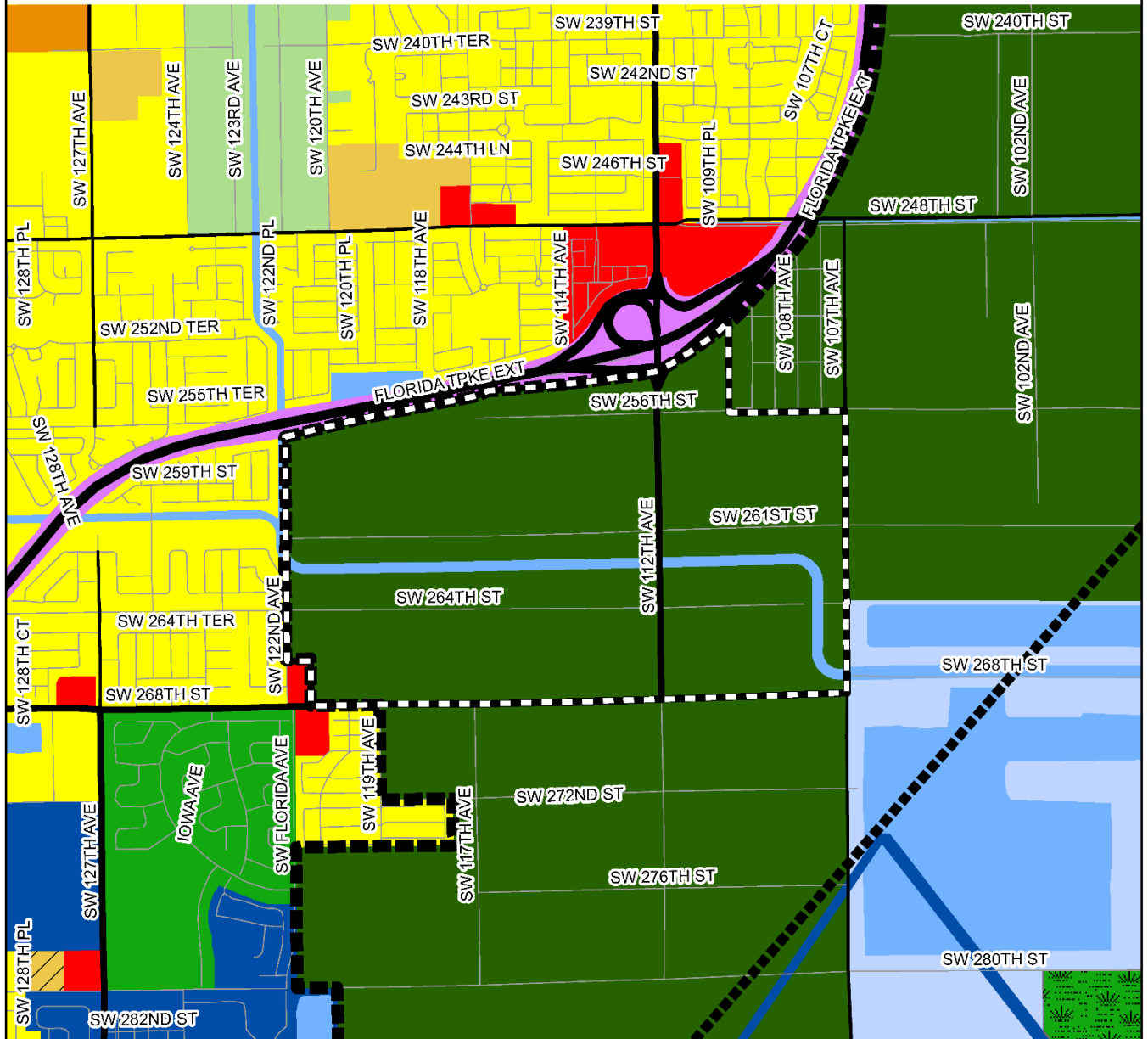


Source: Department of Regulatory and Economic Resources
April 2021

- | | | |
|--|--------------------------------------|--------------------------------------|
| Application Area | Office | Vacant Government Owned, Unprotected |
| Single-Family | Institutional | Vacant, Protected, Privately Owned |
| Two-Family Duplexes | Industrial Extraction | Vacant, Protected, Government Owned |
| Mobile Home Parks | Industrial | Vacant Privately Owned, Unprotected |
| Townhouses | Communications, Utilities, Terminals | Canal right-of-way |
| Low-Density Multi-Family | Streets, Roads, Expressways, Ramps | Inland Waters |
| Residential-Government Owned Housing | Streets, Expressway R/W | 2030 Urban Development Boundary |
| Transient-Residential (Hotels, Motels) | Agriculture | Urban Expansion Area Boundary |
| Commercial, Shopping Centers, Stadiums | Parks, Preserves, Conservation Areas | |

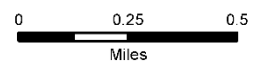


ALIGNED REAL ESTATE HOLDINGS, LLC., ET AL. OUT-OF-CYCLE APP. NO. CDMP20210003 CDMP LAND USE

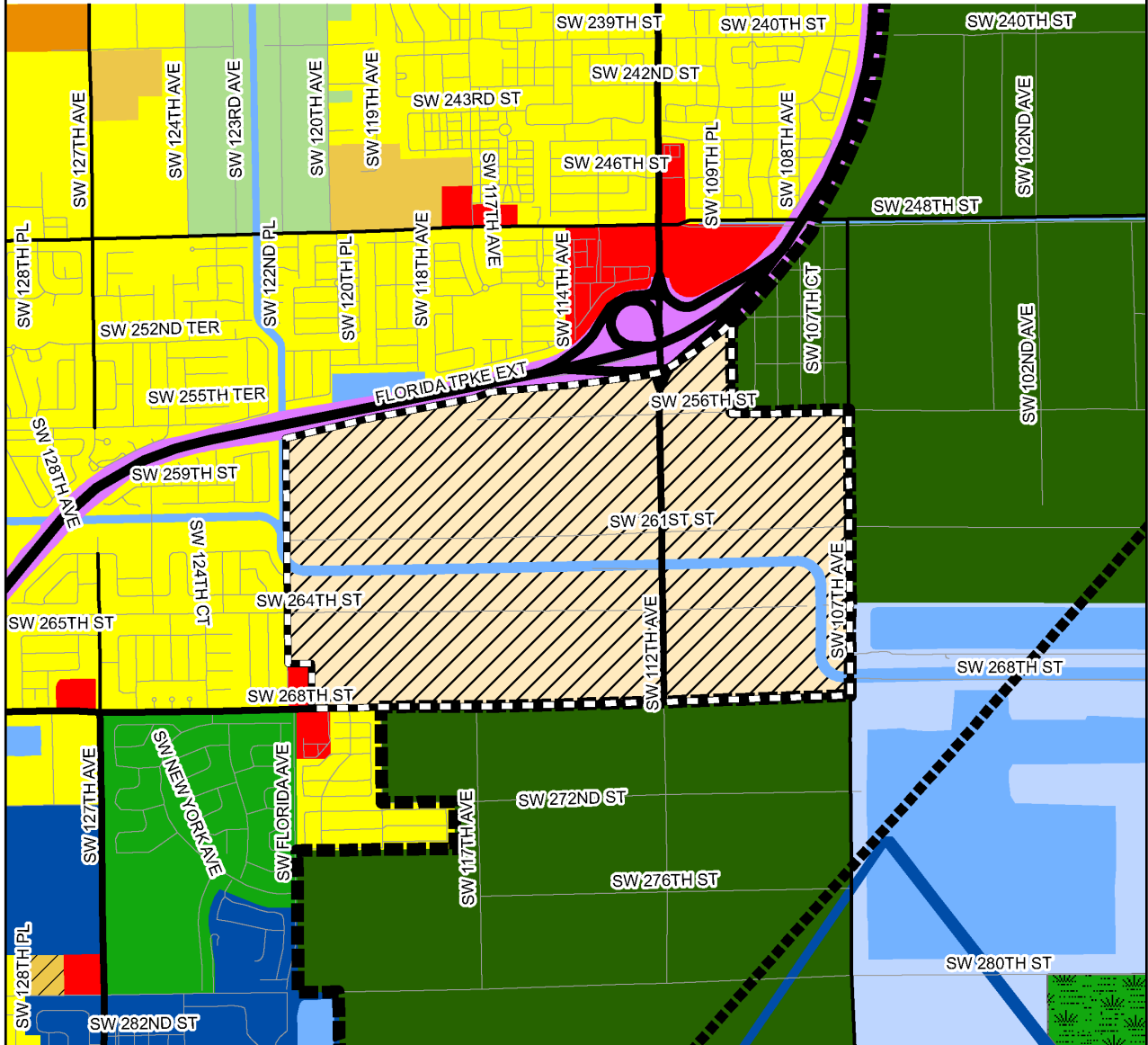


Source: Department of Regulatory and Economic Resources
April 2021





















- | | |
|---|---|
| APPLICATION AREA | AGRICULTURE |
| CDMP LAND USE | OPEN LAND |
| ESTATE DENSITY (EDR) 1-2.5 DU/AC | ENVIRONMENTAL PROTECTION |
| LOW DENSITY (LDR) 2.5-6 DU/AC | WATER |
| LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC | TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.) |
| LOW-MEDIUM DENSITY W/ DENSITY INCREASE 1 | 2030 URBAN DEVELOPMENT BOUNDARY |
| MEDIUM DENSITY (MDR) 13-25 DU/AC | URBAN EXPANSION AREA BOUNDARY |
| BUSINESS AND OFFICE | EXPRESSWAYS |
| INSTITUTIONS, UTILITIES AND COMMUNICATION | MAJOR ROADWAYS (3 OR MORE LANES) |
| PARKS AND RECREATION | MINOR ROADWAYS (2 LANES) |

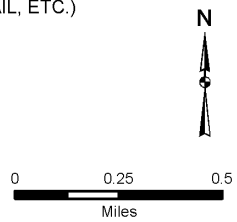


ALIGNED REAL ESTATE HOLDINGS, LLC., ET AL. OUT-OF-CYCLE APP. NO. CDMP20210003 PROPOSED CDMP LAND USE

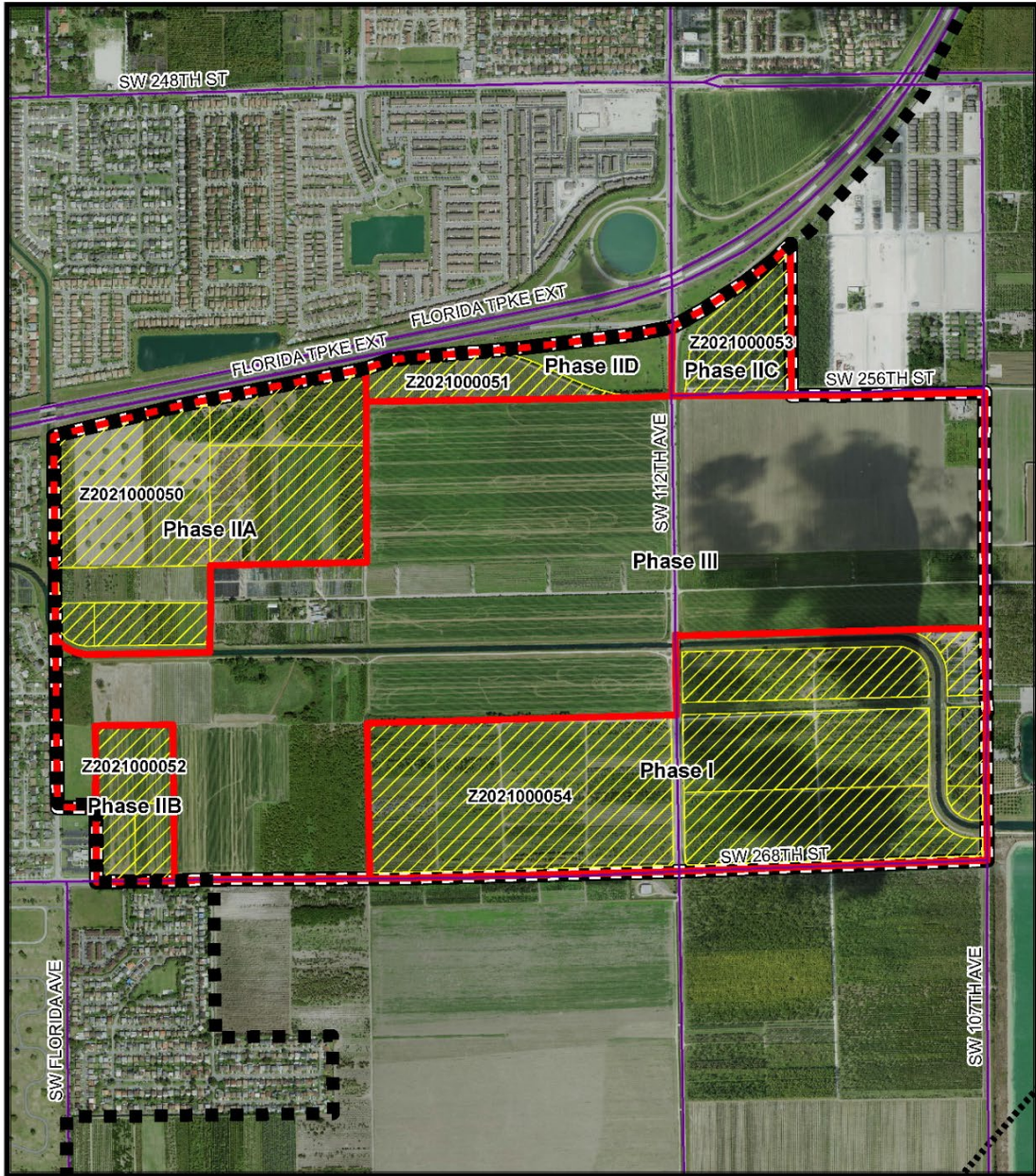


Source: Department of Regulatory and Economic Resources
May 2022

- | | | | |
|---|---|---|---|
|  | APPLICATION AREA |  | OPEN LAND |
|  | ESTATE DENSITY (EDR) 1-2.5 DU/AC |  | ENVIRONMENTAL PROTECTION |
|  | LOW DENSITY (LDR) 2.5-6 DU/AC |  | WATER |
|  | LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC |  | SPECIAL DISTRICT |
|  | LOW-MEDIUM DENSITY W/ DENSITY INCREASE 1 |  | TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.) |
|  | MEDIUM DENSITY (MDR) 13-25 DU/AC |  | 2030 URBAN DEVELOPMENT BOUNDARY |
|  | BUSINESS AND OFFICE |  | URBAN EXPANSION AREA BOUNDARY |
|  | INSTITUTIONS, UTILITIES AND COMMUNICATION |  | EXPRESSWAYS |
|  | PARKS AND RECREATION |  | MAJOR ROADWAYS (3 OR MORE LANES) |
|  | AGRICULTURE |  | MINOR ROADWAYS (2 LANES) |

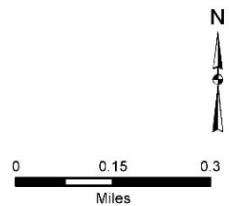


2021 OUT-OF-CYCLE CONCURRENT CDMP/ZONING APPLICATION CDMP20210003



Source: Department of Regulatory and Economic Resources
July 2021

-  CDMP Application General Boundary
-  CDMP Application Subdivided by Phases
-  Zoning Applications
-  Urban Development Boundary (UDB)
-  Urban Expansion Area (UEA)



PROPOSED CDMP TEXT AMENDMENTS¹

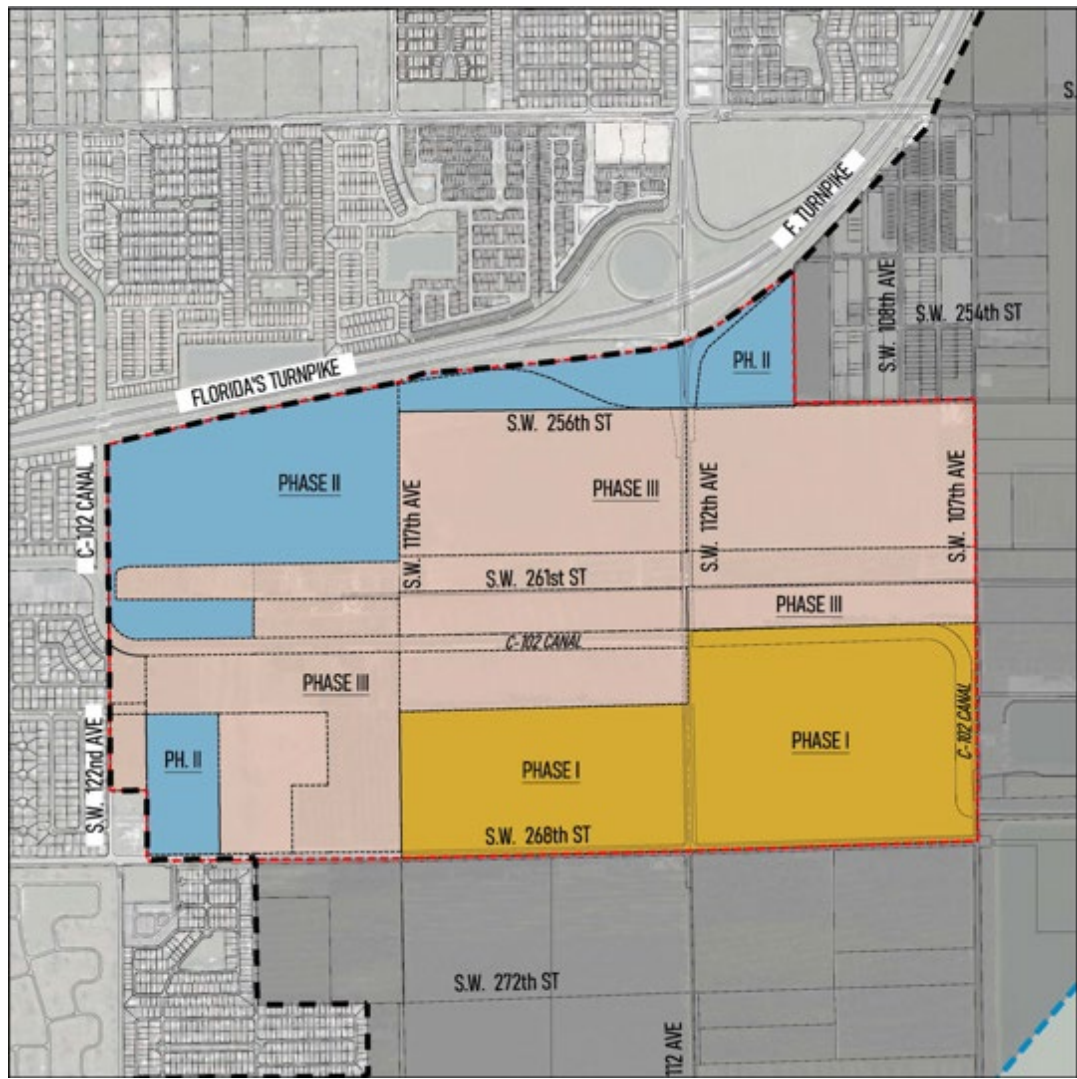
The following presents the applicant's proposed text changes to the CDMP Land Use Element. Single underlined words present the Applicant's proposed additions and words stricken through are proposed deletions contained in the application as transmitted to the state by the Board of County Commissioners in September 2021. Double underlined words represent changes requested by the Applicant in their April 14, 2022 submittal. **Proposed Special District Text and Map, as Submitted by the Applicant on April 22, 2022:**

South Dade Logistics & Technology District

>>The purpose of the South Dade Logistics & Technology District (the "Special District") is to provide a well-planned, thriving employment center for the~~underserved~~South~~Dade region~~>>Central and South Planning Tiers<<, which~~now boasts~~>>at the time of adoption together boast<< nearly half of Miami-Dade County's population~~and warrant~~>>and warrant additional and diversified employment opportunities.<< The Special District will introduce a~~synergistic~~mix of new~~and innovative~~uses that will~~both~~fuel and diversify the local economy, meeting rising~~local~~demand for~~best-in-class~~logistics facilities, distribution and technology space for businesses serving the~~local~~area, as well as supplying services for today's e-commerce driven economy. >>The different phases of the Special District are illustrated in the following figure and are described in greater detail below:

>>¹. The Special District Map reflects the proposed realignment of the C-102 canal within Phase I. Any realignment will require the approval of the South Florida Water Management District and meeting all requirements of the approved Conceptual Stormwater Master Plan. If the realignment is not approved, amendment to this text will not be required as long as stormwater conveyances are consistent with, and the development otherwise complies with the requirements set forth in the CDMP and the Conceptual Stormwater Master Plan.<<

¹ The requested text amendment includes the text as transmitted by the Board of County Commissioners to the State Land Planning Agency with the changes described in the Principal Reasons Section of this report. Words single underlined and single ~~stricken through~~ represent proposed amendments as transmitted by the Board of County Commissioners on September 9, 2021. Words double-underlined and ~~double-stricken through~~ represent proposed changes since transmittal. All other words are adopted text of the CDMP and remain unchanged.



Phases I and II Development. << Land within ~~[[the Phase]]~~ Phases << I and II of the District may be developed with distribution and logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, wholesale showrooms, and similar uses. Limited ~~[[freestanding]]~~ commercial uses to serve the firms and workers in the District may be dispersed throughout the District within >>freestanding<< small business centers ~~[[each not exceeding]]~~ >>or mixed with the foregoing uses, subject to the following table and applicable development equivalency adjustments, provided that no individual commercial site exceeds << five ~~[[5] gross]~~ acres in size ~~[[and]]~~ >>; such commercial uses << should be located on major roads, particularly near major intersections. ~~[[Without limiting the foregoing,]]~~ >>It is provided, however, that << Phases IIC and IID, due to their irregular configuration and proximity to the HEFT interchange, may be developed for commercial uses ~~[[that will serve]]~~ >>and for hotels and motels without the foregoing limitations on serving << the firms and workers in the District ~~[[as well as hotels]~~ and ~~[[motels]]~~ >>being located on major roads<<. Public facilities, non-education institutional and communications uses, >>and<< utilities and utility-related uses are also allowed ~~[[The maximum development program for Phase I and II shall be governed by the Declarations of Restrictive Covenants recorded on the Phase I and II land. Development of Phase I and Phase II lands shall also be]]~~ >> << subject to ~~[[a phasing schedule incorporated in a development~~

~~agreement complying with Sections 163.3220-163.3243, Florida Statutes, in order to assure that]]>>applicable provisions of the Coastal Management Element restricting public expenditures on<< infrastructure]] shall be in place and available to serve each development phase, undesirable uses are excluded and that development will occur to satisfy market demand on a timely basis, and include commitments complying with applicable criteria set forth in Policy LU-8H and the District]].~~

>>The maximum development program for the foregoing uses for Phases I and II shall be as follows, subject to Development Equivalency adjustments to allow for the conversion of the listed uses to other uses permitted in the District:

<u>Phase</u>	<u>Development Assignment</u>
<u>Phase I</u>	<u>Up to 2,676,935 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and office parks, light manufacturing, and wholesale showrooms; and up to 20,000 square feet of commercial uses on properties that do not exceed five acres.</u>
<u>Phase IIA</u>	<u>Up to 1,983,120 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and office parks, light manufacturing, and wholesale showrooms.</u>
<u>Phase IIB</u>	<u>Up to 366,948 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, and wholesale showrooms.</u>
<u>Phase IIC</u>	<u>Up to 70,000 square feet of commercial uses; and up to 150 hotel rooms.</u>
<u>Phase IID</u>	<u>Up to 10,000 square feet of commercial uses.</u>

Vertical construction within Phase II shall not commence prior to October 1, 2022.

Phase III Development.~~<< Phase III may be developed with>>:<< up to [[3,425,000]]>>4,277,997<< square feet of distribution and logistics centers, warehouses, maintenance and repair facilities, light manufacturing, >>and<< wholesale showrooms[[;]]>>:<< and up to 20,000 square feet of limited[[; freestanding]] commercial uses to serve the firms and workers in the District>> << dispersed throughout the Phase within >>freestanding<< small business centers[[; each not exceeding]] >>or mixed with the foregoing uses, subject to the following table and applicable development equivalency adjustments, provided that no individual commercial site exceeds<< five [[(5) gross-]] acres in [[sizes-]]size.~~

>>Development of the foregoing uses within Phase III is allocated among the following sub-phases, subject to Development Equivalency adjustments to allow for the conversion of the listed uses to other uses permitted in the District:

<u>Phase</u>	<u>Development Assignment</u>
<u>Phase IIIA</u>	<u>Up to 2,248,476 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, and wholesale showrooms; and up to 10,000 square feet of freestanding commercial uses on properties that do not exceed five gross acres.</u>
<u>Phase IIIB</u>	<u>Up to 737,394 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, and wholesale showrooms.</u>
<u>Phase IIIC</u>	<u>Up to 159,566 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, and wholesale showrooms.</u>
<u>Phase IIID</u>	<u>Up to 1,044,787 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, and wholesale showrooms; and up to 10,000 square feet of commercial uses.</u>
<u>Phase IIIE</u>	<u>Up to 50,421 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, and wholesale showrooms.</u>
<u>Phase IIIF</u>	<u>37,353 Square Feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and office parks, light manufacturing, wholesale showrooms.<<</u>

Agriculture uses, uses ancillary to and directly supportive of agriculture as permitted in the Agriculture LUP designation, and farm residences >>at a density of one dwelling unit per five acres<< are also allowed within Phase III[=]>>, provided that once such a use is discontinued on a parcel that is developed with a permitted urban use, it may not be reestablished.<< Public facilities, non-education institutional and communications uses, >>and<< utilities and utility-related uses are also allowed[. Each rezoning application seeking industrial or commercial uses within Phase III must independently demonstrate compliance with]>>, subject to applicable provisions of the<< [criteria set forth in Policy LU-8H and consistency with the requirements of the District. Vertical construction within Phase III developments shall not commence until the sooner of either (i) the issuance of Certificates of Occupancy for a minimum of 4,500,000 square feet within Phase I and Phase II, or (ii) June 1, 2024.]>>Coastal Management Element restricting public expenditures on infrastructure.

Vertical construction within Phase III shall not commence prior to October 1, 2022.

Development Agreement or Declaration of Restrictions. No zoning action for development of any Phase or portion thereof shall be approved unless the application provides for: adequate assurance that infrastructure shall be in place and available to serve the relevant development phase; a traffic equivalency matrix to allow the conversion of one land use to another; exclusion of uses that might not be appropriate for the area; assurances that development will occur; and

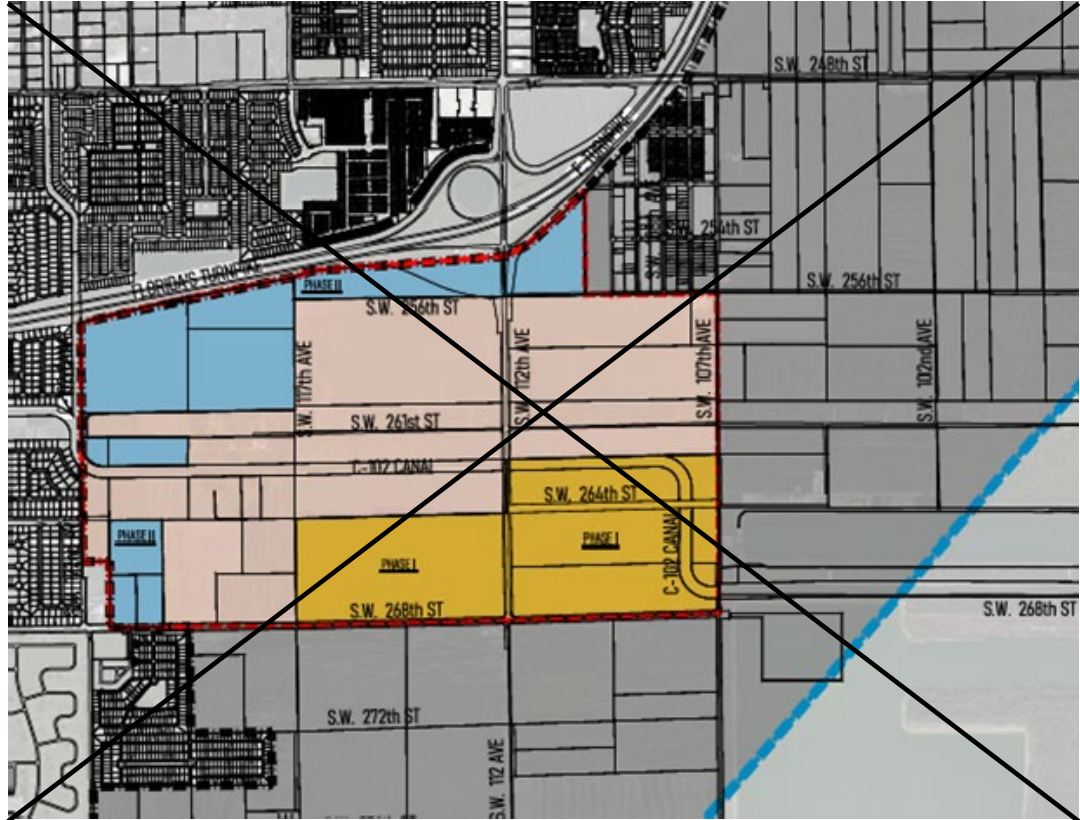
compliance with the applicable criteria set forth in Policy LU-8H and the District requirements set forth herein. Compliance with this paragraph may be accomplished through acceptance, subject to the applicable requirements of the Florida Statutes and the County Code, of a development agreement, declaration of restrictive covenants, or other legal instrument or binding agreement running with the land.

Floor Area Ratio, Open Space, and Setbacks. << Within each Phase [] >> for each individual development site and for each Phase as a whole: << the minimum FAR shall be 0.25 [] >> and << the maximum FAR [] >> shall be << 1.0, >> subject to the following paragraphs: << a minimum of 15 [] percent of the gross area [] >> of each individual development site shall be << retained as open space [] >>: << and >> buildings shall be set back a << minimum [] setbacks >> of 50 feet << from adjacent agricultural land. >> To the extent that farm residences << are [] >> permitted, any new residential development within Phase III shall comply with Policy ROS-2A's minimum Level of Service (LOS) standard for the provision of recreation open space.

FAR may be transferred among and within the Phases in the District, or portions thereof, as long as the total FAR for each Phase complies with the minimum and maximum limitations above. In addition, any FAR allocated to a particular Phase of development for a particular use may be converted into another permitted use, provided that the number of afternoon peak hour trips for such development does not exceed the number of afternoon peak hour trips allocated or assigned to the applicable Phase by the approved traffic equivalency matrix. <<

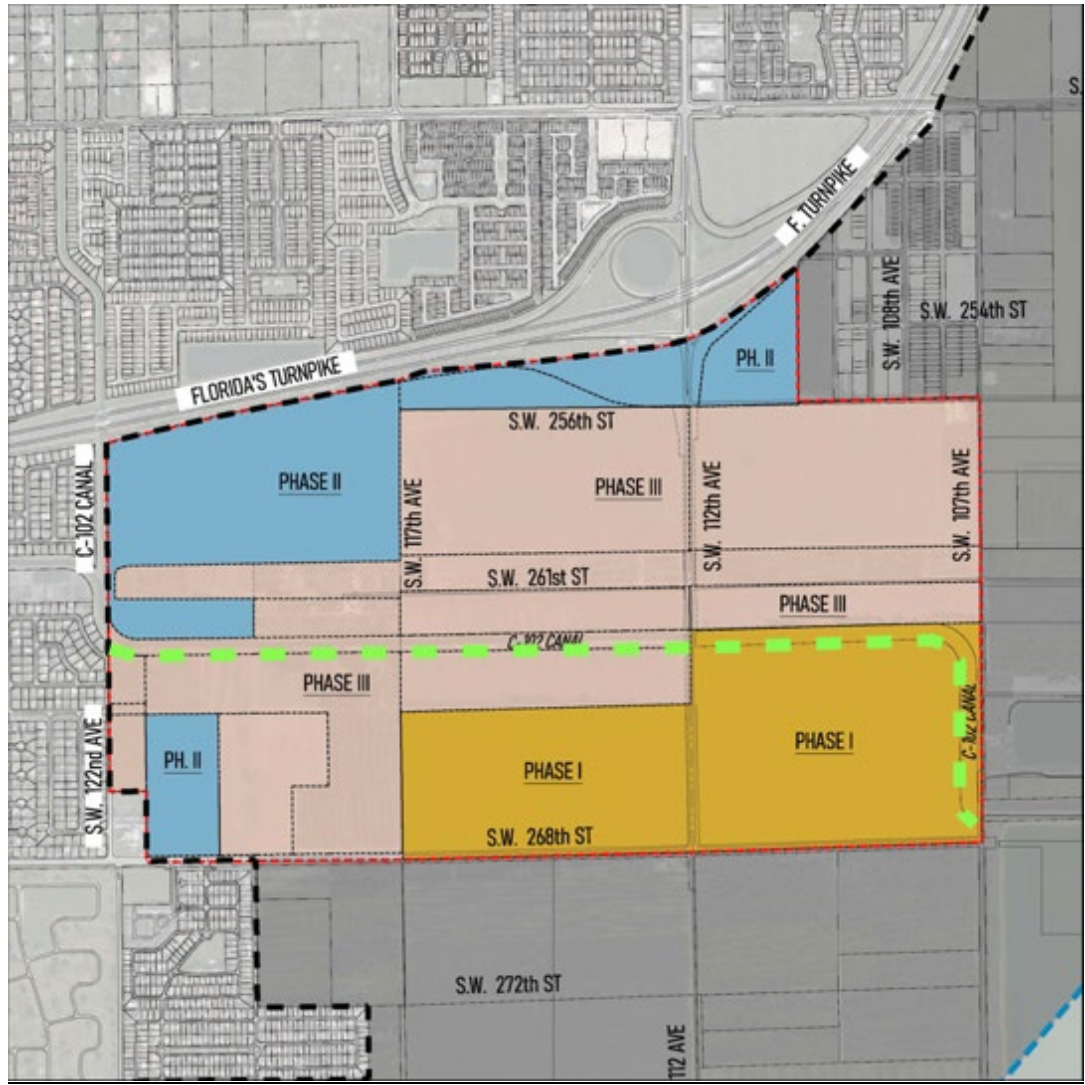
Open space includes exterior surface areas consisting of outdoor, at-grade space, including but not limited to: << greens [] >>: << squares [] >>: << plazas [] >>: << courtyards [] >>: >> terraces [] >>: << lawns [] >>: << entrance features [] >>: << greenbelts [] >>: << unpaved passive and active recreation areas [] >>: << water retention areas, canals >>: << and other water bodies (including abutting canals [] >>): << paseos (when designed predominantly for pedestrians), pedestrian paths, bicycle paths >>: << and [] associated ornamental or shading landscaped areas [] >>: << and above-grade landscaped roof terraces [] >> or << gardens on buildings or garage structures.

The development of >> the following shall not be subject to phasing or minimum FAR requirements and shall not be included in minimum and maximum FAR for purposes of the foregoing provisions: << utility infrastructure >>: << including, but not limited to, utility plants and substations for sewage, water, power, communications, and gas, transmission lines and facilities, >> and << battery or natural gas storage facilities [] >>: << and staging areas to be used for emergency response [] >> shall not be subject to the phasing or minimum FAR requirements of the District. ~~To the extent feasible and acceptable to the agencies/owners with jurisdiction, the District will include the creation of recreational opportunities along the FPL and SFWMD C-102 Canal rights of way within the Application Area. These linear recreational elements will connect the east and west boundaries of the Application Area and will form access points with SW 112 Avenue and SW 268 Street, both of which will be designed as complete streets to provide multi-modal transportation opportunities.]~~

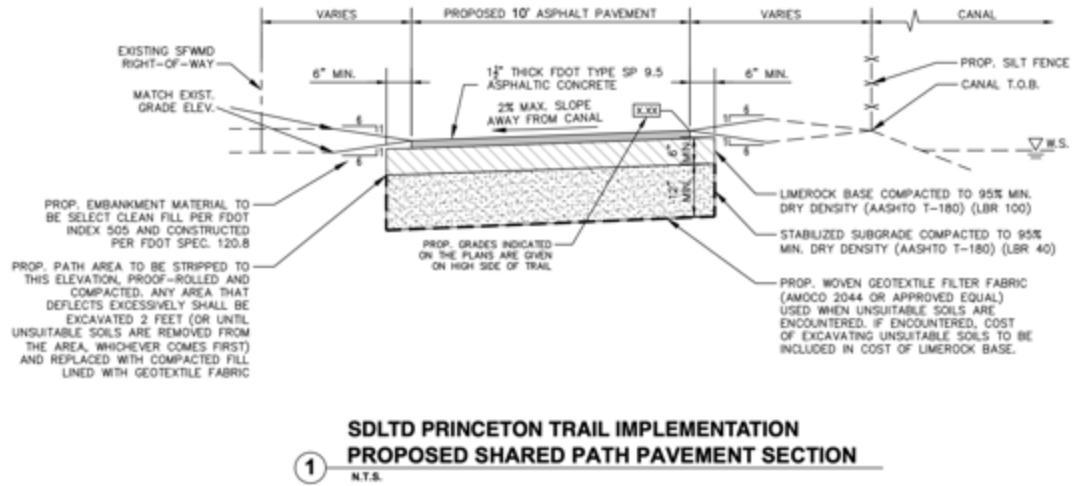


District-Wide Infrastructure. Each Phase or portion thereof shall construct, maintain, and offer to dedicate all necessary road and canal rights of way, easements, licenses, fee simple ownership, and other appropriate property interests for the construction, installation, and operation of infrastructure, utilities, drainage, stormwater management, and other public facilities necessary or appropriate to address the impacts of development within the District on public services, facilities, or infrastructure systems, including regional and local drainage, emergency management, transit service, roadways, and water supply, subject to applicable provisions of the Coastal Management Element restricting public expenditures on infrastructure.

Princeton Trail. Portions of the District are adjacent to the C-102 canal, which is owned and operated by the South Florida Water Management District (the "SFWMD"). The Princeton Trail, a proposed pedestrian and bicycle shared use path, is part of the County's South Miami-Dade Greenway Network Master Plan (the "Greenway Plan"). As depicted on the Greenway Plan, the Princeton Trail would be located on the south and west sides of the C-102 canal as it bisects the District north of SW 268 Street.

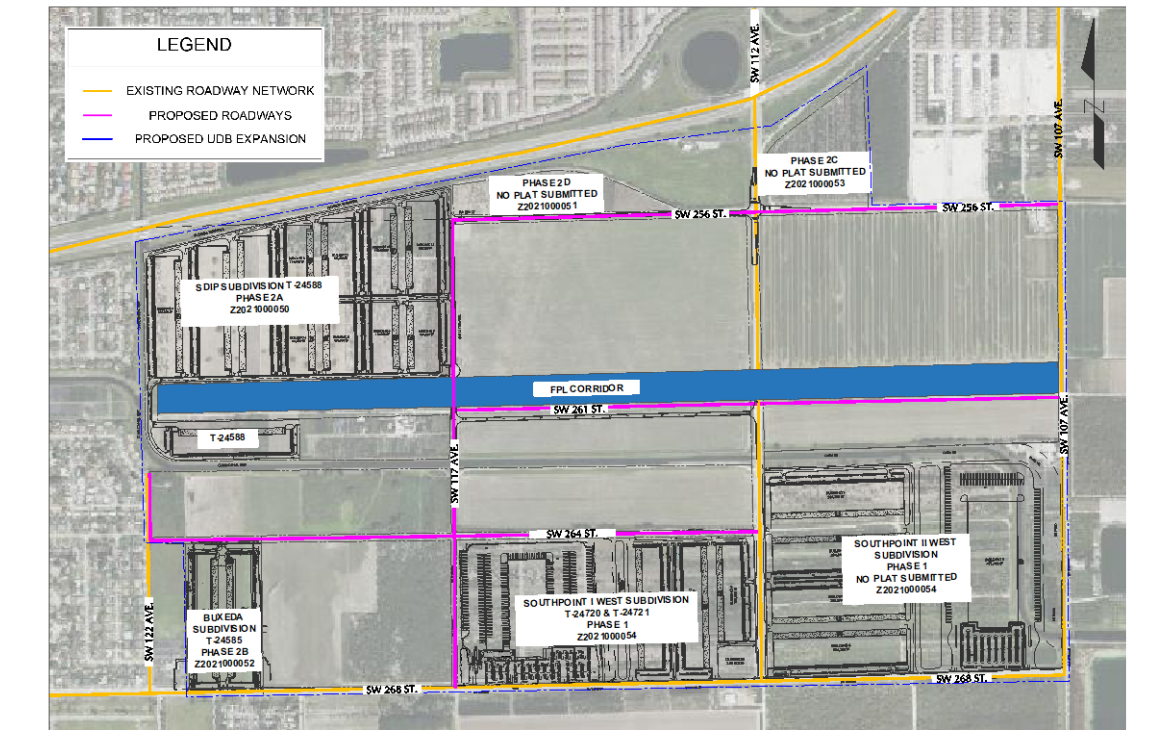


Subject to the approval of Miami-Dade County Parks, Recreation and Open Spaces Department and the SFWMD, development within the District shall incorporate the relevant portions of the Princeton Trail path. The design of the Princeton Trail development shall substantially conform with the figure below.



Roadway Network. The roadway network within the District shall be consistent with Figure [] and Table [] on the following page.

SOUTH DADE INDUSTRIAL PARK PROPOSED ROADWAY NETWORK



<u>Facility</u>	<u>Segment(s)</u>	<u>CDMP Roadway Designation</u>	<u>Configuration</u>
<u>SW 256 Street</u>	<u>Between SW 107 Avenue and SW 117 Avenue</u>	<u>Minor</u>	<u>70' Minimum Right of Way</u> <u>10' Shared Use Pedestrian/Bicycle Paths</u>
<u>SW 261 Street</u>	<u>Between SW 107 Avenue and SW 117 Avenue</u>	<u>Minor</u>	<u>70' Right of Way</u> <u>10' Shared Use Pedestrian/Bicycle Paths</u>
<u>SW 264 Street</u>	<u>Between SW 112 Avenue and SW 122 Avenue</u>	<u>Minor</u>	<u>80' Right of Way</u> <u>10' Shared Use Pedestrian/Bicycle Paths</u> <u>6-foot landscape strips</u>
<u>SW 268 Street</u>	<u>Between SW 107 Avenue and western edge of Special District</u>	<u>Major</u>	<u>100' Right of Way</u> <u>5' Bicycle Lane on north side</u> <u>6' Sidewalk on north side</u>
<u>SW 107 Avenue</u>	<u>Between SW 256 Street and SW 268 Street</u>	<u>Minor</u>	<u>80' Right of Way</u> <u>10' Shared Use Pedestrian/Bicycle Path and 6-foot landscape strip on west side</u>
<u>SW 112 Avenue</u>	<u>Between HEFT and SW 268 Street</u>	<u>Major</u>	<u>100' Right of Way</u> <u>10' Shared Use Pedestrian/Bicycle Path on west side</u> <u>All improvements transitioning in width and design as necessary to accommodate the existing bridge crossing of the SFWMD's C-102 canal</u>
<u>SW 117 Avenue</u>	<u>Between SW 256 Street and SW 268 Street</u>	<u>Minor</u>	<u>80' Right of Way</u> <u>10' Shared Use Pedestrian/Bicycle Paths</u> <u>6-foot landscape strips</u>
<u>SW 122 Avenue</u>	<u>South of C-102 Canal to SW 264 Street</u>	<u>Minor</u>	<u>70' Right of Way</u> <u>10' Shared Use Pedestrian/Bicycle Path (east side)</u>

Development of the Special District is also anticipated to generate traffic impacts that may require the foregoing improvement to SW 117 Avenue to include a crossing over the SFWMD's C-102 canal, subject to approval by the SFWMD. Consistent with applicable provisions of the Coastal Management Element restricting public expenditures on infrastructure, funding and construction of the canal crossing shall be the responsibility of the owners of the Phase III property within the Special District. The need for and timing of the canal crossing funding and installation shall be determined through the zoning process. If the County

determines that the crossing is ultimately required, the crossing shall be funded and installed prior to issuance of the first certificate of use for the parcel within Phase III that triggers the need for the crossing. To ensure that sufficient funds are available to construct the crossing, each Phase III zoning application shall demonstrate how the respective owner’s proportionate share will be paid at the appropriate time.

In addition, impacts from development within the Special District to the following roadway segments outside of the Special District shall be addressed by providing monetary contributions, or other mechanism acceptable to the applicable County department, for necessary improvements as follows by the owners within Phases I and II. The improvements may include other roadway segments the County determines will mitigate for the anticipated failures of the Roadway Segments listed below.

<u>Facility</u>	<u>Segment(s)</u>	<u>Improvement</u>
<u>SW 127 Avenue</u>	<u>Between SW 216 Street and SW 232 Street</u>	<u>Widening from two to four lanes</u>
<u>SW 112 Avenue</u>	<u>Between SW 216 Street and SW 232 Street</u>	<u>Widening from four to six lanes</u>
<u>SW 248 Street</u>	<u>Between SW 127 Street and US 1</u>	<u>Widening from two to four lanes</u>

Water and Sewer. Each Phase shall ensure the construction of water (including providing minimum fire flows established in Policy CIE-3C) and sewer infrastructure necessary to serve the relevant Phase or portion thereof at no cost to the general public and shall enter into an agreement for proper facilities prior to final plat approval for the relevant Phase or portion thereof, subject to applicable provisions of the Coastal Management Element restricting public expenditures on infrastructure.

Sanitary Sewer Resiliency. In the face of rising sea levels, measures must be taken to mitigate against the risk that wastewater will become a source of groundwater contamination. Accordingly, all new development in the District shall:

- i. construct, and connect to, a public sanitary sewage collection and transmission system at the cost of the relevant property owner and at no cost to the general public, subject to applicable provisions of the Coastal Management Element restricting public expenditures on infrastructure; and
- ii. protect all wastewater collection and transmission systems from floodwaters and inflow by:
 - a. having all mechanical and electrical equipment placed, at a minimum, at the more stringent of Base Flood Elevation (BFE), plus applicable freeboard, plus an additional 24 inches to account for future sea-level rise; or the applicable requirements of the Florida Building Code or the

County Code in effect at the earlier of the County's review of the sewer extension permit application or the building permit application; and

- b. having all system openings either: meet the foregoing elevation standards; or, where the applicant demonstrates such elevations cannot be feasibly attained for system openings, elevate such openings to be protected from a 10-year design storm and include water-tight and bolted covers/hatches, provided that the entire assembly, structure, ring, frame, and other components of the wastewater collection and transmission system shall be water-tight to sustain a minimum water column pressure equivalent to the difference between opening elevation and minimum required elevation. System openings include, but are not limited to, pump station wet well top slab rims, manholes, and system vents.

For all new development, each individual building shall be individually connected to the public wastewater collection and transmission system, and such connection shall be contained entirely on the parcel on which the building is located and shall not traverse a separate parcel. This shall not be construed to prohibit the construction of a private pump or lift station serving one building on one parcel or the extension of a public utility across private property.

Mitigation of Flooding Risks Associated with the Category One Hurricane Hazard Classification. Along with the stormwater management design requirements set forth herein, all development will be subject to the following requirements to mitigate the flooding risks associated with a Category One Hurricane:

- i. The lowest finished floor of any buildings shall be the more stringent of 12 feet NGVD29 or the standards that are in effect at the time a complete application for a permit has been submitted to the applicable agency and that are contained in the County Flood Criteria as defined in chapter 11C, as may be amended, or other applicable provisions of the Code.
- ii. The proposed minimum elevation of any new roadways (excluding the existing roadways SW 107 Avenue, and SW 268 Street) shall be the more stringent of: approximately 6.6 feet NGVD29; or the standards that are in effect at the time a complete application for a permit has been submitted to the applicable agency and that are contained in the County Flood Criteria as defined in chapter 11C, as may be amended, or other applicable provisions of the Code.
- iii. All collector and arterial roads must provide drainage facilities designed to accommodate the 10-year design storm at the time a complete application for a permit has been submitted to the applicable agency.

Stormwater Management. The following stormwater management design standards will apply within the Special District:

- i. All development parcels shall meet the retention requirements for a 100-year, 3-day storm event. The runoff from all development parcels

and roadways shall be dispersed to on-site retention areas, swales, or other flow conveyance mechanisms. Infrastructure and other elements constructed to meet this retention requirement shall be designed to function for that purpose as long as the development remains in operation.

- a. Any future changes shall only be allowed after review and approval by RER-DERM of alternative retention strategies to be designed and constructed to the same storm peak event or higher.
- b. The primary means to meet the stormwater design requirements will be through a network of exfiltration trenches and surface retention areas to meet the volumetric storage requirements of the 100-year, 3-day storm event.
- c. In the event that contamination is discovered in the soil or groundwater, development may utilize other stormwater management best management practices acceptable to RER-DERM to address stormwater quality and quantity requirements, such as piping of runoff to areas free of restrictions, exfiltration trenches at depths below the level of contamination, drainage wells, soil removal and replacement, or surface storage in capped or lined impoundments.

ii. A portion of the C-102 canal is planned to be realigned within the Phase I Land, subject to approval by the South Florida Water Management District ("SFWMD"). Any such realigned canal section shall be designed to at a minimum maintain all current functions and capacity of the existing canal, including relocation of any existing agricultural drainage ditches or conveyance swales as may be necessary to accommodate such realignment, and meet all the requirements of the approved Conceptual Stormwater Master Plan. Development pursuant to this Special District does not rely upon the C-102 canal for any drainage functions. All development within the District shall contain stormwater, and provide drainage, on the relevant property within the applicable phase, or portion thereof, and may only make overflow discharges into existing or relocated agricultural drainage ditches or conveyance swales. Any realigned C-102 canal segment or relocated ditch or swale must be built with no interruption of flow and be fully operational prior to filling of any existing canal segment, ditch, or swale.

iii. All existing and proposed drainage or stormwater conveyance facilities that are not modified or eliminated as provided above shall be operated and maintained by the owner of the applicable parcel, a property owners association, or a County approved special taxing district or Community Development District, unless a full dedication of the systems or facilities have been made and accepted by the County for and including maintenance and operations.

iv. Site elevations shall be raised to the more stringent of: 8 feet NGVD29, except for swales and stormwater retention areas; or standards that are in effect at the time a complete application for a permit has been submitted to the applicable agency and that are contained in the County Flood

Criteria, as defined in Chapter 11C, as may be amended, or in other applicable provisions of the County Code.

- v. Stormwater management and drainage designs shall accommodate a minimum sea level rise of 24 inches.

- vi. Existing canals, agricultural ditches, conveyance swales, and other drainage or stormwater management infrastructure shall be shown on all plans submitted for development within the District. Except as provided in subparagraph (ii) above or unless DERM determines to the contrary in accordance with this paragraph, all such existing infrastructure shall be retained and protected in its existing location to maintain current functions serving areas outside of the District or other areas inside of the District.
 - a. The owner or developer of the relevant property may request relocation of any such infrastructure by submitting for DERM's review and approval a signed and sealed engineering analysis demonstrating current and future conveyance function for such infrastructure before any physical changes to existing conveyance functions can occur.

 - b. The owner or developer may request elimination of existing agricultural ditches and conveyance swales, only, by submitting for DERM's review and approval before any physical changes to such facilities can occur: (i) evidence that such ditches or swales serve only agricultural areas within the development; and (ii) an engineering analysis demonstrating that an adequate alternate conveyance system maintains existing drainage flow patterns and ensures that no negative impacts post-development compared to pre-development conditions will affect surrounding properties.

- vii. Prior to the earlier of the approval of a final plat, building permit, zoning improvement permit, lake excavation permit, or Class IV wetland permit for a parcel within the Special District, the owner of the relevant parcel shall submit for review and approval by the County:
 - a. A signed and sealed engineering analysis demonstrating current and future conveyance functions for any canal, ditch, or conveyance swale to be retained, relocated, or planned to be eliminated. Current conveyance functions shall be maintained serving areas outside of the District or other areas inside of the District. The signed and sealed engineering analysis shall include a complete title search for each parcel required to identify any existing canal right-of-way, reservation, or easement associated with the existing conveyance infrastructure. The Water Control Plan (PB 126 PG39) or any updates of said plan effective at the time of platting and permitting shall be included in the title search and analysis. Any existing or planned canal in a parcel that is shown in PB 126 PG 39, or any subsequent updates of said plan, will be subject to dedication to the County.

 - b. A detailed Environmental Resource Permit for all the property covered by the proposed plat and associated covenant(s) for the entire property to be platted and any off-site areas to be used for stormwater

purposes, such as stormwater storage or conveyance. The Environmental Resource Permit shall demonstrate consistency with the above stormwater management requirements and the requirements of the approved Conceptual Stormwater Master Plan.

Transit Improvements. Metrobus stops with full shelters shall be provided in both directions along SW 112 Avenue, at locations just north of SW 256 Street and just north of SW 268 Street, for a total of four new shelters on SW 112 Avenue. The existing bus stop along SW 268 Street at SW 119 Place will be relocated and upgraded with a full shelter. The above improvements will be funded by the adjacent property owners at the time of the development of the abutting Phase or portion thereof. Property owners shall also coordinate with the County to establish programs that encourage transit use and service to the parcels within the Special District.

Agriculture and Prohibited Plant Species. Prior to approval of a zoning or related application for development of the relevant Phase or portion thereof in accordance with the District, the relevant owners shall address the impact of development on agricultural land as required by Policy LU-8H. All plants prohibited by CDMP Policy CON-8I shall be removed at the time of development of the relevant Phase or portion thereof.

Fertilizer and Irrigation Reduction for Non-Agricultural Development. All non-agricultural development shall comply with the Miami-Dade County Ordinance for Florida-Friendly Fertilizer Use on Urban Landscapes,” codified as chapter 18C of the County Code, as may be amended. In addition to any requirements of chapter 18C, fertilizer shall not be applied on any nonagricultural land within 50 feet of the C-102 canal or any existing agricultural ditches. All landscaping shall be “Florida-friendly landscaping” to reduce fertilizer and water needs, as determined by RER-DERM.

Aquifer Impacts. Prior to undertaking any development on a Phase or portion thereof pursuant to this Special District, all agricultural wells on the relevant property shall be capped to eliminate existing withdrawals from such property. No new wells will be permitted for irrigation uses without SFWMD and DERM approvals, as applicable.<<

1. Proposed Amendments to Land Use Element Policy LU-8H as submitted by the Applicant on April 22, 2022.

~~[[LU-8H.]]~~In addition to conformance with Policies LU-8F and LU-8G, applications requesting expansion of the UDB must request designation as a “Special District” on the CDMP Land Use Plan map and include a text amendment under the “Special District” CDMP text to outline the allowable uses, maximum density, maximum floor area ~~[[ratio]]>>ratio<<~~, and how the proposed development will satisfy the criteria set forth in this policy. A zoning application must be filed concurrently with the CDMP Land Use Plan map amendment ~~[[and]]=>>~~.<<~~[[The zoning application must include all of the land proposed to be added to the UDB, except for non-residential expansions to the UDB of at least 500 gross acres, which must be accompanied by a zoning application or applications~~

~~including at least 40% of the expansion area, and providing further that the UDB expansion application include a Special District requiring that lands not subject to the zoning application may only be developed with agriculture uses, and uses ancillary to and directly supportive of agriculture as permitted in the Agriculture LUP designation. Zoning applications]~~

>>In furtherance of Economic Element Objective ECO-3 regarding promotion of economic growth and diversification of the County’s economic base while acknowledging broadly accepted socio-economic development goals, where the Land Use Plan map amendment application requests only non-residential development and meets all of the requirements of this paragraph, the required concurrent zoning application may be presented through one or more concurrent zoning applications that collectively apply to less than 100 percent but at least 40 percent of the property subject to the map amendment and that are heard and decided together. To qualify for this allowance, the map amendment that accompanies the Special District text required above must cover an area that (i) contains at least 750 gross acres, (ii) is located within the Urban Expansion Area, (iii) is located outside of any airport land use and noise compatibility zones as defined in Articles XXXV and XXXVII of the County Code, as may be amended, and (iv) directly abuts an interchange of the Homestead Extension of the Florida Turnpike.

In addition, all concurrent zoning applications subject to this policy<< should meet the following criteria to be approved:

* * *

2. Proposed Amendments to Coastal Management Policy CM-9A, as submitted by the Applicants on April 22, 2022.

CM-9A. Development and redevelopment activities in the Coastal High Hazard Area (CHHA), and the Hurricane Vulnerability Zone² shall be limited to those land uses that have acceptable risks to life and property. The basis for determining permitted activities shall include federal, State, and local laws, the pre-disaster study and analysis of the acceptability of various land uses reported in the County’s Comprehensive Emergency Management Plan required by Policy CM-10A, when approved, and the following guidelines:

- i) Discourage development on the CHHA, including the barrier islands and shoreline areas susceptible to destructive storm surge;
- ii) Direct new development and redevelopment to high ground along the Atlantic Coastal Ridge and inland environmentally suitable lands;
- iii) Maintain, or reduce where possible, densities and intensities of new urban development and redevelopment within the Coastal High Hazard Area; to that of existing development and zoning[[:]] >>, except for new non-residential development ~~[[that incorporates mitigation, such as raising]]>>where<< the finished floor elevation of >>proposed<< structures and the average finished grade elevation of the ~~[[site, so that the]]~~ development >>site<< is raised above the elevation of the Category 1 storm surge event as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model (FDEM 2017)<<;~~
- iv) Prohibit construction of new mobile home parks and critical facilities in the Coastal High Hazard ~~[[area]]>>Area<<;~~

- v) Prohibit Land Use Plan map amendments or rezoning actions that would increase allowable residential density in the FEMA “V” Zone, the CHHA or on land seaward of the Coastal Construction Control Line (CCCL) established pursuant to Chapter 161, F.S. unless it can be demonstrated that measures will be undertaken to maintain the existing evacuation period in accordance with Policy CM-8F; and
- vi) Continue to closely monitor new development and redevelopment in areas subject to coastal flooding to implement requirements of the federal flood insurance program.

² According to 92.0256, F.A.C., Hurricane Vulnerability Zones are defined as areas delineated in the regional or local evacuation plan as requiring evacuation in the event of a 100-year or category three hurricane event. In Miami-Dade County, the Hurricane Vulnerability Zones are considered Hurricane Evacuation Zones A and B.

3. Proposed Amendments to Coastal Management Policy CM-9F, submitted April 22, 2022 by the Applicants (after transmittal of the application to the state).

CM-9F. Public expenditures that subsidize new or expanded infrastructure that would encourage additional population growth in the Coastal High Hazard Areas shall be prohibited. New >>County-funded<< public facilities shall not be built in the Coastal High Hazard Area, unless they are necessary to protect the health and safety of the existing population or for the following exceptions: public parks, beach or shoreline access; resource protection or restoration; marinas or Ports; or roadways, causeways and bridges necessary to maintain or improve hurricane evacuation times. Potable water and sanitary sewer facilities shall not be oversized >>by the County<< to subsidize additional development in the Coastal High Hazard Area. >>The foregoing limitations on the County’s provision of public facilities or expenditures shall not be construed to limit developments that satisfy the Economic Element Objective ECO-3 exception in Policy LU-8H from providing infrastructure at no cost to the County to serve non-residential development; or the County from operating or maintaining such infrastructure.<<

4. Proposed Amendments to the Future Land Use Map; the Transportation Element Figure 1 - Planned Year 2030 Roadway Network; the Transportation Element Figure 2 - Roadway Classification 2012; the Transportation Element Figure 3 - Roadway Functional Classification 2030; and the Transportation Element Figure 6 – Planned Non-Motorized Network 2030. This proposal was submitted April 22, 2022 by the Applicants (after transmittal of the application to the state):

<u>Facility</u>	<u>Segments(s)</u>	<u>CDMP Roadway Designation</u>	<u>Non-Motorized Network</u>
<u>SW 256 Street</u>	<u>Between SW 107 Avenue and SW 117 Avenue</u>	<u>Minor (2 lanes)</u>	<u>Proposed Bicycle Facilities</u>
<u>SW 261 Street</u>	<u>Between SW 107 Avenue and SW 117 Avenue</u>	<u>Minor (2 lanes)</u>	<u>Proposed Bicycle Facilities</u>
<u>SW 264 Street</u>	<u>Between SW 112 Avenue and SW 122 Avenue</u>	<u>Minor (2 lanes)</u>	<u>Proposed Bicycle Facilities</u>
<u>SW 268 Street</u>	<u>Between SW 107 Avenue and western edge of Special District</u>	<u>Major (4 lanes)</u>	<u>Proposed Bicycle Facilities</u>

<u>SW 107 Avenue</u>	<u>Between SW 256 Street and SW 268 Street</u>	<u>Minor (2 lanes)</u>	<u>Proposed Bicycle Facilities</u>
<u>SW 112 Avenue</u>	<u>Between HEFT and SW 268 Street</u>	<u>Major (4 lanes)</u>	<u>Proposed Bicycle Facilities</u>
<u>SW 117 Avenue</u>	<u>Between SW 256 Street and SW 268 Street</u>	<u>Minor (2 lanes)</u>	<u>Proposed Bicycle Facilities</u>
<u>SW 122 Avenue</u>	<u>South of C-102 Canal to SW 264 Street</u>	<u>Minor (2 lanes)</u>	<u>Proposed Bicycle Facilities</u>

5. Proposed Amendments to Capital Improvements Element Table 10A. This proposal was submitted April 22, 2022 by the Applicants (after transmittal of the application to the state):

The Applicant requests revisions to the Capital Improvements Element Table 10A “Projects with Developer Responsibility to Construct or Cause to Construct” and the Capital Improvements Element List of Funding Sources to reflect the following roadway projects:

<u>Project Number</u>	<u>Project Name and Location</u>	<u>Purpose / Year of Completion</u>	<u>Project Totals</u>	<u>Funding Source</u>
>>20	<u>Construction of 70', 2-lane SW 256 Street roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths between SW 107 Avenue and SW 109 Avenue</u>	<u>2040</u>		<u>507.4</u>
<u>21</u>	<u>Construction of 70' required minimum, 2-lane SW 256 Street roadway with center shared left turn lane, to be widened to 4 lanes (plus a left-turn lane) – with the proper design to merge back into the existing two-lane typical section at SW 109 Avenue, inclusive of 10' shared use pedestrian/bicycle paths between SW 109 Avenue and SW 112 Avenue</u>	<u>2030</u>		<u>507.3</u>
<u>22</u>	<u>Construction of 70', 2-lane roadway SW 256 Street with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle Paths between SW 112 Avenue and SW 117 Avenue</u>	<u>2025</u>		<u>507.3 (travel lanes and north shared use path)</u> <u>507.4 (all other improvements)</u>
<u>23</u>	<u>Construction of 70', 2-lane roadway SW 261 Street with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths between SW 107 Avenue and SW 112 Avenue</u>	<u>2040</u>		<u>507.4</u>

<u>24</u>	<u>Construction of 70', 2-lane roadway SW 261 Street with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths between SW 112 Avenue and SW 117 Avenue</u>	<u>2025</u>		<u>507.3 (travel lanes and north shared use path)</u> <u>507.4 (all other improvements)</u>
<u>25</u>	<u>Construction of 80', 2-lane roadway SW 264 Street with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths between SW 112 Avenue to SW 117 Avenue and abutting Phase IIB of the South Dade Logistics and Technology District</u>	<u>2025/2040</u>		<u>507.3 (south half)</u> <u>507.4 (north half)</u>
<u>26</u>	<u>Construction of 80', 2-lane roadway SW 264 Street with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths on portions between SW 117 Avenue to SW 122 Avenue and not abutting Phase IIB of the South Dade Logistics and Technology District</u>	<u>2040</u>		<u>507.4</u>
<u>27</u>	<u>Construction of north half of 100', 4-lane roadway SW 268 Street with center shared left turn lane, inclusive of a 5' bicycle lane with 2' buffer and 6' sidewalk on the north side between SW 107 Avenue to SW 117 Avenue and abutting Phase IIB of the South Dade Logistics and Technology District</u>	<u>2025</u>		<u>507.3</u>
<u>28</u>	<u>Construction of north half of 100', 4-lane roadway SW 268 Street with center shared left turn lane, inclusive of a 5' bicycle lane with 2' buffer and 6' sidewalk on the north side from SW 117 Avenue and SW 122 Avenue and not abutting Phase IIB of the South Dade Logistics and Technology District</u>	<u>2040</u>		<u>507.4</u>
<u>29</u>	<u>Construction of west half of 80', 2-lane SW 107 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle path on west side abutting Phase I of the South</u>	<u>2025</u>		<u>507.3</u>

	<u>Dade Logistics and Technology District</u>			
<u>30</u>	<u>Construction of west half of 80', 2-lane SW 107 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle path on west side abutting Phase III of the South Dade Logistics and Technology District</u>	<u>2040</u>		<u>507.4</u>
<u>31</u>	<u>Construction of 100', 4-lane SW 112 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths abutting Phase I of the South Dade Logistics and Technology District</u>	<u>2025</u>		<u>507.3</u>
<u>32</u>	<u>Construction of east half of 100', 4-lane SW 112 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths abutting Phase IIC of the South Dade Logistics and Technology District</u>	<u>2030</u>		<u>507.3</u>
<u>33</u>	<u>Construction of 100', 4-lane SW 112 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths abutting Phase III of the South Dade Logistics and Technology District</u>	<u>2040</u>		<u>507.4</u>
<u>34</u>	<u>Construction of 80', 2-lane SW 117 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths from SW 256 Street to SW 261 Street</u>	<u>2025/2040</u>		<u>507.3 (travel lanes and west shared use path)</u> <u>507.4 (all other improvements)</u>
<u>35</u>	<u>Construction of 80', 2-lane SW 117 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths from SW 261 Street to SW 264 Street to include a crossing over the SFWMD's C-102 canal</u>	<u>2040</u>		<u>507.4</u>

<u>36</u>	<u>Construction of 80', 2-lane SW 117 Avenue roadway with center shared left turn lane, inclusive of 10' shared use pedestrian/bicycle paths from SW 264 Street to SW 268 Street</u>	<u>2025/2040</u>		<u>507.3 (east half) and 507.4 (west half)</u>
<u>37</u>	<u>Construction of 70', 2-lane SW 122 Avenue roadway, inclusive of 10' shared use pedestrian/bicycle path on east side between C-102 canal and SW 268 Street</u>	<u>2040</u>		<u>507.4</u>
<u>38</u>	<u>Funding of widening of SW 127 Avenue Between SW 216 Street and SW 232 Street from two to four lanes</u>	<u>2025</u>		<u>507.3</u>
<u>39</u>	<u>Funding of widening of SW 112 Avenue from four to six lanes between SW 216 Street and SW 232 Street</u>	<u>2025</u>		<u>507.3</u>
<u>40</u>	<u>Funding of widening of SW 248 Street from two to four lanes between SW 127 Avenue and US 1</u>	<u>2025</u>		<u>507.3<<</u>

* * *

CAPITAL IMPROVEMENTS ELEMENT LIST OF FUNDING SOURCES

* * *

Impact Fees/Exactions

* * *

- 500 Road Impact Fees
- 501 Park Impact Fees
- 507 Developer Fees/Donation
- 507.1 Developer Fees/Donation Responsibility/Construct or Cause to Construct - American Dream Miami (May 2016 CDMP Amendment Application No. 5)
- 507.2 Developer Fees/Donation Responsibility / Construct or Cause to Construct - May 2016 CDMP Amendment Application No. 6 Property Owners
- >>507.3 Developer Fees/Donation/Construct or Cause to Construct – Phases I and II CDMP20210003 pursuant to Development Agreement
- 507.4 Developer Fees/Donation/Construct or Cause to Construct – Phase III CDMP20210003<<
- 520 Water Connection Charges
- 521 Wastewater Connection Charges

STATE AGENCY COMMENTS

On September 9, 2021, the Board of County Commissioners (Board) held its first public hearing on the proposed standard amendment. Subsequent to the hearing, the application was transmitted to the Florida Department of Economic Opportunity/State Land Planning Agency (SLPA) and other state and regional agencies (reviewing agencies) for review.

The Florida Department of Agriculture and Consumer Services was the only agency to object to the application, on the basis of impacts to agricultural land, an “irreplaceable resources of statewide importance” that is predominantly “farmland of unique importance.”

No other reviewing agencies objected to the application; however, they either offered Technical Assistance Comments or noted a need for more information. The Florida Department of Economic Opportunity (DEO) offered Technical Assistance Comments related to military compatibility and agency coordination, as well as ensuring internal consistency of the CDMP regarding development in the Coastal High Hazard Area as relates to the applicant’s proposed policy changes. The Florida Department of Environmental Protection (DEP) made comments emphasizing the importance of considering impacts to Biscayne Bay and the BBSEER and CERP projects, noting the Governor’s support of Everglades restoration.

The South Florida Water Management District (SFWMD) identified the need for additional information to assess the application’s impacts, relative to CERP, wetlands, flood protection and regional drainage concerns including the C-102 canal. The Florida Fish and Wildlife Conservation Commission (FWC) also identified potential for offsite impacts related to stormwater management and noted additional review needed in coordination with DEP and SFWMD. The South Florida Regional Planning Council (SFRPC) also identified the need for additional information to assess application impacts.

The Florida Department of Transportation (FDOT) identified no impacts to transportation resources of state importance. The Homestead Air Reserve Base (HARB) noted that any concerns had been addressed by the revisions to Policy LU-8H submitted after the September 9 submittal and as reflected in the proposed text amendments dated April 22, 2022.

Comments provided by the reviewing agencies are included in Appendices B and C. Since the transmittal hearing, the applicant has made significant changes to the application in an attempt to address State and County comments. The sections that follow provide an overview of comments provided by the state and regional agencies and includes staff’s analysis of the changes.

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POLICY CHANGES IMPACTING FUTURE DEVELOPMENT

Review of Special District Text and CDMP Covenants

Special District Text

Per CDMP Policy LU-8H, amendments to expand the UDB must request designation as a “Special District” on the CDMP Land Use Plan map and include proposed Special District text amendments that address the allowable uses, maximum density, maximum floor area ratio, and how the proposed development will satisfy criteria within Policy LU-8H. This application proposes a Special District titled the “South Dade Logistics and Technology District.” This District encompasses the entirety of the application site.

The Applicants’ proposed language includes information on the allowable uses, maximum floor area ratio and information on how the application purports to satisfy criteria in Policy LU-8H. Notably the allowable uses are distribution and logistics centers, warehouses, maintenance and repair facilities, office buildings and parks, light manufacturing, wholesale showrooms and similar uses. Commercial and hotel uses are also included. The proposed Special District expressly prohibits residential development, so maximum density is not addressed except to the extent that Phase III retains the allowance for farm residences (one dwelling unit per five acres).

A development program is provided for Phases I, II and III that addresses the allowable square footage and uses for each phase. Phase II is further subdivided into four phases. Phase III is further subdivided into six phases. The total allowable development for the entire Special District is: 9,305,000 square feet of logistics and warehousing; 100,000 square feet of commercial uses; and 150 hotel rooms.

The proposed Special District text provides that each phase or portion thereof shall, at the time of zoning approval, provide adequate assurances that the necessary infrastructure would be provided and that each phase or portion thereof shall construct, maintain, and offer to dedicate all necessary road and canal rights of way, among other infrastructure requirements. Related to infrastructure, the Special District text includes information on design standards for stormwater infrastructure, the Princeton Trail, roadway networks, water and sewer, and transit. The District text also includes information on agriculture and prohibited plant species, fertilizer and irrigation reduction for non-agricultural development, and aquifer impacts.

Staff has analyzed the proposed Special District text throughout the body of this report, specifically in sections related to infrastructure and consistency with Policy LU-8H.

CDMP Covenants

Along with the Special District Text, the applicants proffered five CDMP covenants for Phase I and each of the four subphases of Phase II (Phase IIA, Phase IIB, Phase IIC and Phase IID). The CDMP covenants only address Phases I and II. Phase III does not have a corresponding CDMP covenant.

For each respective phase or subphase, the CDMP covenants specify the maximum development limits, provides a vehicle trip rate equivalency matrix, prohibits specific uses, commits to local workforce hiring practices, and commits to comply with Policy LU-8H through the Zoning Chapter 163 Development Agreement for Phases I and II. Only the covenant for Phase I establishes a maximum PM peak hour vehicle trip cap.

Though the proposed Special District text states that each phase will be required to provide public infrastructure, these commitments along with commitments to meet the CDMP level of service standards should be addressed in the covenants. As proposed, the covenants do not adequately address commitments for infrastructure or level of service standards. The reference in Recital Five of each covenant that defers commitments to the Chapter 163 Development Agreement is insufficient for the CDMP application as it refers to an external document associated with the zoning process. Additionally, where specific costs are not provided for infrastructure, it must be stated in the covenants that construction costs are fully borne by the applicants.

The covenants should each recognize the required environmental and infrastructure impacts mitigation and other commitments in addition to the reference to the Development Agreement as the basis for providing commitments. Such language should include at a minimum the following:

- Owners shall seek necessary permits and approvals from agencies with jurisdiction over development of the project and obtain such permits and approvals applicable to the project(s) or the applicable portion of the project(s).
- Owners shall address certain environmental and infrastructure concerns identified during the review of the application which shall address the impacts related to and resulting from the project(s) related to the following:
 - Environment (addressing as applicable: stormwater management, wetland and tree resources, and threatened and endangered species);
 - Fire service and water supply;
 - Traffic circulation and roadways including the specific roadway improvements
 - Recreation and open space including commitments to construct the Princeton Trail; and
 - Water and sanitary sewer (addressing traditional and alternative water sources).
 - Others relevant commitments, such as the creation of a Special Taxing District
- Owners shall proffer Chapter 163 Development Agreement or other acceptable recordable instrument to implement and comply with the referenced commitments.

Amendments to CDMP Policy LU-8H

As stated in the Initial Recommendations report, rather than complying with the requirements of Policy LU-8H, the applicant proposes to address the application's deficiencies by amending the Policy. Policy LU-8H requires each proposed UDB expansion application to submit a concurrent CDMP and zoning application and provide a coordinated development plan. Policy LU-8H also calls for UDB applications to meet specific criteria, which are to be evaluated as part of the concurrent zoning application as a condition for approval. The criteria call for the applicant to demonstrate a positive fiscal impact to the County, to mitigate negative impacts, and to commit to ensure that adequate infrastructure and services to serve the proposed development, among other criterion.

The proposed policy change would allow over 50% of the application site to remain without a coordinated plan of development and would allow multiple zoning applications. Staff's primary concern with the proposed text amendment was that it could apply countywide to future CDMP applications. Homestead Air Reserve Base (HARB) also opposed the changes to LU-8H, noting that detailed information on future land use and zoning changes adjacent to the base were needed to ensure impacts were fully analyzed. To address this concern, the BCC, at the transmittal

hearing of September 9, 2021, instructed the applicant to narrow the geographic scope of the text amendment so that it could only apply to the application site. In the revised the Special District text, dated April 14, 2022, the applicant complied, not only limiting the amendment to non-residential applications, as was previously proposed, but by adding and locational criterion specific to the the application site. The criterion calls for an eligible site to be:

- at least 750 gross acres,
- located within the Urban Expansion Area,
- located outside of any airport land use and noise compatibility zones as defined in Articles XXXV and XXXVII of the County Code, as may be amended, and
- directly abutting an interchange of the Homestead Extension of the Florida Turnpike.

Though the applicant limited the geographic location of the proposed Special District text, the proposed amendment continues to be contrary to the intent of Policy LU-8H and continues to pose concerns regarding the impact that this amendment could have on future UDB expansion applications. Below is a list of the primary issues with the proposed text amendment:

- Instead of providing a unified development plan, the proposed text amendment to Policy LU-8H would allow 53% of the application site to remain without a coordinated plan. This has made it difficult for the County to assess the comprehensive impacts and infrastructure needs of the entire application site, specifically for Phase III.
- Allowing the majority (up to 53%) of the application site to remain in agricultural use undermines the demonstration of need to expand the UDB. The applicant has failed to adequately explain why they are seeking to expand the UDB to include ±424.68 acres of agricultural land which is not under their control and which they are not planning to rezone or develop.
- Allowing ±369.25 acres (46.5%) of the application site to have multiple zoning applications, while the remainder of the property remains undeveloped, will result in piecemeal development, contrary to the intent of Policy LU-8H of requiring a unified development plan. Indeed, there are five concurrent zoning applications for Phases I and II. While there are no concurrent zoning applications for Phase III, the proposed Special District text amendment divides Phase III into seven separate subphases. Given that the Special District text does not provide a detailed phasing schedule for Phase III, the proposed text amendment is likely to lead to fragmented and leapfrog development.
- In lieu of addressing the criteria in LU-8H for the entire application site, the applicant proposes language in the Special District text that would allow demonstration of compliance with LU-8H after the expansion of the UDB, rather than at the time of final action on the application. Specifically, the text amendment would require that “No zoning action” be approved unless compliance Policy LU-8H is demonstrated. This is contrary to the intent of Policy LU-8H, which requires that the criterion be met as a condition of the concurrent CDMP and zoning approval process.
- Though Phase III property owners represent the majority of the application site, they are not part of the CDMP application. The proposed amendment would restrict the Phase III property owners to the development program, the conditions, and the capital improvement commitments in the Special District text.
- Acceptance of the proposed revisions to LU-8H may establish a precedent encouraging others to submit CDMP amendments opting themselves out of LU-8H provisions.

As noted previously, the proposed amendment would significantly diminish the CDMP's effectiveness in coordinating urban expansion and properly managing the County's growth. For the above-mentioned reasons, staff still recommends against amending Policy LU-8H in the manner proposed.

Amendments to CDMP Coastal Management Policies

This application proposes changes to two existing CDMP policies that are intended to limit the intensification of development within the Coastal High Hazard Area. The state law that defines the Coastal High Hazard Area designation indicates that the intent of the legislature was as follows:

“The Legislature recognizes there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or destroy coastal resources, and that such plans protect human life and limit public expenditures in areas that are subject to destruction by natural disaster.” (Florida Statutes Chapter 163.3178(1)).

Proposed Changes to CM-9A

The provisions of the above State regulations indicate that development activities in the Coastal High Hazard Area (CHHA) shall be limited to those land uses that have acceptable risks to life and property. State policies indicate that the basis for determining acceptable activities within the CHHA shall be based on guidelines to: discourage development in the coastal high hazard area, direct new development to high ground and inland, and maintain or reduce where possible, densities and intensities of new urban development within the CHHA.

The proposed amended text would allow new non-residential development in these areas when the finished floor of new structures is elevated above the elevation of a Category 1 Hurricane storm surge event; however, there are several drawbacks to this proposed change.

1. This would fall below the standards of other existing requirements that dictate building elevations. In many instances existing County and FEMA regulations may require elevation well above the elevation established in the SLOSH model.
2. The schedule for updating the state-level storm surge modeling is infrequent and does not account for sea level rise. Therefore, there may be numerous disadvantages to using the SLOSH model outputs for building-level design decisions.
3. This proposed language addresses only the physical risks to the buildings and does not address the supporting infrastructure and emergency management services.

The proposed change to permit non-residential development would undermine the state and County policy aimed at reducing the risk to property in areas vulnerable to destructive storm surge. Areas within the CHHA and Hurricane Vulnerability Zone will be impacted by hurricanes and to a greater degree over time as sea levels continue to rise. According to the Office of Resilience, over the coming years the extent of the CHHA is expected to expand and move inland and upland as sea levels rise, which would affect more of the proposed site, barring other changes.

There are many reasons why State and County policies have been established to manage development in the Coastal High Hazard Area. The most important reason is to protect human

life and limit damage to the developments themselves, however, even when the risks to the buildings themselves have been reduced through site or building design there are still risks to the supporting infrastructure such as roads, sewer infrastructure, and other public facilities. The state law indicates that the legislature's intent was to "limit public expenditures in areas that are subject to destruction by natural disaster".

Changes to CDMP Policy CM-9F

Changes to CM-9F were proposed by the Applicant after transmittal to the state reviewing agencies. The changes are proposed to address the challenge that is presented by this application's proposal to expand the UDB and construct public facilities and infrastructure in an area currently not served by such infrastructure that is also in the Coastal High Hazard Area (CHHA). As currently written, this Policy CM-9F prohibits such infrastructure expansion in the CHHA unless needed for public health and safety.

The Applicant proposes to add language specifying that "County-funded" construction or oversizing of infrastructure would not be permitted within the CHHA, thereby implying that privately-funded construction or oversizing of infrastructure could occur within the CHHA. The Applicant proposes privately funding the construction of infrastructure in the Special District, which is within the CHHA.

However, this policy change as proposed would apply beyond the confines of this Special District and would be applicable throughout all areas of the County that are within the CHHA. Further, the policy change obligates the County to accept ongoing maintenance and operations of the infrastructure once constructed. This is counter to the intent of the policy in the first place, which directly states the County should avoid any construction, and therefore any ongoing operations and maintenance, of infrastructure within the CHHA, unless required for public health and safety.

Further, the CHHA is established by the Florida Department of Emergency Management (FDEM), not Miami-Dade County. Section 163.3178(2)(h), Florida Statutes, defines the CHHA as "the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model." The applicant has proposed to raise the properties to an elevation of 8-feet NGVD29 and has concluded this would mitigate the risk associated with a Category 1 hurricane storm. DERM notes the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model and data are produced by the National Hurricane Center.

DERM notes the infrastructure that would be required for the proposed development is typically built by the developer, and portions within public rights-of-way, including public water, sanitary sewer infrastructure, sanitary sewer pump stations and roadways, are typically conveyed to Miami-Dade County to be maintained in perpetuity as public infrastructure.

The CHHA is an area subject to storm surge inundation and sea-level rise. The majority of the application area is within the CHHA. It is not in the best interest of the County to accept a blanket policy change to allow the privately-funded construction or oversizing of infrastructure in the CHHA where the County is then responsible for long-term maintenance and operations. This policy change would require the County to fund an uncertain dollar amount of infrastructure maintenance and operations in a vulnerable area.

As indicated in the legislative intent, it is often public relief funds that are needed to rebuild, repair, and reconstruct infrastructure in the wake of a hurricane. Development in highly flood-prone areas would also likely necessitate an expansion or improvement in public infrastructure and certain infrastructure such as roadways, sewer pump stations, and other supporting assets would remain

at risk of repeated damage following a hurricane, due to the expected flooding depths in these areas. The County already has a substantial list of unfunded flood risk reduction and resiliency projects needed to protect existing infrastructure from hurricane damage.

Intensification in high-risk areas could also affect the provision of public services such as emergency services before, during, and after a storm. Expansion of development in high-risk areas would likely require an increase in the demand for police, fire, and solid waste services after a hurricane. This demand for emergency services could increase over the development project lifetime as flood risks increase with rising sea levels.

If the applicant does not retain maintenance of the infrastructure, DERM recommends establishment of a special taxing district in accordance with Policy CON-2D. The Policy states: “Sewer Improvement Special Taxing Districts shall be established for all industrial and potentially hazardous commercial areas within the Urban Development Boundary.” However, since the policy change is countywide, this recommendation does not address similar proposals from other developments to construct infrastructure within the County’s CHHA. For the reasons stated above the proposed amendments to existing policies related to the Coastal High Hazard Area would have countywide implications and would likely reduce our community’s resiliency to major hurricanes.

Amendments to Land Use Map and Transportation Element Figures and Amendments to Capital Improvements Element

The proposed Special District text requires that the owners of Phases I and II provide monetary contributions or other mechanism acceptable to the applicable County Department to construct the necessary roadway network to serve the proposed development and to mitigate off-site roadway failures caused in the short-term and long-term as a result of the development (see page 19 herein). These improvements are to be reflected in amendments to the Land Use Plan Map and several figures (Figures 1, 2, 3, and 6) of the Transportation Element map series, which will be amended to show the proposed number of lanes, roadway designations, and proposed bicycle facilities to be added to the roadway and bicycle/pedestrian network. In addition, the applicants have also proposed amendment to the Table 10A of the CDMP Capital Improvements Element to add roadway widening projects for each of the impacted roadways and bicycle/pedestrian facility to be built within the application site and off-site (see page 35 herein).

SUPPLY AND DEMAND, ECONOMIC AND FISCAL IMPACT ANALYSIS

Supply and Demand Analysis

The capacity of the LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. In the context of applications that request expansion of the Urban Development Boundary (UDB), such as this application, the land capacity is analyzed consistent with Land Use Element Policy LU-8F that requires the UDB to contain adequate developable land (land supply) having the capacity to accommodate the County's projected population and economic growth. Policy LU-8F requires the UDB to contain adequate developable land with the capacity to sustain residential growth for a period of 10 years. Additionally, the policy requires the adequacy of non-residential land supply within the UDB to be determined by countywide supply as well as by subareas of the County appropriate to the type of use. The adequacy of commercial land is determined by Minor Statistical Areas (MSAs) and combinations thereof, and the adequacy of industrial land is determined by planning analysis tiers, half-tiers and combinations thereof (planning analysis tiers illustrated on CDMP page I-90, Land Use Element 'Figure 8.1: Planning Analysis Tiers').

The ±793.93-acre application site is located in MSA 7.4 and proposes primarily industrial type development in the proposed 'South Dade Logistics & Technology District'. Therefore, the analysis below evaluates the supply of industrial land. Consistent with the referenced Policy LU-8F, the industrial land supply is evaluated at the countywide level and at the planning analysis tier level, in this case the South Planning Analysis Tier (also South Tier) that includes a combination of MSA 7.4 and surrounding MSAs 7.1, 7.2, 7.3, 7.5, and 7.6.

Supply and Demand for Industrial Land

The analysis area for Application CDMP20210003 consists of the entire South Planning Analysis Tier or South Tier (MSAs 7.1, 7.2, 7.3, 7.4, 7.5, and 7.6) containing about 718.21 acres of in-use industrial land in 2021 and an additional 547.19 acres of vacant land zoned or designated for industrial uses. The annual average absorption rate for the 2021-2040 period is 6.64 acres per year². At the projected rate of absorption, based on the past absorption rates of industrial land for the South Tier and the county wide employment projections, the study area will deplete its supply of industrially zoned or designated land beyond the year 2040 (see Projected Absorption of Land for Industrial Uses table below).

² The future industrial absorption rate for the South Tier, 6.64 acres per year, was estimated from historical industrial activity at both the county wide and minor statistical area (MSA) levels. First, the historical average ratio of industrial employment to industrial acreage is calculated with data from the 2000 to 2020 period. The county wide industrial employment was then projected through 2040 using Regional Economic Models, Inc. (REMI), a leading provider of state, local, and national macroeconomic policy analysis models. The employment-to-acreage ratio was applied to this projection to project industrial-land demand through 2040. This countywide projected demand was then allocated to each MSA in the following way. The historical 20-year net absorption rate of industrial land for each MSA was calculated and, for any MSA with a negative absorption rate, it was set to zero. According to the remaining relative absorption rates, the county-wide projected industrial demand was proportionately allocated to each MSA out to 2040.

**Projected Absorption of Land for Industrial Uses
Indicated Year of Depletion and Related Data
Application CDMP20210003 Analysis area**

Analysis Area	Vacant Industrial Land 2021 (Acres)	Industrial Acres in Use 2021	Annual Absorption Rate 2021-2040 (Acres)	Projected Year of Depletion
MSA 7.1	0.00	26.11	0.00	---
MSA 7.2	69.25	299.60	1.82	2040+
MSA 7.3	31.90	140.64	0.73	2040+
MSA 7.4	194.56	151.13	4.10	2040+
MSA 7.5	251.48	100.73	0.00	---
MSA 7.6	0.00	0.00	0.00	---
Total	547.19	718.21	6.64	2040+

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Planning Research & Economic Analysis Section, May 2021

If the application is approved, it would remove approximately 793.93 acres of agricultural land and increase the supply of vacant industrial land by the same amount. This would extend the depletion of industrial land in the South Tier well beyond the year 2040. While it is important for the economic vitality of the County's economy to have enough industrial land available, given the current development trends, the existing supply of vacant industrial acreage, the policies of the CDMP encouraging infill development and to minimize the loss of agricultural land, and based on the supply/demand analysis, expanding the UDB by ± 793.93 acres is not warranted at this time and consequently premature. To put some context to the magnitude of the application, if approved, it would increase the current vacant industrial land in the South Tier by ± 793.93 acres or by 145 percent. The size of application site is also equivalent to 32 percent of the total vacant industrial land in Miami-Dade County. If one assumes that 100 percent of the future countywide demand for industrial development would be limited to the application site, it would take nine years for the acreage to be depleted. **By using the current absorption rate of industrial land in the South Tier alone, the acreage in the application would extend the depletion of the tier by approximately 119 years.** Even if the absorption for the South Tier were to be 40 acres per year rather than 6.64 (a rate higher than that for any tier at this time), it would extend the depletion of Industrial Land in the South Tier by an additional 20 years.

Since publication of staff's initial analysis of the application, no new information has been provided by the applicant to demonstrate a need for UDB expansion. The applicants economic report presents the case that there exists in Miami-Dade County, and particularly in South Dade, significant excess demand for industrial space. Analysts with Costar (6-11-2021), question whether the market is reaching the point of being overbuilt, and whether Amazon, which drives 30% to 60% of the segment's growth in many markets, will start slowing down and based on their market domination, initiate a downturn. Amazon currently has two facilities under construction in South Dade (CoStar is a leading global source for commercial real estate data and analytics). The responsibility of the County is to ensure that there is adequate industrial land for all types of industrial uses, requiring various site sizes, and not engage in market speculation that distribution and logistics will continue growing at the recent rates. This is especially true as population estimates for the County, as indicated in the latest Census Bureau population estimates, indicate a slowing of population growth.

According to a report provided by the applicant, 11 million sq. ft of industrial warehouse space is already proposed for construction over the next few years in Miami-Dade County. Costar Data from the second quarter of 2022 indicates there are 258 million square feet of industrial and flex space in the county. (+1.9% year-over-year). Currently, there are 15.3 million square feet under construction, in final planning or proposed for development countywide. Of this total, 7.3 million square feet are available for lease, while the remainder is being built for tenants. The average

available site is 242,000 square feet while the largest is 1,000,000 square feet in two different sites. There are five projects in the pipeline that exceed 500,000 square feet. The Costar submarket within which the Aligned application site is located (South Dixie Highway submarket area south of SW 8 Street) has 1.3 million square feet proposed or under construction with a proposed 1,000,000 square feet available for lease in one site. The pipeline projects in the submarket could support more than 900 additional jobs. The economic logic of an additional 9-million square feet of mostly speculative space may seem questionable.

Much has also been made of consumer behavior changing fundamentally over the course of the pandemic. However, according to official retail trade data from the US Department of Commerce, the impact of the pandemic on e-commerce is far different than generally assumed. From the 1st quarter to the 2nd quarter of 2020, e-commerce increased 32.5% while in-store retail fell 8.2%. Since then, e-commerce has fallen at an average annual rate of 0.4% while in-store retail has grown at an average annual rate of 15.6%. In comparison, over the 10 years prior to the pandemic, e-commerce grew 12.4% annual while in-store retail averaged just 1% annual growth. Even as the rate of construction of distribution space has exploded, the data shows, after the initial shutdown, that e-commerce has slowed and the growth in retail sales over the last year-and-a-half have come from “bricks-and-mortar” retailers.

There is reason to be concerned that overbuilding of distribution space in the County can already be happening. Since the third quarter of 2009 when the market capitalization (cap) rate for industrial distribution was 7.4%, it has fallen to 5.2%, the lowest reported since Costar began tracking this number for Miami-Dade County in 2000. Market cap rates are calculated by dividing the net operating income of a commercial property by its price. If net operating income falls or property prices rise, the market cap rate will fall. Market rents have been growing steadily since 2009 meaning the fall in cap rates is a result of even greater price increases and could indicate an over-priced market. The International Monetary Fund, in analyzing the global commercial market real estate market, accessed here: <https://blogs.imf.org/2021/03/29/commercial-real-estate-at-a-crossroads/>, indicates that a 50 basis point drop (one-half of one-percent) in the market cap rate is a sign of an overpriced market, As of the second quarter of 2022, the industrial distribution cap rate of 5.2% was 60 basis points below the 10-year average market cap rate and 50 basis points below the rate in the first quarter of 2019.

Even as the cap rate falls, millions of square feet of industrial distribution space is being proposed. It has been reported in the South Florida Business Journal (October 6, 2021), that the property known as the Lemon Property is proposed to be developed with 3.5 million square feet of industrial distribution use. In South Dade another 400,000 square feet of industrial distribution space is being proposed in the Homestead Park of Commerce. These projects are inside the Urban Development Boundary and already zoned for industrial use. This approximately four million square feet of additional distribution space could push up the second-quarter 2021 vacancy rate of 5.7%, which is already more than double the commonly cited rate of 2.7%. This rate represents all industrial property in the County, of which, according to Costar, over 94% is light manufacturing, not distribution. **An increase in vacancies could then put downward pressure on the rental rates and further depress the cap rate in the absence of price drops, or in other words, a cooling of the industrial distribution market.**

The future of the Miami-Dade County industrial distribution market is unknown at this time, that is, whether there is an industrial-distribution real estate bubble. Given the high degree of uncertainty and the real risk that the market is in a bubble, adding 793 acres of industrial land with over 9 million additional square feet of industrial distribution must raises questions. Even if the market only slows, it could be years before the promised jobs in the SDLTD materialize. It is

worthwhile to note, for example, that after 16 years, development has occurred on less than half of a ±1,140-acre site in northwest Miami-Dade between the Turnpike and I-75 that was brought inside the UDB for industrial uses (April 2005 Cycle CDMP Amendment Application No. 5 approved by the Board of County Commissioners in April 2006). It must be further noted that a ±533-acre portion of the ±1,140-acre site was subsequently approved for a mix of entertainment, retail, residential, and light industrial uses, but remains vacant today.

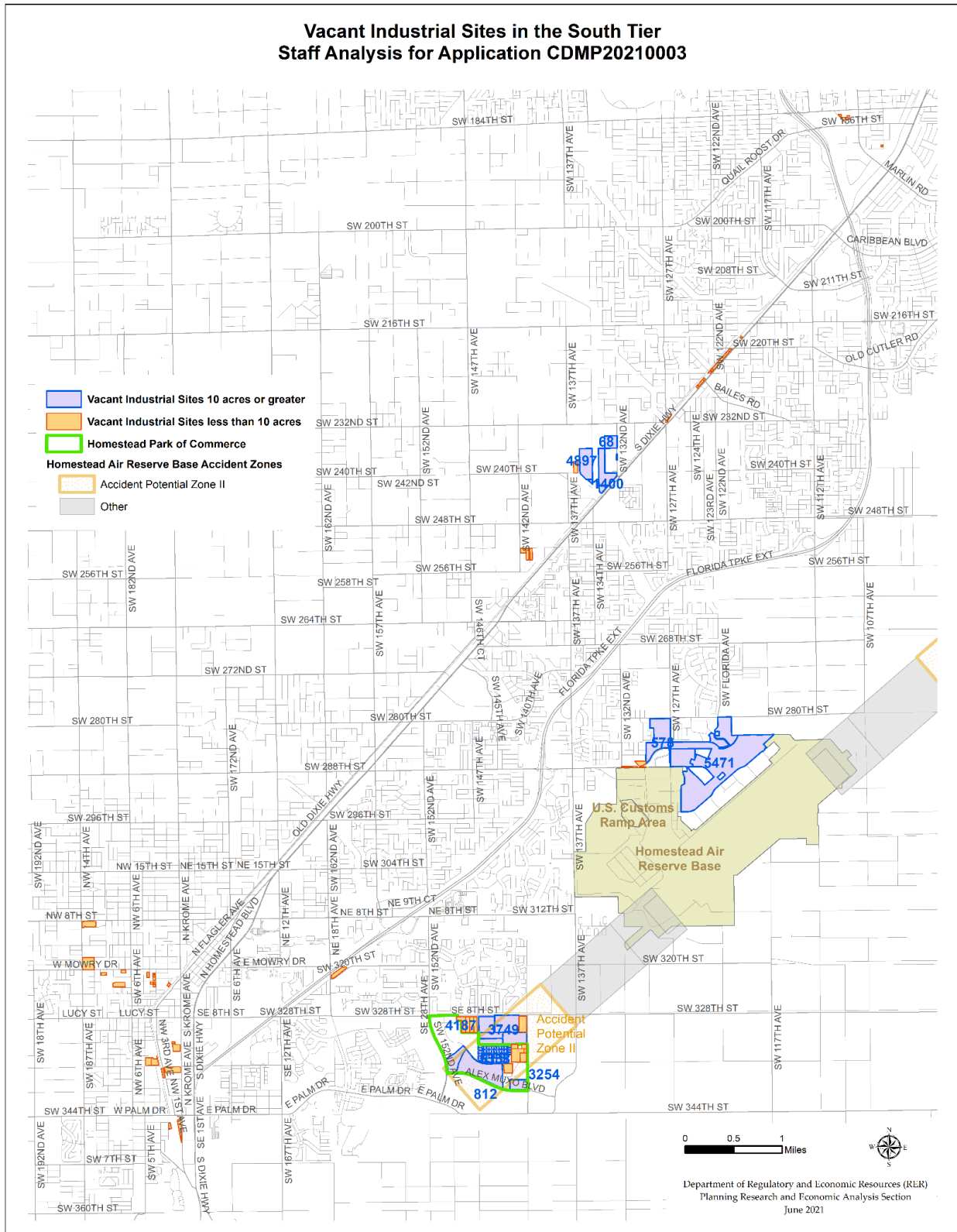
The most significant benefit of a successful development of the SDLTD would be the creation of a significant number of jobs for the South Dade Planning Analysis Tier. However, there are many other job creation opportunities in South Dade and inside the Urban Development Boundary. A quick review by staff of major projects already proposed or underway in the area include: the aforementioned distribution facility in the Homestead Park of Commerce; the County’s own electric bus charging and maintenance facility; the Homestead Town Center; two Amazon facilities, one of over 1 million square feet soon to be delivered, and a second of nearly 220,000 square feet delivered in February 2022 according to CoStar; the proposed steel mill on County-owned property; and the Florida Air National Guard facility at HARB. According to land use analysis conducted by staff in May 2021, and preliminarily updated in May 2022, the table below shows the total acreage of vacant industrial land in the South Tier in sites that are at least 10-acres in size (see also ‘Vacant Industrial Sites in the South Tier’ map below). The total acreage is 416.4 acres and could accommodate up to an additional 3,400 warehouse jobs. All these projects combined represent the potential for at least 6,400 additional jobs. There may be other large projects or proposals in addition to many smaller projects identified by the South-Dade EDC Strategic Plan.

10-Acre+ Sites by MSA in the South Tier	
MSA	Industrial Acreage
7.2	51.8
7.4	176.9
7.5	187.7
Grand Total	416.4

It is important to note that the applicant previously rejected some of the same sites described above as not being suitable for development. This included ±149 acres located within in the Homestead Air Reserve Base Accident Protection Zone II (APZ-II). The applicant stated that the land should be excluded from the industrial capacity analysis due to limitations imposed on developers. According to the Homestead Air Reserve Base Air Installations Compatible Use Zones Study, the key restrictions in APZ-II are on employment, fewer than 50 employees per acre, and a floor area ratio (FAR) less than 2.0. However, as can be seen from the table below, employment per acre for each phase of the proposed development ranges from 14.3 in Phase III to 32.4 in Phase II. The proposed Special District text also limits the FAR in the application site to a maximum of 1.0 FAR. Therefore, the proposed project could be developed in the APZ-II.

Use	Ratio	Dev Impact ('000s Acres)			Employment Impact			Acres			Employment/Acre		
		Phase I	Phase II	Phase III	Phase I	Phase II	Phase III	Phase I	Phase II	Phase III	Phase I	Phase II	Phase III
Commercial	3	20.0	80.0	20.0	60	240	60						
Industrial/Office	4	298.0	290.0	342.5	1,192	1,160	1,370	203.6	165.65	422.8	25.9	32.4	14.3
Industrial	1.5	2,682.0	2,610.0	3,082.5	4,023	3,915	4,624						
Hotel	0.35		150		-	53	-						

Vacant Industrial Sites in the South Tier Staff Analysis for Application CDMP20210003



In summary, from the staff Supply and Demand analysis the following findings reinforce the that: the need to move the UDB has not been demonstrated:

- 1) the year of depletion for vacant industrial land is beyond the current planning horizon of 2040;
- 2) the addition of nearly 794 acres of industrial land would extend the depletion year in the south tier by 119 years;
- 3) A the time of this application, there were 1,719 acres of vacant industrial land countywide in sites with at least 10 acres. Currently there are 416 acres of vacant industrial land in the South Planning Tier alone;
- 4) inside the UDB, according to CoStar, there is -currently 5.1million square feet of industrial space under construction or in the final planning stage, and an additional 10 million square feet in the development pipeline;
- 5) the average of industrial square footage per capita in Miami-Dade County is already well above the national average; and,
- 6) Data from the U.S. Department of Commerce shows that consumer preferences regarding e-commerce have not permanently been altered due to the pandemic. If, the data from the Department of Commerce were somehow wrong, then as of the date of the application, there was an additional 267 acres of vacant retail land in sites of at least 10 acres in size with the potential to be repurposed as distribution space.

It is also worth noting that since the publication of the Initial Recommendations Report, the economy has begun to recover. The County and the nation is now experiencing labor shortages, as all sectors reopen simultaneously, rather than unemployment.

Economic Development, Job Creation and Economic Impact Analysis

One of the applicant's main arguments for expanding the UDB is that the proposed development will create jobs and stimulate economic development. In the Initial Recommendations report, however, staff noted discrepancies with the applicant's economic development and job creation estimates. After staff's initial review, the applicant submitted a revised economic analysis, dated July 30, 2021, in which the job estimates were reduced from 16,738 to 11,428 jobs. However, **the applicant still fails to demonstrate how it will promote economic development and sufficient job growth to generate the 11,428 jobs.** The applicant does not provide an economic development plan to demonstrate how the 11,428 jobs will be created. **Except for committing to build warehouses, industrial, and commercial space, the applicant does not provide gaurantees of tenants, or a strategy that would ensure the proposed 9 million square feet of industrial space would be developed.**

REMI Tax Policy Insight Model

Staff used the latest REMI Tax Policy Insight Model (version 2.5) to estimate both economic and fiscal impacts of the project using the proposed project parameters³ and employment assumptions⁴ from the applicant's revised economic study and fiscal analyses submitted in support of the application.

³ Based on the revised development schedule in the draft development agreement received on 2.11.2022.

⁴ Based on the square feet-to-employment ratio assumption provided in the applicant's revised economic analysis as of July 30, 2021.

REMI Tax PI (REMI) is a dynamic modeling software that incorporates different aspects of modeling approaches, which include input-output, general equilibrium, econometrics, and economic geography. The model is calibrated specifically to Miami-Dade County for economic and fiscal impact analysis and forecasting purposes. It has economic, fiscal, and demographic variables, as well as policy variables so that any project or policy that affects the local economy can be tested. REMI is used by government agencies (including most U.S. state governments), consulting firms, nonprofit institutions, universities, and public utilities.

Economic Analysis

The results of staff's updated economic impact analysis are summarized in the tables that follow. The first table shows the non-recurring economic impacts during the construction periods for each phase. The second table shows the recurring impact using the assumptions from the applicant's economic analysis. It is important to note that the updated economic impact estimates discussed below differ from those reported in the Initial Recommendations report due to the applicant's reduction in the job estimates and changes in the proposed development program, specifically the change in the distribution and square footage of uses among the various development phases.

On the non-recurring impacts, the applicant's economic analysis shows a total of 13,423 jobs would be created by the construction activities assuming all the \$931.2M investment to develop the site would occur within one year. However, according to the applicant's phasing schedule, the project would be a multi-year investment over the course of 7-plus years. **Staff estimated the construction activities would create and support a total of 1,222 new jobs to Miami-Dade County's economy over the course of the construction period beginning in 2022 and ending in 2029.**

Non-recurring Total Impacts During Construction Period

Economic Indicators	Phase I (2022-2026)	Phase II (2022-2028)	Phase III (2024-2029)	Total (3 Phases)
Total Employment ⁵ (Jobs/Year)	471	265	486	1,222
Total GDP/Value-Added (\$M of 2020 dollars)	\$263	\$213	\$347	\$823
Total Wages (\$M of 2020 dollars)	\$97	\$80	\$129	\$306

At build-out, the applicant estimates that the project will provide permanent job opportunities for 11,428⁶ workers on site on a full-time-equivalent (FTE) basis with three shifts. The applicant also estimates indirect and induced impacts, for a total 17,446 recurring jobs. The applicant's estimate of recurring impacts, including 11,428 jobs created at build-out, is based on a set of ratios of jobs-per-1,000 square feet which are not consistent with, and much higher than those implied in the applicant's traffic study. For example, the economic analysis uses 0.75 jobs-per- 1,000 square feet for warehousing while the ITE manual (2010 edition) incorporates a factor of 0.34 jobs-per-1,000 square feet to be used in the traffic study.

⁵ Total jobs created and sustained over the course of the construction period for each phase.

⁶ Based on the square feet-to-employment ratio assumption provided in the applicant's revised economic analysis as of July 30, 2021, and revised development schedule in the draft development agreement received on 2.11.2022.

Recurring Annual Impact
Using Square Feet to Employment Ratio in the Applicant's Economic Analysis

Economic Indicators	Minimum Annual Impact				Maximum Annual Impact			
	Phase I	Phase II	Phase III	Total (3 Phases)	Phase I	Phase II	Phase III	Total (3 Phases)
Annual Employment (Jobs/Year)	2,514	2,308	3,577	8,399	4,933	4,290	7,296	16,519
Annual GDP (\$M of 2020 dollars)	\$138	\$135	\$200	\$473	\$288	\$256	\$428	\$972
Annual Wages (\$M of 2020 dollars)	\$112	\$106	\$134	\$352	\$218	\$192	\$328	\$738

Based on the above analysis, staff estimated that the overall impact of the proposed project on annual total employment (direct, - indirect, and induced jobs/year) would range from 8,399 to 16,519; the impact on annual wages (\$M/year) would range from \$473M to \$972M; and the impact on annual Gross Domestic Product (GDP, \$M/year) would range from \$352M to \$738M (see 'Recurring Annual Impact' table above). However, these estimates are dependent on the intensity of competition with other distribution, logistics, and accommodation businesses, and substitution for other businesses such as bricks-and-mortar retail at build-out⁷. The economic report's estimate of the total recurring impact of 17,446 additional direct, indirect, and induced jobs exceeds the maximum employment impact which assumes zero competition and substitution (16,519 direct, indirect, and induced jobs) estimated by the REMI model and including the loss of agricultural jobs, by 6%. The estimates of total impacts on value-added/GDP and labor income exceed the maximum impacts estimated by the REMI model by 6% and 2% respectively. **It is also important to reiterate that the applicant's economic analysis assumes that all capital investments, totaling \$931.2M, will occur within one year, but the applicant has only provided capital commitments for Phases I and II and these are multi-year commitments. Furthermore, it is uncertain when and if Phase III will develop. Therefore, the economic impacts from Phase III are tentative at best, yet Phase III represents close to half of the projected jobs, annual GDP and annual wages for the application, as noted in the tables above.**

Net Fiscal Impact for Phases I and II

CDMP Policy LU-8H(m) calls for applications that seek to expand the UDB to demonstrate that the proposed development will have a positive net fiscal impact to Miami-Dade County. This is to be done as part of the zoning review. Although the CDMP application encompasses Phases I, II and III, the applicant only provided fiscal impact analyses for Phase I and for each of the subphases of Phase II. No net fiscal impact assessment was provided for Phase III or for the entire application site given that Phase III does not have a corresponding zoning application. The issue with this is that Phase III makes up the majority of the application site, and, according to the applicant's economic analysis, represents a significant share of the job estimates; thus its fiscal impact could be substantial. Below is staff's evaluation of the fiscal impact analyses that were submitted, as well as staff's own analysis using the REMI model.

It is important to note that neither the applicant's analyses nor staff's REMI model discussed below account for the area's unique challenges of being located within the Coastal High Hazard Area.

⁷ A new firm entering the county may result in the displacement of sales and employment by competing firms in the same or other industries. The total employment impact of the new firm would depend on the rate of growth of the industry in the baseline forecast and the local competition with other firms in that market. The minimum impact would result from the new firm competing inside the county in an industry that is highly competitive and therefore displacing sales and employment of other firms in the same industry or substitute industries. The maximum impact would be achieved if the firm is entering a niche market and is unique without competitors or substitutes, or the market served by the new firm is completely outside of the county.

None of the models account for the cost to construct, operate and maintain public facilities and services in an area prone to flooding, storm surges and sea level rise. Therefore, it cannot currently be determined if the estimates provided adequately reflect the net fiscal impact of the development.

Evaluation of Applicant’s Fiscal Impact Analysis for Phases I and II

As of the time of this evaluation, the applicant has not provided adequate analysis demonstrating a positive net fiscal impact as stated in LU-8H (m) for the concurrent zoning applications related to Phases I and II. There are various reasons why the applicant’s reports are lacking. For example, the reports itemize impact and connections fees payable to the County without the appropriate estimates of the offsetting-direct capital costs of the County, or indirect costs associated with County services provided during the construction period. The statement in the analysis is that the applicant “believes” the development “will not fiscally burden the County.” Based on the data provided by the applicant, the net fiscal impact is not known.

The applicant also fails to provide a complete analysis with respect to recurring fiscal impacts during the operational phase. While benefits such as the direct future ad valorem tax obligations and fees that will be paid by the development are enumerated in the applicant’s fiscal analysis, there are no estimates of future direct operating service costs to the County due to the development, and no mention is made of indirect costs. Again, to reiterate, these incremental costs are not only those incurred directly on the site of the development. Just as there are direct, indirect, and induced economic impacts from a project such as this, the same is true for fiscal benefits and costs created by the project. Such costs must also be accounted for in determining the total net fiscal impact. It is noted that the applicant “believes” the development “will only impact [police] investigative services on an exceptional basis and rarely”, which is not a fiscal analysis. Nor is it adequate to disregard most government functions that are “likely not relevant to the SDLTD.” Based on the data provided by the applicant, the net fiscal impact on a recurring basis is not known.

Staff’s Fiscal Impact Analysis Using REMI

The following fiscal impact analysis was conducted by staff using REMI Tax Policy Insight (REMI Tax PI) to forecast the total impact of Phases I and II of the SDLTD project on revenues and expenditures of Miami-Dade County. As was noted previously in this report, the REMI model is calibrated specifically to Miami-Dade County for economic and fiscal impact analysis and forecasting purposes. These results for Phase I and Phase II are summarized in the ‘Fiscal Impact Analysis for Phase I and Phase II’ tables below, including total non-recurring fiscal impacts on Miami-Dade County’s governmental funds during the construction years and the 5-year average impacts after buildout.

The fiscal analysis is based on the development program described below:

Phase I	2,676,935 square feet of warehouse space 20,000 square feet of commercial space
Phase IIA	1,983,120 square feet of warehouse space.
Phase IIB	366,948 square feet of warehouse space.
Phase IIC	70,000 square feet of commercial space 150 hotel rooms and
Phase IID	10,000 square feet of support retail space

According to the REMI Tax PI model, the net non-recurring fiscal impact for Phase I and Phase II (including its subphases) is \$15.33M during the construction period. At buildout, the annual impact on Miami-Dade County governmental funds' revenues would be \$6.79M, the impact on its expenditures would be \$6.26M. Net annual fiscal impact (total revenues minus total expenditures) on Miami-Dade governmental funds would be \$0.53M on a recurring basis.

Fiscal Impact Analysis for Phase I and Phase II

	Non-recurring Impact (During Construction)					
	Phase I	Phase IIA	Phase IIB	Phase IIC	Phase IID	Total
Total Rev (\$M 2020 dollars)	\$10.56	\$6.66	\$1.39	\$1.27	\$0.70	\$20.58
Total Exp (\$M 2020 dollars)	\$2.72	\$1.68	\$0.36	\$0.33	\$0.17	\$5.26
Net Fiscal Impact (\$M 2020 dollars)	\$7.85	\$4.98	\$1.03	\$0.94	\$0.53	\$15.33

	Recurring Impact (After Buildout, 5-Year Average)					
	Phase I	Phase IIA	Phase IIB	Phase IIC	Phase IID	Total
Total Rev (\$M 2020 dollars)	\$3.54	\$2.39	\$0.49	\$0.32	\$0.05	\$6.79
Total Exp (\$M 2020 dollars)	\$3.19	\$2.37	\$0.48	\$0.21	\$0.01	\$6.26
Net Fiscal Impact (\$M 2020 dollars)	\$0.35	\$0.03	\$0.01	\$0.10	\$0.04	\$0.53

The fiscal impacts in the above tables estimated by staff using REMI Tax PI model have taken the direct, indirect, and induced impacts of both the additional economic activities and the new County residents associated with the new development into consideration. However, these estimates do not account for the impacts of Phase III. In addition, the REMI model does not account for the additional cost it may take to construct, operate and maintain County services and facilities in the Coastal High Hazard Area.

AGRICULTURAL LAND

In the Initial Recommendations Report, staff identified that the application is not consistent with CDMP policies to preserve agricultural land and to carefully manage urban expansion to minimize the loss of agricultural land. Staff recognizes that this land is within the Urban Expansion Area and thus could some day be appropriate to convert from agricultural to urban use. But because the applicants have not shown the requisite need for urban uses in this area, the UEA policies do not overcome other CDMP policies calling for preservation of agricultural land. Applicable CDMP policies related to preservation of agricultural land include LU-1P, LU-1R, CON-6D, CON-6E, and LU-8H. The premature and unwarranted replacement of ±793.93 acres of agricultural land, the majority of which is “farmland of unique importance,” with urban uses that have not been shown to be needed at this location at this time directly contravenes the above-mentioned CDMP policies.

Farming in the area has been occurring consistently for more than 100 years. Through the decades various crop types have been produced on the land depending on grower ability, preference, and the markets. Currently the primary crops produced in the application area include sweet corn, green beans, and in-ground tree nurseries. Sweet corn is the primary vegetable crop in the area and a significant crop in Miami-Dade County. According to the most recent USDA Census of Agriculture (2017), Miami-Dade is the 2nd leading sweet corn producing county in the state of Florida with an average of 3,333 acres planted annually. In addition, Miami-Dade is ranked as the number one county in the state for green bean production and nursery production. In-ground tree farms constitute a significant portion of the horticultural industry in the County and are well suited to this area.

The application fails to make commitments to preserve agricultural lands in other locations, as required by Policy LU-8H. Policy LU-8H requires compliance at the time of the zoning application. Because this is a concurrent application, the applicant has proposed addressing this in their Chapter 163 Development Agreement. Their proposal is to have the relevant property owner contribute the sum of \$5,000 per acre of farmable land included with a final plat to the County’s Purchase of Development Rights Program established pursuant to Resolution R-1036-07. To date, there is no mechanism to accept private contributions to the Miami-Dade County Purchase of Development Rights (PDR) program. Additionally, the proffered contribution amount of \$5,000.00 per acre of agricultural land is well below the amount Miami-Dade County has paid for conservation easements through the PDR program. The most recent transactions have been \$17,500 per acre, 50% of which was grant-funded through the USDA, creating a net expense to the County of \$8,750 per acre.

In addition to the direct loss of agricultural land for unneeded development, drainage, lighting, and roadway impacts to the neighboring agricultural uses are also significant concerns. It was also recommended by the County that the list of Prohibited Uses in the covenants be revised to remove Plant Nurseries, Fruit Preserving and Wineries, allowing for continued use until such time property is developed. This has been completed in the updated covenants provided by the applicants.

Additionally, the Board of County Commissioners directed the completion of a study assessing the economic trends related to agriculture and determining the amount of land necessary to maintain an economically viable agricultural industry, per CDMP Policy LU-1R. The agricultural study will also provide a detailed perspective on the nursery sector of the agricultural industry

which is one of the most profitable in the County and uniquely suited to the soil conditions in the application area. The market value of the nursery sector in Miami-Dade County is also the highest in the United States (Source: 2017 Census of Agriculture). This study is still underway and has not been completed, so the amount of land necessary to maintain an economically viable agriculture industry is not known at this time.

The Florida Department of Agriculture and Consumer Services (FDACS) objects to the proposed amendments, finding that they would adversely impact agricultural lands and are not in compliance with Florida Statutes 163.3161(11) that states agriculture is “to be recognized and protected.” FDACS does not concur with the applicant’s assessment that the application area is not a viable area for agriculture long-term. Further, FDACS finds that the amendments will alter the flood control of the surrounding area and require significant changes to water management to ensure the viability of the remaining adjacent agricultural parcels, in addition to depleting the area of vital water management and recharge benefits as well as water quality benefits. FDACS concurs with County findings that the conversion of agriculture to urban uses is not warranted at this time and contravenes the County’s own CDMP policies. FDACS recommends the application be denied on the basis of potential adverse impacts to agricultural land, an irreplaceable resource of statewide importance that is predominantly farmland of unique importance as well as agricultural water management, both of which are central to Miami-Dade County’s \$2.7 billion agriculture industry.

Due to the lack of information regarding future infrastructure impacts on the viability of the agriculture in the area and the loss of ±793.93 acres of farmland of unique importance, the application is not consistent with CDMP policies addressing preservation of agriculture.

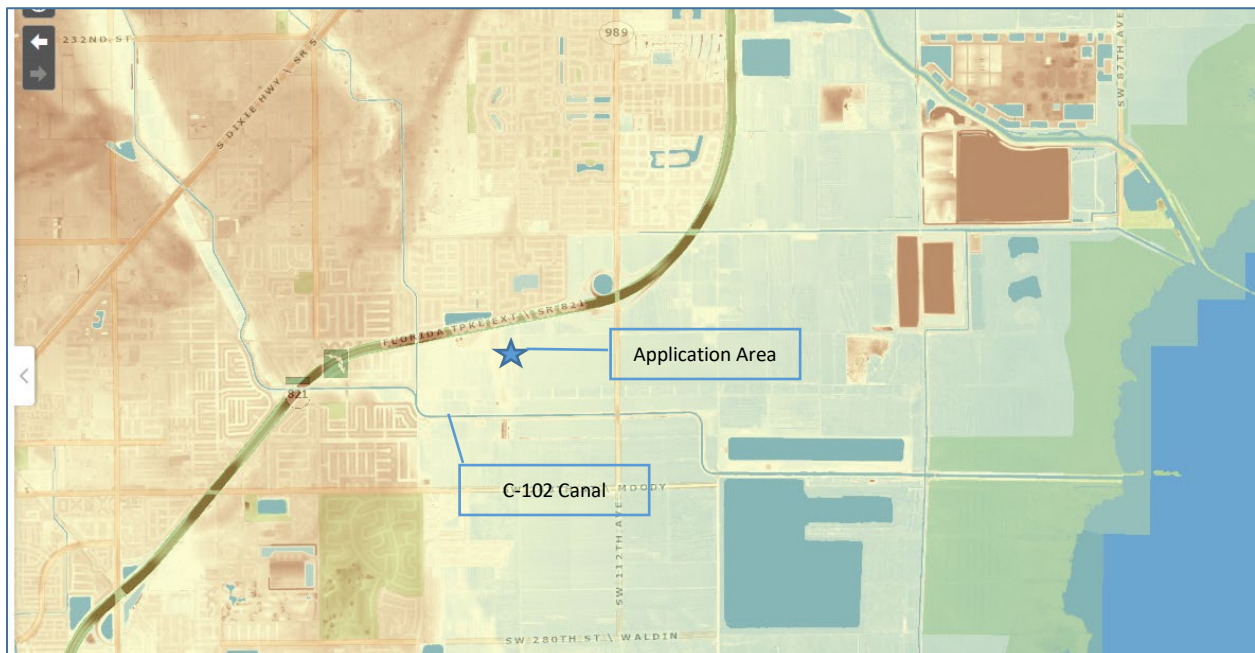
ENVIRONMENTAL ISSUES

The following section provides a review of the comments provided by DERM, the Office of Resilience, and State and regional agencies regarding environmental issues that were identified related to the proposed amendment.

Comprehensive Everglades Restoration Plan (CERP) and Biscayne Bay and Southeastern Everglades Ecosystem Restoration Project (BBSEER)

One of the primary environmental concerns raised by reviewing agencies at both the State and County level is the potential to hamper viable alternative options to successfully implement critical elements of the Comprehensive Everglades Restoration Plan (CERP) through premature development of the application site.

The CDMP application is within an area currently being evaluated by the U.S. Army Corps and South Florida Water Management District for potential restoration under the Biscayne Bay and Southeastern Everglades Ecosystem Restoration (BBSEER) project of CERP. This is due to the fact that the application area is low-lying and, prior to drainage of the Everglades, was a transverse glade connection between the freshwater portions of the Everglades and the coastal wetlands of Biscayne Bay. **The C-102 canal, which is a regional canal operated by the SFWMD and bisects the application area, is one of the canals that can potentially supply water for diversion to the nearby coastal wetlands.** A topographic map based on LIDAR data shows the location of this transverse glade and the C-102 canal that was constructed within it (See below).



Topographic map identifying general application area. Shows the location of the above-referenced transverse glade and the C-102 canal that was constructed within it. Brown depicts higher elevation, blue and green represent lower elevations. Map Source: Miami-Dade County Flooding Vulnerability Viewer)

Due to the location of the C-102 Canal and other nearby canals, a number of alternatives are currently being evaluated under BBSEER that would include CERP features in the area of the

CDMP application. These features include a flowage equalization basin, a water preserve area and wetland flow-ways for more natural distribution of water that would be diverted from the C-102 and C-1 canals to the coast. CERP maps of these alternatives are shown in the pages that follow.

As noted by the Florida Department of Environmental Protection (DEP), the proposed UDB expansion would necessitate development of alternative design criteria for stormwater that achieves no net increase in loadings or concentrations under post-development conditions in order to satisfy the Outstanding Florida Waters baseline for Biscayne Bay. DEP views the proposed amendment to expand the UDB as a potential challenge to achieving the goals of the Biscayne Bay Coastal Wetlands (BBCW) project, which falls within the BBSEER project footprint.

DEP further notes that the proposed UDB expansion and land use change, without proper considerations and engineering, may produce results that conflict with this state and federal effort. DEP is concerned that advancing the proposed UDB expansion before the BBSEER plan is established could jeopardize significant restoration benefits and hinder a comprehensive accounting of those benefits during alternative plan evaluation. DEP also references significant reservations raised by the U.S. Department of the Interior with regards to the federal interest in ensuring the proposed UDB expansion area is used and managed in a manner compatible with Everglades restoration and the protection of Biscayne National Park resources. **DEP states that it is critical that the proposed amendment ensure protection of Biscayne Bay and does not conflict with Everglades restoration projects.**

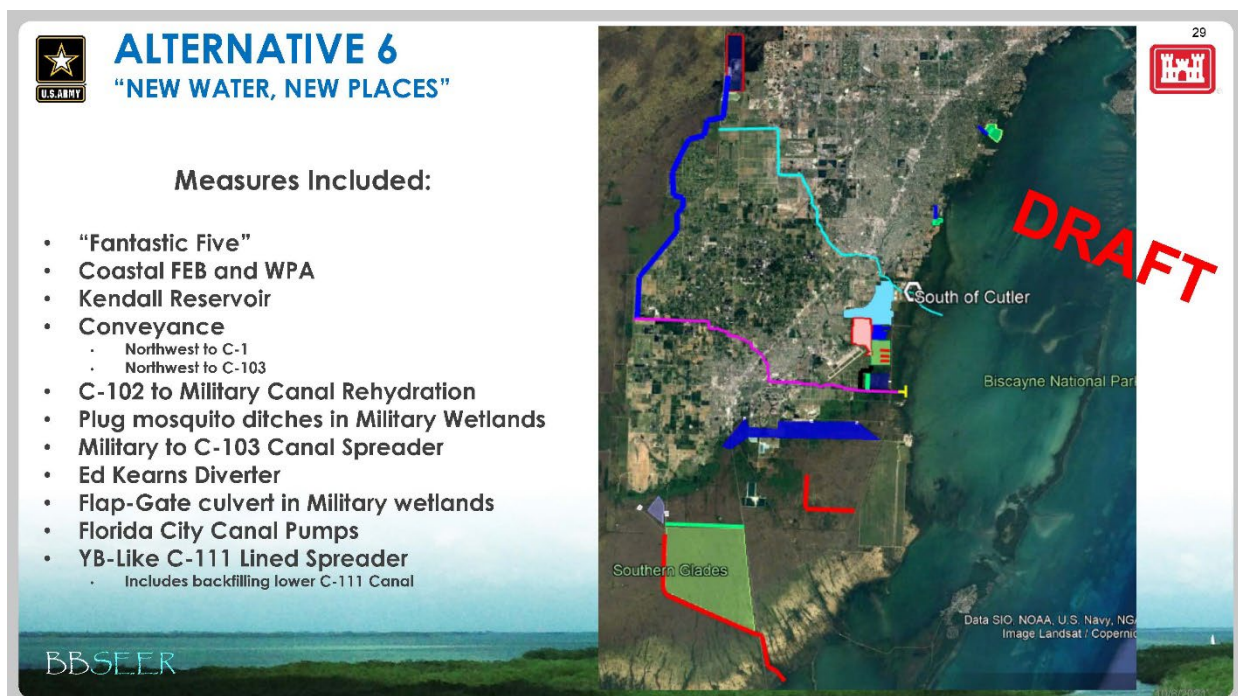
The South Florida Water Management District (SFWMD), DERM, and the Miami-Dade County Office of Resilience expressed similar concerns in ensuring that any future development does not interfere with CERP efforts or cause impacts to wetlands and other surface waters, regional water supplies, and flood protection and floodplain management. The purpose of the BBSEER project is to improve the quantity, quality, timing and distribution of freshwater to estuarine and nearshore subtidal areas, including mangrove and seagrass areas, of Biscayne Bay and other water bodies, and to improve the resiliency of important marsh and coastal habitats to future sea level change. BBSEER focuses on ecosystem restoration of nearshore conditions in coastal waters, including Biscayne Bay and adjacent wetlands.

Based on the US Army Corps of Engineers high sea level rise scenario, in 50 years the application site, if left at its current elevation, could support coastal wetlands along the future shoreline. **Filling and converting the property from agriculture to urban development would reduce the area available for transition of uplands to coastal wetlands**, which are an important storm buffer for developed areas. According to Miami-Dade County's Sea Level Rise strategy, coastal wetlands will need to migrate inland in order to survive higher sea levels. When development limits the ability of coastal wetlands to shift in the face of changing conditions, coastal ecosystems are squeezed between higher water levels and inland human development. As a result, ecosystems can diminish with time, which reduces their ability to protect communities from storms as sea levels continue to rise. In addition to serving as storm buffers for the human landscape, coastal wetlands are critically important for support of fish and wildlife in Biscayne Bay.


Federal and state governments, as well as Miami-Dade County, have committed significant resources to CERP restoration projects, including BBSEER. However, **the Applicants have not adequately addressed how the application is consistent with the BBSEER project.** DERM

further noted that the applicants have not demonstrated how the proposed development would further Comprehensive Development Master Plan Policy LU-3J, which states that “Miami-Dade County continues to support the Comprehensive Everglades Restoration Plan (CERP), and related regional and local habitat restoration and preservation initiatives through its development review processes and long range land planning initiatives.”

CERP restoration within Miami-Dade County going forward will largely be centered on the lands remaining outside of the UDB since there is little opportunity for Everglades restoration within the UDB. **Expansion of the UDB in this CERP study area prior to the BBSEER project being able to determine what land and features are needed for CERP associated with the C-102 canal would be premature and could lead to a constrained BBSEER restoration project with significantly reduced benefits for the wetlands in the C-102 and adjacent canal basins and for the nearby areas of Biscayne Bay.**



Conceptual BBSEER alternatives including CERP management measures identifying general application area. Map Source: BBSEER Project Development Team




ALTERNATIVE 9

"STORAGE ON STEROIDS"

Measures Included:


- "Fantastic Five"
- North of C-102 Wetlands
- Northwest Chain of Wetlands
- Kendall Reservoir
 - Conveyance Northwest to C-1
 - Conveyance Northwest to C-103
- Coastal FEB and WPA
- Changes to Ag Drawdown Operations
- C-102 to Military Canal Wetlands
- Military to C-103 Canal WPA
- Florida City Canal Pump Stations
- Northern Model Lands Spreader
- Northern Glades Spreader
 - Includes backfilling lower C-111 Canal
- Triangle Rock Mine Spreader

32



Data SIO, NOAA, U.S. Navy, Image Landsat / Co

Conceptual BBSEER alternatives including CERP management measures identifying general application area. Map Source: BBSEER Project Development Team




ALTERNATIVE 10

"THE BIG KAHUNA"

Measures Included:

<ul style="list-style-type: none"> • "Fantastic Five" • North of C-102 Wetlands • Northwest Chain of Wetlands • Kendall Reservoir <ul style="list-style-type: none"> • Conveyance Northwest to C-1 • Conveyance Northwest to C-102 • Conveyance Northwest to C-103 • Coastal FEB and WPA • Changes to Ag Drawdown Operations • South Dade Reuse and Pipeline • C-102 to Military Canal Wetlands • Military to C-103 Canal WPA • Ed Kearns Diverter 	<ul style="list-style-type: none"> • Florida City Canal Pump Stations • Northern Model Lands Spreader • Northern Glades Spreader <ul style="list-style-type: none"> • Includes backfilling lower C-111 Canal • Triangle Rock Mine Spreader • Plugs in C-110 Canal • Fill Portion of L-31E Canal • Shallow S-20 Getaway • Ops Changes to FPL Culverts
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33



Data SIO, NOAA, U.S. Navy, Image Landsat / Co

Conceptual BBSEER alternatives including CERP management measures identifying general application area. Map Source: BBSEER Project Development Team

Coastal High Hazard Area

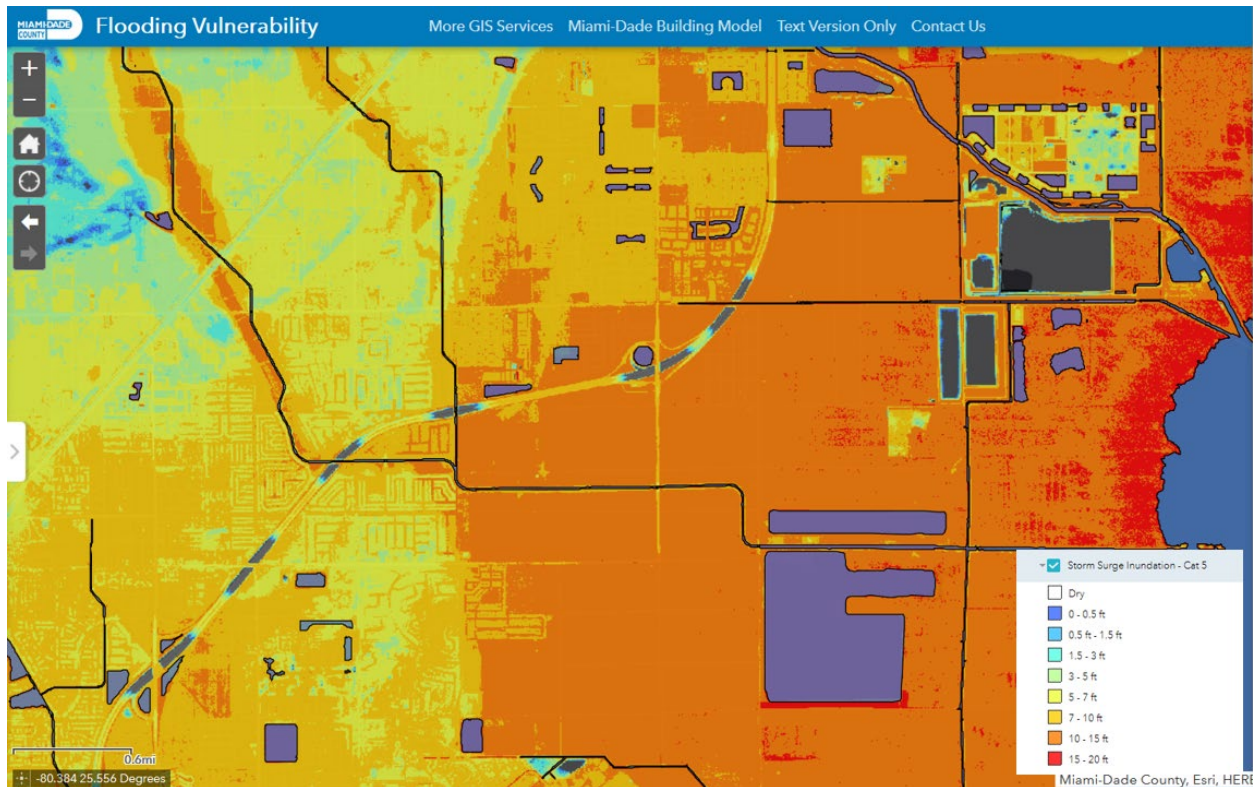
As noted in the August 2021 Initial Recommendations Report, the application is inconsistent with CDMP policies regarding coastal management and development in the Coastal High Hazard Area (CHHA). To include the property inside the UDB and change the use from agriculture to an urban use would require substantial infrastructure investments. Land Use Element Policy LU-3D, Traffic Circulation Subelement Policies TC-6A and TC-6D, Coastal Management Element Objective 9 and Policies CM-9A, CM-9B, CM-9E, CM-9F, and CM-10, and Capital Improvements Element Policy CIE-2A address County goals to direct infrastructure investments away from the CHHA. The application and proposed development are inconsistent with these CDMP policies.

The applicant proposes amending Coastal Management Policy CM-9A to avoid these inconsistencies and allow non-residential development in the Coastal High Hazard Area under specified conditions. In addition to foreclosing opportunities for optimal implementation of the BBSEER project, the proposed amendment runs directly counter to the intent of Coastal Management Policy CM-9A (iii) and state legislative guidance found in Florida Statutes Chapter 163.3178(1). Further, the amendment would establish a precedent for allowing non-residential development in the Coastal High Hazard Area countywide, not just for this application.

The proposed Special District text provides that each phase or portion thereof shall, at the time of zoning approval, provide adequate assurances that the necessary infrastructure would be provided and that each phase or portion thereof construct, maintain, and offer to dedicate all necessary road and canal rights of way, among other things. It must be noted that this approach to development of the ±793.93-acre site may result in portions of the site not being elevated as proposed and certain infrastructure improvements, or portion thereof, may not get built. For example, the ±340-foot-wide Florida Power and Light (FPL) transmission line corridor that runs east west through the application site is anticipated to remain a transmission line corridor, and as such, would not require zoning or other approvals that would then trigger the need for infrastructure provision. Furthermore, it is not clear when the development of the entire Special District would be accomplished, leaving a patchwork of lands that have been elevated and those that have not.

The South Florida Regional Planning Council (SFRPC) commented that several policies in the Strategic Regional Policy Plan (SRPP) address directing development away from areas most vulnerable to storm surge. The County's Office of Emergency Management (OEM) noted that while the Applicant's proposal to elevate property is consistent with the County's Local Mitigation Strategy and would likely reduce the impacts of storm surge and flooding, elevating the property does not necessarily remove it from the CHHA. OEM notes that while impacts may be reduced, the structures will still be vulnerable to rising sea levels and storm surge.

In addition, DERM notes the Applicant has not adequately addressed consistency with Policy CM-9E, which prohibits industrial or business facilities within the CHHA that generate, use, or handle more than 55 gallons of hazardous wastes or materials per year unless it has been demonstrated that no other suitable site exists or that appropriate measures will be taken to prevent accidental release during a storm event. The Applicant's proposed Special District text includes facilities such as maintenance and repair facilities, light manufacturing facilities and "similar uses" that typically require DERM industrial operating permits and engage in generating, using, or handling hazardous materials and/or hazardous waste. No information has been provided regarding these uses and consistency with CDMP Policy CM-9E.



Flood inundation depths for storm surge of a Category 5 hurricane (Miami-Dade County). Map Source: Miami-Dade County GIS Vulnerability Viewer

Flooding and Stormwater Management

The Applicants submitted a Conceptual Stormwater Master Plan (SWMP) on March 21, 2021. DERM reviewed the SWMP and concluded it is acceptable regarding managing stormwater in the application area. DERM notes that the proposed text amendment and SWMP require that all existing stormwater infrastructure be maintained by the Special District property owners or offered to the County for dedication. If the County does not accept the dedication, owners are required to maintain the infrastructure through a Special Taxing District or other acceptable funding mechanism. The Applicant is also obligated to demonstrate, by means of an engineering analysis, that any changes to the existing drainage system will not impact stormwater management areas inside and outside the application area.

Regardless of the proposed development's ability to meet certain minimum technical design criteria for stormwater retention applicable to developed areas, it is important to note that this area outside the UDB is primarily undeveloped and currently provides open pervious area. If this application is approved, the proposed industrial development would necessitate stormwater management level of service demands that impact freshwater flow, including generating stormwater runoff from the development that will ultimately flow to Biscayne Bay. The County is currently evaluating how hydrological changes, water management practices, upland development and pollution from stormwater run-off have negatively impacted Biscayne Bay.

Conceptual Stormwater Master Plan

The Applicant's Conceptual Stormwater Plan dated March 21, 2022 includes design criteria for the entire Special District. These standards establish stormwater standards for all development within the District. Phases I, II and III will be subject to the criteria addressed in the Stormwater

Plan or the Miami-Dade County or State of Florida design criteria in affect at the time of development, whichever is more stringent. This plan has been included as an appendix to the Chapter 163 Development Agreement for Phases I and II.

Because the CDMP does not reference an external document and because Phase III does not have associated covenants or a Development Agreement, the stormwater criteria must be included within the CDMP Special District text. The language as proposed in the Special District text include the substantive standards outlined in the Conceptual Stormwater Master Plan. The text notes the standards apply to all phases of the Special District.

Water Quality

The proposed development could impact water quality in the surrounding area through conversion of a large land area from agricultural use to commercial use. The applicant proposes to convert over 216 acres of agricultural land to industrial and commercial uses, which would increase the amount of impervious surface, reduce direct groundwater recharge, and change the nature of pollutants contained in stormwater runoff. In their review of the application, the Florida Department of Environmental Protection noted the conversion of pervious surface to impervious service and the need to consider the impact of this land use change on water quality and quantity.

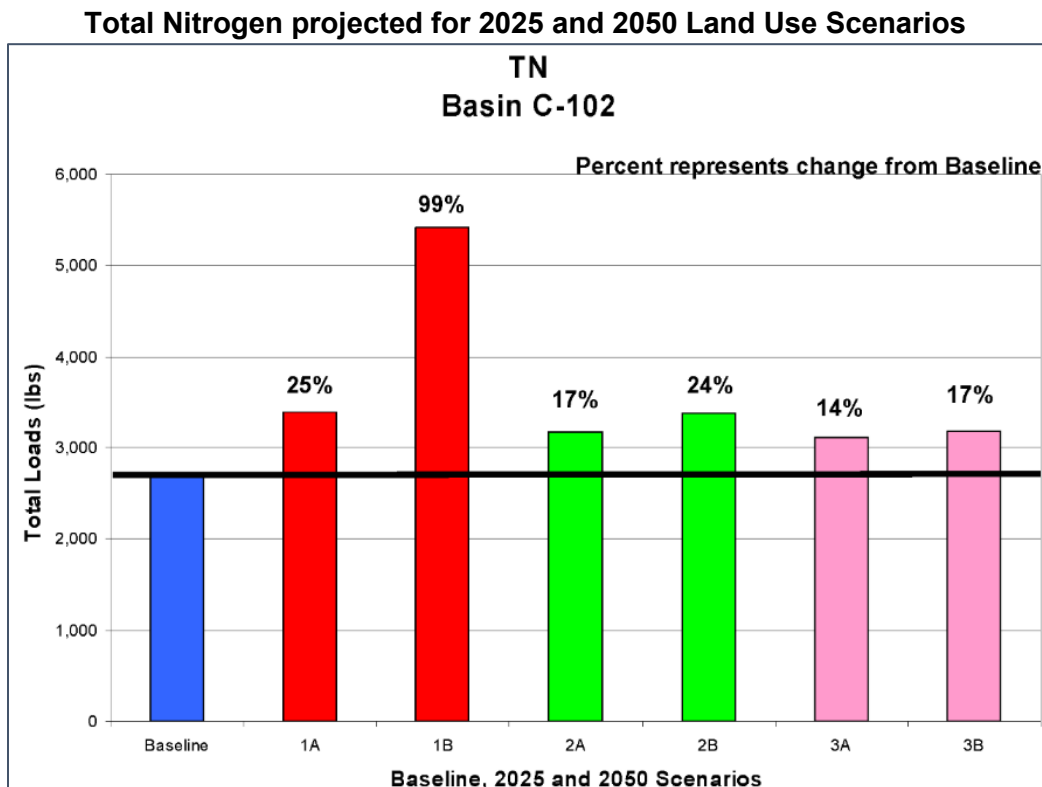
The applicant states in their “Environmental Consideration and Beneficial Impacts” report dated June 25, 2021 that the nature of agricultural activity allows for the introduction of excess nutrients and chemicals into waterways, as the fertilizer and pesticides applied to crops are dissolved into solution during rainfall events. The South Miami-Dade Watershed Study and Plan, an integrated land use and water management plan initiated in 2003 at the direction of the Board of County Commissioners, provides relevant information on how pollutant levels can change when land is converted from agricultural to industrial uses.

The South Miami-Dade Watershed, an approximately 370 square mile area located in the southeastern portion of Miami-Dade County, plays a vital role in the health of Biscayne Bay as well as contributing to the urban and agriculture needs of the County. The Watershed Study included a wide-ranging examination of south Miami-Dade County’s population growth, infrastructure, land ownership, pollution, water resources, wildlife, and natural areas. The Watershed Study resulted in over 4,000 pages of scientific analysis and evaluation and formed the basis for the Watershed Plan, which was accepted by the Board of County Commissioners via Resolution R-603-07 on May 8, 2007.

Four water resource parameters were examined in the Watershed Study: stormwater discharge quality, groundwater supply, surface water flows, and flood protection. The stormwater discharge quality parameter included a description of pollutants resulting from different distributions of land use. The Expert Stormwater and Wastewater Management Model (XP-SWMM) developed by the Miami-Dade County Department of Environmental Resources Management (DERM) was used to analyze pollutant discharges. Fourteen pollutants were analyzed utilizing the XP-SWMM model, including nutrients such as nitrogen and phosphorous, heavy metals, total and dissolved solids, and oxygen demand.

Three scenarios were utilized in the Watershed Study to assess the water quality impacts of changing land use from the baseline year of 2003 and in future years 2025 (Scenarios 1A, 2A and 3A) and 2050 (Scenarios 1B, 2B, and 3B). Scenario 1 represents an urban sprawl land use pattern, Scenario 2 represents a “smart growth” pattern with allowance for judicious expansion of the Urban Development Boundary, and Scenario 3 represents a compact land use pattern with no allowance for expansion of the Urban Development Boundary. A significant increase in

pollutants was observed for every water quality parameter in the “sprawl” scenarios (Scenarios 1A and 1B) versus the “no UDB expansion” scenario (Scenarios 3A and 3B). The bar graph below shows one example of increased pollutant levels for total nitrogen in the C-102 Basin that were projected to occur based on water quality modelling results.



The applicant provides water modelling results that were utilized to estimate current loading to Biscayne Bay from agricultural areas that predominate the application site. The applicant’s modelling results show a significant reduction of nutrient loading, in particular for total nitrogen and total phosphorous, to the C-102 Canal corridor for the pre-development runoff conditions versus the post development conditions. However, as described above, water quality modelling results from the South Dade Watershed Study show a significant *decrease* in total nitrogen, total phosphorus, and all other pollutants analyzed, when lands in the C-102 basin located outside of the Urban Development Boundary remain in agriculture versus undergoing conversion to urban uses.

It is important to make a clear distinction between “water quality”, “the health of the Bay”, and “nutrient export”. While these are interrelated, they are distinct. Removing or reducing agricultural land uses would be expected to reduce the amount of certain elements reaching surface and groundwaters. To the extent that certain substances such as fertilizers, insecticides, and herbicides are currently being used at the site they could be reduced if the land use was changed. In this regard the proposed changes could reduce the amount of run-off of certain pollutants.

Adding industrial or commercial uses to the area would be expected to add certain elements which may reach surface and groundwaters. For example, according to the Environmental Protection Agency streets, parking lots, and other transportation assets, can “carry stormwater runoff pollutants from the adjacent land and from cars, trucks, and buses, including heavy metals from tires, brakes, and engine wear, and hydrocarbons from lubricating fluids. If the pollutants are not

properly controlled, they can impair waters” (Stormwater Discharges from Transportation Sources. U.S. Environmental Protection Agency Website, April 29, 2022).

In this regard the proposed changes could increase the amount of run-off of certain pollutants. The degree to which the proposed maintenance and repair facilities, light manufacturing, warehouse facilities, or other uses generate these pollutants and the degree to which they reach surface or groundwaters would depend on the degree of loading and the efficacy of the pollutant removal methods used in the stormwater infrastructure. Given the level of information provided it is not possible to determine whether the stormwater management measures would completely limit the transport of these pollutants to Biscayne Bay.

The level of information provided to date, would not support the assertion that the health of Biscayne Bay would improve. While best management practices may help reduce water pollution, common stormwater management techniques and construction pollution control measures which are commonly used in Florida have been shown to be only partially effective at managing water pollution (Low-Impact Development & Green Infrastructure: Pollution Reduction Guidance for Water Quality in Southeast Florida. Florida Department of Environmental Protection, August 22, 2019).

Endangered and Threatened Species

The Florida Fish & Wildlife Conservation Commission (FWC) notes in their review of this application the following listed and managed species with the potential to occur within the project area:

- Florida panther (*Puma concolor coryi*, Federally Endangered [FE])
- Florida bonneted bat (*Eumops floridanus*, FE)
- Everglade snail kite (*Rostrhamus sociabilis plumbeus*, FE)
- Cape Sable seaside sparrow (*Ammodramus maritimus mirabilis*, FE)
- Bartram’s scrub-hairstreak butterfly (*Strymon acis bartrami*, FE)
- Florida leafwing butterfly (*Anaea troglodyte floralis*, FE)
- Wood stork (*Mycteria americana*, Federally Threatened [FT])
- American crocodile (*Crocodylus acutus*, FT)

FWC also stated that the subject site falls within a USFWS core foraging area of known wood stork nesting colonies and is within the USFWS Consultation Area for the Florida bonneted bat. Finally, FWC reported that the application the site is also located near, within, or adjacent to potential habitat for the eastern indigo snake (*Drymarchon corais couperi*, FT).

To better identify potential project impacts to listed species of fish and wildlife, FWC staff recommends that species-specific surveys be conducted prior to any clearing or construction. Species-specific surveys are time sensitive and are best conducted by wildlife biologists with recent documented experience for that species. FWC staff recommends coordination with U.S. Fish and Wildlife Service South Florida Ecological Services Office (ESO) as necessary for information regarding potential impacts to these species.

In addition, the South Florida Regional Planning Council noted that the seagrasses of Biscayne Bay are critical habitat of the Florida Manatee, a federally threatened species.

There are no provisions in the proposed Special District text amendments or the covenants committing to conducting species-specific surveys prior to any clearing or construction.

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INFRASTRUCTURE AND PUBLIC SERVICES

The following section provides an overview of the applicants' response to address the infrastructure and public service needs of the proposed development. Though, for the most part, the applicants have provided the necessary commitments to ensure Phases I and II will have adequate infrastructure and public services, questions remain regarding Phase III.

Water and Sewer

The South Florida Water Management District (SFWMD) stated in its review of the application that the lack of information on water and sewer facilities was inconsistent with the CDMP's Future Land Use Element Policies LU-8D, LU-8E and Capital Improvements Element Objectives CIE-3 and CIE-5 (and implementing policies) which require specific projects, scheduling and funding to be identified. SFWMD proposed that to the proposed CDMP text changes include amendments to the Capital Improvements Element (CIE) and the Five-Year Capital Improvements Schedule (CIS) for the needed water and sewer facilities. This should include both publicly and privately funded projects necessary to achieve and maintain adopted level of service standards, including projects needed to serve all adopted or anticipated large-scale developments, even if the County is not responsible for the improvements. In addition, SFWMD noted that the following issues should be addressed, as applicable:

- Amendments to the CIE and CIS should include the list of projects (alternative and traditional) to be undertaken to be consistent with the revised data and analysis for the plan amendment.
- Use of alternative water supply sources such as reclaimed water to meet future water needs and incorporation of water conservation projects, consistent with the South Florida Water Management District's LEC Water Supply Plan Update and the County's Work Plan.
- Identify projects beyond the Five-Year CIS and how they will be implemented and funded.

The proposed amendment should also be revised to demonstrate if alternative sources of water could be utilized to support the non-potable water needs of the proposed land uses. The analysis should include the following:

- The proposed source of water for landscape irrigation.
- An explanation of how the proposed land uses could or could not use either on-site wells or reclaimed water for landscape irrigation for portions of the project that do not require potable water supply.
- If potable water is to be used for landscape irrigation, demonstrate how the use of potable water is consistent with provisions of the County's CDMP, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F, and will protect water recharge areas and encourage use of alternative water technologies to meet water demand.

It must be noted that the proposed Special District text addresses necessary extensions of the water and sewer distribution and collection networks and that staff has determined that no capital facilities to address water and sewer level of service standards are deemed necessary. However, the proposed Special District text does not address alternative water supplies, but does require

non-agricultural development to comply with the Miami-Dade County Ordinance for Florida-Friendly Fertilizer Use on Urban Landscapes,” of Chapter 18C of the Miami-Dade County Code.

Parks and Recreation

In the August 2021 Initial Recommendations, County staff noted that the CDMP application and covenants needed to address proposed improvements to the Princeton Trail. Additional comments requested coordination regarding proposed realignments to the C-102 Canal, non-motorized pedestrian connections with adjacent neighborhoods, adding shade trees along walking paths and private and public sidewalks, and provision of bicycle parking. Lastly, the Initial Recommendations report noted that parcels in Phase III that may allow residential components did not meet the ¼ to ½ mile spatial distribution recommended by the Miami-Dade County Parks, Recreation and Open Space Department (PROS) Equity Access Criteria.

Since the application proposes constructing the Princeton Trail within the South Florida Water Management District right-of-way, the SFWMD noted that a District permit would be required to construct the Trail within their right-of-way, and that such permit can only be submitted by a government entity or property owners’ association. PROS has expressed willingness to serve as the applicant. However, the SFWMD recommended removal of any language in the proposed Special District text regarding the right-of-way, and also noted that the SFWMD does not typically approve planting of trees in their right-of-way and that such action must be completed on private property.

Though the Special District text was amended, to address some of the issues, there are no details in the Special District text or the covenants regarding the responsibilities of each phase as to the construction of the Princeton Trail beyond language that development “shall incorporate” relevant portions of the trail. Language should be added requiring funding and construction of relevant portions of the trail. Language additionally must ensure that future connections of the Princeton Trail are specified, particularly for Phase III that does not have associated zoning applications or covenants and is not addressed in the Chapter 163 Development Agreement. Special District text language and covenants must also address that if construction of the Trail in the South Florida Water Management District right-of-way is not feasible, the Trail must be constructed within private property. Lastly, PROS recommends that the applicant consult with PROS prior to any canal realignment that is proposed as part of Phase I in order to ensure appropriate construction of the Princeton Trail.

In addition to SFWMD, FDOT recommended the inclusion of pedestrian and bicycle facilities to promote a safe, walkable and connected community. Though a network of bicycle and pedestrian improvements have been proposed, a bicycle and pedestrian plan for the entire Special District has not been provided. Requirements for shade trees, bicycle parking, and pedestrian connections within the Trail have not been included in the CDMP Special District text or the covenants.

The Miami-Dade Transportation Planning Organization (TPO) provided technical comments on the proposed bicycle and pedestrian improvements associated with the roadway improvements. As to the improvements on SW 112 Avenue and SW 268 Street, they recommended seven-foot buffered bicycle lanes for roads with curb and gutter, and noted that a shared use path on both sides of the roadway would be preferred. They noted 12’ width shared use paths are preferred to 10’ shared used paths as proposed. The TPO also noted that the elevation of parcels adjacent to

the canal, which is the proposed path for the Princeton Trail, should be taken into account relative to continued access to and use of the Trail.

Finally, no language has been included in the CDMP Special District text or covenants to address the recommendations for Phase III to provide recreation within the ¼ to ½ mile spatial distribution.

Fire Rescue

The Miami-Dade Fire Rescue (MDFR) notes the application site's current Agriculture designation would allow development that could potentially generate 47 annual alarms while the proposed CDMP designation (Special District) would allow development that would generate up to 495 annual alarms, which would be a severe impact on Fire Rescue services. However, MDFR notes that based on the current call volume the closest fire Station No. 70 and existing stations within proximity of the site, as well as the planned fire Station No. 77 programmed to be constructed during FY 2025-2026, all stations combined can mitigate the additional number of alarms. MDFR further notes that CDMP Policy LU-8H requires applications proposing expansion of the UDB be served by utility water supply. In order for the application to be consistent with CDMP Policy WS-2A regarding potable water and fire flow, the proffered CDMP covenants must include a commitment stating that adequate water supply will be provided to the entire application area, including Phase III. The required fire flow for the proposed Special District shall be 3,000 gallons per minute.

The proposed Special District text amendment includes a reference that each phase shall ensure the construction, maintenance, and operation of water including providing minimum fire flows established in CDMP Policy CIE-3C. It is also noted that the applicant's separate, but related, Development Agreement includes a requirement for coordinate with the MDFR the adequate fire protection for Phases I and II of the proposed development.

Police

The Miami-Dade Police Department evaluated current data of police staffing, population and crimes was also examined to project any increase in calls for service and found that current police officer staffing would not accommodate the anticipated increase in calls for service that the application would generate. To maintain police staffing at current levels, police officer staffing would need to be increased by three additional officers (to serve the site) at an estimated cost of \$304,638.00. While not directly addressed in the application, the separate but related Chapter 163 Development Agreement being processed with the concurrent zoning applications for Phases I and II acknowledges this increase and notes such costs will be accommodated through the payment of impact fees and general fund revenues generated by the Property's increased ad valorem tax payments.

Roadways

The application site is ±792.18-acre property located south of Florida's Turnpike and bounded by SW 107 Avenue in the east, SW 122 Avenue in the west and SW 268 Street in the south in unincorporated Miami-Dade County. The property is outside the Urban Development Boundary (UDB), the existing land use on the property is Agriculture which has very low traffic intensity. Typical to the existing land use, there are very few collector or arterial roads in the area, only one north-south road (SW 112 Avenue) and one east-west road (SW 268 Street) directly accessing

the site extend beyond the Turnpike, all other roads service the mobility within the area south and east of the Turnpike. The proposed development would mostly consume the capacity available in the existing roadway system and hence there is a need to increase capacity in the existing roadway system in the area. The applicant has divided the development into three phases: Phase 1 comprises of 203.6 acres; Phase 2 comprises of 175.23 acres and Phase 3 comprises of 413.35 acres. The traffic impact analysis was done cumulatively for all three phases. As there are multiple parcels within this application site, there are multiple accesses to the parcels, but the two main access points would be from SW 112 Avenue and SW 268 Street. The major roadways that would cater to the mobility needs of this project are shown below:

1. SW 112 Avenue from US-1 to SW 268 St. is a five-lane divided state-maintained roadway with posted speed limit of 40/45 mph. It has an interchange with Florida's Turnpike.
2. US-1 from SW 117 Avenue to SW 288 Street is a four-lane divided state-maintained roadway with posted speed limit of 45 mph.
3. Florida's Turnpike from SW 216 Street to SW 137 Avenue is a six-lane expressway with posted speed limit of 65 mph.
4. SW 268 Street/Moody Drive from US-1 to SW 107 Avenue is a four-lane undivided county-maintained roadway with posted speed limit of 40 mph.
5. SW 248 Street/Coconut Palm Drive from SW 112 Avenue to SW 177 Avenue is a two-lane county-maintained roadway with posted speed limit of 40 mph.
6. SW 127 Avenue from SW 216 Street to SW 280 Street is a two-lane undivided county-maintained roadway with posted speed limit of 35 mph.
7. SW 147 Avenue from SW 216 Street to SW 264 Street is a two-lane undivided county-maintained roadway with posted speed limit of 40 mph.
8. SW 157 Avenue from SW 216 Street to US-1 is a two-lane undivided county-maintained roadway with posted speed limit of 40 mph.
9. Old Cutler Road from US-1 to SW 216 Street is a two-lane undivided county-maintained roadway with posted speed limit of 35 mph.

The project site is located adjacent to the Florida's Turnpike and near US-1 that would provide connectivity to other regions within the County and outside the County.

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

Existing 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 2019) and the County (Year 2019), 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 map designations were analyzed for traffic impacts. Under the current CDMP land use designation of Agriculture, the application site is assumed to be developed with 158 rural residences. Under the requested CDMP land use designation of Special District, the application site can be developed with 9,305,000 sq. ft. warehouse, 120,000 sq. ft. retail and 150 hotel rooms. The potential development of 158 rural residences under the current CDMP land use designation of Agriculture is expected to generate approximately 157 PM peak hour trips and the potential

development of 9,305,000 sq. ft. warehouse, 120,000 sq. ft. retail and 150 rooms hotel under the requested CDMP land use designation of Special District is expected to generate approximately 1,852 gross PM peak hour trips. The retail uses would attract 34% pass-by trips and due to the mixture of land uses there would be 2% internal trip capture for retail uses and 16% for hotel. After deduction of pass-by trips and internal trips, the net trips generated by the proposed development would be 1617 PM peak hour trips or approximately 1,460 more PM peak hour trips than the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” table below.

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

Application No. 3	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	Agriculture	Special District	
Maximum Development Potential	158 Rural Residences (Single-Family Detached Units) ¹	9,305,000 sq. ft. Warehouse ² 120,000 sq. ft. Retail ³ and 150 Hotel ⁴ rooms	
Gross Trips Generated	157	1,852	
Pass-By Trips ⁵	-	207	
Internal Trips ⁶	-	28	
Net Trips Generated	157	1,617	+1,460

Source: Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017; Miami-Dade County Department of Regulatory and Economic Resources.

Notes: ¹ – ITE Land Use Code used for Single-Family Detached is 210.

² – ITE Land Use Code used for Warehouse is 150.

³ – ITE Land Use Code used for Retail is 820.

⁴ – ITE Land Use Code used for Hotel is 310.

⁵ – Percentage of Pass-By Trips for Retail is 34% per ITE Trip Generation Handbook 2nd Edition

⁶ – Percentage of Internal Trips is the lower of 2% for Retail & 16% for Hotel

Short Term Traffic Evaluation (Concurrency)

An evaluation of peak-period traffic concurrency conditions was conducted as of February 2021, 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 2021 *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. This evaluation determined that two roadways monitored for concurrency adjacent to and in the vicinity of the application site are currently operating below the County's adopted Level of Service (LOS) standards. The "Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation" table below shows that two roadways are projected to operate below the County's adopted level of service standards.

- SW 112 Avenue north of SW 232 Street would operate at LOS 'F', but the adopted LOS is 'D'.
- US-1 south of SW 248 Street would operate at LOS 'F' but the adopted LOS is 'E+20%'.

Of the two roadways failing, SW 112 Avenue is significantly impacted by project traffic hence the roadway must be improved by the applicant by entering into a proportionate fair share agreement with the County. US-1 is not significantly impacted by the project traffic, as the percentage traffic impact is less than five percent but since it is a designated Hurricane Evacuation Route, CDMP Capital Improvements Element text (CIE, page IX-17) does not allow for de minimis traffic impacts to hurricane evacuation route that are operating in violation of their adopted level of service standard. Hence staff conducted more detailed analysis to ascertain the functioning of US-1 in this area. Based on the 2021 traffic count data from Florida Department of Transportation and the approved development order trips from Miami Dade County's Concurrency database, the LOS of the US-1 segment is 'D' meaning the US-1 segment is currently operating within its adopted LOS standard. The US-1 data is shown below in the 'Detailed Analysis of US-1 an Evacuation Route' table.

Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)														
Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	% Impact	Total Trips With Amend.	Concurrency LOS with Amend.
Requested CDMP Designation: Special District – 9,305,000 sq. ft. Warehouse; 120,000 sq. ft. Retail and 150 rooms Hotel. Net Trips: 1617 PM peak hour trips														
9738	SW 112 Avenue	North of SW 268 Street	4 DV	C	3,420	1,729	C	2	1,731	C	1,379	40.3%	3,110	C
F-50	SW 112 Avenue	North of Florida's Turnpike Homestead Ext	4 DV	D	3,580	1,888	C	769	2,657	C	583	16.3%	3,240	C
F-2264	Florida Turnpike Ext	Northeast of SW 112 Avenue	6 DV	D	10,060	8,433	D	0	8,433	D	485	4.8%	8,918	D
F-8370	SW 248 Street	West of SW 97 Avenue	2 DV	C	1,440	162	C	0	162	C	50	3.5%	212	C
F-2258	Florida Turnpike Ext	North of SW 137 Avenue	6 DV	D	10,060	7,443	C	0	7,443	C	275	2.7%	7,718	C
F-7002	SW 268 Street	East of SW 117 Avenue	4 DV	C	3,078	1,251	C	0	1,251	C	243	7.9%	1,494	C
F-8372	SW 127 Avenue	South of SW 280 Street	4 DV	D	3,222	162	C	0	162	C	32	1.0%	194	C
9736	SW 112 Avenue	North of SW 232 Street	4 DV	D	3,580	2,723	C	647	3,370	C	308	8.6%	3,678	F
9914	SW 248 Street	East of SW 127 Avenue	2 DV	D	1,440	497	C	328	825	C	130	9.0%	955	C
9103	SW 232 Street	East of US 1	2 DV	D	1,197	402	C	214	616	D	27	2.3%	643	D

9922	SW 268 Street	West of SW 127 Avenue	4 DV	D	3,222	1,119	C	362	1,481	C	210	6.5%	1,691	C
9924	SW 268 Street	West of SW 142 Avenue	4 DV	D	3,222	1,042	C	420	1,462	C	81	2.5%	1,543	C
9822	SW 137 Avenue	South of US 1	2 DV	D	1,197	512	C	432	944	D	97	8.1%	1,041	D
9971	US 1	South of SW 248 Street	4 DV	EE	4,296	3,163	C	1,131	4,294	E+20	97	2.3%	4,391	F
F-2521	US 1	North of SW 272 Street	4 DV	EE+20%	4,296	2,987	C	495	3,482	D	97	2.3%	3,579	D
9904	SW 220 Street	East of US 1	2 DV	D	1,197	338	C	77	415	C	81	6.8%	496	C
9898	SW 216 Street	West of US 1	2 DV	D	1,440	473	C	196	669	C	81	5.6%	750	C
Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, December 2021. Notes: DV= Divided Roadway; UD=Undivided Roadway. * County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA)); E+50% (150% capacity for locations with extraordinary transit service)														

Detailed Analysis of US-1 an Evacuation Route														
Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	% Impact	Total Trips With Amend.	Concurrency LOS with Amend.
9971	US 1	South of SW 248 Street	4 DV	EE	4,296	2,535	C	903	3,438	D	97	2.3%	3,535	D
Source: 2021 traffic count data from Miami-Dade County and Florida Department of Transportation.														

Application Impact

Based on the Trip Generation information and Short Term analyses above, two roadways adjacent to and in the vicinity of the application site are currently operating within the County's adopted Level of Service (LOS) standards but are projected to operate below their respective adopted LOS standard. Of the two roadways failing, SW 112 Avenue is significantly impacted by project traffic hence the roadway must be improved by the applicant by entering into a proportionate fair share agreement with the County. US-1 is not significantly impacted by the project traffic, as the percentage traffic impact is less than five percent.

Applicant's Traffic Study

The applicant's transportation consultant, Langan Engineering and Environmental Services, Inc., prepared the *CDMP Amendment Traffic Impact Study* revised dated April 22, 2021. The Traffic Study analyzes the existing, short term and long-term traffic impacts that the proposed project will have on the roadways adjacent to and in the vicinity of the application site. A copy of the Traffic Study's Executive Summary is included in Appendix F. The complete Traffic Study is available online at the Department's website at <https://www.miamidade.gov/planning/cdmp-amendment-cycles>. The maximum development potential for the existing land use is 158 single-family detached units. The maximum development potential for the requested land use is 9,305,000 sq. ft. warehouse uses, 76,000 sq. ft. shopping center, 150 rooms hotel, 34,400 sq. ft. fast food restaurant, 3,000 sq. ft. drive-in bank and 6,600 sq. ft. convenience market/gas station. The trip generation analysis for the existing and proposed land use is shown in Table 3 of the traffic study. The existing development potential would generate approximately 158 PM Peak Hour trips and the proposed development potential would generate approximately 1,872 PM Peak Hour trips or approximately 1,714 more PM peak hour trips than the current CDMP designation. See applicant's Table 3 below for trip generation analysis.

The application site is ±792 acres comprising 39 parcels located in Traffic Analysis Zones (TAZ) 1382 and 1389. The cardinal trip distribution for the two TAZs were obtained from the MPO's 2045 Cost Feasible Plan. The Miami-Dade TPO publishes trip distribution data for the years 2015 and 2045 for each TAZ within Miami-Dade County, this data is interpolated to get the 2023 trip distribution for the concurrency analysis. The average of the cardinal distributions in each direction for the two TAZs was utilized to distribute the project traffic on the surrounding roadway network. See the applicant's Table 4 below for cardinal trip distribution.

Table 3 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Maximum Potential Development under Proposed Land Use Designation								
Warehousing	9,305,000 SF	14,747	879	263	1,142	309	835	1,144
Shopping Center	76,000 SF	4,989	105	63	168	50	153	203
Hotel	150 Rooms	1,267	39	18	57	2	13	15
Fast Food w Drive-Through	34,400 SF	16,201	335	324	659	266	101	367
Drive In Bank	3,000 SF	366	17	12	29	25	15	40
Super Convenience Market/Gas Station	6,600 SF	5,528	115	102	217	45	58	103
Net New Trips for 2023 Analysis		43,098	1,490	782	2,272	697	1,175	1,872
Maximum Potential Development under Current Land Use Designation								
Single-Family Detached Housing	158 DU	1,584	29	88	117	100	58	158
Net New Trips for 2045 Analysis		41,514	1,461	694	2,155	597	1,117	1,714

Notes:

1. Based on ITE Trip Generation Manual 10th Edition
2. Proposed Land Use Designation less Existing Use

Table 4 - Cardinal Distribution

Year	TAZ	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	1382	31.60%	0.00%	0.00%	1.40%	3.30%	21.30%	7.20%	35.20%
	1389	17.20%	1.70%	0.00%	0.00%	15.10%	18.90%	23.10%	24.10%
2015 Average		24.40%	0.85%	0.00%	0.70%	9.20%	20.10%	15.15%	29.65%
2045	1382	33.90%	0.00%	0.00%	0.30%	4.30%	20.70%	7.90%	32.90%
	1389	37.10%	1.80%	0.00%	0.00%	12.40%	35.20%	2.50%	11.00%
2045 Average		35.50%	0.90%	0.00%	0.15%	8.35%	27.95%	5.20%	21.95%
2023		27.36%	0.86%	0.00%	0.55%	8.97%	22.19%	12.50%	27.60%

The applicant's traffic study reviewed the existing traffic conditions on the surrounding roadway network using the County's and FDOT's 2019 traffic count data. Thirty surrounding roadway segments were analyzed for afternoon peak hour capacity conditions and it was determined that all roadways are functioning at an acceptable level of service. See the applicant's Table 2 below for the existing roadway condition analysis.

Table 2 - Existing Afternoon Peak-Hour Roadway Capacity Analysis Summary

Roadway	From	To	Number of Lanes	Adopted LOS ¹	LOS Capacity ¹	Existing Volume	Existing LOS	Meets Capacity
SW 112 Avenue	US-1	SW 216 Street	4 L	SUMA	3,580	2,551	C	YES
	SW 216 Street	SW 232 Street	4 L	D	3,580	2,723	C	YES
	SW 232 Street	FL Turnpike On-Ramp	4 L	SUMA	3,580	1,888	C	YES
	FL Turnpike On-Ramp	SW 268 Street	4 L	D	3,580	1,729	C	YES
Old Cutler Road	US-1	SW 216 Street	2 L	D	1,197	338	C	YES
SW 127 Avenue	SW 216 Street	SW 232 Street	2 L	D	1,197	306	C	YES
	SW 268 Street	SW 280 Street	2 L	D	1,197	504 ²	C	YES
SW 147 Avenue	SW 216 Street	SW 232 Street	2 L	C	1,359	730	C	YES
	SW 232 Street	SW 264 Street	2 L	C	1,359	981	C	YES
SW 157 Avenue	SW 216 Street	SW 272 Street	2 L	C	1,359	198	C	YES
	SW 272 Street	US-1	2 L	D	1,440	439	C	YES
SW 216 Street	SW 157 Avenue	SW 134 Avenue	2 L	C	1,359	458	C	YES
	SW 134 Avenue	US-1	2 L	D	1,440	473	C	YES
SW 232 Street	SW 147 Avenue	SW 137 Avenue	2 L	C	1,359	528	C	YES
	SW 137 Avenue	US-1	2 L	D	1,440	623	C	YES
SW 248 Street	SWW 177 Avenue	SW 147 Avenue	2 L	C	1,359	504 ²	C	YES
	SW 147 Avenue	US-1	2 L	D	1,440	449	C	YES
	US-1	SW 127 Avenue	2 L	D	1,440	497	C	YES
	SW 127 Avenue	SW 112 Avenue	2 L	D	1,440	1,162 ³	C	YES
SW 264 Street	SW 157 Avenue	SW 147 Avenue	2 L	C	1,359	409	C	YES
	SW 147 Avenue	US-1	2 L	D	1,197	405 ²	C	YES
SW 268 Street	US-1	SW 137 Avenue	4 L	D	3,222	1,042	C	YES
	SW 137 Avenue	SW 127 Avenue	4 L	D	3,222	1,119	C	YES
	SW 122 Avenue	SW 119 Avenue	4 L	D	3,222	1,296 ²	C	YES
	SW 119 Avenue	SW 107 Avenue	4 L	D	3,222	1,395 ²	C	YES
US-1 / S. Dixie Highway	SW 288 Street	SW 248 Street	4 L	EE	4,296	2,987	C	YES
	SW 248 Street	SW 268 Street	4 L	EE	4,296	3,163	C	YES
	SW 232 Street	SW 117 Avenue	4 L	EE	4,296	2,694	C	YES
Florida Turnpike	SW 216 Street	SW 112 Avenue	6 L	D	10,510	8,010 ²	C	YES
	SW 112 Avenue	SW 137 Avenue	6 L	D	10,510	8,811 ²	D	YES

1. Adopted LOS and Capacity from FDOT 2020 Quality / LOS Handbook & County Traffic Concurrency Database

2. Existing data derived from FDOT 2019 historical count data

3. Existing Volume based on highest count from Synopsis Data

The applicant's traffic study included a 2023 short term (concurrency) analysis, which included reserved trips from approved development not yet constructed, an annual growth rate factor of 1.69% to develop future volumes, programmed roadway capacity improvements listed in the first three years of the County's adopted 2021 *Transportation Improvement Program (TIP)*, and the PM peak hour trips estimated to be generated by the proposed development. The concurrency analysis determined that three roadway segments shown below are operating below the County's acceptable levels of service.

1. US-1 between SW 248 Street and SW 268 Street is operating at LOS 'F', but the adopted LOS is 'E+20%'. US-1 is failing even without project traffic and the traffic impact is about 2.6% which is not significant since it is less than 5%.
2. SW 248 Street between SW 127 Avenue and US-1 is operating at LOS 'F', but the adopted LOS is 'D'. SW 248 Street is failing even without project traffic and the traffic impact is about 22% which is significant since it is more than 5%.
3. SW 112 Avenue between SW 216 Street and SW 232 Street is operating at LOS 'F', but the adopted LOS is 'D'. SW 112 Avenue is failing due to project traffic and the traffic impact is about 9.9% which is significant since it is more than 5%.

The roadways that are failing and significantly impacted by the traffic volumes from the application need to be mitigated. A significant impact occurs when the application is projected to generate traffic at volumes greater than 5% of the roadway's LOS capacity (maximum service volume capacity).. See the applicant's Table 5 below for the short-term concurrency analysis.

The applicant's traffic study also included a 2045 Long Term analysis to determine the future long-term traffic impacts on the surrounding roadways. The 2045 traffic volumes were obtained from the Southeast Florida Regional Planning Model (SERPM8) and the project trips were added to the model volumes to determine the impact on the surrounding roadway segments. The long-term analysis determined that four roadway segments shown below are projected to operate below the County's adopted level of service standards.

1. SW 112 Avenue between US-1 and SW 216 Street is operating at LOS 'F', but the adopted LOS is 'D'. It is failing even without project traffic and the traffic impact is about 4.3% which is not significant since it is less than 5%.
2. SW 112 Avenue between SW 216 Street and SW 232 Street is operating at LOS 'F', but the adopted LOS is 'D'. It is failing due to project traffic and the traffic impact is about 9.11% which is significant since it is more than 5%.
3. US-1 between SW 248 Street and SW 268 Street is operating at LOS 'F', but the adopted LOS is 'E+20%'. US-1 is failing even without project traffic and the traffic impact is about 2.4% which is not significant since it is less than 5%.
4. SW 127 Avenue between SW 216 Street and SW 232 Street is operating at LOS 'F', but the adopted LOS is 'D'. It is failing even without project traffic and the traffic impact is about 7.18% which is significant since it is more than 5%.

The roadways that are failing and significantly impacted need to be mitigated. See the applicant's Table 7 for the 2045 Long Term analysis.

In conclusion, the applicant's traffic study assessed the impacts of the proposed CDMP amendment on the roadway segments surrounding the application site. The traffic analysis was prepared for existing traffic conditions, short-term concurrency (year 2023) and long-term (year

2045) traffic impacts. The results indicate that three roadway segments are expected to operate below the County's adopted level of service standards in the short-term traffic conditions and four roadway segments are projected to operate below the County's adopted level of service standards for long term traffic conditions. It must be noted that CDMP Land Use Element Policy LU-8D requires that "the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water, sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable." Therefore, improvements necessary to mitigate the failure of the roadways identified as significantly impacted by the application are to be planned as part of the proposed plan amendment in order to be approved.

Table 5 - Short Term Term 2023 (Concurrency) Afternoon Peak-Hour Roadway Capacity Analysis Summary

Count Station	Location	Facility Type	Adopted LOS *	LOS Capacity *	PHP Volume	2023 Volume	Development Order Trips	2023 Volume + D.O.'s	Available Trips	LOS without Project	Proposed Development		Total Volume With Project	Trips Remaining	LOS with Project	Meets Concurrency
											Project Assignment	Project Trips				
FDOT-1095	SW 112 AVE, n/o SW 216 ST	4 L	SUJMA	3,580	2,551	2,638	325	2,963	617	C	9%	168	3,131	449	C	YES
MDC-9736	SW 112 AVE, n/o SW 232 ST	4 L	D	3,580	2,723	2,816	647	3,463	117	D	19%	356	3,819	-239	F	NO
FDOT-0050	SW 112 AVE, n/o RAMP TO SR 821	4 L	SUJMA	3,580	1,888	1,952	769	2,721	859	C	36%	674	3,395	185	C	YES
MDC-9738	SW 112 AVE, n/o SW 268 ST	4 L	D	3,580	1,729	1,788	2	1,790	1,790	C	85%	1591	3,381	199	C	YES
MDC-9904	SW 220 ST, e/o US-1	2 L	D	1,197	338	350	77	427	770	C	5%	94	521	676	C	YES
MDC-9790	SW 127 AVE, s/o SW 216 ST	2 L	D	1,197	306	316	187	503	694	C	5%	94	597	600	D	YES
FDOT-8593	SW 127 AVE, n/o AIR RESERVE	2 L	D	1,197	504	521	0	521	676	C	2%	37	558	639	C	YES
MDC-9840	SW 147 AVE, s/o SW 232 ST	2 L	C	1,359	730	755	0	755	604	C	5%	94	849	510	C	YES
MDC-9842	SW 147 AVE, s/o SW 264 ST	2 L	C	1,359	981	1,014	64	1,078	281	C	5%	94	1,172	187	C	YES
MDC-9858	SW 157 AVE, s/o SW 216 ST	2 L	C	1,359	198	205	0	205	1,154	C	0%	0	205	1,154	C	YES
MDC-9860	SW 157 AVE, s/o SW 272 ST	2 L	D	1,440	439	454	108	562	878	C	4%	75	637	803	C	YES
MDC-9900	SW 216 ST, w/o SW 134 AVE	2 L	C	1,359	458	474	38	512	847	C	3%	56	568	791	C	YES
MDC-9898	SW 216 ST, w/o US-1	2 L	D	1,440	473	489	196	685	755	C	5%	94	779	661	C	YES
MDC-9910	SW 232 ST, w/o SW 137 AVE	2 L	C	1,359	528	546	95	641	718	C	3%	56	697	662	C	YES
MDC-9908	SW 232 ST, w/o US-1	2 L	D	1,440	623	644	60	704	736	C	9%	168	872	568	C	YES

* Data Source: Adopted LOS and Capacity, from FDOT 2020 Quality / LOS Handbook and Miami-Dade County Traffic Concurrency Database

Table 5- Short Term Term 2023 (Concurrency) Afternoon Peak-Hour Roadway Capacity Analysis Summary

Count Station	Location	Facility Type	Adopted LOS*	LOS Capacity	PHP Volume	2023 Volume	Development Order Trips	2023 Volume + D.O.'s	Available Trips	LOS without Project	Proposed Development		Total Volume With Project	Trips Remaining	LOS with Project	Meets Concurrency
											Project Assignment	Project Trips				
FDOT-8720	SW 248 ST, w/o SW 157 AVE	2 L	C	1,359	504	521	0	521	838	C	2%	37	558	801	C	YES
MDC-9916	SW 248 ST, w/o US-1	2 L	D	1,440	449	635	171	635	805	C	8%	150	785	655	C	YES
MDC-9914	SW 248 ST, e/o SW 127 AVE	2 L	D	1,440	497	514	328	842	598	C	8%	150	992	448	C	YES
FDOT-8124	SW 248 STR, w/o SW 127 AVE	2 L	D	1,440	1,162	1,202	329	1,531	-91	F	17%	318	1,849	-409	F	NO
MDC-9919	SW 264 ST, w/o SW 147 AVE	2 L	C	1,359	409	423	299	722	637	C	7%	131	853	506	C	YES
FDOT-8224	SW 264 ST, w/o BUSWAY	2 L	D	1,197	405	419	0	419	778	C	7%	131	550	647	C	YES
MDC-9924	SW 268 ST, w/o SW 142 AVE	4 L	D	3,222	1,042	1,078	420	1,498	1,724	C	5%	94	1,592	1,630	C	YES
MDC-9922	SW 268 ST, w/o SW 127 AVE	4 L	D	3,222	1,119	1,157	362	1,519	1,703	C	13%	243	1,762	1,460	C	YES
FDOT-8104	SW 268 ST, w/o SW 119 PL	4 L	D	3,222	1,296	1,340	0	1,340	1,882	C	15%	281	1,621	1,601	C	YES
FDOT-7002	SW 268 ST, e/o SW 117 AVE	4 L	D	3,222	1,395	1,443	0	1,443	1,779	C	15%	281	1,724	1,498	C	YES
FDOT-2521	US-1, n/o SW 272 ST	4 L	EE	4,296	2,987	3,089	495	3,584	712	C	6%	112	3,696	600	D	YES
MDC-9971	US-1, s/o SW 248 ST	4 L	EE	4,296	3,163	3,271	1,131	4,402	-106	F	6%	112	4,514	-218	F	NO
FDOT-0008	US-1, s/o SW 232 ST	4 L	EE	4,296	2,694	2,786	511	3,297	999	C	0%	0	3,297	999	D	YES
FDOT-2264	FL TURNPIKE, n/o SW 112 AVE	6 L	D	10,510	8,010	8,283	0	8,283	2,227	C	36%	674	8,957	1,553	D	YES
FDOT-2258	FL TURNPIKE, n/o SW 137 AVE	6 L	D	10,510	8,811	9,112	0	9,112	1,398	D	17%	318	9,430	1,080	D	YES

* Data Source: Adopted LOS and Capacity from FDOT 2020 Quality / LOS Handbook and Miami-Dade County Traffic Concurrency Database

Table 7 - Long Term 2045 Afternoon Peak-Hour Roadway Capacity Analysis Summary

Roadway	From	To	Facility Type	LOS Capacity ¹	2045 Volumes ²	LOS without Project	Proposed Designation		Project Significance	Total Volume With Project	LOS with Project	Operates within Adopted LOS
							Project Assignment	Project Trips				
SW 112 Avenue	US-1	SW 216 Street	4L	3,580	3,899	F	9%	154	4.30%	4,053	F	NO
	SW 216 Street	SW 232 Street	4L	3,580	3,402	C	19%	326	9.11%	3,728	F	NO
	SW 232 Street	FL Turnpike On-Ramp	4L	3,580	2,669	C	36%	617	17.23%	3,286	C	YES
Old Cutler Road	FL Turnpike On-Ramp	SW 268 Street	4L	3,580	1,148	C	85%	1,457	40.70%	2,605	C	YES
	US-1	SW 216 Street	2L	1,197	366	C	5%	86	7.18%	452	C	YES
	SW 216 Street	SW 232 Street	2L	1,197	1,937	F	5%	86	7.18%	2,023	F	NO
SW 127 Avenue	SW 268 Street	SW 280 Street	2L	1,197	800	D	2%	34	2.84%	834	D	YES
	SW 216 Street	SW 232 Street	2L	1,359	1,173	C	5%	86	6.33%	1,259	C	YES
	SW 232 Street	SW 264 Street	2L	1,359	1,096	C	5%	86	6.33%	1,182	C	YES
SW 157 Avenue	SW 216 Street	SW 272 Street	2L	1,359	1,787	F	0%	0	0.00%	1,787	F	NO
	SW 272 Street	US-1	2L	1,440	1,073	C	4%	69	4.79%	1,142	C	YES
	SW 157 Avenue	SW 134 Avenue	2L	1,359	926	C	3%	51	3.75%	977	C	YES
SW 216 Street	SW 134 Avenue	US-1	4L	3,222	1,456	C	5%	86	2.67%	1,542	C	YES
	SW 147 Avenue	SW 137 Avenue	2L	1,359	824	C	3%	51	3.75%	875	C	YES
	SW 137 Avenue	US-1	2L	1,440	1,066	C	9%	154	10.69%	1,220	C	YES

Notes:

1. Data Source: Adopted LOS and Capacity from FDOT 2020 Quality / LOS Handbook based on 2040 Cost Feasible Network.

2. 2045 Volumes based on Daily SERPMM Model Volumes (0.09 K-Factor).

Table 7 - Long Term 2045 Afternoon Peak-Hour Roadway Capacity Analysis Summary

Roadway	From	To	Facility Type	LOS Capacity ¹	2045 Volumes ²	LOS without Project	Proposed Designation		Project Significance	Total Volume With Project	LOS with Project	Operates within Adopted LOS
							Project Assignment	Project Trips				
SW 248 Street	SWW 177 Avenue	SW 147 Avenue	2 L	1,359	52	C	2%	34	2.50%	86	C	YES
	SW 147 Avenue	US-1	2 L	1,440	260	C	8%	137	9.51%	397	C	YES
	US-1	SW 127 Avenue	2 L	1,440	1,118	C	8%	137	9.51%	1,255	C	YES
SW 264 Street	SW 127 Avenue	SW 112 Avenue	2 L	1,440	938	C	17%	291	20.21%	1,229	C	YES
	SW 157 Avenue	SW 147 Avenue	2 L	1,359	184	C	7%	120	8.83%	304	C	YES
	SW 147 Avenue	US-1	2 L	1,197	80	C	7%	120	10.03%	200	C	YES
SW 268 Street	US-1	SW 137 Avenue	4 L	3,222	972	C	5%	86	2.67%	1,058	C	YES
	SW 137 Avenue	SW 127 Avenue	4 L	3,222	1,134	C	13%	223	6.92%	1,357	C	YES
	SW 122 Avenue	SW 119 Avenue	4 L	3,222	1,098	C	15%	257	7.98%	1,355	C	YES
US-1 / S. Dixie Highway	SW 119 Avenue	SW 107 Avenue	4 L	3,222	1,112	C	15%	257	7.98%	1,369	C	YES
	SW 288 Street	SW 268 Street	4 L	4,296	3,353	C	6%	103	2.40%	3,456	C	YES
	SW 248 Street	SW 268 Street	4 L	4,296	4,632	F	6%	103	2.40%	4,735	F	NO
Florida Turnpike	SW 232 Street	SW 117 Avenue	4 L	4,296	4,532	F	0%	0	0.00%	4,532	F	NO
	SW 216 Street	SW 112 Avenue	6 L	10,510	7,593	D	36%	617	5.87%	8,210	C	YES
	SW 112 Avenue	SW 137 Avenue	6 L	10,510	7,639	D	17%	291	2.77%	7,930	C	YES

Notes:

1. Data Source: Adopted LOS and Capacity from FDOT 2020 Quality / LOS Handbook based on 2040 Cost Feasible Network.
2. 2045 Volumes based on Daily SERPM Model Volumes (0.09 K-Factor).

Roadway Improvements in the Proposed Special District text:

The application proposes designation of the site as the “South Dade Logistics and Technology District” on the CDMP Land Use Plan map and that the site would be developed in three phases as shown in the table below.

Phase	Gross Acreage	Development Assignment
Phase I	203.58	Up to 2,676,935 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and office parks, light manufacturing, and wholesale showrooms; and up to 20,000 square feet of commercial uses on properties that do not exceed five acres in size. (subject to Development Equivalency).
Phase II	165.26	Up to 2,350,068 square feet of logistics centers, warehouses, maintenance and repair facilities, office buildings and office parks, light manufacturing, and wholesale showrooms; up to 80,000 square feet of commercial uses; and up to 150 hotel rooms (subject to Development Equivalency).
Phase III	424.44	Up to 4,277,997 square feet of distribution and logistics centers, warehouses, maintenance and repair facilities, light manufacturing, and wholesale showrooms, and up to 20,000 square feet of limited commercial uses to serve the firms and workers in the District dispersed throughout Phase III within small freestanding business centers or mixed with the foregoing uses, provided that no individual commercial site exceeds five acres in size.

The property would be allowed to change land uses from the current proposal to any of the permitted land uses outlined in the Special District text but would be restricted to a maximum of 1,872 PM Peak Hour vehicle trips as analyzed in the traffic study. The swap of land uses would be permitted based on a Development Equivalency Matrix developed based on ITE Trip Generation Manual version 10 and submitted by the applicants in the respective proffered

covenants for Phases I and II. However, it must be noted that no Development Equivalency Matrix is provided for Phase III of the proposed development.

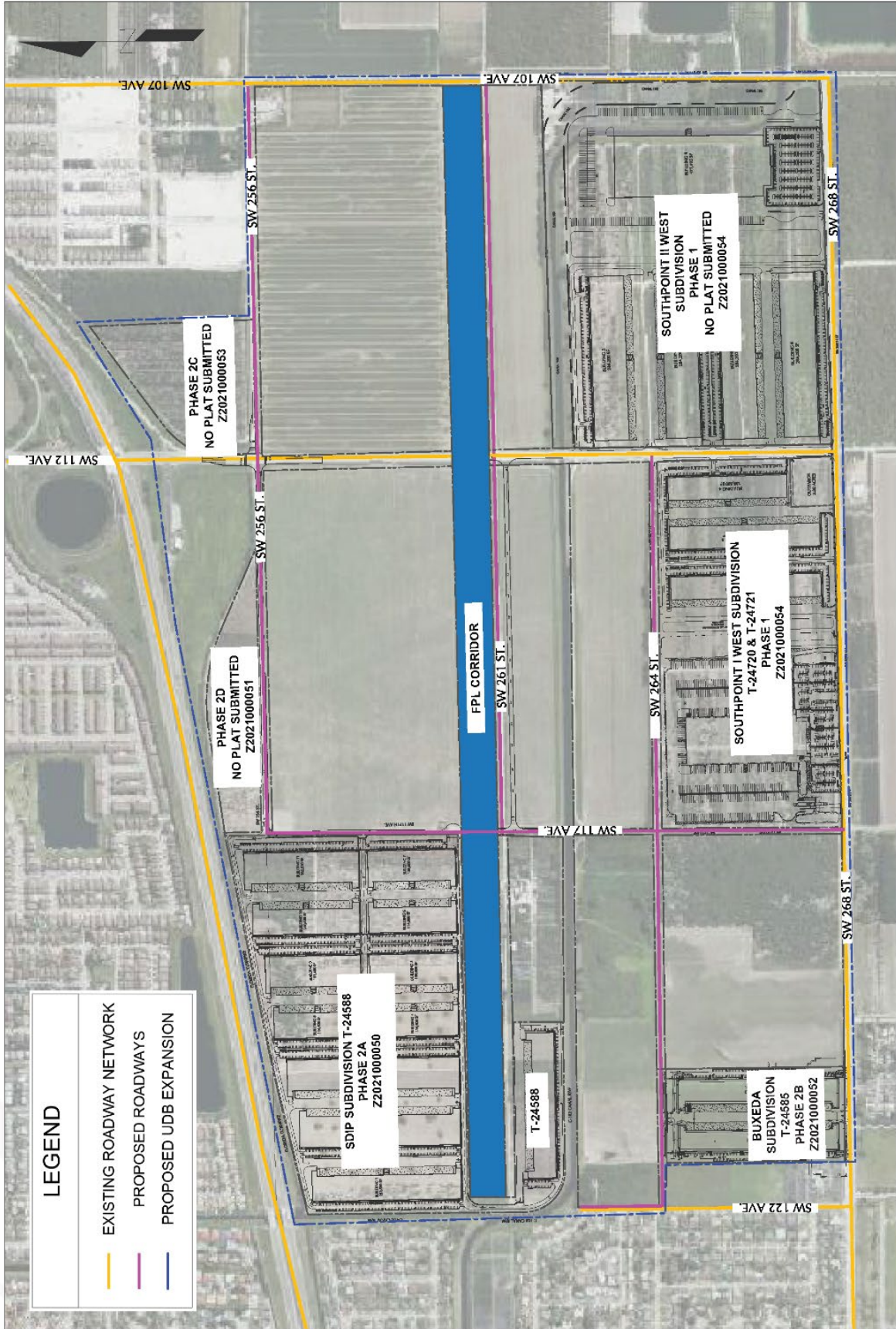
Based on the findings of the CDMP planning level traffic study, three roadways are projected to operate in violation of their adopted LOS standards and would be significantly impacted by the traffic from the proposed project (traffic impacts greater than 5% of the maximum service capacity of the affected roadway) in the short and/or long term. The three failing roadways are shown below.

1. SW 248 Street between SW 127 Avenue and US-1 is operating at LOS 'F', but the adopted LOS is 'D'. SW 248 Street is failing even without project traffic and the traffic impact is about 22% which is significant since it is more than 5%.
2. SW 112 Avenue between SW 216 Street and SW 232 Street is operating at LOS 'F', but the adopted LOS is 'D'. SW 112 Avenue is failing due to project traffic and the traffic impact is about 9.9% which is significant since it is more than 5%.
5. SW 127 Avenue between SW 216 Street and SW 232 Street is operating at LOS 'F', but the adopted LOS is 'D'. It is failing even without project traffic and the traffic impact is about 7.18% which is significant since it is more than 5%.

The proposed Special District text requires that the owners of Phases I and II provide monetary contributions or other mechanism acceptable to the applicable County Department for the necessary improvements to the three significantly impacted roadway segments and lists these roadway segments and lists roadways to be built internal to the Special District identified as the "South Dade Industrial Park Proposed Roadway Network" (see page 33 herein). The applicants have also proposed amendment to the Table 10A of the CDMP Capital Improvements Element to add roadway widening projects for each of the impacted roadways listed above, in addition to those roadways to be built within the application site and internal to the Special District (see page 34 herein). The applicants have also included a listing several figures (Figures 1, 2, 3, and 6) of the Transportation Element map series and the LUP map that would also be amended to reflect the extent of the proposed changes to the roadway network, including number of lanes, roadway designations, and proposed bicycle facilities.

Furthermore, the separate but related Development Agreement requires the Applicants, Owners, and Developers of Phases I and II to pay for the improvements to the three above listed roadway segments or other improvements that would mitigate for the failures and that the County would be responsible for constructing or causing the construction of the roadway improvements. It must be noted that the Miami-Dade Department of Transportation and Public Works have reviewed the development agreement and raised objections the application as presented below.

SOUTH DADE INDUSTRIAL PARK PROPOSED ROADWAY NETWORK



County Staff Comments for CDMP and Zoning Traffic Studies

County staff from the Department of Regulatory and Economic Resources, Agriculture Section, reviewed the applicant's traffic study and provided the following comments:

1. The subject area has a limited network of public roadways. Any roadway improvements should be designed to allow access and use of large farm equipment.
2. Property access should be maintained. This is vital to the continued farm production in and around the subject area.
3. Roadways should be designed to ensure there are no adverse impacts on drainage in the area or onto adjacent lands. As mentioned under the drainage heading, a significant portion of the drainage systems exists under existing roadways. The efficiency of this drainage network must be maintained and not disrupted, especially during the rain/hurricane season.

The Department of Transportation and Public Works, reviewed the applicant's proposal and objects to this application due to the following concerns:

1. Phases I and II collectively with Phase III uses operational capacity along the existing SW 268 Street and SW 112 Avenue, that otherwise will be used for parcels currently inside the UDB, outside of this proposed Special District, and collectively require the construction of the bridge at SW 117 Avenue over the C-102 Canal to maintain traffic capacity. As such, the Department not only did not approve the applicants request to waive the dedication of SW 117 Avenue, but also explained to the applicant that the construction of the bridge was imperative to provide roadway connectivity and to ensure future development (inside and outside of the special area) doesn't have to be denied when the intersection capacity and Level of Service (LOS) fails at the intersection of SW 268 St and SW 112 Avenue. This application doesn't guarantee such construction.
2. The applicant must ensure that SW 112 Avenue (through the different parcel phases) complies with the following requirements, understanding that the typical section is being modified because of this special area being added to the UDB. The full typical section for SW 112 Avenue is proposed to be 5 lanes with a 10' pedestrian/ bicycle path and landscape buffer both sides.
 - a. The existing bridge over the C-102 canal along SW 112 Avenue must comply with the proposed full typical section (5 lanes with 10' shared Use Pedestrian/Bicycle Paths on both sides).
 - b. Roadway and bridge elevation must comply with flood criteria at the time of development for each phase inclusive of those areas not included in Phase I and II. The roadway elevation must be raised to meet criteria specified in a manner consistent with the current County Flood Criteria Map. The applicant did not agree to these requirements.
3. The department does not agree with section '13 Mitigation Payment subsection d.' which forces the Department to agree to a contribution for roadway improvements that failed as part of this Special District through the RER CDMP review. Roadway segments are SW 127 Avenue from SW 216 Street to SW 232 Street, SW 248 Street from SW 127 Avenue to US 1, and SW 112 Avenue from SW 216 Street to SW 232 Street. It is important to point out that SW 112 Avenue between SW 216 Street and SW 232 Street is under the jurisdiction of FDOT. It shall be the applicant's responsibility to construct or cause the construction of the 3 roadway segments. It shall not be DTPW's responsibility.

As previously discussed, Policy LU-8D of the CDMP Land Use Element requires that “the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water, sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.” Therefore, it is imperative that County infrastructure and service delivery agencies ensure the infrastructure and services necessary to serve the site would in fact be developed if the application were to be approved. Additionally, Coastal Management Element Policy CM-9F prohibits new public facilities within the Coastal High Hazard Area and the application site is located within the CHHA. As discussed in the “CHHA section” on page 63 herein, the applicant proposes an amendment Policy CM-9F to allow the construction of public facilities within the CHHA through private funding. Therefore, if the application is approved, all infrastructure within the application site is to be built by the applicants/developers. This is particularly relevant in consideration of the proposed improvements to SW 117 Avenue and SW 112 Avenue (including the respective bridges of the C-102 Canal) addressed in the DTPW’s comments 1 and 2 above. Regarding the DTPW’s comment 3 above, the roadway segments of SW 112 Avenue and SW 127 Avenue, both segments between SW 216 Street and SW 232 Street, as well as SW 248 Street are outside the CHHA and not subject to the Policy CM-9F limitation, but the improvements to address the projected failures on these roadway segments must be planned and the funding for said improvements demonstrated to be viable.

It is noted that the proposed Special District text requires the elevation of the SW 112 Avenue to 6.6 feet NGVD29 and for a 10-foot-wide shared use path to be built on both sides of the roadway (a 100-foot-wide typical roadway section), within the application site from SW 256 Street to SW 268 Street. These improvements to SW 112 Avenue necessitate widening of the existing ±60-foot-wide bridge over the C-102 Canal. However, the applicants are now proposing to narrow the proposed roadway improvements at the bridge over the C-102 Canal to fit all elements of the roadway within the existing 60-foot bridge width in addition to eliminating the 10-foot shared use path on the east side of the SW 112 Avenue from the C-102 Canal southward to SW 268 Street, adjacent to the Phase I development. To effect this change, the applicant has modified the improvement listed in the proposed Special District text for SW 112 Avenue to not require the shared use path on the east side of SW 112 Avenue south of the canal. This would in effect allow the shared use path that is required north of Phase I to dead end at the C-102 Canal.

The proposed Special District text provides that each phase or portion thereof shall, at the time of zoning approval, provide adequate assurances that the necessary infrastructure would be provided and that each phase or portion thereof construct, maintain, and offer to dedicate all necessary road and canal rights of way, among other things. It must be noted that this approach to development of the ±793.93-acre site may result in portions of the site not being elevated as proposed and certain infrastructure improvements, or portions thereof, may not get built. For example, the ±340-foot-wide Florida Power and Light (FPL) transmission line corridor that runs east west through the application site is anticipated to remain a transmission line corridor, and as such, would not require zoning or other approvals that would then trigger the need for infrastructure provision. Specifically, the improvement to elevate the abutting segment of SW 112 Avenue with the construction of the planned shared use paths on each side of this roadway segment may never get built.

Transit

As presented in the Initial Recommendations report, the Department of Transportation and Public Works (DTPW) reviewed the application for consistency with CDMP Policies MT-1A and LU-8H and identified various issues. Specifically, the application needed to demonstrate compliance with the 20-minute transit service headway criterion stipulated in Policy LU-8H for UDB expansion areas, given the existing transit service (Metrobus Route 35) that traverses the site was planned for headway service reduction through the Better Bus Project, and that portions of the site did not meet the required transit LOS standards and were not served by existing transit service. To maintain the existing transit service headways at 20-minutes, DTPW indicated that an additional bus would be needed for Metrobus Route 35 (the existing bus route that serves the application site), at capital cost of \$800,000 dollars and annual operation and maintenance costs in the range of \$385,000 to \$585,000, depending on the service to be provided.

In addition, and to improve accessibility to transit service, DTPW required that a minimum of five new full shelters be provided within the application site, at a cost of \$275,000 as the existing bus stop spacing for Route 35 within the proposed Special District is not sufficient to meet the standard bus stop spacing requirements. DTPW also requested commitments to providing bicycle/pedestrian connections to transit and programs to encourage transit use and service throughout the entire application site.

However, after the publication of the Initial Recommendations report, the 20-minute headway transit service requirement was addressed through an amendment to the Miami-Dade County Better Bus Network Project. The Better Bus Project (BBP) is a comprehensive redesign of the bus network across Miami-Dade County intended to increase service and connectivity where needed and adjust service where demand is low.

The amended BBP was approved by the Board of County Commissioners on October 5, 2021 through Resolution R-920-21 and, among other things, maintained the 20-minute transit headway service for Route 35, thereby removing the need for the applicant to commit to contributing \$800,000 to add a new bus for Route 35. It should be noted that, due to the pandemic and bus driver shortages, the Better Bus Project is expected to be implemented in 2023 or beyond.

In order to improve access to transit service within the application site and meet the CDMP's required transit level of service standards, the applicants have included language in the proposed Special District text requiring the provision of the five bus shelters listed below, as requested by DTPW. This was done in order to meet the standard bus stop spacing requirements.

Required Bus Shelters Based on Proposed Roadway Master Plan, dated February 2022

- SW 112 Avenue and SW 268 Street - full shelters in both directions
- SW 112 Avenue at SW 256 Street (existing bus stop) - full shelters in both directions
- SW 268 Street at SW 119 Place (existing bus stop) - full bus shelter



February 2022 Map Indicating Location of Five Required Bus Shelters (red dots). Source: Department of Transportation and Public Works (DTPW)

It is important to note that DTPW based the need for the five bus shelters on the proposed roadway network within the Special District. The analysis did not account for possible revisions of the roadway network in Phase III that may warrant transit service to be rerouted, particularly if the development requires the construction of the SW 117 Avenue crossing (bridge) through the proposed development. DTPW's analysis of the proposed UDB expansion is subject to the proposed roadway network. Any deviations from that network, may require transit service extensions and/or bus stop locations to be reevaluated and associated capital costs to be adjusted.

The proposed Special District text also includes a requirement that property owners shall coordinate with the County to establish programs that encourage transit use and service to the parcels within the proposed Special District.

OTHER PLANNING CONSIDERATIONS

Phase III Development Program

Phase III is not under ownership of the applicants. The applicant has amended their application since transmittal to the state to provide a definitive development program for Phase III. Phase III may be developed with up to 4,277,997 square feet of distribution and logistics centers, warehouses, maintenance and repair facilities, light manufacturing, wholesale showrooms, and up to 20,000 square feet of limited, freestanding commercial uses to serve the firms and workers in the District dispersed throughout the Phase within small business centers, each not exceeding five (5) gross acres in size. Agricultural uses are allowed to continue in Phase III until such time as the property develops. Phase III is further divided into six subphases:

Phase	Development Assignment
Phase IIIA	2,248,476 Square Feet of Logistics Centers, Warehouses, Maintenance and Repair Facilities, Office Buildings and Parks, Light Manufacturing, Wholesale Showrooms, and up to 10,000 Square Feet of Limited Freestanding Commercial Uses to Serve the Firms and Workers in the District.
Phase IIIB	737,394 Square Feet of Logistics Centers, Warehouses, Maintenance and Repair Facilities, Office Buildings and Parks, Light Manufacturing, Wholesale Showrooms.
Phase IIIC	159,566 Square Feet of Logistics Centers, Warehouses, Maintenance and Repair Facilities, Office Buildings and Parks, Light Manufacturing, Wholesale Showrooms.
Phase IIID	1,044,787 Square Feet of Logistics Centers, Warehouses, Maintenance and Repair Facilities, Office Buildings and Parks, Light Manufacturing, Wholesale Showrooms, and up to 10,000 Square Feet of Limited Freestanding Commercial Uses to Serve the Firms and Workers in the District.
Phase IIIE	50,421 Square Feet of Logistics Centers, Warehouses, Maintenance and Repair Facilities, Office Buildings and Parks, Light Manufacturing, Wholesale Showrooms.
Phase IIIF	37,353 Square Feet of Logistics Centers, Warehouses, Maintenance and Repair Facilities, Office Buildings and Parks, Light Manufacturing, Wholesale Showrooms.

There are no associated zoning applications, covenants, or a Chapter 163 Development Agreement for Phase III. Therefore there is no definitive information binding Phase III to any specific commitments. Additionally, demonstrations of Phase III complying with LU-8H cannot be deferred to a later zoning process and must be addressed in the CDMP application.

The Special District text as proposed states: “Each Phase or portion thereof shall construct, maintain, and offer to dedicate all necessary road and canal rights of way, easements, licenses, fee simple ownership, and other appropriate property interests for the construction, installation, and operation of infrastructure, utilities, drainage, stormwater management, and other public facilities necessary or appropriate to address the impacts of development within the District on public services, facilities, or infrastructure systems, including regional and local drainage, emergency management, transit service, roadways, and water supply, subject to applicable provisions of the Coastal Management Element restricting public expenditures on infrastructure.”

The proposed text amendment allows for up to 60% of a significantly sized UDB application site to be processed without definitive plans. The County reiterates concerns expressed in the Initial Recommendations Report from August 2021 that there is no guarantee that the development program as outlined in Phase III will ever be built, as those owners are under no obligation from this proposal to construct said development program. This is still the case despite the applicants providing a proposal for a Phase III development program. The area could remain in agricultural use and farm residences, if those owners chose to retain that use. While the amended language requires future phases to comply with infrastructure commitments, those commitments are unknown at this time.

Further, the development program for Phase III does not alleviate County concerns about this project area being developed in a piecemeal manner. With the addition of the six Phase III subphases, the entire acreage of the Special District is now divided into eleven subphases. With different schedules of construction and development, and lack of guarantee that six of the subphases may ever be constructed or developed, this does not provide a well-planned or unified Special District.

This circumvents the intent behind Policy LU-8H that lands added to the UDB are planned in a manner that infrastructure and services will be appropriately timed with the proposed development. The concept behind a “Special District” and the associated criteria serves to function similarly to a Planned Area Development (PAD), which ensures master planning across an application site as well as a definitive development program. Parcels may come in for development on a piecemeal basis that would not provide for a comprehensive approach to planning for the entire application area.

The lack of coordinated planning is also of concern relative to the Coastal High Hazard Area, where parcels are proposed for elevation as they develop. If, however, other parcels never develop, they will not be elevated and this creates a patchwork of elevated land versus non-elevated land. This could have implications related to infrastructure planning and coastal resilience concerns such as storm surge, flooding, sea level rise and stormwater management.

Finally, DTPW determined that the application has not adequately addressed the cumulative long-term impact of Phases I, II and III, particularly as it relates to improvements to the SW 112 Avenue bridge and the new construction of the SW 117 Avenue bridge, should the need to construct the bridge be triggered. . To address this deficiency, DTPW is requesting commitments be provided regarding the construction, funding, at such time as these improvements are triggered. DTPW is also rejecting the applicant’s commitment to paying their respective proportionate share of impacts to the three off-site roadway segments that are projected to exceed capacity in the 2023 short-term and 2045 long-term planning horizons due to the project’s impact SW 112 Avenue between SW 216 Street and SW 232 Street; SW 127 Avenue between SW 216 Street and SW 232 Street; and SW 248 Street between SW 127 Ave and US-1). Rather than proportionate share

contributions, DTPW is requiring the applicant to commit to construct or cause the construction of two additional lanes on each of the failing roadways.

Miami-Dade County Office of Resilience Comments

Economic Risks

Increasing business activity in areas that are highly vulnerable to storm surge can increase the economic consequences of hurricanes by leading to direct physical damages, business interruption, and lost wages. Our regional economy is already highly exposed to business interruption risks from hurricanes and flooding. Adding additional development to the coastal high hazard area will increase those economic risks as the businesses in these areas are more likely to suffer disruption after a hurricane.

Emissions and Energy Efficiency

In Miami-Dade County, buildings account for over 40% of greenhouse gas emissions. Objective LU-10 of the Comprehensive Development Master Plan (CDMP) encourages development patterns that reduce greenhouse gas emissions, by increasing energy conservation and sourcing a portion of energy from solar, among other things. The subject application intends to add approximately 9.5 million square feet of buildings which will lead to significant greenhouse gas emissions, unless accompanied by energy efficiency and conservation actions to mitigate projected emissions. At this stage, the subject application offered no strategy around high-performance building designs, energy efficiency, renewable energy, or emission reduction.

At this stage, the subject application is not considering electric vehicle charging stations for electric vehicles to transport goods and people.

Extreme Heat

Expanding development will replace undeveloped land-use areas with many impervious surfaces and grey infrastructure which are likely to conduct and trap heat, further elevating issues of extreme urban heat and urban heat island effects in the area. As stated in Policy LU-10 of the CDMP, "Miami-Dade County shall consider strategies to reduce the urban heat island effect which may include requirements for high albedo surfaces, porous pavement, tree canopy, and cool roofs". At this stage, the subject application does not offer any strategy to reduce the urban heat island effect.

Urban Sprawl

Staff's initial assessment that the proposed application would encourage the proliferation of urban sprawl, if adopted, has not changed. Section 163.3177(6)(a)(9) of the Florida Statutes requires land use elements and amendments thereto to discourage urban sprawl. The statute provides 8 indicators that a plan amendment discourages urban sprawl and 13 indicators that it does not discourage urban sprawl (page 95 in this report). It further provides **for a plan amendment to be determined to discourage urban sprawl if it incorporates a development pattern or urban form that achieves four or more indicators for the discouragement of urban sprawl**. Even though the Special District text amendment addresses some of the issues previously identified, such as lack of infrastructure commitments, the application still does not demonstrate compliance with section 163.3177(6)(a)(9).

Staff's updated review of the application provided below indicates that the application **achieves, in part, two of the indicators for the discouragement of urban sprawl and satisfies six of the indicators for the encouragement of urban sprawl**. Pursuant to Chapter 163.3177(6)(a)(9), F.S., the proposed amendment does not discourage urban sprawl, but instead, would encourage the proliferation of urban sprawl if approved. Therefore, approval of the application would be in contravention of the statutory requirement to discourage urban sprawl.

Indicators that discourage proliferation of urban sprawl:

1. Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
 - a. *This indicator is **not met***: Despite its location in an Urban Expansion Area, the application proposes a use that will result in a premature loss of farmland of unique importance inconsistent with the goal of the Future Land Use Element of the CDMP and related policies. There is not a need for additional industrial acreage at this time that warrants such loss. The application site is located in the Coastal High Hazard Area and within the Southwest Biscayne Bay Wetlands Basin. (See Principal Reasons for Recommendation on page 3).
2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
 - a. *This indicator is **not met***: Extension and provision of infrastructure and services is proposed, where currently not allowed, to the site that is within the Coastal High Hazard Area and the County would subsequently operate and maintain this infrastructure, where there is no demonstrated need for the proposed development. Additionally, sites exists within the existing urban service area that are designated for the uses proposed.
3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
 - a. *This indicator **partially is met***: While the application provides a mix of industrial and commercial uses and provides a network of shared use pedestrian/bicycle paths throughout the application site, it is not a compact development. Phases I and II are not contiguous and are approximately separated by Phase III lands that, based on the proposed Special District text can remain in agricultural use and there is not timeline on when Phase III would develop.
4. Promotes conservation of water and energy.
 - a. *This indicator is **not met***: The application does not adequately address conservation of water or energy, nor does the application provide any commitments to conserve water or undertake energy conservation measures. Though the "Environmental Considerations and Beneficial Impacts" report received on July 22, 2021, notes that the project will utilize less water than the existing water withdrawals from agricultural uses, the CDMP application does not provide water conservation or energy conservation plans for any of the proposed development phases.
5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

*This indicator is **not met**.* Despite its location in an Urban Expansion Area, the application proposes a use that will result in a premature loss of farmland of unique importance inconsistent with the goal of the Future Land Use Element of the CDMP and related policies. Staff's analysis of industrial land determined that within the South Planning Analysis Tier, where the application site is located, there are over 500 acres of vacant land zoned or designated for industrial uses, and countywide there are over 1,700 acres available of parcels 10 acres or larger. Therefore, the need for additional industrial acreage that would warrant the loss of agricultural land has not been demonstrated. (See Principal Reasons for Recommendation on page 3 and the Agricultural Land section of the Staff Analysis on page 57.)

6. Preserves open space and natural lands and provides for public open space and recreation needs.
 - a. *This indicator is **met**.* The proposed text amendment requires a minimum 15% open space pursuant to Policy LU-8H for each individual development parcel. Although the applicant does provide commitments to develop the Princeton Trail extension, the commitments for Phase III are vague. (See the Parks and Recreation section of the Staff Analysis on page 70).
7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.
 - a. *This indicator is **not met**.* The need for the proposed industrial land use, which comprises the majority of the square footage that is proposed, is not warranted at this time, as discussed in the Supply and Demand Analysis (see page 47). There is sufficient supply of industrially zoned or designated land in the South Tier, where the application site is located, to meet demand beyond the year 2040.
8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in Section 163.3164 F.S.

*This indicator is **partially met**.* The application does not propose remediation of an existing or planned development pattern in the vicinity that constitutes sprawl. As referenced in Section 163.3164 F.S., this criterion contemplates transit-oriented development as a project served by transit service, with moderate to high residential density and mixed-use character, interconnected to other land uses. The applicant does not provide or commit to provide a unified master planned development demonstrating an innovative development pattern, such as a transit-oriented development, interconnected to other land uses (See the Principal Reasons of the Staff Analysis on page 3.)

Indicators that proliferation of urban sprawl is not discouraged:

1. Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
 - a. *This indicator is **not met**.* The application proposes that the 793-acre application area be developed primarily in industrial and warehousing type uses with ancillary commercial uses and a hotel. It proposes a minimum FAR of 0.25 and maximum of 2.0.

2. Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
 - a. *This indicator is met:* The proposed amendment designates significant amounts of urban development to occur in a rural, agricultural area while not using undeveloped lands elsewhere in the County that would support industrial uses (see Supply and Demand Analysis section of the Staff Analysis on page 47.) However, the proposed development is within an Urban Expansion Area and a portion (Phase II) of the site is adjacent to urban development on the west and to the north across the HEFT Extension. Nonetheless, Phase I, which is scheduled to be developed first is located the furthest away from urban development, creating a gap of over 400 acres between Phases I and II.
3. Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
 - a. *This indicator is not met:* The application is not proposing such development.
4. Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
 - a. *This indicator is met:* The application proposes significant urban development on a site currently in agricultural use and that is within the Coastal High Hazard Area and the AE. If approved, could affect the *Southeastern Everglades Ecosystem Restoration* project and other State and Federal projects related to Biscayne Bay and the *Comprehensive Everglades Restoration Plan (CERP)*. (See Environmental Issues section of the Staff Analysis on page 59.)
5. Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.
 - a. *This indicator is not met:* The applicant commits to providing a 50-foot buffer from adjacent agricultural lands to project agricultural activities in the area.

As noted previously, however, the application would prematurely remove approximately ±793.93 acres of agricultural land, the majority of which is farmland of unique importance. Though the application site is within an Urban Expansion Area, the need to expand the UDB and redesignate the land to allow industrial and commercial uses has not been demonstrated. Additionally, there are concerns about the development impact on adjacent agricultural lands, including in Phase III, especially with regard to drainage. (See Principal Reasons for Recommendation on page 3 and the Agricultural Land section of the Staff Analysis on page 57.)
6. Fails to maximize use of existing public facilities and services.
 - a. *This indicator is met:* The application proposes expanding the Urban Development Boundary into an existing UEA that is a rural agricultural area. The applicant notes that the development will use existing public facilities and, where existing facilities will be inadequate, will provide all necessary additional infrastructure in a manner that will not burden the general public. However, the required infrastructure will go

through agricultural areas (Phase III) that may or may not develop in the near future. Also issues still remain regarding the required infrastructure for Phase III, if it were to develop.

7. Fails to maximize use of future public facilities and services.
 - a. *This indicator is met.* The application proposes expanding the Urban Development Boundary into an existing UEA that is a rural agricultural area. The applicant notes that the development will use existing public facilities and, where existing facilities will be inadequate, will provide all necessary additional infrastructure in a manner that will not burden the general public. However, questions remain regarding Phase III.
8. Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
 - a. *This indicator is met.* The application site is within the Coastal High Hazard Area and CDMP policies discourage infrastructure expansion in this area. However, since the site is also within an Urban Expansion Area, it must be demonstrated that the infrastructure and services extended to the site can withstand the impacts. At this time, the cost of adapting infrastructure to the application site relative to flooding, storm surge and sea level rise is unknown, but the County acknowledges that rising water levels will require public infrastructure to be elevated, modified, replaced, or installed in such a manner that addresses these impacts.
9. Fails to provide a clear separation between rural and urban uses.
 - a. *This indicator is not met.* The application is adjacent to urban development on the west and north of the HEFT extension, and proposes buffers to adjacent agricultural land.
10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
 - a. *This indicator is met.* The application discourages infill development or redevelopment of existing industrial land elsewhere in the County by providing new acreage for industrial development that is not warranted at this time. (See Supply and Demand section of the Staff Analysis on page 47.)
11. Fails to encourage a functional mix of uses.
 - a. *This indicator is not met.* The application provides primarily industrial and warehousing space with supportive commercial uses and one hotel.
12. Results in poor accessibility among linked or related land uses.
 - a. *This indicator is not met.* The applicants have committed to provide a roadway network that serves the entire development, including shared use pedestrian/bicycle paths and bicycle lanes throughout the application site. They have also agreed to providing transit bus shelters within the application site. However, Phases I and II, which represent the five existing zoning applications,

are not contiguous and divided by Phase III, which may remain in agricultural use. (See Principal Reasons page 3).

13. Results in the loss of significant amounts of functional open space.

- a. *This indicator is **partially met**.* The text amendment for the proposed “Special District” in the application provides for open 15% space; however, the application represents a loss of ±793.93 acres of agricultural land.

Consistency with Policy LU-8H

The following provides an updated evaluation of conformance with the criteria found in Policy LU-8H. As noted previously, the applicant has proffered five CDMP covenants and has filed five concurrent zoning applications, as well as a Chapter 163 Development Agreement, for Phases I and II only. It is important to note that, since Phase III does not have a CDMP covenant or concurrent zoning application, the applicant must show compliance with CDMP policies and level of service standards, including required mitigation, through the Special District text amendment.

LU-8H. In addition to conformance with Policies LU-8F and LU-8G, applications requesting expansion of the UDB must request designation as a “Special District” on the CDMP Land Use Plan map and include a text amendment under the “Special District” CDMP text to outline the allowable uses, maximum density, maximum floor area ratio, and how the proposed development will satisfy the criteria set forth in this policy. A zoning application must be filed concurrently with the CDMP Land Use Plan map amendment and should meet the following criteria to be approved:

- a) Contain a minimum of 10 acres unless the Board of County Commissioners determines a lesser acreage is appropriate; and

*Minimum Acreage: This application **satisfies criteria (a)**. The CDMP application site is a total of ±793.93 acres and consists of three phases (Phase I, Phase II and Phase III).*

- b) Provide a mix of housing types at a minimum density of 10 du/acre for applications that include residential development; and

Housing Mix and Density: Criteria (b) is not applicable for Phases I and II.

For Phase III, the application does not propose additional residential density beyond the current farm residences allowed on the Phase III properties under the “Agriculture” designation.

- c) Provide a minimum FAR of 0.25 for applications that include non-residential development, excluding public uses, public utilities, public institutions, and public facilities, except when such non-residential uses are provided to support residential uses located on the same sites; and

***FAR:** This application **satisfies criteria (c)**. As a non-residential development, the applicant has required a minimum FAR of 0.25 and a maximum of 1.0 for all phases.*

The Special District text also allows for the FAR to be transferred among and within the Phases, as long as the total FAR for each Phase complies with the minimum and maximum limitations.

*The FAR may also be converted into another permitted use, provided that the afternoon peak hour trips for each Phase is maintained pursuant to the approved traffic equivalency matrix. However, **an equivalency matrix is only available for Phases I and II. No trip cap has been established for Phase III.***

- d) Where multiple project phases are proposed, include a phasing schedule that demonstrates that the minimum density and FAR outlined in subsections (b) and (c) will be accomplished in the first phase of development in a recordable instrument in favor of the County; and

***Phasing Schedule:** The application **satisfies criteria (d)**. For Phases I and II, it is satisfied through the zoning Development Agreement, which states that site work is estimated to commence in the second quarter of 2022 for both phases and be completed in 2026 for Phase I and 2028 for Phase II.*

- e) Demonstrate that the project will be served by utility water and sewer service and that adequate public facilities and infrastructure (including water, sewer, roadways, mass transit, solid waste, flood protection, parks and schools) are available or, where not available, ensure the provision of such improvements through a recordable instrument in favor of the County; and

***Public Facilities and Infrastructure:** The application **partially complies** with criteria (e) primarily due to lack of specificity regarding commitments for Phase III.*

The Special District text and the Development Agreement provide commitments to ensure adequate public services and infrastructure to serve Phases I and II. The Special District text also references stormwater, and water and sewer plans that are intended to serve entire ±793-acre site. Nonetheless, there remain unanswered questions regarding the responsibility for the construction, cost, funding source, and timing of certain roadway, transit and greenway improvements, particularly as it relates to Phase III and to mitigation required to address off-site impacts. See criteria for bicycle and pedestrian accessibility (i), mass transit (o), and roadway LOS (p) for details.)

As noted previously, the applicant seeks to have these issues addressed through future zoning applications after the expansion of the UDB. However, staff contends that assurances for public services and facilities are a primary condition for moving the UDB. Such commitments need to be included in the CDMP covenants and in the Special District text (for Phase III) since the CDMP application must not rely on commitments made at zoning.

- f) Provide for the non-residential needs of the future residents including but not limited to shopping, schools, parks, and necessary public uses or demonstrate that such uses are available within an acceptable distance of the subject property; and

*Non-Residential Needs: Criteria (f) is **not applicable for Phases I and II** of the proposed application, as they do not propose additional residential density. However, inclusion of the application site within the UDB, as proposed, would subject the site to higher level of service standards for public services and facilities. For example, should the **Phase III** lands be developed with rural residences, the provision of park facilities proximate to the residences would become necessary based on the park access criteria.*

To address this, the Special District text was revised to acknowledge any new residential development within Phase III shall comply with Policy ROS-2A's minimum Level of Service (LOS) standard for the provision of recreation open space. However, neither the Special District text or the CDMP covenants address the recommendation from PROS for Phase III to provide recreation space within the ¼ to ½ mile spatial distribution.

- g) Demonstrate that a jobs to housing ratio of at least 1.5:1 is available within five miles of the subject property or will be provided on-site for future residents; and

*Jobs to housing ratio: The application **satisfies criteria (g)** relative to the potential Phase III residential development by providing a jobs to housing ratio in excess of 1.5:1 on-site.*

- h) Demonstrate that the proposed development will utilize sound urban design principles contained in the County's Urban Design Manual or other document approved by action of the Board of County Commissioners and will provide for compatibility and connectivity with adjacent urban land uses; and

*Sound Urban Design Principles: The application **partially satisfies criteria (h)**. The Development Agreement for Phases I and II includes general urban design guidelines. However, proposed Special District text amendment does not address sound urban design or provide standards for compatibility and connectivity with adjacent urban land uses, as stipulated by criteria (h). Though the proposed amendment has multiple phases, there are no design guidelines to ensure uniformity and compatibility between Phases I, II and III, or conformance with complete street design throughout the development (i.e., criteria for street furniture, shade trees, etc.).*

- i) Incorporate bicycle and pedestrian accessibility throughout the development with connections to adjacent areas, where appropriate; and

*Bicycle and pedestrian accessibility: The application **satisfies criteria (i)**. The proposed text amendment and the Development Agreement commit to providing bicycle lanes and shared use pedestrian/bicycle paths that will serve Phases I, II, and III.*

However, there is insufficient information regarding the proposed development of the Princeton Trail. The Special District text and the CDMP covenants lack details regarding the responsibilities of each phase, as well as the funding, construction and connections of relevant portions of the Princeton Trail, particularly for Phase III. The Special District text also does not address the need for the Princeton Trail to be constructed within private property in the event that the SFWMD does not approve the proposed greenway and blueway.

- j) Provide adequate buffering to adjacent agricultural land; and

*Buffering: The application **satisfies criteria (j)**. Language in the Special District text requires minimum building setbacks of fifty (50) feet from adjacent agricultural land for each phase.*

- k) Provide a minimum of **15% of the gross area as open space**; and

*Open Space: The application **satisfies criteria (k)**. Language in the Special District text requires a minimum of 15% of the gross area must be retained as open space for each development site.*

- l) **Protect environmentally-sensitive areas** to the maximum extent feasible including consideration of impacts to threatened and endangered species; and

*Threatened and endangered species. The application **partially satisfies criteria (l)**. The Florida Fish and Wildlife Conservation Commission (FWC) noted in their review of the application several listed and managed species with the potential to occur within the project area, including the Florida bonneted bat, the wood stork, the American Crocodile, among others. To better identify potential project impacts to listed species of fish and wildlife, FWC recommended that species-specific surveys be conducted prior to any clearing or construction. Though the Development Agreement for Phases I and II require such surveys. There are no provisions in the proposed Special District text amendments or the covenants committing to conducting species-specific surveys prior to any clearing or construction.*

- m) Demonstrate that the proposed development will have a positive net fiscal impact to Miami-Dade County; and

*Net Fiscal Impact: The application **satisfies criteria (m)**. Staff's fiscal impact analysis of the application, using the REMI Tax PI model, estimate that Phases I, II and III would have a positive net fiscal impact to the county.*

However, the REMI model does not account for the additional cost to construct, operate and maintain county services and facilities in the Coastal High Hazard Area, an area prone to storm surge.

- n) At least 12.5% of the proposed residential units must be priced affordably for individuals earning up to 140% of the Area Median Income; and

Affordable/Workforce Housing: Criteria (n) is not applicable for Phases I and II since these phases do not propose residential uses. In addressing this criteria, the application notes that residential development will not be permitted; however, the Special District CDMP text as proposed, does allow for farm residences in Phase III.

- o) Include commitments to ensure that the proposed development will be served by mass transit with at least 20 minute peak hour headways or include a plan to provide such service; and

*Transit: The application **partially satisfies criteria (o)**. The applicant currently complies with the 20-minute transit headway criteria .*

However, the proposed Special District text amendment does not clearly address the need to reevaluate the transit routes and capital costs if the roadway network is revised to include the SW 117 Avenue bridge crossing and does not specify who will be responsible for funding the needed improvements.

- p) **Include commitments to ensure that the proposed development will not cause a roadway to exceed its adopted level of service standard or further erode the level of service on a failing roadway;**

*Roadway LOS: The application **partially satisfies criteria (p)**. Though the applicant has provided commitments in the Special District text and the Development Agreement for constructing a roadway network and has provided the corresponding amendments to the Capital Improvement Element with said improvements, DTPW has determined that the application has not adequately addressed the cumulative long-term impact of Phases I, II and III. To address this deficiency, DTPW is requesting commitments regarding the construction, funding, and timing of the projects listed below, at such time as these improvements are triggered:*

- *Improvements to the existing bridge crossing on SW 112 Avenue to a typical roadway section (5 lanes with 10-foot-wide shared-use pedestrian/bicycle paths on both sides)*
- *Proportionate share contributions for constructing or causing the construction of a new bridge crossing on SW 117 Avenue*

In addition, DTPW is rejecting the applicant's commitment to paying their respective proportionate share of impacts to three off-site roadway segments that are projected to exceed capacity in the 2023 short-term and 2045 long-term planning horizons due to the project's impact. Rather than proportionate share contributions, DTPW is requiring the applicant to commit to construct or cause the construction of two additional lanes on each of the failing roadways:

- *SW 112 Avenue between SW 216 Street and SW 232 Street;*
- *SW 127 Avenue between SW 216 Street and SW 232 Street; and*
- *SW 248 Street between SW 127 Ave and US-1*

This includes off-site improvements to address impacts for three roadway segments that are failing the adopted LOS.

It is important to note that the proposed text amendment to the Capital Improvements Element is missing estimated project cost for of the improvements listed.

- q) Provide for the preservation of agricultural land commensurate with the impacts of the application on agriculturally-designated land which may include participation in a Transfer of Development Rights program, Purchase of Development Rights program or other similar effort; however, notwithstanding anything in this paragraph to the contrary, in no event shall properties within the Urban Expansion Area be obligated to preserve agricultural land at a 1-to-1 ratio.

*Agricultural Land: The application **does not satisfy criteria (q)**. Approval of the application will result in the loss of ±793 acres of agriculturally designated land prior to the completion of the agricultural study mandated by the Board of County Commissioners, which is to determine the amount of land necessary to maintain an economically viable agricultural industry, per Policy LU-1R.*

Though the application is in an Urban Expansion Area, where the obligation to preserve agricultural land at a 1-to-1 ratio does not apply. Staff contends that the applicant's has not demonstrated the requisite need to expand the UDB and, therefore, has not overcome other CDMP policies that require preservation of agricultural land.

In the Development Agreement for Phases I and II, the applicant has committed each property owner to contribute \$5,000 per "farmable" acre to the County's Purchase of Development Rights Program at the time of final plat. Staff notes that the \$5,000 is below recent PDR transactions and recommends that the proposed mitigation be changed to \$8,750 per acre.

Finally, there is no specific reference in the Special District text of the monetary mitigation related to the loss of agricultural land. As a result, there is no specific commitment for the Phase III property owners regarding mitigation of the loss of agricultural lands.

Based on the analysis above, though the application meets many of the criteria, the application fails to conclusively each of the criteria in Policy LU-8H. There remains unanswered questions regarding the necessary commitments and funding to mitigate Phase III development.

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