

# MEMORANDUM

AGENDA ITEM #6b

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DATE: FEBRUARY 1, 2010

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: MIAMI-DADE COUNTY PROPOSED COMPREHENSIVE PLAN AMENDMENT

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## Introduction

On December 24, 2009, Council staff received proposed amendment package #10-1 to the Miami-Dade County Comprehensive Development Master Plan (CDMP) for review of consistency with the *Strategic Regional Policy Plan for South Florida (SRPP)*. Staff review is undertaken pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes (F.S.), and Rules 9J-5 and 9J-11, Florida Administrative Code (F.A.C.).

## Community Profile

With a 2009 population estimated at 2,472,344, Miami-Dade County is the most populous county in Florida. The County's population grew by 9.7 percent during this decade, although it experienced a small decline of almost 5,000 between 2008 and 2009, according to estimates of the Bureau of Economic and Business Research (BEBR). The most recent BEBR projections show the County's population increasing by approximately 17,000 new residents per year through 2020, reaching a little under 2.7 million in that year. The percentage of the population that is of working age or younger is larger in Miami-Dade County than the state average.

The structure of the County's economy is heavily service and trade oriented, with approximately 57 percent of total employment in these sectors. The County has established itself as a wholesaling and financial center and major tourist destination. Miami-Dade County ranks ninth in export sales among all metropolitan areas in the country. Almost a quarter of the state's total employment in transportation is located in the county. The Port of Miami is the largest cruise ship port in the world and one of the largest container ports in the southeast. The urbanized portion of the county lies between two national parks, Everglades and Biscayne National Parks. The close relationship of tourism to the preservation of Miami-Dade County's unique native plants and wildlife has been recognized as an economic as well as an environmental issue. In order to manage growth, the County's Comprehensive Development Master Plan (CDMP) establishes an Urban Development Boundary (UDB), which distinguishes the area where urban development may occur from areas where it should not occur. The general location of the County is shown in Attachment 1.

Summary of Staff Analysis

Proposed amendment package #10-1 to the Miami-Dade County Comprehensive Development Master Plan (CDMP) contains two (2) site-specific changes to the Land Use Plan map (LUP), one (1) combined LUP and text amendment and three (3) text amendments. Attachment 2 presents the locations of all proposed map amendments, and detailed locations of site-specific map amendments or amendment areas are shown in Attachments 3 through 7.

A summary table of the proposed amendments in this package is shown below. For the purposes of this review, the amendments retain their County Application numbers.

SUMMARY OF PROPOSED CDMP MAP AND TEXT AMENDMENTS						
County App. No.	Size (gross acres)	General Location	Proposed Land Use or Text Change	Attachment	Staff Recommendation	BCC <sup>1</sup> Vote
3	19.55	NE corner of SW 137 <sup>th</sup> Avenue and SW 96 <sup>th</sup> Street	FROM: Office/Residential TO: Business and Office	3	General Consistency with the SRPP	10-0
4	9.9	SE corner of SW 167 <sup>th</sup> Avenue and SW 104 <sup>th</sup> Street	FROM: Agriculture TO: Business and Office	4	General Inconsistency with the SRPP	7-4
5	N/A	N/A	Land Use Element: would revise text to allow a new detailed list of ancillary uses in the Open Land use category, specific to the Open Land Subarea 1.	7	General Inconsistency with the SRPP	11-1
6	N/A	N/A	Map and text change would include new/temporary roadways, define "temporary roadway" and add a new map to reflect these roadways as part of the Future Traffic Circulation Map series.	5 & 6	General Inconsistency with the SRPP	10-1
8	N/A	N/A	Recreation and Open Space Element: would revise text to reflect the 2007 Miami-Dade County Parks and Open Space Master Plan.	N/A	General Consistency with the SRPP	12-0
9	N/A	N/A	Housing Element: would revise text to allow for the enhancement and preservation of "mobile home parks" as an option for affordable housing.	N/A	General Consistency with the SRPP	12-0

<sup>1</sup> BCC = Board of County Commissioners; N/A = Not Applicable

On November 4, 2009, the Board of County Commissioners unanimously voted to adopt proposed amendment package #10-1 and transmit to the Florida Department of Community Affairs for review and comment.

A detailed analysis of the amendments is included in this staff report.

### Recommendation

Find Applications 4, 5, and 6 of Miami-Dade County proposed amendment package #10-1 generally inconsistent with the *Strategic Regional Policy Plan for South Florida (SRPP)*; and

Find the remainder of the amendments in proposed amendment package #10-1 (Applications 3, 8, and 9) generally consistent with the *SRPP*.

Approve this staff report for transmittal to the Florida Department of Community Affairs.

### Council Action

At its February 1, 2010 meeting, the Council found the following for the proposed Miami-Dade County amendment package #10-1:

- Proposed Application 4 is generally inconsistent with the *Strategic Regional Policy Plan for South Florida (SRPP)* and conflicts with Goals 11, 12, 20 and Policies 11.10, 12.1, 12.6, 20.2.
- Proposed Application 5 is generally inconsistent with the *SRPP* and conflicts with Goals 11, 12, 20 and Policies 11.10, 12.1, 12.3, 12.4, 20.1, 20.2, 20.3.
- Proposed Application 6 is generally inconsistent with the *SRPP* and conflicts with Goals 7, 14 and 15 and Policies 7.7, 7.9, 14.1, 14.3, 14.4, 14.7 and 15.1. The Council accepted the proffer from FPL that it will be responsible for all costs associated with the construction, maintenance, and deconstruction of the temporary roadways.
- The remainder of the proposed amendment package #10-1 (Application 3, 8, and 9) is generally consistent with the *SRPP*.

The Council approved the transmittal of the staff report to the Florida Department of Community Affairs.

**Proposed Comprehensive Plan Amendment Review  
Staff Report  
for  
Miami-Dade County**

**South Florida Regional Planning Council  
January 2010**

**PROPOSED AMENDMENT PACKAGE #10-1  
TO THE  
MIAMI-DADE COUNTY COMPREHENSIVE PLAN**

Summary of Staff Analysis

Proposed amendment package #10-1 to the Miami-Dade County Comprehensive Development Master Plan (CDMP) contains two (2) site-specific changes to the Land Use Plan map (LUP), one (1) combined LUP and text amendment and three (3) text amendments. Attachment 2 presents the locations of all proposed map amendments, and detailed locations of site-specific map amendments or amendment areas are shown in Attachments 3 through 7.

*Planning Rationale*

The Miami-Dade CDMP is a metropolitan guide for growth management. The Plan is countywide in scale and comprehensive in scope. It establishes the County's policy framework within which specific development decisions are made daily. Among its key growth management objectives, the CDMP seeks to ensure that physical expansion of the urban area is managed to occur 1) at a rate commensurate with projected population and economic growth; 2) in a contiguous pattern centered around a network of high-intensity activity centers, well-connected by multimodal intra-urban transportation facilities; and 3) in locations which optimize efficiency in public service delivery and conservation of valuable natural resources. The foregoing objectives are encouraged by the State's comprehensive planning laws and the *Strategic Regional Policy Plan for South Florida (SRPP)*.

*Areas of Analysis*

To facilitate the evaluation of applications requesting amendments to the Land Use Plan (LUP) map, Study Areas were established, encompassing an application or group of applications. The boundaries of such Study Areas coincide with enumeration areas previously established for other planning or analysis purposes, and for which data on factors such as housing or population already exist. The basic geographic unit used in many analyses conducted by the Miami-Dade County Department of Planning and Zoning is the minor statistical area (MSA). The MSA boundaries are based on Census tracts, which are a component of the United States Census geography. An MSA may contain one large Census tract or an aggregation of Census tracts. The MSAs were established as planning areas by the Miami-Dade County Department of Planning and Zoning to facilitate small-area analyses and to standardize areas for the development of statistical data and projections.

For the purposes of this review, the amendments retain their County Application numbers. A detailed analysis of the amendments can be found below.

**I. SITE-SPECIFIC MAP AMENDMENTS**

**Application 3**

Proposed Application 3 would designate a 19.55-acre, vacant site, located on the Northeast corner of SW 137<sup>th</sup> Avenue and SW 96<sup>th</sup> Street [see Attachment 3], from Office/Residential to Business and Office. The site's surrounding uses include retail to the north and west and the Lindgren Canal, which flows along to the south and east providing a buffer for residential neighborhoods.

The amendment proposes the subject site to be commercially developed for 279,132 square feet of retail space. The amendment is accompanied with a Proffered Covenant that would prevent partial rezoning of the site and require it to be developed in accordance with the Site Plan Process and to attain green building certification. The property is already served by water, sewer and other utilities and infrastructure that have the capacity to accommodate the amount of development that would be allowed

by the proposed change. While the change in land use designation would generate more peak hour traffic trips, roadway level of service standards on the surrounding roadway network would not be adversely impacted.

On November 4, 2009, the Miami-Dade County Commission voted (10-0) to adopt and transmit Application 3 with acceptance of the Proffered Covenant.

Staff analysis confirms that proposed Application 3 would be compatible with existing land uses; have minimal impact on natural and regional resources and generally consistent with the Goals and Policies of the *Strategic Regional Policy Plan for South Florida*.

#### **Application 4**

Proposed Application 4 would designate a 9.9-acre site located at the southeast corner of SW 167<sup>th</sup> Street and SW 104<sup>th</sup> Avenue from Agriculture to Business and Office, and expand the Urban Development Boundary (UDB) to include the subject property [see Attachment 4]. The amendment site is surrounded on the east, south and west by land designated Agriculture. Directly north of the site are residential subdivisions.

The amendment site is a small portion of an overall 94.84 gross-acre site located outside the UDB but inside the Urban Expansion Area (UEA). The proposed development of the site is a neighborhood retail center that would serve adjacent residential development. The amendment is accompanied with a Proffered Covenant that limits development to 100,000 square feet of retail commercial with no residential uses. Roadway capacity would not be significantly impacted. Due to the non-residential nature of the proposed amendment, there would be no impact on public school enrollment or capacity. Facilities and services are sufficient.

The Council reviewed an application for similar change to the CDMP at its January 7, 2008 meeting (Department of Community Affairs amendment #08-1). At that time, the Council found the proposed amendment to be generally inconsistent with the *SRPP*. Since that time there has not been substantive change to indicate a need for revision to the CDMP for this site.

#### ***Objection***

**Application 4 fails to provide adequate justification for the proposed development outside of the UDB. The accompanying Proffered Covenant attempts to limit development; however, the land use change would reduce Agriculture and Open Lands in Miami-Dade County without adequate justification in an area that is not designated for urban uses.**

**Staff analysis confirms proposed Application 4 is inconsistent with the following Goals and Policies of the *Strategic Regional Policy Plan for South Florida*, particularly those relating to preservation of open lands, agriculture and natural resource protection:**

**Goal 11 Encourage and support the implementation of development proposals that conserve the Region's natural resources, rural and agricultural land, green infrastructure and:**

- utilize existing and planned infrastructure in urban areas;
- enhance the utilization of regional transportation systems;
- incorporated mixed-land use developments
- recycle existing developed sites; and
- provide for the preservation of historic sites.

**Policy 11.10 Decisions regarding the location, rate, and intensity of proposed development shall be based on the existing or programmed capacity of infrastructure and support services or on capacity which will be programmed to serve that proposed development; in addition, consideration should be given to the impact of infrastructure and support services on natural resources.**

- Goal 12** Encourage the retention of the Region’s rural lands and agricultural economy.
- Policy 12.1** Maintain the character of rural and agricultural areas by encouraging compatibility of adjacent land uses.
- Policy 12.6** Review the recommendations of the *Agriculture and Rural Area Study* and the *South Miami-Dade Watershed Study* and formulate policies adopted from them to sustain the agricultural economy and the environment.
- Goal 20** Achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education, and employment opportunities.
- Policy 20.2** Guide new development and redevelopment within the Region to areas which are most intrinsically suited for development, including areas:
- Which are least exposed to coastal storm surges;
  - Where negative impacts on the natural environment will be minimal; and
  - Where public facilities and services already exist, are programmed or, on an aggregate basis, can be provided most economically.

*Recommendation*

Council staff recommends that this amendment not be adopted at this time and that any expansion of the Urban Development Boundary be based on a clear demonstration of need. Future Land Use Element Policy 8G of the CDMP provides guidance on development capacity that should be available within the Urban Development Boundary (UDB). The Policy also addresses how demand and land supply for residential and nonresidential uses are determined. To provide the basis for decisions to amend the Urban Expansion Area (UEA) boundary and UDB, the County performs an assessment of supply and demand for various land uses within the UDB every two years. Amendments to change the UDB and UEA are only accepted every two years so that they correspond with this assessment.

Council staff is available to work with the County throughout the amendment process.

On November 4, 2009, the Miami-Dade County Commission voted (7-4) to transmit Application 4 with acceptance of Proffered Covenant, without a recommendation.

Staff analysis confirms that proposed Application 4 would be incompatible with existing land uses and generally inconsistent with the Goals and Policies of the *Strategic Regional Policy Plan for South Florida*.

**Application 6 (Map and Text Amendment)**

Proposed Application 6 is a combination of a map and text amendment to create new and expand existing roadways, to be used temporarily, between SW 328<sup>th</sup> Street and theoretical (Miami-Dade County uses “theoretical” as a naming convention to denote roadways that are proposed to be built in the future) SW 360<sup>th</sup> Street and from SW 137<sup>th</sup> Avenue eastward to theoretical SW 87<sup>th</sup> Avenue. These roadways would provide construction access to Florida Power and Light’s (FPL) proposed Turkey Point Power Plant units 6 and 7. The roadway network on the Adopted 2015-25 LUP map would be amended to include new/temporary roadways. The Traffic Circulation Sub-Element would be revised to include a definition for temporary roadways; an updated planned 2025 Future Roadway Network Map of the Future Traffic Circulation Map Series; and a new Transportation map depicting the location of the proposed temporary roadways.

The Amendment would authorize the improvement of certain existing roadways and construction of new ones to provide access during the construction of Turkey Point Units 6 and 7. The County has indicated

that these roadway improvements will not be required to accommodate the projected traffic after the construction of the project. The construction is estimated to last approximately nine years, from 2011 through 2020. The County will have to determine which improvements will remain and ensure the appropriate roadways are returned to their pre-construction status.

#### *Option 1: Roadway Access*

The amendment as originally submitted would revise the CDMP's LUP map to indicate the new/temporary roadway access option listed below. Option 1 [See Attachment 5] includes widening the following existing roadways from 2 to 4 lanes:

- SW 328<sup>th</sup> Street from SW 137<sup>th</sup> Avenue to SW 117<sup>th</sup> Avenue;
- SW 117<sup>th</sup> Avenue from SW 328<sup>th</sup> Street to SW 344<sup>th</sup> Street;
- SW 344<sup>th</sup> Street from SW 137<sup>th</sup> Avenue West to theoretical SW 137<sup>th</sup> Avenue East; and the construction of three new roadways:
- SW 137<sup>th</sup> Avenue from SW 344<sup>th</sup> Street to theoretical SW 359<sup>th</sup> Street as a new 3-lane facility;
- SW 117<sup>th</sup> Avenue from SW 344<sup>th</sup> Street to theoretical SW 359<sup>th</sup> Street as a 4-lane facility; and
- SW 359<sup>th</sup> Street from theoretical SW 137<sup>th</sup> Avenue to the Turkey Point plant site as a 4-lane facility.

#### *Option 2: Canal Roadway Access*

The following alternative access option was incorporated into the proposed amendment package. This option would revise the CDMP's LUP map to indicate the new/temporary roadway access options listed below. Option 2 [See Attachment 6] includes widening the following existing roadways from 2 to 4 lanes:

- SW 328<sup>th</sup> Street from SW 137<sup>th</sup> Avenue to SW 117<sup>th</sup> Avenue;
- SW 117<sup>th</sup> Avenue from SW 328<sup>th</sup> Street to SW 344<sup>th</sup> Street;
- SW 344<sup>th</sup> Street from SW 137<sup>th</sup> Avenue and the entrance to the Turkey Point plant site;

and the construction of two new 2-lane roadways

- SW 132<sup>nd</sup> Avenue from SW 328<sup>th</sup> Street to SW 344<sup>th</sup> Street;
- New Canal Road/theoretical SW 342<sup>nd</sup> Street along the north side of the Florida City Canal.

The amendment area's surrounding uses include the Homestead Miami Speedway, parking facilities, single family residences, agricultural land, open land, canals including Florida City Canal, and wetland mitigation areas. Some of the proposed roadway improvements are adjacent to land within the Comprehensive Everglades Restoration Plan's (CERP) Biscayne Bay Coastal Wetlands project. The roadway improvements proposed for the segments of SW 137<sup>th</sup> and SW 117<sup>th</sup> Avenues and SW 359<sup>th</sup> Street south of SW 344<sup>th</sup> Street would impact land identified in the CDMP Land Use Element and by DERM as high quality wetlands. These lands are also habitat for federal and state endangered and threatened species and Natural Resources of Regional Significance.

#### *Objection*

**While the Canal Roadway Access (Option 2) is intended to result in fewer impacts to the surrounding wetlands, canals, wildlife and native vegetation than the Roadway Access (Option 1), since it avoids the environmentally sensitive areas south of SW 344<sup>th</sup> Street, the amendment has not identified the full extent of potential environmental and extra-jurisdictional impacts of both access options or provided mitigation strategies to offset potentials impacts to wetlands, CERP land, vegetation, and threatened species.**

**Staff analysis confirms proposed Application 6 is inconsistent with the following Goals and Policies of the *Strategic Regional Policy Plan for South Florida*, particularly those relating to infrastructure, transportation, preservation of open lands, agriculture and natural resource protection:**

- Goal 7**            **Protect, conserve, and enhance the Region’s water resources.**
- Policy 7.7**        **Require all inappropriate inputs into Natural Resources of Regional Significance to be eliminated through such means as redirection of offending outfalls, treatment improvements, or retrofitting options.**
- Policy 7.9**        **Restore and improve water quality throughout the system by:**
- a.     requiring stormwater treatment and management;**
  - b.     protecting wetlands, native uplands, and identified aquifer recharge areas; and**
  - c.     implementing best management practices, such as utilization of low phosphorus fertilizers.**
- Goal 14**           **Preserve, protect, and restore Natural Resources of Regional Significance.**
- Policy 14.1**       **Address environmental issues, including the health of our air, water, habitats, and other natural resources, that affect quality of life and sustainability of our Region.**
- Policy 14.3**       **Protect native habitat by first avoiding impacts to wetlands before minimizing or mitigating those impacts. Development proposals should demonstrate how wetland impacts are being avoided and what alternative plans have been considered to achieve that objective.**
- Policy 14.4**       **Direct land uses that are not consistent with the protection and maintenance of natural resource values away from Natural Resources of Regional Significance, adjacent buffer areas.**
- Policy 14.7**       **Restore, preserve, and protect the habitats of rare and state and federally listed species. For those rare and threatened species that have been scientifically demonstrated by past or site specific studies to be relocated successfully, without resulting in harm to the relocated or receiving populations, and where *in-situ* preservation is neither possible nor desirable from an ecological perspective, identify suitable receptor sites, guaranteed to be preserved and managed in perpetuity for the protection of the relocated species that will be utilized for the relocation of such rare or listed plants and animals made necessary by unavoidable project impacts. Consistent use of the site by endangered species, or documented endangered species habitat on-site shall be preserved on-site.**
- Goal 15**           **Restore and protect the ecological values and functions of the Everglades Ecosystem by increasing habitat area, increasing regional water storage, and restoring water quality.**
- Policy 15.1**       **Encourage land uses and development patterns that are consistent with Everglades Ecosystem restoration and with the protection of Natural Resources of Regional Significance.**

***Recommendation***

**Council staff recommends that the County provide the necessary information to address consistency issues with County guidelines and the various impacts previously identified. Council staff is available to work with the County throughout the amendment process.**

On November 4, 2009, the Miami-Dade County Commission voted (11-1) to adopt the text amendment to the Transportation Element within Application 6 to allow temporary roadway improvements. The remainder of the application was transmitted without a recommendation.

Staff analysis confirms that proposed Application 6 would be generally inconsistent with the Goals and Policies of the *Strategic Regional Policy Plan for South Florida*.

## II. TEXT AMENDMENTS

### Application 5

Proposed Application 5 to the Land Use Element would revise the text for new ancillary uses in the Open Land use category, allowing for the storage of commercial vehicles in the County's Open Land Subarea 1, subject to environmental monitoring.

Open Land Subarea 1 is located in northwest Miami-Dade County and borders Broward County to the north, the Florida Turnpike to the east/southeast and, Okeechobee Road (U.S. 27) to the south/southwest and theoretical NW 147<sup>th</sup> Avenue to the west [See Attachment 7]. Open Land Subarea 1 is adjacent to Miami-Dade County's Water Conservation Area, East Coast Buffer and the Francis S. Taylor Wildlife Management Area (part of the Everglades ecosystem), the Miami River Canal and the Northwest-Wellfield Protection Area.

The text change would allow the storage of commercial vehicles on properties greater than 20 acres, any portion of which is located within 1,500 feet of Okeechobee Road. Eligible properties for commercial vehicle storage would be required to monitor and maintain groundwater quality. In addition, the maintenance and repair of commercial vehicles shall be prohibited.

### *Objection*

**Application 5 fails to provide adequate justification for commercial vehicle storage outside of the UDB. The amendment fails to show that there is insufficient capacity for this activity within the UDB. The proposed language that requires the monitoring and maintenance of environmental conditions is not accompanied with parameters or possible mitigation strategies. There is insufficient information to determine the impacts this amendment would have on roadway conditions (Florida Turnpike and U.S. 27), groundwater quality (Northwest Wellfield), open lands, and wetlands (Comprehensive Everglades Restoration Project). Natural Resources of Regional Significance that may be impacted by the proposed project include the Miami-Dade County's Water Conservation Area, the East Coast Buffer, and the Francis S. Taylor Wildlife Management area of the Everglades ecosystem. The amendment would also reduce the reserved amount of Open Land in Miami-Dade County.**

**Staff analysis confirms proposed Application 5 is inconsistent with the following Goals and Policies of the *Strategic Regional Policy Plan for South Florida*, particularly those relating to preservation of open lands, agriculture, and natural resource protection:**

- Goal 11** Encourage and support the implementation of development proposals that conserve the Region's natural resources, rural and agricultural lands, green infrastructure and:
- utilize existing and planned infrastructure where most appropriate in urban areas;
  - enhance the utilization of regional transportation systems;
  - incorporate mixed-land use developments;
  - recycle existing developed sites; and
  - provide for the preservation of historic sites.

**Policy 11.10** Decisions regarding the location, rate, and intensity of proposed development shall be based on the existing or programmed capacity of infrastructure and support services or on capacity which will be programmed to serve that proposed development. In addition, consideration should be given to the impact of infrastructure and support services on natural resources.

- Goal 12** Encourage the retention of the Region's rural lands and agricultural economy.

- Policy 12.1      **Maintain the character of rural and agricultural areas by encouraging compatibility of adjacent land uses.**
- Policy 12.3      **Discourage the expansion of urban service areas into agricultural lands except:  
1) when the expansion is necessary to accommodate projected population growth; and  
2) when the development densities will be sufficient to support public transportation.**
- Policy 12.4      **In the event that land is converted from agriculture to urban uses, local governments should discourage sprawl development patterns and require urban design and density necessary to support pedestrian-orientation, public transportation, and the efficient provision of other infrastructure.**
- Goal 20          **Achieve long-term efficient and sustainable development patterns that protect natural resources and connect diverse housing, transportation, education, and employment opportunities.**
- Policy 20.1      **Provide for the compatibility of adjacent land uses and assess the impacts of land uses on the surrounding environment in comprehensive plans and development regulations.**
- Policy 20.2      **Guide new development and redevelopment within the Region to areas, which are most intrinsically suited for development, including areas:**  
a.      **Which are least exposed to coastal storm surges;**  
b.      **Where negative impacts on the natural environment will be minimal; and**  
c.      **Where public facilities and services already exist, are programmed or, on an aggregate basis, can be provided most economically.**
- Policy 20.3      **Direct future development and redevelopment first to areas served by existing infrastructure and to other locations that are suitable for development, as identified in their comprehensive plans. In particular, local governments should coordinate with state and regional officials to identify public transportation corridors and to promote development along those corridors by implementing investment strategies for providing infrastructure and services, which are consistent with them.**

*Recommendation*

Council staff recommends that this amendment not be adopted and that any expansion of the Urban Development Boundary be based on a clear demonstration of need. Future Land Use Element Policy 8G of the CDMP provides guidance on development capacity that should be available within the Urban Development Boundary (UDB). The Policy also addresses how demand and land supply for residential and nonresidential uses are determined. To provide the basis for decisions to amend the Urban Expansion Area (UEA) boundary and UDB, the County performs an assessment of supply and demand for various land uses within the UDB every two years. Amendments to change the UDB and UEA are only accepted every two years so that they correspond with this assessment.

Detailed documentation and analysis demonstrating that commercial vehicle storage is not adequately provided for within the UDB and that a need for this proposed activity outside the UDB is required for the review of this amendment. Information is needed to determine infrastructure capacity and potential impacts. In addition, environmental monitoring guidelines and mitigation strategies should be addressed. Coordination with the Miami-Dade Metropolitan Planning Organization on the Comprehensive Parking Study for Freight Transport is advised. Council staff is available to work with the County throughout the amendment process.

On November 6, 2009, the Miami-Dade County Commission voted (10-1) to adopt this amendment with changes and transmit it to the Florida Department of Community Affairs for review.

Staff analysis confirms that proposed Application 5 would be generally inconsistent with the Goals and Policies of the *Strategic Regional Policy Plan for South Florida*.

### **Application 8**

Proposed Application 8 would amend the text in the Recreation and Open Space Element to reflect the 2007 Miami-Dade County Parks and Open Space Master Plan, as well as other updates and policy changes not related to the Open Space Master Plan. They include revisions to Policy ROS-4E, allowing new mechanisms for accepting open space conservation areas and revisions to Policy ROS-5C iii, allowing greater protection of park sites with natural, historical, or archeological resources.

On November 4, 2009, the Miami-Dade County Commission voted (12-0) to adopt this amendment with changes and transmit it to the Florida Department of Community Affairs for review.

Staff analysis confirms that proposed Application 8 is generally consistent with the Goals and Policies of the *Strategic Regional Policy Plan for South Florida*.

### **Application 9**

Proposed Application 9 would amend the text in the Housing Element by creating language that enhances and preserves “mobile home parks” as viable options for affordable housing. The proposed policies include programs that assist mobile home residents in purchasing their parks and forming resident owned communities; allow for the replacement of existing mobile home units with mobile homes, manufactured homes, modular homes or other permanent residential structures that meet design and building standards; ensure suitable affordable housing is available for displaced mobile home residents; and require developments or redevelopments for mobile home parks designate 20 percent of units affordable housing.

On November 4, 2009, the Miami-Dade County Commission voted (12-0) to adopt this amendment and transmit it to the Florida Department of Community Affairs for review.

Staff analysis confirms that proposed Application 9 is generally consistent with the Goals and Policies of the *Strategic Regional Policy Plan for South Florida*.

### **Recommendation**

Find Application 4, 5, and 6 of Miami-Dade County proposed amendment package #10-1 generally inconsistent with the *Strategic Regional Policy Plan for South Florida (SRPP)*; and

Find the remainder of the amendments in proposed amendment package #10-1 (Application 3, 8, and 9) generally consistent with the *SRPP*.

Approve this staff report for transmittal to the Florida Department of Community Affairs.

### **Council Action**

At its February 1, 2010 meeting, the Council found the following for the proposed Miami-Dade County amendment package #10-1:

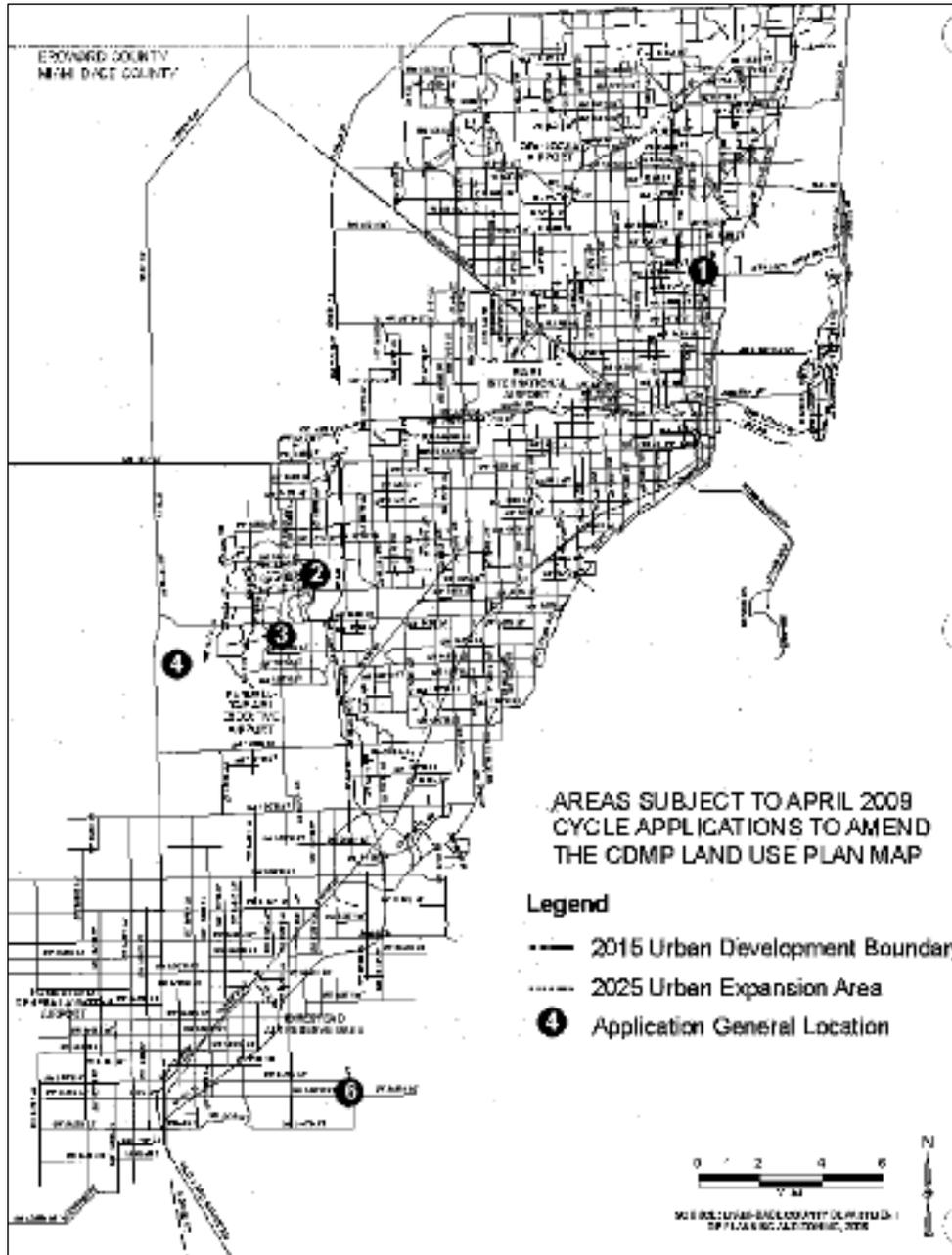
- **Proposed Application 4 is generally inconsistent with the *Strategic Regional Policy Plan for South Florida (SRPP)* and conflicts with Goals 11, 12, 20 and Policies 11.10, 12.1, 12.6, 20.2.**
- **Proposed Application 5 is generally inconsistent with the *SRPP* and conflicts with Goals 11, 12, 20 and Policies 11.10, 12.1, 12.3, 12.4, 20.1, 20.2, 20.3.**

- Proposed Application 6 is generally inconsistent with the *SRPP* and conflicts with Goals 7, 14 and 15 and Policies 7.7, 7.9, 14.1, 14.3, 14.4, 14.7 and 15.1. The Council accepted the proffer from FPL that it will be responsible for all costs associated with the construction, maintenance, and deconstruction of the temporary roadways.
- The remainder of the proposed amendment package #10-1 (Application 3, 8, and 9) is generally consistent with the *SRPP*.

The Council approved the transmittal of the staff report to the Florida Department of Community Affairs.



## Attachment 2



### COMPREHENSIVE PLAN AMENDMENTS

#### Amendment Location Map

Miami-Dade County  
Proposed Amendment Package #10-1  
Amendment Site Locations\*

Source: Miami-Dade County proposed amendment package #10-1.

Note: For planning purposes only. All distances are approximate.

\*Amendments 2-5 are small scale amendments; Amendment 1 was withdrawn by the Applicant.

Attachment 3



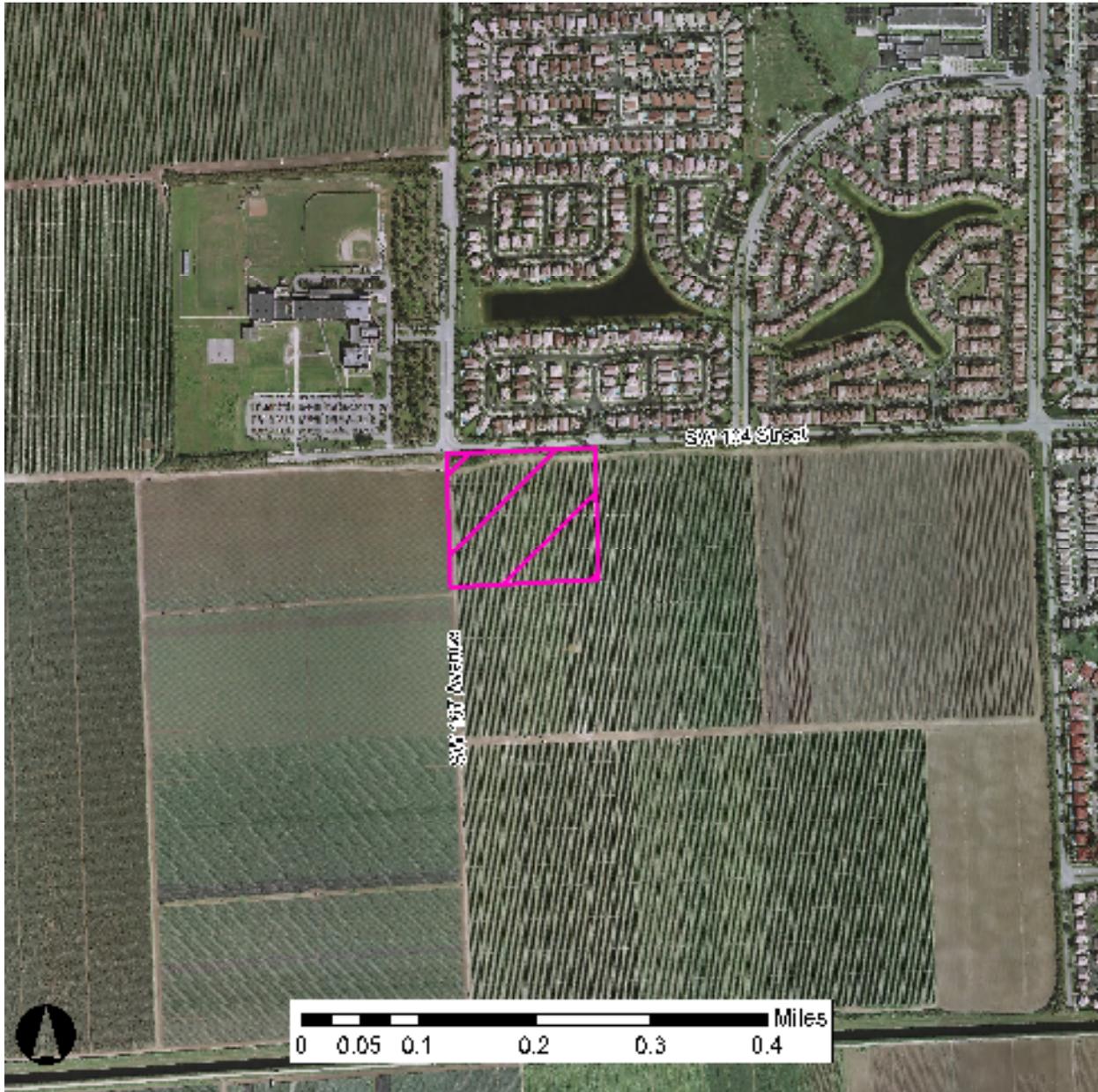
COMPREHENSIVE PLAN AMENDMENTS

**Aerial Map**  
Miami-Dade County  
Proposed Amendment Package #10-1  
Application No. 3 (19.55 acres)  
From: Office/Residential  
To: Business and Office

Sources: Miami-Dade County, SFRPC.

Note: For planning purposes only. All distances are approximate.

Attachment 4



COMPREHENSIVE PLAN AMENDMENTS

Aerial Map  
Miami-Dade County  
Proposed Amendment Package #10-1

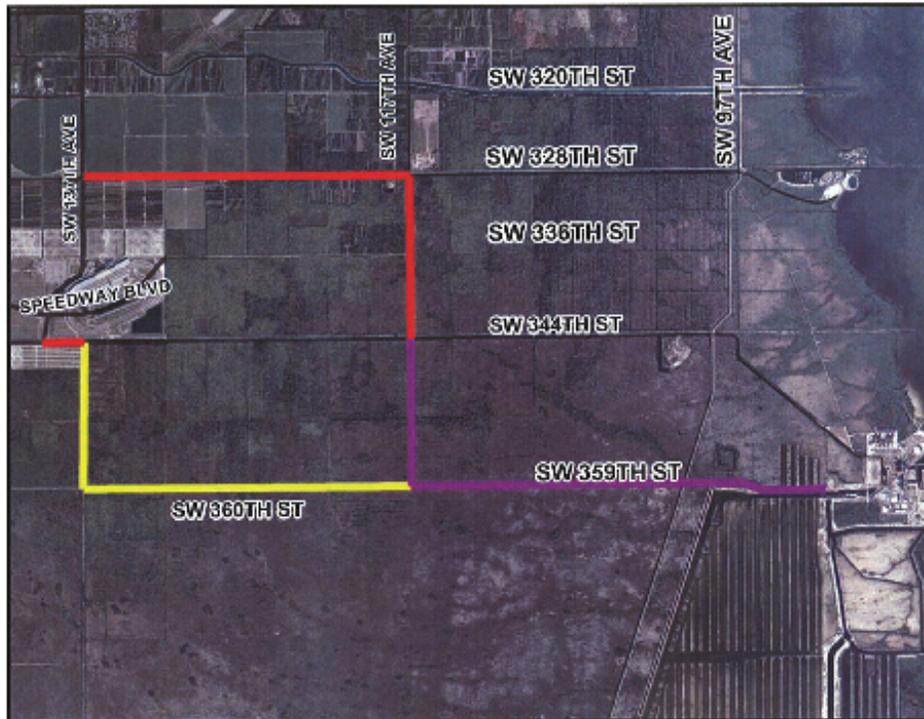
Application No. 4 (9.9 acres)  
From: Office/Residential  
To: Business and Office

Sources: Miami-Dade County, SFRPC.

Note: For planning purposes only. All distances are approximate.

## Attachment 5

### AERIAL PHOTO: APPLICATION NO. 6



#### LEGEND

##### PROPOSED ROADWAY IMPROVEMENTS

-  WIDEN 2 TO 4 LANES
-  NEW 3 LANES
-  NEW 4 LANES



SOURCE: MIAMI-DADE COUNTY DEPARTMENT  
OF PLANNING AND ZONING, AUGUST 2006



## COMPREHENSIVE PLAN AMENDMENTS

### Aerial Map

Miami-Dade County

Proposed Amendment Package #10-1

Application No. 6

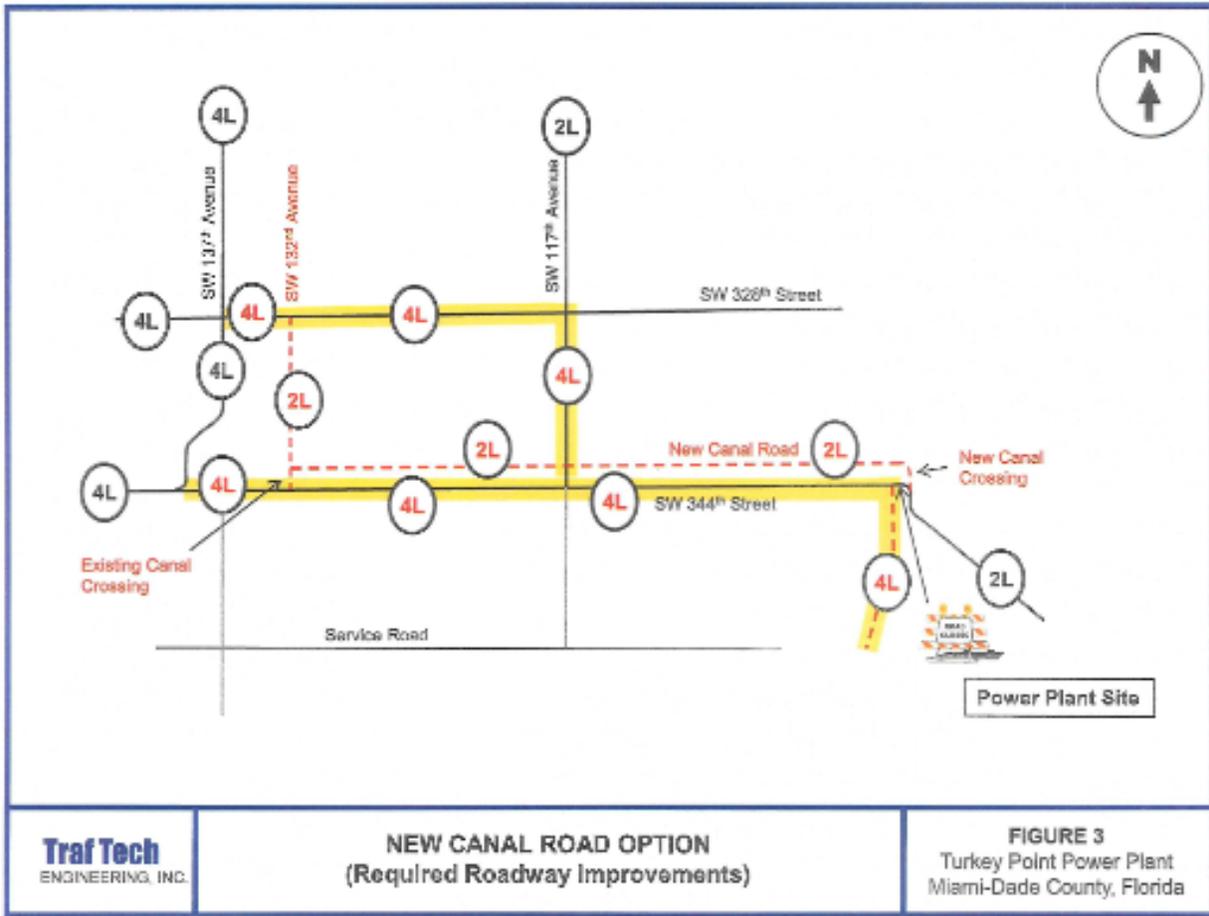
New and Temporary Roadways

*OPTION 1: Roadway Access*

Source: Miami-Dade County proposed amendment package #10-1.

Note: For planning purposes only. All distances are approximate.

Attachment 6

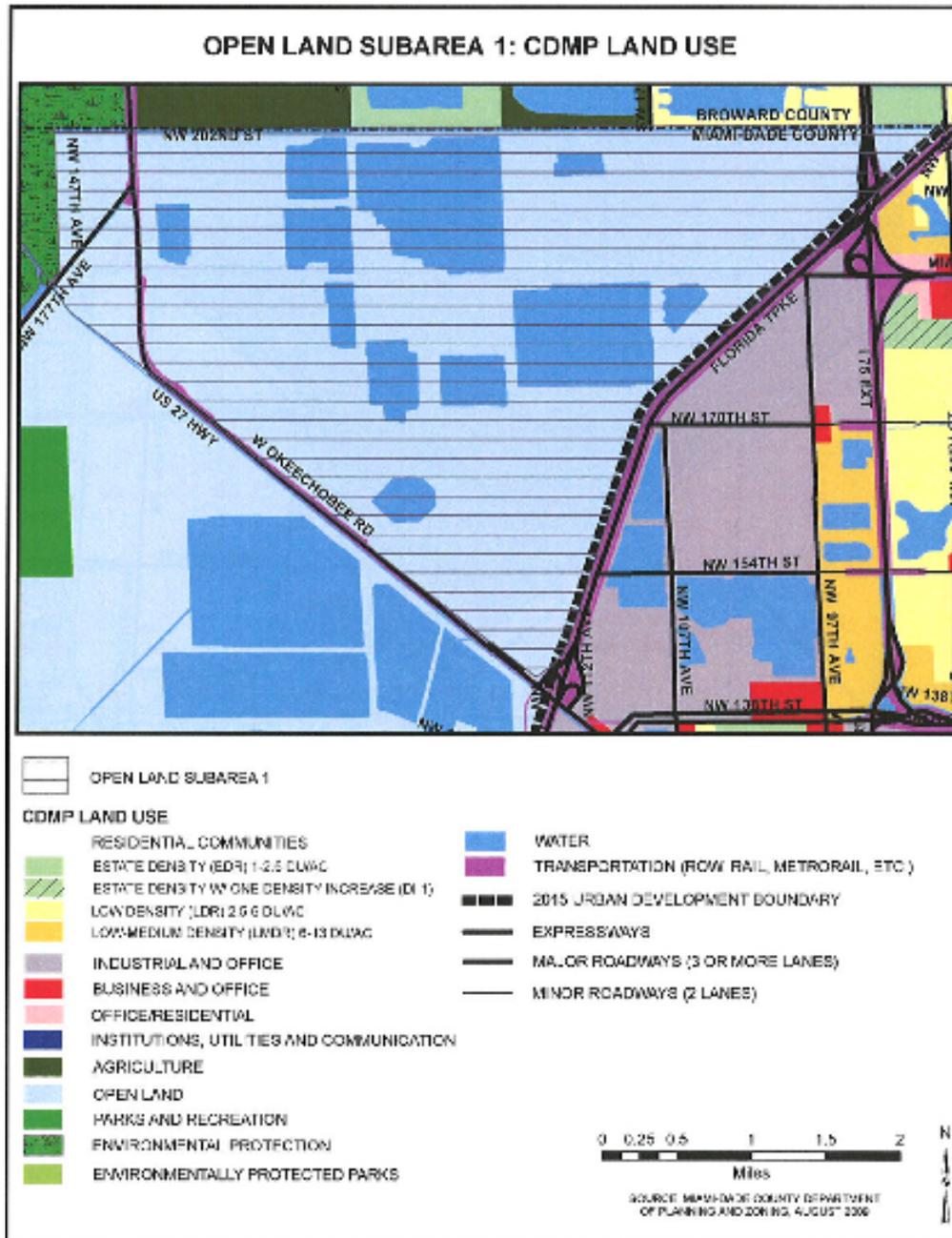


COMPREHENSIVE PLAN AMENDMENTS

**Aerial Map**  
Miami-Dade County  
Proposed Amendment Package #10-1  
Application No. 6  
New and Temporary Roadways  
**OPTION 2: Canal Roadway Access**

Source: Miami-Dade County proposed amendment package #10-1.  
Note: For planning purposes only. All distances are approximate.

## Attachment 7



## COMPREHENSIVE PLAN AMENDMENTS

**Aerial Map**  
 Miami-Dade County  
 Proposed Amendment Package #10-1  
 Application No. 5  
 Open Land Subarea 1

Source: Miami-Dade County proposed amendment package #10-1.  
 Note: For planning purposes only. All distances are approximate.