

10. GENERAL PROJECT DESCRIPTION

PART 1 SPECIFIC PROJECT DESCRIPTION

- A. Describe and discuss in general terms all major elements of the proposed development in its completed form. Include in this discussion the proposed phases (or stages) of development (not to exceed five years), magnitude in the appropriate units from Chapter 28-24, F.A.C., where applicable, and expected beginning and completion dates for construction.

Miami-Dade County's suburban areas have experienced patterns of low-density expansion typically described as urban sprawl. These suburban areas feature extensive low-density residential development, strip commercial along major roadways, and a high dependency on automobiles for transportation. Like most suburban areas throughout the country, Miami-Dade County's western areas lack centralized downtowns and the concentrated services (retail, office and institutional) associated with traditional community centers. Generally suburban sprawl signals a loss of unique community character and identity, or as one study states, the "transformation to Anytown, USA."

Parkland 2014 ("Parkland") is designed to create a quality of life for its residents and residents of the surrounding area. Similar to Miami Lakes and Coral Gables, it will create an opportunity for residents to work, shop, play, and learn in the same area where they live. Without adversely impacting environmental resources and without causing an undue burden on County facilities and services, Parkland will:

- bring community services such as a medical facility, a transit hub, community center, and parks;
- create multi-modal connections to the surrounding area;
- provide housing for working families in an area where industrial development exists; and,
- develop a diverse employment center that will create a critical mass of well paying jobs that will allow people to live and work in the community.

Growth Scenario and Land Availability

Between 2005 and 2018, the Miami-Dade County Department of Planning and Zoning (DPZ) projects population growth of 394,052 new residents. This equates to approximately 30,312 new residents every year. In their Initial Recommendations for April 2005 Applications to Amend the Miami-Dade County Comprehensive Development Master Plan, October 2007, DPZ concluded that in the year 2018 vacant land for all types of residential capacity within the UDB will be depleted. DPZ further concluded that land supply for single-family housing will be exhausted by 2012.

In March 2006, at the request of the Miami-Dade Board of County Commissioners, The Metropolitan Center at Florida International University, the Center for Environmental and Urban Problems at Florida Atlantic University and Demographic Data for Decision-Making, Inc., convened a peer review panel to examine the methodology used by the Department of Planning and Zoning for determining the amount of developable land within the Urban Development Boundary (UDB).

The findings of the panel, as presented in a report prepared for Miami-Dade County titled “Land Capacity Panel Report” concluded, in part, that:

- While the panel is reasonably confident that 115,000 dwelling units can be built by 2018 on vacant land within the UDB; it is less confident that another 35,000 units can be built as infill redevelopment. The panel acknowledges that Planning and Zoning has held several successful Charrettes that facilitate a series of high density Urban Centers along the US-1 transit corridor. However, the panel also notes that while green field development can be developed relatively quickly, procedures involved with infill or redevelopment within the urban boundary are more time consuming and complicated.

Miami Economic Associates, Inc. (MEAI) performed an analysis was performed to determine whether the need for residential land in unincorporated Miami-Dade County justifies the expansion of the County’s UDB to accommodate Parkland. The Miami-Dade Department of Planning and Zoning estimates that the UDB contains sufficient residential land to accommodate 144,078 residential units. On review of this estimate, MEAI’s analysis determined that the Department has significantly overestimated the number of units that can reasonably be developed within the UDB A summary of MEAI’s analysis is included as **Exhibit 10.1**.

The long-term sustainability of South Florida, inclusive of Miami-Dade County, is dependent on careful planning and the efficient use of our resources, including land. That, however, does not mean that expansion of the County’s UDB should never occur. In a report entitled *Eastward Ho! Development Futures; Paths to More Efficient Growth in Southeast Florida* prepared in 1999 for Florida Department of Community Affairs and the U.S. Environmental Protection Agency, the Rutgers University Center for Urban Policy Research, under the direction of highly respected urban economist Robert Burchell, Ph. D., concluded that no more than half of Miami-Dade County’s prospective household growth between 1995 and 2020 could be accommodated through in-fill development even if best practices in terms of growth management were employed. Similarly, the Governor’s Commission on a Sustainable South Florida concluded in its Initial Report issued in 1995 that some increases in Miami-Dade County’s UDB may be necessary “in order to avoid rising land and housing costs” within the boundary. Portland’s (Oregon) metropolitan plan assumes that in-fill development will only account for 30 percent of its future growth, with greenfield development on the fringe accounting for the remainder. As a result of concern about rapidly escalating home prices, Portland’s boundary was recently expanded by tens of thousands of acres. An article in May 2005 issue of the Urban Land Institute’s Urban Land Magazine stated:

‘The U.S. Census Bureau projects that by 2025, the United States will grow by almost 58 million people. Smart growth advocates promote infill development – adding households within existing city neighborhoods or inner-ring suburbs – as the responsible, resource-conscious way to meet the need. But even if everyone wanted to live in an urban or older suburban neighborhood, infill strategies cannot generate development fast enough or on a large enough scale to accommodate all the projected growth. To meet the demand for new housing, a significant proportion of growth, perhaps 50 to 70 percent or more, will need to be accommodated in greenfield locations on the fringe, where land is abundant and relatively affordable.’

The County acknowledges the limits of infill and redevelopment opportunities in the adopted 2003 EAR for the CDMP. In regard to infill, the EAR states, “Infill...despite the popular rhetoric, the potential it offers is actually rather limited” (see EAR page 1-81). In regard to redevelopment, the EAR indicates that sites available for redevelopment average approximately 1.5 acres in size and over 40 percent (\pm 700 acres) of these parcels are located in areas with large minority populations with lower incomes.

The consequence of not having land to accommodate demand is causing unplanned and inefficient development outside the UDB. Illustratively, there are currently 900 acres of land along the levee in the vicinity of S W 104 Street being developed as a subdivision of 5-acre lots. Certainly, this development, which can occur “by right”, is not consistent with the belief of some opponents of boundary expansion that the area west of the boundary should be used solely for agriculture. It also represents an inefficient use of land because it will provide shelter for only 190 households. Finally, it will negatively impact the quality of life of people within the boundary in terms of the demand it will place on infrastructure. Most notable in this regard is the fact that residents of these homes will send their children to schools within the boundary for the high school years. While they will pay school impact fees, they will not be required to pay the mitigation fees required of newly zoned projects inside the boundary that impact schools operating at utilization rates in excess of 115 percent of FISH.



Example of one unit per five-acre residential development currently occurring in Miami-Dade County outside the 2005 Urban Development Boundary

The proposed Parkland site represents one of the last areas where development of a well planned community is appropriate. As discussed above, the portion of the County within the UDB will be built out in less than 12 years and significant redevelopment is difficult to accomplish due to many factors including inadequate infrastructure, high cost of land assemblage, and neighborhood opposition to development.

Much of the land immediately outside the UDB also has significant limitations for development. As shown on **Figure 10.A1** the land area from the Miami-Dade/Broward County line south to SW 8 Street is owned by rock mining interests and is within the Lake Belt Plan. In the past, the rock mining interests have effectively opposed any residential development within a mile of the Lake Belt boundary. The land outside the UDB from SW 8 Street to Kendall Drive is within the Bird Drive Basin, an environmentally protected area. The area south of Kendall Drive down to SW 184 Street represents one area available for community development. In addition to the foregoing, the County’s CDMP currently prohibits expansion of the urban development boundary within those areas shown in **Figure 10.A1**.

As shown in **Figure 10.A2**, Parkland consists of approximately 960.51 acres bounded by SW 136 Street on the north, SW 162 Avenue on the east (generally), approximately SW 152 Street on the south (generally) and SW 177 Avenue on the west. The proposed development program for Parkland is shown in **Table 10.A1** below.

Table 10.A1 Proposed Development Program	
Land Use	Units (2014 – 2018)
Residential	
Single-Family Detached	1,257 du
Single-Family Attached	2,436 du
Multi-Family	3,248 du
Retail ^[1]	200,000 sf
Medical Office	100,000 sf
Industrial – Flex space	33 acres 550,000 sf
Schools	35 acres
(2) K-8 Schools	3,200 students
(1) High School	1,600 students
Hospital	200 beds
Community Uses - Library, Police, Fire	50,000 sf
Parks	67 acres

^[1] May include the exchange of up to 2,000 cinema seats for 28,311 sf of retail use based upon gross PM peak hour trips and the cinema seat exchange calculation as outlined in Table 21.B2 and Table 32.1

Parkland represents one of the last opportunities in Miami-Dade County to work with a limited number of landowners on a property to develop a new community to serve the housing needs of the County. Parkland contains a sufficient extent of land to undertake proper community planning. Developing large-scale mixed-use projects with the extent of land similar to Parkland allows the opportunity to create the sense of place and provides the full range of uses for a sustainable community. Furthermore, Parkland is designed based on the sound planning principles listed below.

- Mix of land uses
- Employment center with a significant amount of well-paying jobs
- Compact building design
- Range of housing opportunities and choices
- Distinctive attractive communities with a sense of place
- Provide a variety of transportation modes
- Walkable neighborhoods

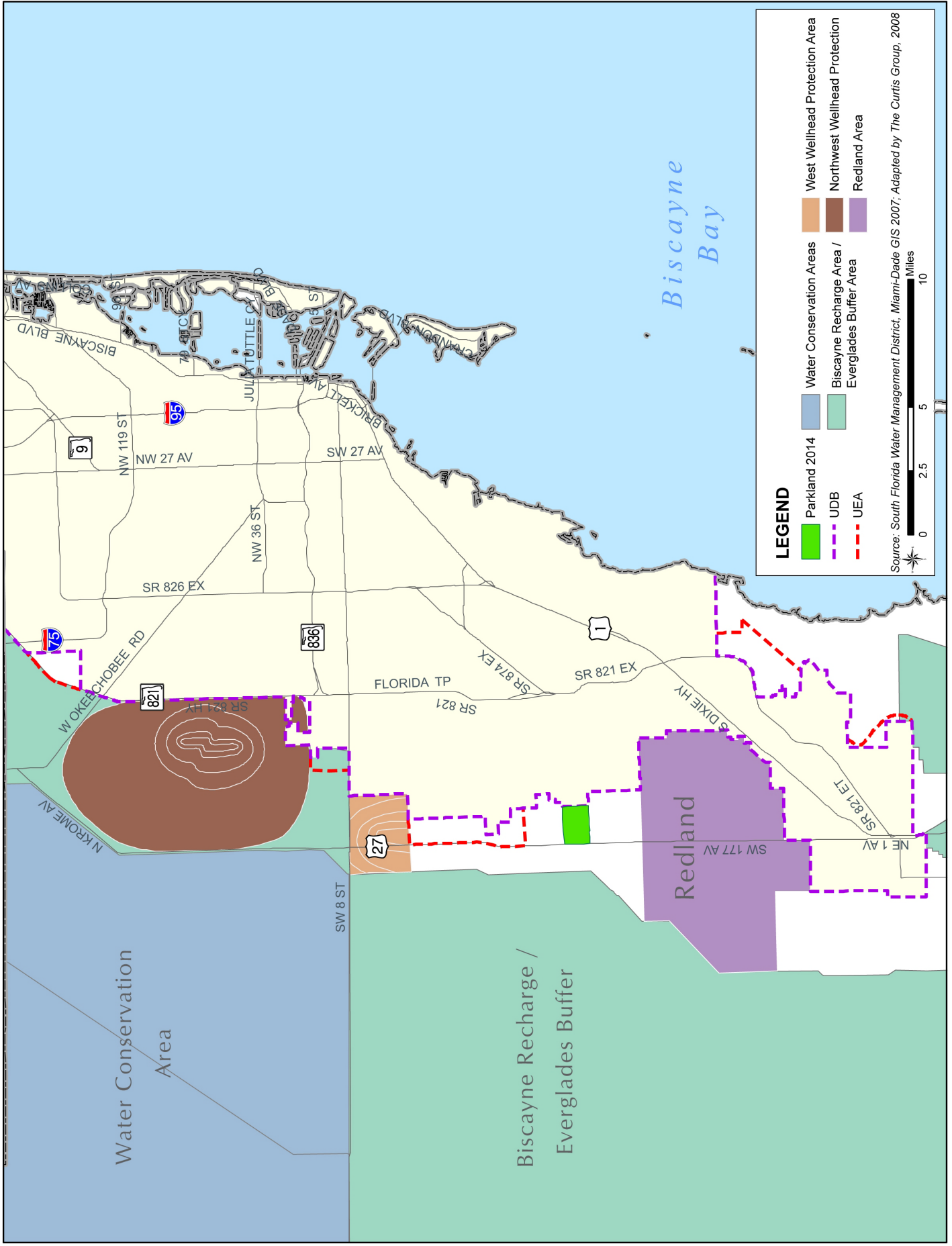
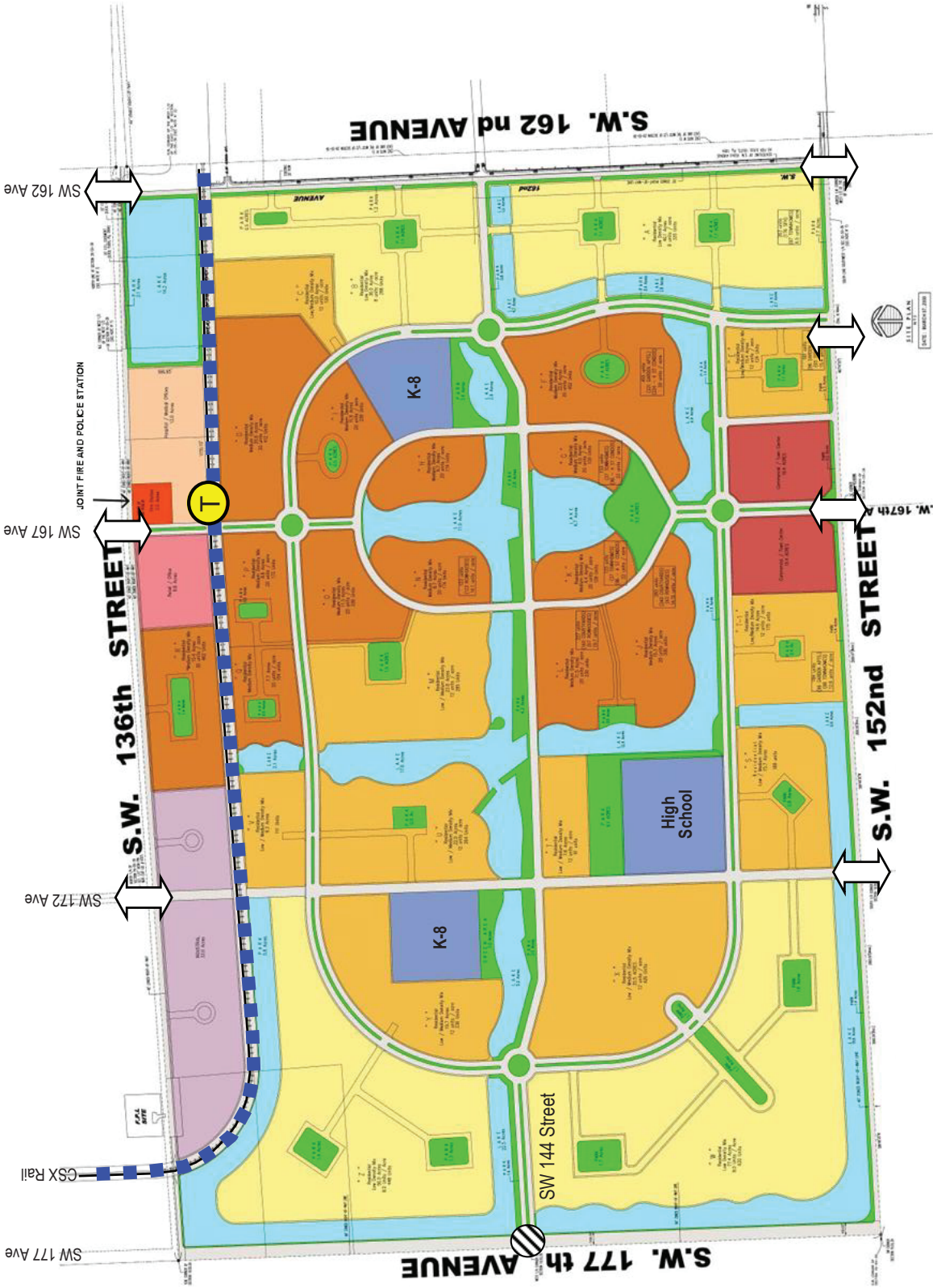


Figure 10.A1



Note: Figure 10.A.2 provides the conceptual layout of project land uses, the roadway network that would provide access to the site and the location and layout of lakes, canals, parks and schools recognizing that the final layout for all project land uses, roadways, lakes, canals, parks and schools would occur during the development review process with the local government of jurisdiction at the time of site plan approval and with permitting agencies during consideration of appropriate permit applications.

- Low Density Mix (single family/townhome)
- Low Medium Density Mix (townhome/multi-family)
- Medium Density Mix (multi-family)
- Park
- Schools
- Retail, Office & Services
- Industrial-Flex Space
- Medical Office & Hospital
- Access to SW 177 Avenue from SW 144 Street to be phased in coordination with Miami-Dade County and FDOT.
- Proposed site access locations to the surrounding roadway network. Other access locations may be provided pursuant to meeting the design and permitting standards and guidelines from Miami-Dade County and FDOT.
- Transit Center
- CSX Rail Corridor

Mix of Land Uses

Parkland is designed to integrate a mix of land uses to achieve a better place to live and work. Retail, industrial – flex space, hospital and medical office land uses provide a diversity of well-paying job opportunities proximate to a range of housing types for these workers. Like Miami Lakes, the density of the proposed development will enhance the vitality and perceived security of the area by increasing the number and attitude of people on the street. Pedestrian oriented retail will create places where people meet, attracting people to walk to areas while enhancing community life.



Compact Building Design

The Parkland master plan envisions a compact building design. This site design permits more green and open spaces for recreational use. This compact building design will be necessary to support the wider transportation choices proposed for Parkland

Create Range of Housing Opportunities and Choices

Parkland creates the opportunity to develop quality housing for people of all income levels. By providing a wider range of housing choices, Parkland reduces auto-dependency, uses infrastructure resources more efficiently, ensures a better job-housing balance, and generates a strong foundation of support for neighborhood transit stops, commercial centers, and other services.

Foster Distinctive, Attractive Communities with a Strong Sense of Place

Parkland is founded on the vision and set of development and construction standards that responds to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation. Parkland will provide the fundamental qualities of real towns: pedestrian scale, integrated diversity of use and population, and a well-planned and defined public space. Travel between this mix of uses can be made using a variety of methods, including walking and biking, in addition to the usual automobile.



Provide a Variety of Transportation Choices

Parkland is designed to provide residents with choices in housing, shopping, and transportation. The mix of land uses and their relationship with each other in this planned, sustainable community diminishes the need for sole reliance on the automobile to meet mobility demands. Parkland is designed to meet mobility demands at many levels:

- The roadway grid is constructed to serve the internal functions of the community, while the community is designed to promote pedestrian connectivity and access to transit.
- Many of the daily employment, shopping, educational and recreational needs for residents are met from within the sustainable design, reducing trip length in comparison to single use suburban development patterns.

- The larger surrounding community then benefits by the construction of the grid, expanding the number of corridors available to provide alternative travel patterns for existing developed areas. The completion of new parallel roadways serve to disperse and reassign traffic on existing corridors, thereby reducing and balancing the demands on existing roadways.
- The larger surrounding community has the opportunity to reduce trip length by shopping, working and using the educational and recreational facilities provided by Parkland.
- Travel patterns shift away from the peak commuter direction as the larger surrounding community turns to the new land uses provided in Parkland.
- The proposed transit facility provides the local interface with regional transit. This advanced planning effort provides mobility choices for the commuter whose employment destination is located within an offsite urban employment center, and for commuters with employment in Parkland.

Provide Walkable Neighborhoods

Parkland will be designed to promote aesthetically pleasing and safe spaces for walking. An extensive network of pedestrian facilities will permit residents and visitors to access all areas of the development in order to run errands, or take children to school, if they so desire.



- B. Provide a breakdown of the existing and proposed land uses on the site for each phase of development through completion of the project. The developed land uses should be those identified in Section 380.0651, F.S. and Chapter 28-24, F.A.C. Use Level III of The Florida Land Use and Cover Classification System: A Technical Report (September 1985), available from each regional planning council. Refer to Maps D (Existing Land Use) and H (Master Plan). Use the format below and treat each land use category as mutually exclusive unless otherwise agreed to at the preapplication conference.

Table 10.B1 - Existing and Proposed Land Uses presents a breakdown for both the existing and proposed land uses on the Project site.

Table 10.B1 Existing and Proposed Land Uses							
Land Use	Non-Residential		Residential				Total Acreage
	Units	Acres	DU	Acres	Net Density	Gross Density	
Existing Area							
Row Crops (214, FLUCCS) including Railroad ROW		960.51					
Proposed Project (2014 - 2018)							
Total Residential (28-24.023, F.A.C.)		532.70	6,941		13 du/acre	7.23 ^[1] du/acre	
Retail ^[2] (28-24.031, F.A.C.)	200,000 sq.ft.	21					
Medical Office (28-24.020, F.A.C.)	100,000 sq.ft.	9					
Industrial (28-24.018, F.A.C.)	550,000 sq.ft.	33					
Hospital (28-24.017, F.A.C.)	200 beds	15					
Schools	(2)K-8 (1) High School	35					
Parks		67.60					
Proposed ROW dedications		104					
Water Retention		126.21					
Existing Railroad ROW		17					
Total Acreage							960.51

Source: *The Curtis Group*

^[1] Total number of units for residential prototypes based on project gross acreage.

^[2] May include the exchange of up to 2,000 cinema seats for 28,311 sq.ft. of retail use based upon gross PM peak hour trips and the cinema seat exchange calculation as outlined in Table 21.B2 and Table 32.1

C. Briefly describe previous and existing activities on site. Identify any constraints or special planning considerations that these previous activities have with respect to the proposed development.

The Subject-Parcel has been heavily impacted by past and present agricultural activities, as shown on **Map B - Aerial Photograph**.

D. If the development is proposed to contain a shopping center, describe the primary and secondary trade areas which the proposed shopping center will serve.

The development program for the Parkland DRI envisions the phased development of up to 200,000 square feet of retail, restaurant and personal service space.

Primary market support for the retail, restaurant and personal service space being proposed for development is expected to come from the residents of the Parkland DRI. Additional market support is expected to come from the southwest Miami-Dade County area that lies west of the Turnpike between SW 136 Street and SW 184 Street as well as from the Redlands area. The areas just enumerated have traditionally been underserved with retail uses. This area contains less than two acres of commercial acreage per 1,000 residents which is less than 40 percent of the ratio that exists countywide.

E. Determine, in general terms, how demand for this project was determined.

The Parkland DRI is a planned mixed-use community. The Applicant believes that the County possesses inadequate residential capacity to accommodate the population growth that will occur from now through project completion. It is also aware, as is County staff, that the County's existing supply of new single-family units will be depleted within the next four years. Given that more than half of the dwelling units within Parkland will be the type of single-family detached and single-family attached units that have been preferred by the market historically, it is believed that Parkland will enjoy strong absorption.

As discussed above, the proposed retail space is expected to derive its market support from the households residing within Parkland and the area immediately surrounding it. Development of the proposed hospital will require that a certificate of need be issued. The proposed medical office space is included within Parkland to support the hospital. The industrial/flex space proposed for inclusion will participate within the market already operating around Tamiami Airport as well as catering to firms providing goods and services to Parkland residents. It is also expected to attract professional service firms whose principals live within the area and may derive support from firms involving in providing goods and services to the proposed hospital.

F. Economic Disparity

Job creation has historically been a major challenge for Miami-Dade County as it tries to accommodate the needs of its immigrant population, many of members of which come here for political and familial reasons rather than with knowledge that employment opportunities exist for them. The Parkland DRI will be a benefit to the community in this regard, providing significant numbers of construction jobs during the development period and in excess of 2,500 permanent jobs when completed. The permanent jobs that will exist at the Project after it is fully developed will be diverse in terms of the educational and skill levels they will require.

The South Florida Regional Planning Council has established as a goal the elimination of extreme economic disparity among the segments of South Florida’s diverse population. The Applicant recognizes that the Parkland DRI provides an opportunity to make steps toward the achievement of the Council’s goal and will use its best efforts to realize that opportunity.

Construction hiring will likely be the responsibility of many contractors and sub-contractors. The Applicant will encourage the general contractors to award work to minority-owned sub-contractors at significant levels to that extent that doing so does not compromise their ability to complete their segments of the Project within budget and in accordance with specifications.

When construction is completed, the responsibility of hiring the on-site workforce will lie with the businesses and institutions that occupy the proposed commercial facilities and that operate its hospital. The Applicant will encourage these businesses to be inclusive in their hiring practices and will use its best efforts to make them aware of the small and minority business resource organizations active in the community.

G. Project Cost Table

Table 10.G1 Project Cost Table (Millions of 2008 Constant Dollars)			
Item	Project Costs	Amount Spent in Region	Percent Spent in Region
Land	\$*	\$*	*
Labor	620.2	620.2	100
Materials	620.2	496.2	80
Interest	123.0	61.5	50
Planning **	61.7	49.4	80
Other ***	184.7	175.5	95
Total	\$1,609.8	\$1,402.8	87

* Since the property is already owned by the applicant, no land acquisition funds will be expended during the development period.

** Includes planning, architecture and engineering.

*** Includes permits and fees, general and administrative, marketing, leasing expense, sales and leasing commissions, legal, accounting and developer fees.

Table 10.G2 distributes the overall Project costs by use and shows the year in which they will be made. Project infrastructure cost, including necessary off-site improvements, have been allocated to the uses shown.

Table 10.G2*								
Project Cost Table by Use and Year								
(Millions of 2008 Constant Dollars)								
Use	2012	2013	2014	2015	2016	2017	2018	Total
Single Family Detached								
Land	*	*	*	*	*	*	*	*
Labor	12.1	12.1	19.4	19.4	19.4	19.4	19.6	121.4
Materials	12.1	12.1	19.4	19.4	19.4	19.4	19.6	121.4
Interest	2.4	2.4	3.8	3.8	3.8	3.8	3.8	23.8
Planning	1.1	1.1	1.8	1.8	1.8	1.8	2.0	11.4
Other	3.6	3.6	5.8	5.8	5.8	5.8	5.8	36.2
Total	31.3	31.3	50.2	50.2	50.2	50.2	50.8	314.2
Single Family Attached								
Land	*	*	*	*	*	*	*	*
Labor	14.3	14.3	22.9	22.9	22.9	22.9	23.2	143.4
Materials	14.3	14.3	22.9	22.9	22.9	22.9	23.2	143.4
Interest	2.8	2.8	4.6	4.6	4.6	4.6	5.0	28.6
Planning	1.5	1.5	2.2	2.2	2.2	2.2	2.5	14.3
Other	4.1	4.1	6.8	6.8	6.8	6.8	6.9	42.3
Total	37.0	37.0	59.4	59.4	59.4	59.4	60.8	372.0
Condominium								
Land	*	*	*	*				*
Labor	21.1	21.1	33.7	33.7	33.7	33.7	33.9	210.9
Materials	21.1	21.1	33.7	33.7	33.7	33.7	33.9	210.9
Interest	4.2	4.2	6.7	6.7	6.7	6.7	6.9	42.1
Planning	2.1	2.1	3.4	3.4	3.4	3.4	3.5	21.3
Other	6.2	6.2	10.1	10.1	10.1	10.1	10.1	62.9
Total	54.7	54.7	87.6	87.6	87.6	87.6	88.3	548.1
Rental Apartment								
Land	*	*	*	*	*	*	*	*
Labor	5.9	6.0	9.4	9.4	9.4	9.4	9.4	58.9
Materials	6.0	5.9	9.4	9.4	9.4	9.4	9.4	58.9
Interest	1.2	1.2	1.8	1.9	1.8	1.9	1.8	11.6
Planning	0.6	0.5	1.0	1.0	1.0	1.0	1.0	6.1
Other	1.7	1.7	2.9	2.9	2.9	2.9	2.9	17.9
Total	15.4	15.3	24.5	24.6	24.5	24.6	24.5	153.4
Retail								
Land	*	*	*	*	*	*	*	
Labor	0.9	0.9	0.0	3.6	0.0	3.5	0.0	8.9
Materials	0.9	0.9	0.0	3.5	0.0	3.6	0.0	8.9
Interest	0.2	0.2	0.0	1.7	0.0	1.6	0.0	1.7
Planning	0.1	0.1	0.0	0.4	0.0	0.4	0.0	1.0
Other	0.3	0.3	0.0	1.1	0.0	1.1	0.0	2.8
Total	2.4	2.4	0.0	10.3	0.0	10.2	0.0	23.3

Table 10.G2*
Project Cost Table by Use and Year
(Millions of 2008 Constant Dollars)

Medical Office								
Land	*	*	*	*	*	*	*	*
Labor	0.8	0.8	0.0	3.0	0.0	0.0	3.0	7.6
Materials	0.8	0.8	0.0	3.0	0.0	0.0	3.0	7.6
Interest	0.2	0.2	0.0	0.6	0.0	0.0	0.5	1.5
Planning	0.1	0.1	0.0	0.3	0.0	0.0	0.2	0.7
Other	0.2	0.2	0.0	0.9	0.0	0.0	0.9	2.2
Total	2.1	2.1	0.0	7.8	0.0	0.0	7.6	19.6
Hospital								
Land	*	*	*	*	*	*	*	*
Labor	4.7	4.7	0.0	18.8	0.0	0.0	18.8	47.0
Materials	4.7	4.7	0.0	18.8	0.0	0.0	18.8	47.0
Interest	0.9	0.9	0.0	3.7	0.0	0.0	3.7	9.2
Planning	0.5	0.5	0.0	1.8	0.0	0.0	1.7	4.5
Other	1.4	1.4	0.0	5.4	0.0	0.0	5.5	13.7
Total	11.2	11.2	0.0	48.5	0.0	0.0	48.5	121.4
Industrial/Flex								
Land	*	*	*	*	*	*	*	*
Labor	2.3	2.3	3.5	3.5	3.5	3.5	3.5	22.1
Materials	2.3	2.3	3.5	3.5	3.5	3.5	3.5	22.1
Interest	0.5	0.5	0.7	0.7	0.7	0.7	0.7	4.5
Planning	0.2	0.2	0.4	0.4	0.4	0.4	0.4	2.4
Other	0.6	0.6	1.1	1.1	1.1	1.1	1.1	6.7
Total	5.9	5.9	9.2	9.2	9.2	9.2	9.2	57.8

PART 2 CONSISTENCY WITH COMPREHENSIVE PLANS

- A. Demonstrate how the proposed project is consistent with the local comprehensive plan and land development regulations. Indicate whether the proposed project will require an amendment to the adopted local comprehensive plan, including the capital improvements element. If so, please describe the necessary changes.**

The development proposed in **Map H - Master Development Plan**, will require a Future Land Use Map amendment to the Miami-Dade County Comprehensive Development Master Plan to modify the Urban Development Boundary (“UDB”) and change land uses. An application for such an amendment has been submitted to the County concurrently with this ADA.

The proposed amendment will add much needed residential land, which is ideally located adjacent to existing development in western Miami-Dade County, in response to population projections and available capacity studies, and in accordance with the Comprehensive Development Master Plan (CDMP).

The County's CDMP Future Land Use Element provides that the expansion of urban areas should be managed to occur at a rate commensurate with projected population and economic growth, and in locations which optimize efficiency in public service delivery and conservation of natural resources. Not only is Parkland one of the few land areas available within the County that can favorably address each of these concerns in accordance with the CDMP, but it is also timely in addressing the housing needs of Miami-Dade County.

CDMP Land Use Objective 8 provides for periodic amendment to the Land Use Plan map to accommodate projected countywide growth. The UDB was first depicted on the LUP map in 1983 in order to contain contiguous development and to avoid scattered, "leap frog" growth, while providing efficient delivery of public services and infrastructure and protecting environmentally sensitive land. The County has approved expansions of approximately 50 square miles in the last thirty years (an average of 1.7 square miles per year), all the while imposing more stringent limitations on the process. Initially, applications for amendments were allowed annually and free of charge. Presently, applications may be filed once every two years (or, as in this instance, concurrent with a DRI application), with fees often in the hundreds of thousands of dollars, and requiring a supermajority of affirmative votes by the Board of County Commissioners. The review process is thorough and comprehensive to ensure that only logical and timely expansions, like this application, are eventually approved.

In accordance with Objective 8 and its requirement that the County maintain a process for periodic amendment of the Plan map and boundaries, Policies LU-8F and LU-8G were implemented providing the basic criteria by which expansion areas are to be reviewed. These Policies, and a brief discussion on how this application comports with the specific criteria therein, follow.

LAND USE POLICY LU-8F: The Urban Development Boundary should contain developable land having capacity to sustain projected countywide residential demand for a period of ten years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a five year surplus (a total of 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in Policy 7F.

The projected County-wide depletion by the year 2012 for single family homes falls 9 years short of the 15-year mandate (for all residential) required by CDMP Policy 8G. Moreover, within Study Area E in the April, 2005 CDMP cycle, which includes the Parkland property, the County currently estimates that single-family land will be depleted in 2009, with multi-family land being depleted in 2010. Approval of this development will ensure that the County has the capacity to sustain the projected countywide residential demand for the mandated 15 years.

The County's estimate of transit units must also be viewed critically. The impediments associated with the transit units include land assembly; infrastructure; the presence of "untouchable" uses such as UM and Vizcaya; gentrification; the presence of employment centers; community opposition; and municipal jurisdiction. Finally, with annual demand for single-family units currently at the 8,000 unit level, the current supply of single family land will only last through approximately 2012.

Under the CDMP, the County's UDB is intended to be a flexible line subject to expansion when a need for additional land to support urban development has been demonstrated. (CDMP Policy LU-8F). Policy LU-8G of the CDMP guides the expansion of the UDB by establishing three categories of land outside the UDB:

- (1) Land that shall not be considered for expansion;
- (2) Land that shall be avoided if possible; and
- (3) Land that shall be given priority for inclusion within the UDB.

(1) Land that shall not be considered for expansion

Policy LU-8G (i) provides that the following areas may not be considered for inclusion:

- a) *The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 12th street, and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;*
- b) *Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;*
- c) *The Redland area south of Eureka Drive.*

A graphic depiction of these areas is attached as **Figure 10.A1**.

Parkland is not within any of the areas identified above and, therefore, should be considered as an area to add to the UDB.

(2) Land that shall be avoided if possible:

Policy LU-8G (ii) provides that the following areas shall be avoided when adding land to the UDB:

- a) *Future Wetlands delineated in the Conservation and Land Use Element;*
- b) *Land designated Agriculture on the Land Use Plan map;*
- c) *Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge.*
- d) *Comprehensive Everglades Restoration Plan project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports*

A graphic depiction of these areas is attached as **Figure 10.A3**.

It is important to note that **Figure 10.A3** clearly demonstrates that all of the land outside of the adopted UDB, is within one or another of the categories of land that “shall be avoided” for UDB expansion under Policy LU-8G(ii).

In particular, the CDMP’s Urban Expansion Areas (UEAs), are expected to be included within the UDB sooner than other areas, assuming no other issues. However, the UEAs are either designated as Future Wetlands or Agriculture use on the LUP map. The County has determined that these UEAs, while designated for Agriculture use or as Future Wetlands, should be developed in the near future in order to accommodate the County’s growing population.

It is therefore readily apparent that Policy LU-8G requires the County to balance the need for land to support urban development against the desire to protect viable agricultural or environmentally important lands. That is where the third category of land recognized in Policy LU-8G, lands that should be encouraged for inclusion, becomes relevant.

(3) Land that shall be given priority for inclusion within the UDB:

Policy LU-8G (iii) provides the following areas should be given priority for inclusion in the UDB:

- a) *Land within Planning Analysis Tiers having the earliest projected supply depletion year; and*
- b) *Land contiguous to the UDB;*
- c) *Locations within one mile of a planned urban center or extraordinary transit service; and*
- d) *Locations having projected surplus service capacity where necessary facilities and services can be readily extended.*

Parkland’s location is consistent with all four of the criteria of Policy LU-8G (iii).

First, Parkland is located in the Planning Tier with the earliest projected depletion of any area in the County. Based on the County’s estimates, the area (West South-Central Tier) in which Parkland is located will run out of developable residential land in 2009, making the Parkland area a priority for inclusion in the UDB.

Second, Parkland is immediately contiguous to the existing UDB line.

Third, Parkland is located within a mile of planned extraordinary bus service and the developer has committed, as a condition of Development of Regional Impact approval, to work with the Miami-Dade Transit Agency to ensure that the extraordinary bus service is both maintained and extended to serve the entire Parkland community.

Finally, Parkland is in an area where infrastructure and services can be readily extended. The developer has committed, as a condition of Development of Regional Impact approval, to extending all required infrastructure to the site and has also committed to providing wastewater re-use, school, fire, and police facilities that will be available to serve populations both within the development and in the surrounding area.

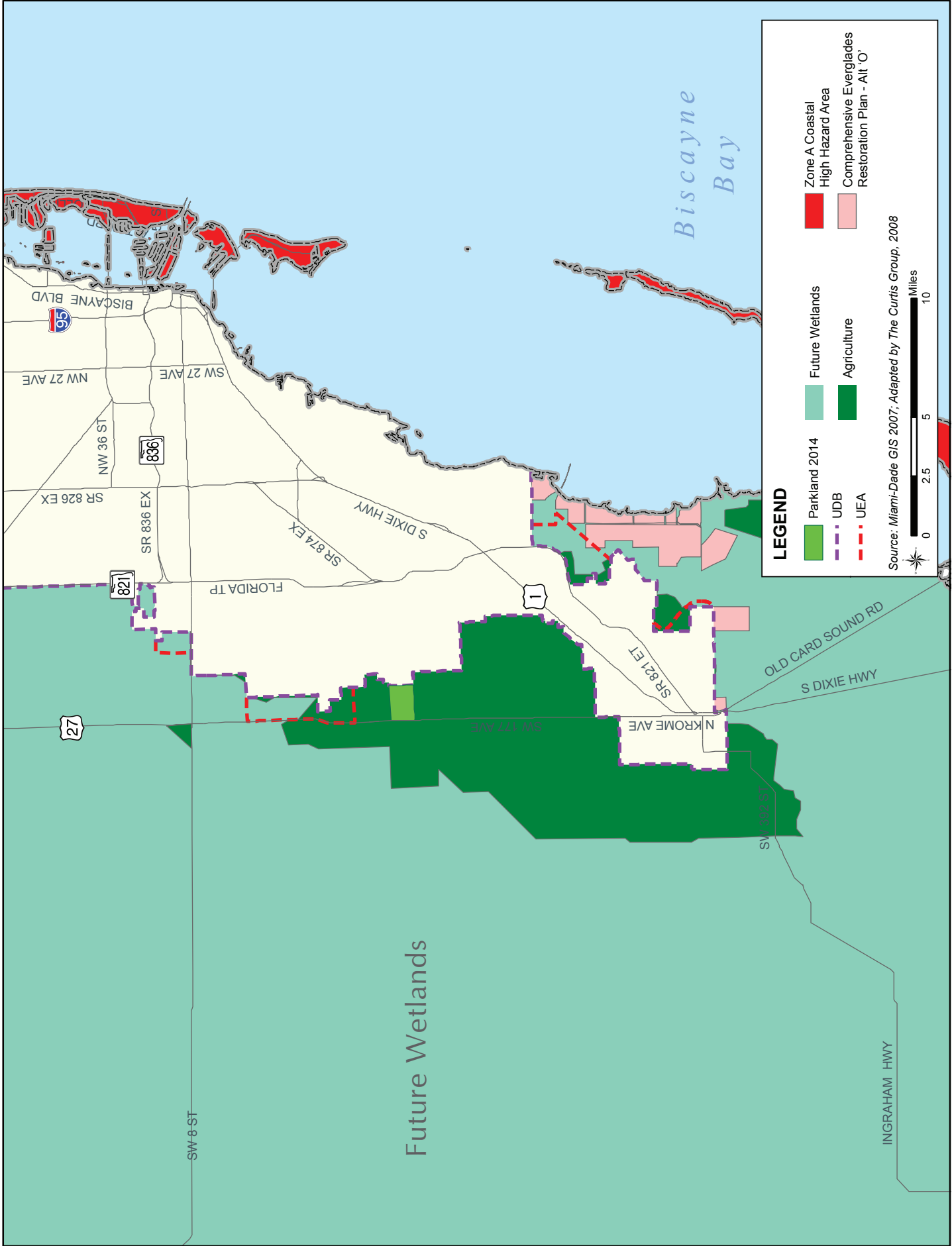


Figure 10.A3
 PARCELS THAT "SHALL BE" AVOIDED

B. Describe how the proposed development will meet goals and policies contained in the appropriate Regional Comprehensive Policy Plan.

Approval of the Parkland DRI will be consistent with the following goals and policies of the Strategic Regional Policy Plan for South Florida (SRPP):

- Policy 5.9 of the SRPP (page 33) encourages innovative approaches to hasten the provision of school facilities, including partnerships with private entities. The Parkland development will provide 4,800 student stations with a speed and efficiency that cannot be matched by the public sector.
- Policy 6.9 of the SRPP (page 43) promotes the increased use of mixed densities and housing product types within residential developments to encourage the construction of a greater diversity of housing choices. The Parkland development, with multiple housing types within a single community, will be supportive of this policy.
- Policy 11.2 of the SRPP (page 62) encourages development of mixed land uses and activities within communities to foster more balanced and energy-efficient development pattern, which are characterized by appropriate density, diverse economic, employment, and housing opportunities, and public transportation access. The Parkland development will feature a well-integrated mix of residential, retail and service, hospital, office, industrial, and public facility uses that will create a more balanced and energy-efficient development pattern in this area of Miami-Dade County.
- Policy 12.3 of the SRPP (page 66) discourages the expansion of urban services into former agricultural areas except where the expansion is necessary to accommodate projected population growth and when the proposed densities will be sufficient to support public transportation. The evidence supports a conclusion that Miami-Dade County must move its Urban Development Boundary to accommodate projected residential growth. The Parkland community will be of a sufficient density to support public transportation and the community has been designed to accommodate a future rail connection.
- Policy 12.4 of the SRPP (page 66) provides that, should land be converted from agriculture to urban uses, local governments should discourage sprawl patterns of development and require urban design and density necessary to support pedestrian-orientation, public transportation, and the efficient provision of other infrastructure. The Parkland community has been designed in a manner that is sufficiently dense, with a mixing of residential, commercial, and public facility uses, to encourage pedestrian activity and the use of public transportation. Unlike a typical suburban development (or the potential alternative development of the Parkland site with five-acre estates as permitted under the current CDMP and zoning for the property), Parkland will also employ infrastructure in an efficient manner.

- Policy 20.7 of the SRPP (Page 88) encourages the use of innovative site design and transit-oriented development to facilitate pedestrian and bicycle movement and increase the use of public transportation. The Parkland community has been designed in a manner to encourage residents to attend to their daily needs and activities through pedestrian and bicycle movement as much as possible. Provisions have also been made to provide connections to existing and future transit routes.
- Policy 20.13 of the SRPP (page 95) encourages the establishment of greenways and multi-use recreational trails. Parkland has been designed to provide a full network of pedestrian and bicycle routes throughout the community.

C. Describe how the proposed development will meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and agriculture.

Approval of the Parkland DRI will be consistent with the following goals and policies of the State Comprehensive Plan:

- Housing Policy 4 encourages the reduction of unnecessary regulatory practices that add to the cost of housing. The approval of the Parkland Project will provide additional housing opportunities for nearly 7,000 families in Miami-Dade County, therefore encouraging the reduction of the cost of existing and other new residential units.
- The Water Resources goal requires the continued availability of an adequate supply of water for all competing uses. The approval of the Parkland development will not have a measurable negative impact on the availability and quality of water resources in Miami-Dade County.
- The Natural Systems and Recreational Lands goal requires the protection of wetlands, tropical hardwood hammocks, etc. Parkland does not contain any existing wetlands, tropical hardwood hammocks or other important natural systems on site and therefore the development will not result in damage to or the destruction of any of these important natural systems. Parkland will also be providing 201.5 acres of new park and open land, including multiple waterways.
- The Land Use goal requires that developments shall be directed to areas that have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner. The Parkland development is immediately adjacent to currently existing urban infrastructure and all required new infrastructure will be provided by the developer. The development will not pose a risk to environmentally sensitive lands.
- The Transportation goal encourages the integration of various transportation modes. The Parkland development has been designed to accommodate a future rail connection that could provide easy access to eastern areas of Miami-Dade County.

- The Agriculture goal requires the State to maintain and encourage the continued health of the agriculture industry. The Parkland property, located immediately adjacent to existing dense urban development, is not conducive to long-term agricultural uses. Agricultural retention on the Parkland site has been discussed in detail in Section IV of the Consolidated DPZ Response further in the document.

Chapter 9J-5 of the Florida Administrative Code defines how development programs should be judged to determine whether they are proliferating sprawl in regards to comprehensive plan amendments. Parkland has been designed to demonstrate a community that, through proper planning, does not encourage sprawl, and enhances the lifestyles of its residents. The following thirteen criteria defined in the Code describe communities that encourage the proliferation of sprawl.

- 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 in excess of demonstrated need.**

Parkland will fill a need for housing in Miami-Dade County. It is designed to be a moderately dense community in order to use land as efficiently as possible.

- 2. Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.**

Parkland is immediately adjacent to developed communities. Regardless, the amount of available land within the UDB suitable for housing is being developed at a rapid pace, and development has very few options to leapfrog existing development.

- 3. Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban developments.**

Parkland is being designed to integrate commercial and retail centers with the residential uses as much as is feasible. This design will help to foster a community feel, as well as reduce automobile trips outside of the development.

- 4. As a result of premature or poorly planned conversion of rural land to other uses, fails adequately to 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.**

The area that will be developed for Parkland is currently being used for farming activities. There are no notable natural resources remaining on it, as farming is disruptive to natural resources.

- 5. Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.**

Because of its close proximity to existing residential and commercial centers, agriculture as a use on this property would eventually probably disappear. Since the site can be used for residential purposes – at one dwelling unit per five acres – it ultimately would be used for residential purposes. More recently, the market has shown an increased development of the one unit per 5 acres type of development in the area.

- 6. Fails to maximize use of existing public facilities and services.**

Existing water and sewer facilities exist to serve the residential communities immediately to the east of the proposed development. If the UDB were to be moved to include the development, the developer will extend utilities into the site in order to tap into the existing water and sewer infrastructure. The Applicant will provide water reuse facilities on site and an expanded purple pipe system, as detailed in Question 17- Water Supply and Question 18 – Wastewater Management.

- 7. Fails to maximize use of future public facilities and services.**

Parkland is adjacent to existing residential development, and is a logical expansion of the existing water and sewer services.

- 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.**

Parkland will pay for project road, water, sewer, and school improvements and will work closely with all other service providers in order to ensure that there will not be any shortcomings in any other services provided to residents, nor any deterioration of services to residents outside of the community.

- 9. Fails to provide a clear separation between rural and urban uses.**

Although the site is currently used for farming, it will border predominantly dense residential areas. Krome Avenue along the western boundary of the project provides a clear separator between rural and urban uses. Parkland will be designed as a compact and efficient community that will blend well into the existing development patterns that exist immediately adjacent to it to the east. The existing pattern of permitted residential development – one dwelling unit per five acres – on the other hand, fails to provide a clear separation between rural and urban uses and is a very inefficient type of single-family development.

10. Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

The types of residential development being proposed for Parkland will not compete for buyers with infill development. Studies have shown that not all development can be accommodated in areas suitable for infill.

11. Fails to encourage an attractive and functional mix of uses.

Parkland is being specifically designed with a mix of retail, commercial, and residential uses in order to create a highly functional community.

12. Results in poor accessibility among linked or related land uses.

The design includes extensive pedestrian and bike networks among uses.

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

Parkland will include over 67 acres of parks and open spaces in addition to significant amounts of lakes and waterways. It will create open spaces that will be functional and enjoyable for its residents and residents of neighboring communities.

PART 3 DEMOGRAPHIC AND EMPLOYMENT INFORMATION

A. Complete the following demographic and employment information tables.

Project Demographics

Table 10.3.1 Project Population											
Phase	Total Dwelling Units*		Persons Per HH **		Total Population	Children Per HH**		Total School Age Population	Elderly Per HH***		Total Elderly
	MF	SF	MF	SF		MF	SF		MF	SF	
Total Project	3,248	3,693	2.10	3.09	18,232	0.28	0.53	2,871	0.10	0.10	1,823

Source: Miami-Dade County Department of Planning & Zoning; Miami Economic Associates, Inc.

* SF includes single-family attached and detached units.

** Based on data compiled by the Miami-Dade County Department of Planning and Zoning from the 2000 Census for MSA 6.2. Figures shown for SF are weighted averages for single-family detached and single-family attached units.

*** According to the 2000 U.S. Census, approximately 10 percent of the population in the West Kendall area (Zip Codes 33186, 33193 and 33196) is over the age of 60

Project Employment

Table 10.3.2 Estimated Employment by Income Range (Constant 2008 Dollars)							
Phase	\$12,792*	\$12,793 – 14,999	\$15,000- 24,999	\$25,000- 34,999	\$35,000- 49,999	\$50,000 or more	Total
Construction **	37	63	1,211	7,503	7,423	873	17,110
Non-Construction***	137	75	215	433	675	1,015	2,550

Source: ES-202 Report, 3rd Quarter 2005; Miami Economic Associates, Inc.

* Minimum wage

** Income distribution based on average income shown in ES 202-report for 3rd Quarter 2005 for Miami-Dade County construction workers (NAICS Code 23), who earned an average wage of \$41,964 per year.

*** The distribution of workers added annually by NAICS Code will be as shown in **Table 10.3.3**.

**Table 10.3.3
Annual Distribution of Workers by NAICS Code**

NAICS Code	2014	2015	2016	2017	2018	Total
423	55	55	55	55	55	275
424	55	55	55	55	55	275
442		25		25		50
443		15		15		30
444		27		28		55
445		50		50		100
446		20		20		40
448		20		20		40
451		15		15		30
453		15		15		30
541	110	110	110	110	110	550
621		200			200	400
622		278			275	550
722		38		37	7	75
812		25		25	5	50

PART 4 IMPACT SUMMARY

A. Summarize the impacts this project will have on natural resources.

Vegetation and Wildlife

The Project Site contains no significant vegetation or wildlife features. Further, the Project Site provides no significant habitat for any listed wildlife or plant species.

Wetlands

There are no wetlands currently on the site.

Project Development

The proposed Project will result in extensive landscaping along road rights-of-way, in public plazas and adjacent to structures. Therefore, the impact on any adjacent resources will be significantly improved.

B. Summarize public facilities capital costs associated with project impacts using the following table:

Table 10.4 Public Facilities Capital Costs			
Facility	Total Capital Costs (Estimated)	Cost Responsibility	Service Responsibility
Transportation	Off-site costs: \$28, 497,629 On-site costs: \$22,715,000 Total Costs: \$51,212,629 ^[1]	Applicant	State of Florida, Miami-Dade County
Wastewater	Sewer Service Cost: \$ 20,072,983 ^[2]	Applicant	Miami-Dade Water and Sewer
Potable and Non-Potable Water	Water Service Costs: \$16,949,650 Irrigation Costs: \$ 1,804,120 Total Costs: \$ 18,753,770 ^[3]	Applicant	Miami-Dade Water and Sewer
Recreation/ Open Space	\$ 33,500,000	Applicant	Miami-Dade County
Police and Fire	\$ 8,000,000	Applicant	Miami-Dade County
Education	\$160,000,000	Applicant	Miami-Dade County Public Schools and/or District approved Charter School

Source: Miami Economic Associates, Inc; Ford Engineers; Cathy Sweetapple & Associates

^[1] Please refer to Table 21.F3 for the proposed capital costs for roadway improvements.

^[2] Please refer to Table 18.C1 for details

^[3] Please refer to Table 17.F1 and Table 17.F2 for details

Exhibit 10.1
Residential Needs Analysis Summary

NEEDS ANALYSIS FOR PARKLAND DEVELOPMENT OF REGIONAL IMPACT

EXECUTIVE SUMMARY

Miami Economic Associates, Inc. (MEAI) has performed an analysis to determine whether the need for residential land in unincorporated Miami-Dade County justifies the expansion of the County's Urban Development Boundary ("UDB") to accommodate the Parkland development. MEAI concentrated its review on the Department of Planning and Zoning's estimate that the UDB contains sufficient residential land to accommodate 144,078 residential units. MEAI's analysis suggests that the Department has significantly overestimated the number of units that can reasonably be developed within the UDB.

The Department's estimated residential land supply is based on multiple assumptions, many of which are incorrect and/or unrealistic.

Parcels Unlikely to be Developed for Urban Residential Development

A significant amount of the land relied upon by the Department is either unavailable for urban residential development or unlikely to be so developed in the foreseeable future, including:

- Parcels now owned by governmental and institutional users such as churches, hospitals, schools, and universities. (1,818 units)
- Certain parcels that are limited under binding covenants. (2,255 units)
- Small agricultural and rural parcels occupied with single family homes, including many in the "Horse Country" area. (1,074 units)
- Parcels with incorrect tax identification numbers, parcels not designated for residential use, parcels already under construction, and parcels with environmental issues. (2,946 units)

Parcels With Significantly Inflated Potential Densities

Many of the other parcels relied upon by the Department are unlikely to be developed at anything close to the density of development anticipated, including:

- Parcels assigned projected densities that are significantly more intense than the area surrounding each parcel. (2,429 units)
- Parcels within designated urban centers that are not suitable for, or likely to be, developed (565 units)
- Parcels within the Ojus Community Urban Center, where a highly fractured ownership pattern, a development pattern not supportive of, inconsistent with and/or hostile to intense residential uses, and overcrowded schools, will make it unlikely that the area will be developed as anticipated. (1,250 units)
- Parcels within the Perrine Community Urban Center, where a significant number of existing industrial and heavy commercial businesses are unlikely to be replaced with mixed-used development and the development pattern and economic status will not support intense residential projects. (1,253 units)
- Parcels within the Cutler Ridge Urban Center, now partially within the Town of Cutler Bay, where intense development is predicted to replace a shopping mall that has undergone significant expansions and renovations in recent years and, therefore, is not likely to be abandoned in favor of residential uses. (5,200 units)

Parcels Near Transit Stations Will Not Yield the Expected Density of Development

Many of the Department's anticipated residential supply is located in areas surrounding rail and bus transit stops, many of which are located in municipalities. Since 2006, when many of the southern Miami-Dade municipalities passed resolutions opposing intensification along the U.S. 1 corridor and Busway, the Department shifted the estimated transit oriented development northward. **Despite removing transit oriented development from these southern municipalities, the Department is now estimating that 7,110 additional units will be developed in areas surrounding transit stops.** Many of the parcels relied upon by the Department have other significant issues, including:

- Parcels estimated to be developed with transit oriented residential uses in areas where no rapid transit stations are located or proposed. (9,925 units).
- Parcels near the Coconut Grove and Douglas Road, where neighborhood resistance to intense transit-oriented development has been fierce. (940 units).
- Parcels in Downtown Miami's Central Business District, Overtown, Brickell, and Omni areas in which significant recent development activity has consumed most of the best sites and excess capacity of new condominium units will make it highly unlikely that significant new development will occur in the near future. (13,561 units).

The Supply that Does Exist Does Not Serve the Needs of Miami-Dade County Residents Well

Many of the units that will be available in the next ten years will be priced out of reach of the majority of Miami-Dade residents. Nearly 20 percent of the units in the available supply would be comprised of either high-rise condominiums or units developed at estate density, both of which are likely to be available at prices outside the reach of the overwhelming preponderance of County residents.

Custom Homebuilders Cannot Keep Up with Demand

At least 19 percent of the units in the available supply would be within single-family projects with fewer than 50 units or multi-family units with fewer than 100 units. These projects would typically be built by custom/specialty builders rather production home builders. It is questionable that this segment of the industry has the capacity to build more than 21,000 units over the next 10 years. Moreover, the cost of production per unit for custom builders is also higher than those of the production builders who have the ability to amortize certain project-related costs over larger volume, leading to increased costs of housing.

The Department has Significantly Overestimated the Available Residential Land Supply

Based on our analysis, MEAI has determined that the Department's estimate of residential supply is excessive. The available data support the conclusion that, instead of a surplus of available land, the County will deplete its residential land supply by March 2017. The CDMP requires the County to maintain adequate residential supply until October 2018. **Because the County will deplete its residential land within the UDB before October 2018, expansion of the UDB to accommodate the Parkland Development of Regional Impact is justified.**

Summary Of Overestimation of Supply		Units
1.	Parcels Unlikely to be Developed for Urban Residential Development	8,093
2.	Parcels With Significantly Inflated Potential Densities	10,697
3.	Overestimated Density for Parcels Near Transit Stations or Transit-Oriented Development Located in Areas Without Transit Stations	24,246
Total		43,036 Units

Summary of Available Residential Land Supply		Units
1.	Units Required to be Available by CDMP	122,419
2.	Units Available for Development in Next Ten Years	107,608
Total Deficit of Available Units		14,811 Units

Summary of Compliance with CDMP Land Supply Requirements		Month / Year
1.	CDMP Required Supply Exhaustion Date	October 2018
2.	Current Estimated Exhaustion Date	April 2017
Total Deficit in Supply		1.67 Years