

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 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 each year, every year. In their Initial Recommendations for April 2005 Applications to Amend the Miami-Dade County Comprehensive Development Master Plan, August 2005, 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 2010.

The Applicant finds evidence that indicates land for all housing will be exhausted by 2015 (three years prior to the 2018 date estimated by DPZ). For example, DP&Z's depletion analysis is based solely on estimated population growth; however, substantial numbers of the units built within County are purchased by non-residents of the County of both domestic and foreign origin as second homes. In its analysis,

DP&Z projects that its estimated rate of population growth will generate demand for approximately 11,000 to 12,400 new units annually. During the 2000 to 2003 period, construction starts averaged 13,000 units without any significant increase in the number of vacant units resulting. School impact fee data for the 12-month period ending May 2005 indicates depletion may now be occurring at a rate exceeding 16,000 units per year. DP&Z acknowledges that its depletion methodology does not account for second home buyers. At this rate, DP&Z's estimate of supply equating to 150,000 would be fully absorbed in under 10 years, or by 2015.

Approximately one-third of DP&Z's estimated supply of 150,000 units is comprised of units that it assumes will be developed along the County's major transit corridors. Of that amount, approximately two-thirds of them will be the result of redevelopment, as well as through redevelopment in areas outside the transit corridors, notably in Sunny Isles Beach and Downtown Miami. The remaining two-thirds are projected to occur on vacant land within the UDB. The Applicant believes that DP&Z's inventory is inflated.

Development of the transit-related units assumed by DP&Z will constitute the largest redevelopment project ever undertaken in the United States. Further, it is assumed to proceed totally through private initiative, without the benefit of any governmental funding or eminent domain. It is unlikely that even half the assumed units will ever be built in the locations assumed by DP&Z because of impediments to their development.

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.
- DPZ may be underestimating demand particularly due to the surge in demand in the condominium market. Data for 2004 indicated that there were 16,557 new units on the market, higher than the DPZ estimates of 12,000 units per year necessary to accommodate population growth. The increased rate of development demonstrates that land inside the UDB is being developed at a faster pace than previously thought.

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 (±700 acres) of these parcels are located in areas with large minority populations with lower incomes.

The fact that Miami-Dade County does not have the capacity within the UDB to accommodate 15 years of future population growth and less than a four year supply of new single-family attached and detached units is having the significant adverse consequence of 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. 104th 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

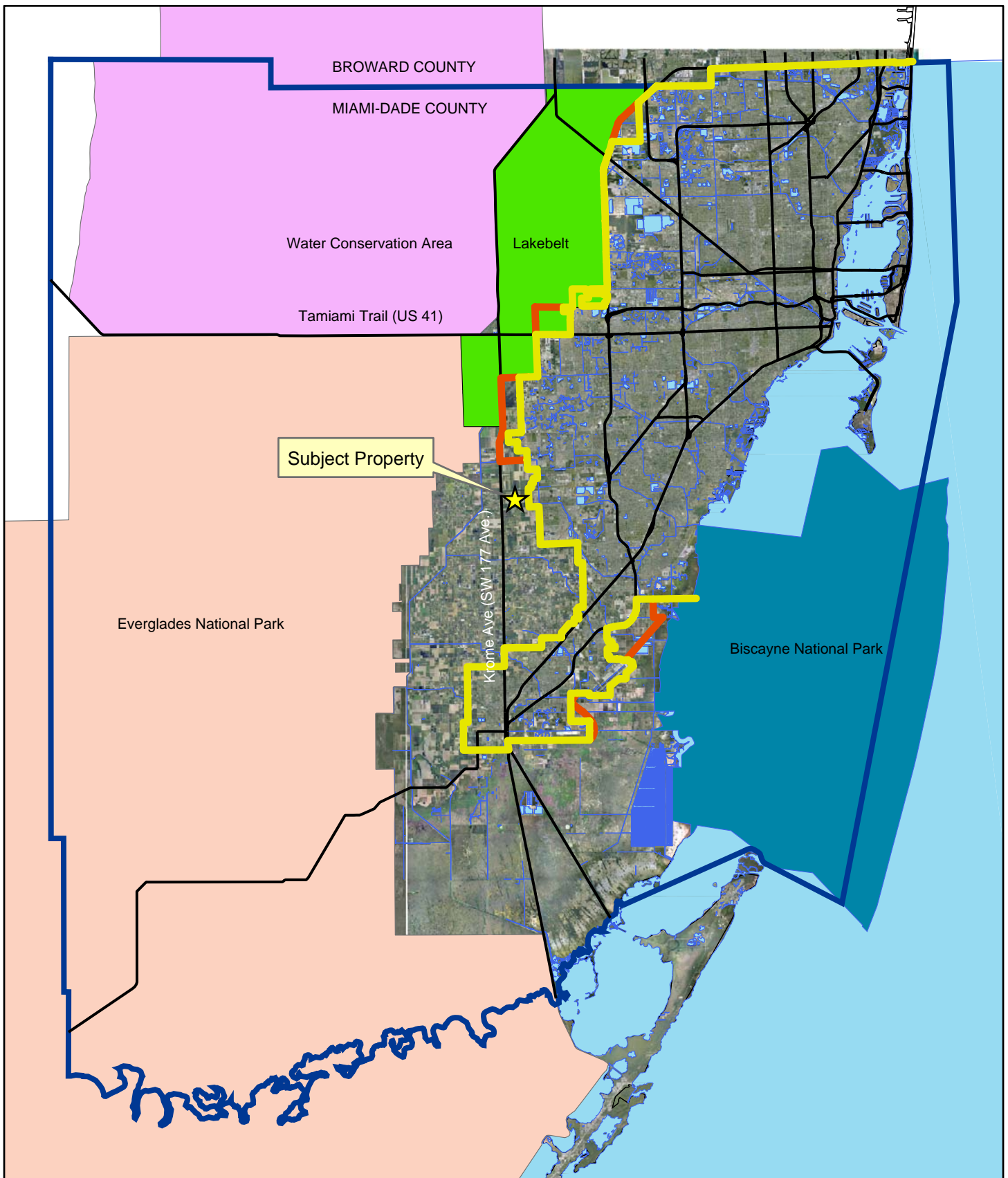
will send to their children to schools within the boundary. While they will pay school impact fees, they will not be required to pay the mitigation fees required of newly zoned projects inside the boundary that impact schools operating at utilization rates in excess of 115 percent of FISH.



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.A.1** the land area from the Miami-Dade/Broward County line south to SW 8th Street is owned by rock mining interest 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 8th 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. The area south of SW 184 Street to Ingraham Highway and SW 408 Streets is currently considered in the County's Comprehensive Development Master Plan prime agricultural land, not appropriate for development.



Legend

- 2015 Urban Development Boundary
- 2025 Urban Expansion Area

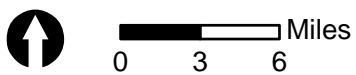
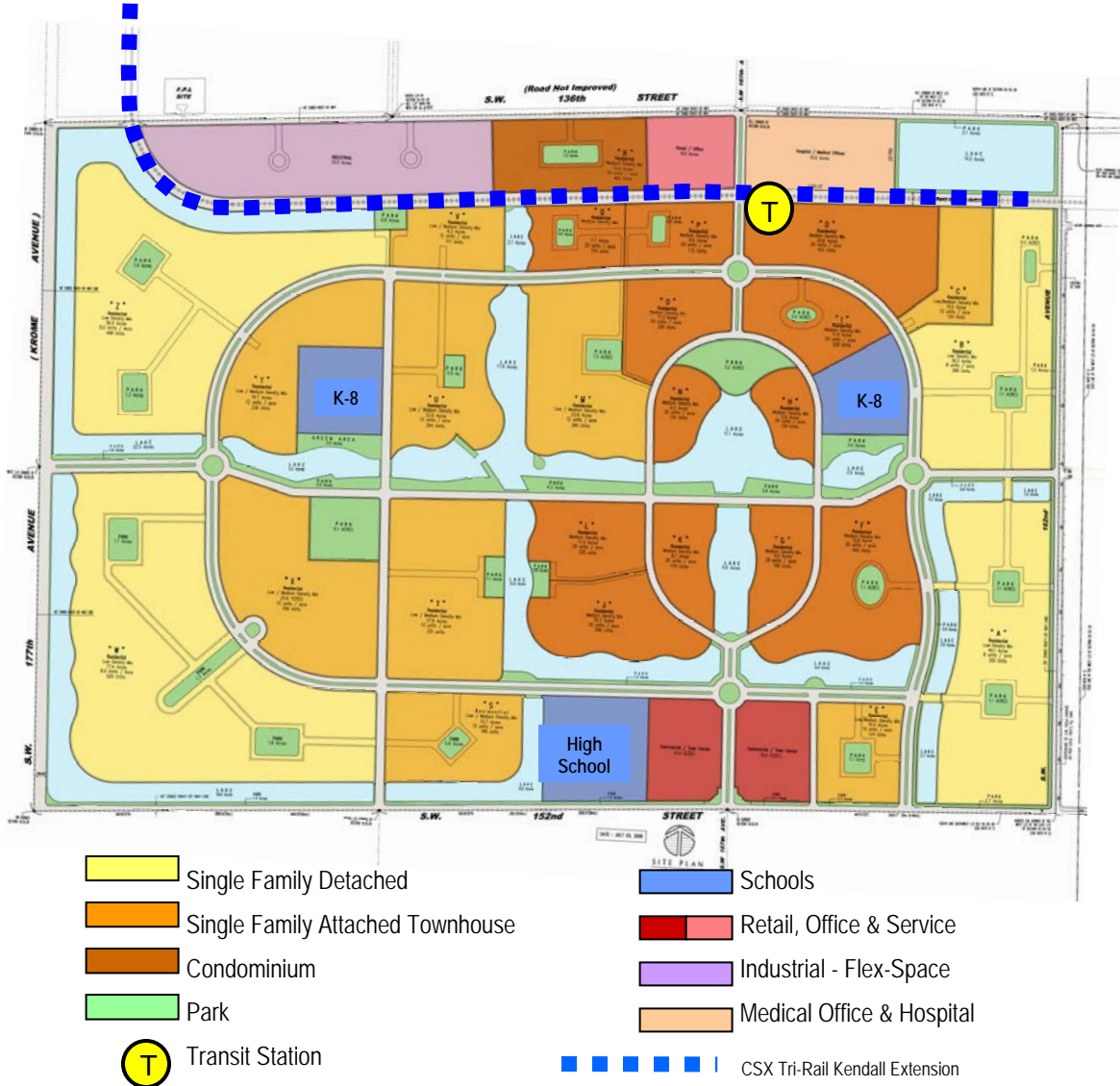


Figure 10.A.1
Development Constraints

Parkland
August 2006



As shown above, Parkland consists of approximately 960 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 the table below.

| Table 10.A.1 Proposed Development Program | |
|--|--|
| Land Use | Units (2007 – 2015) |
| Residential | |
| Single Family | 1,257 du |
| Townhouse | 2,436 du |
| Condominium (MF) | 3,248 du |
| Retail | 200,000 sf |
| Office | 100,000 sf |
| Industrial – Flex space | 33 acres 550,000 sf |
| Schools | 35 acres (2) - K-8 – 3,200 students total High School – 1,600 students |
| Hospital | 200 beds |
| Community Uses | 50,000 sf |
| Library, Police, Fire | 5 acres |
| Parks | 67 acres |

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 quantity of land to undertake proper community planning. Developing large-scale mixed-use projects with the quantity of land similar to Parkland allows the opportunity to create a sense place and provide 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

Mix of Land Uses

Parkland is designed to integrate a mix of land uses to achieve a better place to live and work. The 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 pedestrians onto the street and enhance community life.



Compact Building Design

The design of the Parkland master plan envisions a compact building design. This design permits more greenspace for open space for recreational use. Compact building design is 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 jobs-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 a vision and set of standards for development and construction which respond 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 mixture of land uses and their relationship with each other in this planned, sustainable community diminishes the need for sole reliance upon 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 10-2 - Existing and Proposed Land Uses presents a breakdown for both the existing and proposed land uses on the Project site.

| TABLE 10-2 EXISTING AND PROPOSED LAND USES | | | | | | | |
|---|---------------------------|------------|-------------|-------|-------------|---------------|---------------|
| Land Use | Non-Residential | | Residential | | | | Total Acreage |
| | Units | Acres | DU | Acres | Net Density | Gross Density | |
| Existing Vegetation Associations | | | | | | | |
| Row Crops (214, FLUCCS) | | 951 | | | | | |
| Existing Railroad ROW | | 16 | | | | | |
| Total Acreage | | 967 | | | | | |
| Proposed Project (2007 - 2015) | | | | | | | |
| Total Residential (28-24.023, F.A.C.) | | 532 | 6,941 | | 13 du/acre | 8.28 du/acre | |
| Retail (28-24.031, F.A.C.) | 200,000 gsf | 21 | | | | | |
| Office (28-24.020, F.A.C.) | 100,000 gsf | 9 | | | | | |
| Industrial (28-24.018, F.A.C.) | 550,000 sf | 33 | | | | | |
| Hospital (28-24.017, F.A.C.) | 200 beds | 15 | | | | | |
| Schools | (2)K-8 (1) High School | 35 | | | | | |
| Parks | | 67 | | | | | |
| Proposed ROW dedications | | 104 | | | | | |
| Water Retention | | 134 | | | | | |
| Existing Railroad ROW | | 17 | | | | | |
| Total Acreage | | | | | | | 967 |

Source: The Curtis Group

- 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 S.W. 136th Street and S.W. 184th Street as well as from the Redlands area. The areas just enumerated have traditionally been underserved with retail uses. This area contains less than 2 acres of commercial acreage per 1,000 residents which is less than 40 percent 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 3 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 10-3 PROJECT COST TABLE (Millions of 2006 Constant Dollars) | | | |
|--|----------------------|-------------------------------|--------------------------------|
| Item | Project Costs | Amount Spent in Region | Percent Spent in Region |
| Land | \$ * | \$ * | * |
| Labor | 665.2 | 665.2 | 100 |
| Materials | 665.2 | 532.2 | 80 |
| Interest | 131.7 | 65.9 | 50 |
| Planning ** | 66.5 | 53.2 | 80 |
| Other *** | 198.2 | 188.3 | 95 |
| Total | \$1,726.8 | \$ 1,504.8 | 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.

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 the **Master Development Plan, Map H**, will require a Future Land Use Map amendment to the Miami-Dade County Comprehensive Development Master Plan to modify the Urban Development Boundary 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 2010 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 50,000 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 2010.

LAND USE POLICY LU-8G: When considering land areas to add to the UDB, after demonstrating that a county-wide need exists,

i) The following areas shall not be considered:

- 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.*

Parkland is not within any of the areas identified in items i)a), b) or c), above and, therefore, should be considered as an area to add to the UDB.

ii) The following areas shall be avoided:

- 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*

Parkland is not within the areas identified in items ii) a), c), or d), above. The existing Future Land Use designation for Parkland is Agriculture. The County,

through the adopted CDMP, recognizes that the Parkland area is an area “more appropriate for” urban development. In discussing the Ultimate Development Area on page I-64 of the adopted CDMP the County states:

“It is difficult to specify where and how much of Dade County’s total area may ultimately be converted to urban development...It is reasonably safe to assume, however, that the areas least suitable for urban development today will remain least suitable in the future. These areas include the remaining high-quality coastal and Everglade wetland areas in the County, and the Northwest Wellfield protection area. **The areas more appropriate for, and more likely to experience sustained urban pressure are the heavily impacted, partially drained wetlands in the Biscayne-Snake Creek and Bird-Trail Canal Basins, the agricultural areas of southwestern and southwest Dade,** and the impacted wetlands south of Homestead and Florida City....” (emphasis added)

- iii) The following areas shall be given priority for inclusion, subject to conformity with Policy LU-8G and the foregoing provisions of this policy:*
- 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 is located in the western portion of the South Central Planning Analysis Tier. According to the Adopted 2003 Evaluation and Appraisal Report for the CDMP this tier has the earliest projection depletion year of 2008.

Parkland is contiguous to the UDB along the eastern boundary of the project property.

The area directly east of Parkland is served by public facilities and services. The Applicant is discussing the extension of these facilities and services with the various providers.

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. The Parkland 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.

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 increase in 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.

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

| 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 | 2.98 | 17,825 | 0.28 | 0.53 | 2,871 | 0.10 | 0.10 | 1,783 |

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

| 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 *** | 123 | 104 | 249 | 408 | 639 | 1,027 | 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 following distribution of workers NAICS Code will be as follows:

| Code | Number | Code | Number |
|------|--------|------|--------|
| 442 | 50 | 621 | 400 |
| 443 | 50 | 622 | 550 |
| 444 | 55 | 722 | 75 |
| 445 | 50 | 812 | 50 |
| 446 | 40 | | |
| 448 | 40 | | |
| 451 | 40 | | |
| 453 | 50 | | |
| 423 | 275 | | |
| 424 | 275 | | |
| 541 | 550 | | |

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 10.6 PUBLIC FACILITIES CAPITAL COSTS | | |
|---|--|-------------------------------------|
| Facility | Total Capital Costs | Responsible Entity |
| Transportation (External) | Fair Share cost to be determined | State of Florida, Miami-Dade County |
| Wastewater | Equal to connection charges collected. | Miami-Dade Water & Sewer |
| Potable Water | | |
| Recreation/Open Space | None anticipated, facilities to be provided by developer | Miami-Dade County |
| Education | None anticipated, facilities to be provided by developer | Miami-Dade County Public Schools |

Source: Miami Economic Associates, Inc.