CDMP MEETING
Board of County Commissioners
December 20, 2007

Prepared by: Nelson Diaz

EXHIBITS LIST

NO.	DATE	ITEM #	DESCRIPTION
1	12/20/2007		Order of the Day
2	12/20/2007		Exhibits List – of exhibits received by the Clerk's office.
3	12/20/2007	Special Item No.2	Machine Vote Sheet –Special Item No.2
4	12/20/2007		Letter to Mr. Basu Subrata –Director of Department of Planning & Zoning from Karen Esty regarding Beacon Lakes DRI Application to Amend the CDMP.
5	12/20/2007		Public Notice- Cancellation Notice of Public Hearing
6	12/20/2007		Speaker's Cards
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CDMP MEETING
Board of County Commissioners
December 20, 2007

Prepared by: Jill Thornton

EXHIBITS LIST

NO.	DATE	ITEM #	DESCRIPTION
1	12/20/2007		Application and Initial Recommendations – Beacon Lakes DRI Application to Amend the Comprehensive Development Master Plan
2			
3			
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MIAMI-DADE BOARD OF COUNTY COMMISSIONERS

ORDER OF THE DAY

THURSDAY, DECEMBER 20, 2007

9:30 A.M.	**CALL TO ORDER**
	ROLL CALL
	MOMENT OF SILENT MEDITATION
	PLEDGE OF ALLEGIANCE
	PLANNING AND ZONING MEETING
	COMPREHENSIVE DEVELOPMENT MASTER PLAN
	B.C.C. CARRYOVER
2:00 P.M.	**METROPOLITIAN PLANNING ORGANIZATION MEETING**
	ADJOURNMENT

CDMP MEETING
Board of County Commissioners
December 20, 2007

Prepared by: Nelson Diaz

EXHIBITS LIST

NO.	DATE	ITEM #	DESCRIPTION
1	12/20/2007	**Special Items A, 1 & 2**	Letter submitted by Karen Esty to Mr. Basu Subrata--Director of the Department of Planning and Zoning highlighting her concerns regarding the proposed application.
2	12/20/2007	**Special Items A, 1 & 2**	Thick binder booklet titled Beacon Lakes DRI Notice of Proposed Change CDMP Amendment submitted by Holland & Knight.
3	12/20/2007	**Special Items A, 1 & 2**	4 colored maps submitted titled -AERIAL PHOTO: BEACON LAKES DRI AND CDMP AMENDMENT SITE. -PROPOSED 2015-2025 CDMP LAND USE PLAN: BEACON LAKES DRI CDMP AMENDMENTS SITE. -EXISTING (RESIDENTIAL, COMMERCIAL, INDUSTRIAL) LAND USE AND VACANT COMMERCIAL LANDS FOR MSA 3.2, 5.4, 6.1. -BEACON LAKES DRI – Master Development Master Plan Map H.
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14			

Submitted for the record this 26 day of DECEMBER, 2007

ATTEST:

HARVEY RUVIN, Clerk
Clerk of Circuit and County Courts

By _____
Deputy Clerk

TRANSFERRED TO THE CARE, CUSTODY AND CONTROL OF THE DEPARTMENT OF PLANNING AND ZONING.

RECEIVED BY: _____ 12-26-07 _____
(SIGN) **(DATE)** **(PRINT)**

LYNNE AKULIN KAUFMAN

BCC MEETING
SEPTEMBER 26, 2006

DATE: 12/20/1074:40 PM VOTE TALLY TIME:

SPECIAL ITEM NO.2
ORDINANCE RELATING TO MIAMI-DADE COUNTY
(CDMP)

YES - 11

GIMENEZ	JORDAN	MARTINEZ
MOSS	BARREIRO	EDMONSON
DIAZ	ROLLE	SEIJAS
SOUTO	SOSA	

NO - 2

HEYMAN	SORENSON

ABSENT - 0

December 19, 2007

Department of Building & Zoning
c/o Mr. Basu Subrata, Director
111 NW First Street
Miami, Florida 33168

Re: Beacon Lakes DRI Application to Amend the CDMP

Dear Mr. Subrata:

The following are my concerns regarding this application:

1. In May 2002, county staff stated there was sufficient industrial land up to the year 2020. In addition, in the Miami Business Review, May 17, 2002, Codina Group was quoted saying the vacancy rate for warehouses (100,000 sq. ft.) in Broward, Miami-Dade and Palm Beach counties rose 9.48% percent, up from last year's quarter 6.68 percent and more than doubled the 1999 rate of 4.31 percent. I handed in material that concurred the same information. There was clearly not need for the project then or now.
2. The current request is no more that smoke and mirrors. During the questioning part of PAB meeting on December 10th, Board Member Pamela Gray ask Mr. Joel Goldstein, attorney for the applicant if there was residential development planned for the future on this parcel. He replied that it was a good possibility.
3. The applicant has been given sufficient leeway into the Northwest Wellfield. To permit additional traffic which will equate to additional runoff into the wellfield area. Over time it "will" eventually affect our drinking water. DERM has stated that during drought or excessive pumping the water table drops which can lead to contaminates in the cone of influence. We are currently in a drought and do not know its duration. As planners I hope you take this into consideration.
4. The county should not be used as a property value enhancement board by assisting the applicant out of a **self-induced** hardship.
5. The eleventh-hour need has struck again. The residences near the application have stated they do not have a place to grocery shop. I have to ask why this was permitted to happen in the first place. There appears to be a pattern of sprawl to the west without services. Next, along comes a kind hearted developer that will build a shopping center either outside the UDB or on the line.
6. Dolphin and International Mall have vacant out parcels. If grocery stores are needed, good business since would place them there. Also, when the residences moved to the western fringes, were they not told or made aware of this deficit?

7. The original quest for the applicant was to expedite cargo container traffic to and from the airport and seaport. The current traffic flow prohibits passenger traffic interfering with large cargo containers and eighteen wheeler traffic. No matter how the roads are improved, the two vehicles do not mix. The applicants original need in mute.
8. In May 2002, when Beacon Lakes went before the BCC to request a change in the Master Plan to permit industrial in the Northwest Wellfield, his promise to the BCC that his project would produce 9,700 jobs and bring 10 million dollars in tax revenue to Miami-Dade County. Has this been accomplished?
9. It's my personal opinion the main objective of the applicant is to increase need to improved existing roads and come back at a later date and request more density. Infrastructure will be in place. Look what extending the Dolphin Expressway further west has done.

Best regards,

Karen Esty
14445 SW 200 Street
Redland, Florida 33177

MIAMI-DADE COUNTY, FLORIDA
PUBLIC NOTICE

CANCELLATION NOTICE

Pursuant to Rule 3.01(a) of the Rules of Procedure of the Board of County Commissioners, notice is hereby given that the Board of County Commissioners' Public Hearing, originally scheduled for Thursday, December 20, 2007, to address the Special Application to Amend the Comprehensive Development Master Plan dated July 3, 2007, and Interlocal Agreement for Public School Planning, is hereby **CANCELLED.** All other CDMP Applications scheduled for December 20, 2007, will still be heard. The meeting is scheduled for 9:30 AM, in the Commission Chambers, located on the Second Floor of the Stephen P. Clark Center, 111 N.W. First Street, Miami, Florida 33128.

All interested parties may appear and be heard at the time and place specified.

A person who decides to appeal any decision made by any board, agency, or commission with respect to any matter considered at its meeting or hearing, will need a record of proceedings. Such persons may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which the appeal is to be based.

Miami-Dade County provides equal access and equal opportunity and does not discriminate on the basis of disability in its programs or services. For material in alternate format, a sign language interpreter or other accommodation, please call 305-375-3943.

HARVEY RUVIN, CLERK
KAY SULLIVAN, DEPUTY CLERK

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/20/07 BCC Mtg. Date _____ Agenda Item # _____

Subject: Beaver lake

Name: Guido Van Meek, P.E.

Address: 12534 NW 11 Lane

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____

Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12-20-07 BCC Mtg. Date _____ Agenda Item # _____

Subject: Beacon Lakes

Name: Rene Silva

Address: 1060 NW 127 Place

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/20/07 BCC Mtg. Date _____ Agenda Item # _____

Subject: Boat Lifts

Name: Evan Eldridge

Address: 12562 NW 11 Lane Miami, FL 33182

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/20/2007 BCC Mtg. Date _____ Agenda Item # _____

Subject: Beacon Lakes

Name: Roberto Blanco

Address: 12301 NW 7th Lane. Miami, FL. 33182

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12-20-07 BCC Mtg. Date _____ Agenda Item # _____

Subject: Beacon lakes

Name: MARIA GALLARDO

Address: 923 NW 123 AV

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____

Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/20/2007 BCC Mtg. Date _____ Agenda Item # _____

Subject: Beacon Lakes

Name: JOSE LUIS LOPEZ

Address: 12625 N. W. 7 ST 12.

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: ✓ No: _____

If yes, please list name: _____ / _____ / _____

Organization Firm Client

Have your registered with the Clerk of the Board? Yes : _____ No: _____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12-20-07 BCC Mtg. Date _____ Agenda Item # _____

Subject: Beacon lakes

Name: HUMBERTO SANCHEZ

Address: 1070 N.W. 127 Place

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution. action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12-20-07 BCC Mtg. Date _____ Agenda Item # _____

Subject: Beacon Lakes

Name: DIEGO HANYONA

Address: 117 NW 12 AVE MIAMI, FL 33182

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution. action. or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: X No: _____

If yes, please list name: BOARD IMPERIAL LAKES , _____

Organization Firm Client

Have your registered with the Clerk of the Board? Yes : _____ No: _____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 18 Dec 2007 BCC Mtg. Date _____ Agenda Item # SPECIAL ITEM #1

Subject: Port Tunnel

Name: Captain John Jacobsen

Address: Biscayne Bay Pilots, Association

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: ✓ No: _____

If yes, please list name: Biscayne Bay Pilots, Association

Organization / Firm / Client

Have your registered with the Clerk of the Board? Yes: _____ No: _____

FOR

Speaker's Card

(For Appearance Before the Board of County Commission)

SPECIAL # ~~SPE~~

Today's Date _____ BCC Mtg. Date _____ Agenda Item # 1

Subject: Item 1

Name: Ricky Arriola

Address: 450 Alton Rd, Miami Beach, FL

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: ✓ No: _____

If yes, please list name: Carnival Center for the Performing Arts

Organization Firm Client

Have your registered with the Clerk of the Board? Yes : _____ No: ✓

AGAINST

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/18/2007 BCC Mtg. Date _____ Agenda Item # SPECIAL #1

Subject: PORT OF MIAMI TUNNEL

Name: DAVE PATLAK

Address: 221 COLLINS AVE #1, MIAMI BEACH

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No: X

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No: X

AGAINST

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/18/07 BCC Mtg. Date _____ Agenda Item # SPECIAL ITEM #1

Subject: _____

_____

Name: ERIKA BRIGHAM

Address: 735 2ND ST. MIAMI BEACH

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No: X

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

AGAINST

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date _____ BCC Mtg. Date _____ Agenda Item # 5p 1 h ##

Subject: FOR NOW DO NOT Vote
Until EVG comm ITAS Full

Name: HFU ALAN RIGERMAN

Address: _____

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes:_____ No:_____

If yes, please list name: _____ / _____ / _____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No:_____

INFORMATION

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/15/07 BCC Mtg. Date 12/18/07 Agenda Item # Special item #1

Subject: Resolution.

Name: MARIA Lighthouse

Address: 5361 N.W. 7th St. Miami, Fla.

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: ✓ No:_____

If yes, please list name: Concerned citizens / _____ / _____

Organization Firm Client

Have your registered with the Clerk of the Board? Yes :_____ No: ✓

INFORMATION

Speaker's Card

(For Appearance Before the Board of County Commission)

Today's Date 12/18/07 BCC Mtg. Date 12/18/07 Agenda Item # Special #1

Subject: Affordable Housing

Name: Terry A. Coble

Address: 601 NE 56th Street, Miami, FL 33137

Lobbyist Information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all persons, firms or corporations employed or retained by a principle who seeks to encourage the passage, defeat, or modifications of an ordinance, resolution, action, or decision of the County Commission.")

Are you representing any person, group, or organization? Yes: ✓ No:____

If yes, please list name: Miami Coalition for the Homeless / ____
Organization Firm Client

Have your registered with the Clerk of the Board? Yes : ✓ No:____

APPLICATION
AND
INITIAL RECOMMENDATION

BEACON LAKES DRI
APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA

November 21, 2007

Carlos Alvarez
Mayor

BOARD OF COUNTY COMMISSIONERS

Bruno A. Barreiro
Chairman

Barbara J. Jordan
Vice Chairwoman

Barbara Jordan
District I
Dorrin D. Rolle
District 2
Audrey Edmonson
District 3
Sally A. Heyman
District 4
Bruno A. Barreiro
District 5
Rebeca Sosa
District 6
Carlos A. Gimenez
District 7

Katy Sorenson
District 8
Dennis C. Moss
District 9
Senator Javier D. Souto
District 10
Joe A. Martinez
District 11
José "Pepe" Diaz
District 12
Natacha Seijas
District 13

George M. Burgess
County Manager

R. A. Cuevas, Jr.
County Attorney

Harvey Rubin
Clerk of the Courts

MIAMI-DADE COUNTY PLANNING ADVISORY BOARD

Wayne Rinehart
Chair

Georgina Santiago
Vice Chair

Reginald J. Clyne
Antonio Fraga
Pamela Gray
Horacio Carlos Huembes
Rolando Iglesias
Daniel Kaplan
Douglas A. Krueger
Serafin Leal
Al Maloof
William Riley
Christi Sherouse
Jay Sosna

School Board Representative, *Non-Voting Member*
Ivan Rodriguez

Subrata Basu, AIA, AICP
Executive Secretary

Miami-Dade County provides equal access and equal opportunity in employment and services and does not discriminate on the basis of disability. "It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act."

ERRATA

APPLICATION
AND
INTIAL RECOMMENDATION

BEACON LAKES DRI
APPLICATION TO AMEND THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

Miami-Dade County
Department of Planning and Zoning
111 NW First Street
Suite 1210
Miami, Florida 33128-1972
Telephone: (305) 375-2835

December 13, 2007

Errata and Updates to Initial Recommendation
Beacon Lakes DRI Application to Amend the
Comprehensive Development Master Plan

1. Page 1-1, Application Summary. Revise as follows:

Folio Number:	South portion of 30-3935-000-0020 South portion of 30-3935-000-0050

2. Page 1-2, Recommendations. Update as follows:

Staff:	**DENY AND DO NOT TRANSMIT** (November 21, 2007)
Country Club of Miami Community Council (5):	**ADOPT AND TRANSMIT** (December 7, 2007)
Planning Advisory Board (PAB) acting as Local Planning Agency:	**TRANSMIT WITH NO RECOMMENDATION** (December 10, 2007)
Board of County Commissioners:	**TO BE DETERMINED** (December 20, 2007)
Final Recommendation of PAB acting as Local Planning Agency:	**TO BE DETERMINED**
Final Action of Board of County Commissioners:	**TO BE DETERMINED**

3. Appendix F, Fiscal Impact Analysis, first page, first paragraph, second sentence. Revise as follows:

> The following is a fiscal evaluation of the ~~Application No. 5~~ Beacon Lakes DRI Application to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP.

4. Appendix F, Fiscal Impact Analysis, second page, Water and Sewer Section, first paragraph, last sentence. Revise as follows:

> Assuming the CDMP Amendment Application is developed as proposed, with 420,000 sq. ft. of retail space, the fees paid by the developer would be $29,190 for water impact fee, $117,600 for sewer impact fee, $1,300

for connection fee;.[1] ~~and $19,488 for annual operating and maintenance costs~~ The annual operating and maintenance costs would increase from $7,703 for the warehouse development to $19,488 for the proposed retail development, a net increase of $11,785. These estimates are based on approved figures through September 30, 2006.

5. Appendix F, Fiscal Impact Analysis, second page, Water and Sewer Section, third paragraph. Revise as follows:

> The estimated cost for water and sewer infrastructure in the public right-of-way for the proposed project would be $1,209,909 for the currently approved warehouse development. This includes a 12-inch water main for the potable water system. For the sewer system, the projected costs include an 8-inch sanitary sewer force main and a public pump station. No additional public water and sewer infrastructure would be required for the proposed retail development; therefore, approval of the CDMP amendment would not create an additional fiscal impact.

6. Appendix F, Fiscal Impact Analysis, third page, Fire Rescue Section. Revise as follows:

> The annual alarms for the Application site ~~is~~ are expected to ~~generate approximately 106.26 annual alarms.~~ increase from 18.48 to 124.74 alarms as a result of the proposed retail development, for a net increase of 106.26 alarms. Based on data provided by the Fire Rescue Department, ~~the cost to service the alarms will result in a total fiscal impact of $138,500~~ the annual operating cost to service the alarms will increase from $24,060.67 to $162,410.87, for a net increase of $138,500. In comparison, the projected Fire Rescue Tax Revenue is expected to be $141,330.[2] Thus, the Application will be a donor site.

APPLICATION
AND
INITIAL RECOMMENDATION

BEACON LAKES DRI
APPLICATION TO AMEND THE MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN

November 21, 2007

Miami-Dade County Department of Planning and Zoning
1110 Stephen P. Clark Center
111 NW 1 Street
Miami, Florida 33128-1972
(305) 375-2835

INTRODUCTION

This report contains an Application requesting an amendment to the Miami-Dade County Comprehensive Development Master Plan (CDMP). The Application was filed in association with a Notice of Proposed Change (NOPC) to the existing Beacon Lakes Development of Regional Impact (DRI) and is being processed under a special procedure established in Chapter 380.06, Florida Statutes (F.S.), and Section 2-116.1 of the Code of Miami-Dade County.

The report includes the analysis and initial recommendation for final action to be taken on the Application by the Board of County Commissioners. It also provides an assessment of the consistency of the proposed amendment with the CDMP, the fiscal impact of the proposed amendment on public facilities, and presents supporting data, maps and reports associated with the Application. The Department may issue revised recommendations after comments are returned by the State and regional review agencies and before the final public hearings and action.

Concurrent Process

The procedure for processing CDMP amendments concurrently with approval or modification of a Development of Regional Impact (DRI) is established in the County Code, as noted above, and is patterned after the requirements contained in Chapter 163, Part 2, F.S. The concurrent process calls for substantially the same activities as that for standard amendments, except that this procedure: 1) relies largely on the DRI Notice of Proposed Change (NOPC) to provide the background data and analysis necessary to evaluate the proposal to amend the CDMP; 2) modifies the DRI adoption schedule to conform to the Chapter 163, F.S. schedule for adopting comprehensive plan amendments; 3) allows for CDMP amendments to be transmitted outside of the April and October Cycles; and 4) provides for adoption of the proposed changes to the DRI to occur at the same public hearing as the CDMP amendment. The tentative schedule of activities for considering the adoption of the subject Application to amend the CDMP is presented on the following page.

Proposed CDMP Amendment and DRI Changes

The proposed CDMP amendment requests the re-designation on the Adopted 2015 and 2025 Land Use Plan (LUP) map of approximately +48 acres of land from "Restricted Industrial and Office" to "Business and Office." The intent of the amendment is to allow the development of 420,000 sq. ft. of retail space on the subject property. The amendment site is generally located near the northeast corner of State Road 836 Extension and NW 137 Avenue, in the southwest section of the Beacon Lakes DRI. Upon the adoption of the CDMP amendment, Miami-Dade County will concurrently consider the proposed changes to the Beacon Lakes DRI. The modifications to the DRI will increase the total amount of retail space from 75,000 sq.ft. to 495,000 sq.ft., subject

to the approval of the CDMP amendment. The other DRI modifications which do not require an amendment call for an increase of office space from 150,000 sq.ft. to 175,000 sq.ft and a reduction of warehouse space from 6.6 million sq.ft. to 5.3 million sq.ft.

Schedule of Activities
Beacon Lakes DRI/CDMP Amendment Process

CDMP Amendment Application Filed	October 30, 2007
Country Club Of Miami, Community Council (5) Public Hearing to Formulate Recommendations Regarding Transmittal and Subsequent Final Action	December 7, 2007, 7:00 P.M. Country Club Middle School Media Center 18305 NW 75th Place
Hearing of the Planning Advisory Board (PAB), Acting as the Local Planning Agency (LPA), to Formulate Recommendations Regarding Transmittal and Subsequent Final Action	December 10, 2007, 5:30 P.M. County Commission Chamber 111 N.W. 1st Street
Board of County Commissioners Hearing and Action on Transmittal of Proposed Amendments to DCA and Review Agencies	December 20, 2007, 9:30 A.M. County Commission Chamber 111 N.W. 1st Street
Transmittal of Proposed Amendment to DCA for Comment	January 9, 2008 (Approximately 10 working days after Commission Transmittal hearing)
Receipt of DCA Objections, Recommendations, and Comments (ORC) Report	March 20, 2008 (Approximately 60 days after transmittal and 10 working days for DCA to receive package and review it for completeness)*
Hearing of Planning Advisory Board (Local Planning Agency) and Final Recommendations	April 7, 2008 (within 30 days after DCA comments received) County Commission Chamber*
Board of County Commissioners Public Hearing and Final Action	May 15, 2008 (Not later than 60 days after receipt of DCA comments) County Commission Chamber*

*Dates are tentative and may be subject to extension requests from the Applicant, as permitted by Chapter 380, F.S.

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CDMP Amendment Application 1-3

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CHAPTER 1

BEACON LAKES DRI APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

CHAPTER 1

BEACON LAKES DRI APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

Summary of Application to Amend the CDMP	
Commission District 12	**Community Council 5**

APPLICATION SUMMARY

Applicant/Representative:	AMB Codina Beacon Lakes, LLC/ Joseph G. Goldstein, Esq. Holland & Knight, LLP
Location:	Generally near the northeast corner of State Road 836 Extension and NW 137 Avenue, in the southwest section of the Beacon Lakes DRI Section 35, Township 53 South, Range 39 East
Folio Number:	30-3935-000-0020
Total Acreage:	Total: ±48 Gross Acres
Current Land Use Plan Map Designation:	Restricted Industrial and Office
Requested Land Use Plan Map Designation:	Business and Office
Amendment Type:	Standard (Amendment filed concurrently with a Notice of Proposed Change)
Existing Zoning/Site Condition:	Zoning: IU-1 (Industry-Light) Site Condition: Vacant Land
Environmental Concerns:	Located in Northwest Wellfield Protection Area

RECOMMENDATIONS

Staff:	**DENY AND DO NOT TRANSMIT** (November 21, 2007)
Country Club of Miami Community Council (5):	**TO BE DETERMINED** (December 7, 2007)
Planning Advisory Board (PAB) acting as Local Planning Agency:	**TO BE DETERMINED** (December 10, 2007)
Board of County Commissioners:	**TO BE DETERMINED** (December 20, 2007)
Final Recommendation of PAB acting as Local Planning Agency:	**TO BE DETERMINED**
Final Action of Board of County Commissioners:	**TO BE DETERMINED**

APPLICATION FOR AN AMENDMENT TO THE LAND USE PLAN MAP OF THE MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN

1. APPLICANT

AMB Codina Beacon Lakes, LLC, a Delaware limited liability company
355 Alhambra Circle
Suite 900
Coral Gables, Florida 33134

2. APPLICANTS' REPRESENTATIVE

Joseph G. Goldstein, Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131
(305) 789-7782
(305) 789-7799 (fax)
joseph.goldstein@hklaw.com

By: _____ 10/30/07
Joseph G. Goldstein, Esq. Date

2007 OCT 30 P 2:47
METROPOLITAN PLANNING SEC.
PLANNING & ZONING

NOTE: *This application was originally submitted to the Miami-Dade County Department of Planning and Zoning simultaneously with the filing of the Notice of Proposed Change with the Florida Department of Community Affairs and the South Florida Regional Planning Council on September 14, 2007, and shall now be considered filed, as amended, as of October 30, 2007, to coincide with the Miami-Dade County Department of Planning and Zoning timeline for the processing of the application.*

3. DESCRIPTION OF REQUESTED CHANGE

A. A change to the Land Use Element, Land Use Plan map (Item A.1(h) in the fee schedule) is requested.

The Applicant requests the re-designation of the subject property from "Restricted Industrial and Office" to "Business and Office" for processing concurrently with an application to amend a Development of Regional Impact (DRI) development order pursuant to Sec. 2-116.1(5)(a), Code of Miami-Dade County, Florida.

B. Description of the Subject Area.

The subject property consists of approximately 48± gross acres of land located in Section 35, Township 53, Range 39, in unincorporated Miami-Dade County. More specifically, the subject property is located at the northeast corner of NW 12th Street and NW 137th

Avenue, in the southwest corner of the Beacon Lakes DRI. A legal description of the subject property is provided in Exhibit "A".

C. Acreage.

Subject application area: 48± gross acres
Acreage owned by Applicants: 478± gross acres

D. Requested Change.

It is requested that the subject area be re-designated on the Land Use Plan map from "Restricted Industrial and Office" to "Business and Office."

4. REASONS FOR AMENDMENT

The Applicant requests the re-designation of the Property from "Restricted Industrial and Office" to "Business and Office" to permit the development of commercial and retail uses within the southwest quadrant of the Beacon Lakes DRI (the "DRI"). The subject property consists of approximately 48± gross acres, located in Section 35, Township 53, Range 39, in unincorporated Miami-Dade County at the northeast corner of NW 12th Street and NW 137th Avenue, in the southwest corner of the Beacon Lakes DRI. A Notice of Proposed Change is being filed concurrently with this application for a simultaneous increase and decrease to the development program. The Notice of Propose Change proposes to reduce the industrial/warehouse square footage from 6,600,000 square feet to 5,300,000 square feet and to increase the commercial use from 75,000 square feet to 495,000 square feet and the office use from 150,000 square feet to 175,000 square feet, as well as other requests not applicable to this CDMP application. The purpose for this request is to address the need for additional commercial use in the DRI area. The Applicant is seeking to provide a commercial and office development on the Property, which is intended to attend to the needs of those residents in the area.

The Property is located in the North Central Tier of the County at the intersection of two section line roads: NW 137th Avenue and NW 12th Street. The Property is located within Minor Statistical Area ("MSA") 3.2. There are residents living in that portion of MSA 3.2 bounded by the Turnpike and S.W. 137th to the east and west, respectively, and by N.W. 12th Street and S.W. 8th Street to the north and south, respectively. There is also a residential neighborhood to the south of the Property, located west of the Turnpike between S.W. 8th Street and S.W. 88th Street, within MSA 6.1, that is affected by the DRI area. To the north of the Property lies the remainder of Beacon Lakes, Pan American West Park industrial park, and the Miami-Dade County Lake Belt. Beacon Lakes is also situated to the northeast of the Property. East of that is the Beacon Tradeport DRI, which includes the Dolphin Mall, a regional mall, and the Lightspeed Industrial Park. The predominant use of the land located to the south of the Property is residential. The Rinker cement plant lies to the west of the Property.

The Miami-Dade County Department of Planning and Zoning Planning Division published its latest estimates of the projected absorption of commercial land in the County in July 2006. According to Table 2-8 of the CDMP, there are currently 528.7 acres of vacant commercial land within the MSA and 1,580 acres in use. The projected year of depletion is approximately 2025, at which time there will be 12.4 commercial acres per thousand persons in the MSA. In MSA 6.1, the MSA directly to the south of the Property, is even more limited in its availability of commercial land. Currently, there are only 89.4 acres of vacant commercial land and 511.5 acres in use. The projected year of depletion for MSA 6.1 is 2012, at which time there will be a mere 2.8 commercial acres per thousand persons available. The estimates for both MSAs are somewhat inflated however, as they include land which is outside of the

Urban Development Boundary, and the actual available commercial land is less than the estimates provide. The countywide availability of vacant commercial land is currently 2,960 acres and 13,821.7 acres in use. The overall year of depletion is also 2025, at which time it is projected that there will be 5.6 commercial acres per thousand persons in the County.

The County and the developer of Beacon Lakes, as well as the Beacon Lakes CDD, have begun a number of roadway improvements in the area, which will provide much improved connectivity to the residential neighborhoods to the south of the Property. These residential neighborhoods include households that live in MSAs 3.2 and 6.1. These residents have a number of identified commercial needs which are not currently met by the current development in this general area. They have voiced an area-wide need for general commercial and retail services. The residents of MSA 3.2 have no shopping available to them in their immediate neighborhood. There is 1 parcel of approximately 16 acres located on the north side of S.W. 8th Street and west of S.W. 137th Avenue. MSA 6.1 is also severely underserved with commercial facilities. MSA 6.1 provides less than half of the commercially-designated acreage to its residents relative to population than exists on the overall countywide scale and the area has the lowest level of commercial area of any MSA within the County. MSA 3.2 and MSA 6.1 are both severely underserved in terms of commercial uses. The Tamiami Trail corridor provides the only other alternative for commercial and retail services in the area. Thus, the redesignation of the Property to "Business and Office" would serve to ameliorate this situation and bring these areas more in conformity with the CDMP directive that communities be self-sufficient to the maximum possible extent.

In contrast to the lack of commercial land in the area, the Department of Planning and Zoning has determined that the current countywide supply of industrial land is sufficient to accommodate prospective demand through 2039. The July 2006 depletion analysis did not take into consideration of the 1,140 acres that the County Commission voted to incorporate within the UDB in during April 2005 CDMP Amendment cycle, which would further extend the depletion date to 2050. In its analysis the Department of Planning and Zoning estimated that the remaining acreage in MSA 3.2 would last through 2030. These depletion dates are all well beyond the County's planning horizon.

Based on the foregoing, the Applicant believes that the approval of this application would be a timely improvement to the Land Use Plan map and will help to satisfy the boding deficiency of commercial land within the UDB.

Accordingly, approval of the requested Amendment would further implementation of the following CDMP policies:

LAND USE POLICY 1B: Major centers of activity, industrial complexes, regional shopping centers, large-scale office centers, and other concentrations of significant employment shall be the structuring elements of the metropolitan area and shall be sited on the basis of metropolitan-scale considerations at locations with good countywide, multi-modal accessibility.

LAND USE POLICY 1H: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.

LAND USE POLICY 1P: Miami-Dade County shall seek to prevent discontinuous, scattered development at the urban fringe particularly in the Agricultural Areas, through its CDMP amendment process, regulatory and capital improvements programs, and intergovernmental coordination activities.

LAND USE POLICY 4B: Uses designated on the LUP map and interactive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.

LAND USE POLICY 8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.

LAND USE OBJECTIVE 10: Energy efficient development shall be accomplished through metropolitan land use patterns, site planning, landscaping, building design, and development of multi-modal transportation systems (Energy Efficiency/Conservation).

5. ADDITIONAL MATERIAL SUBMITTED

Additional information will be supplied at a later date under separate cover.

6. COMPLETED DISCLOSURE FORMS

Attachments: Legal Description of Property owned by Applicants – Exhibit "A"
Disclosure of Interest Form – Exhibit "B"
Location Map for Application – Exhibit "C"
Aerial Photograph – Exhibit "D"
Section Sheet – Exhibit "E"
Notice of Proposed Change To A Previously Approved DRI – Exhibit "F"
Beacon Lakes Economic Analysis – Exhibit "G"

EXHIBIT "C"

LOCATION MAP FOR APPLICATION TO AMEND
THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

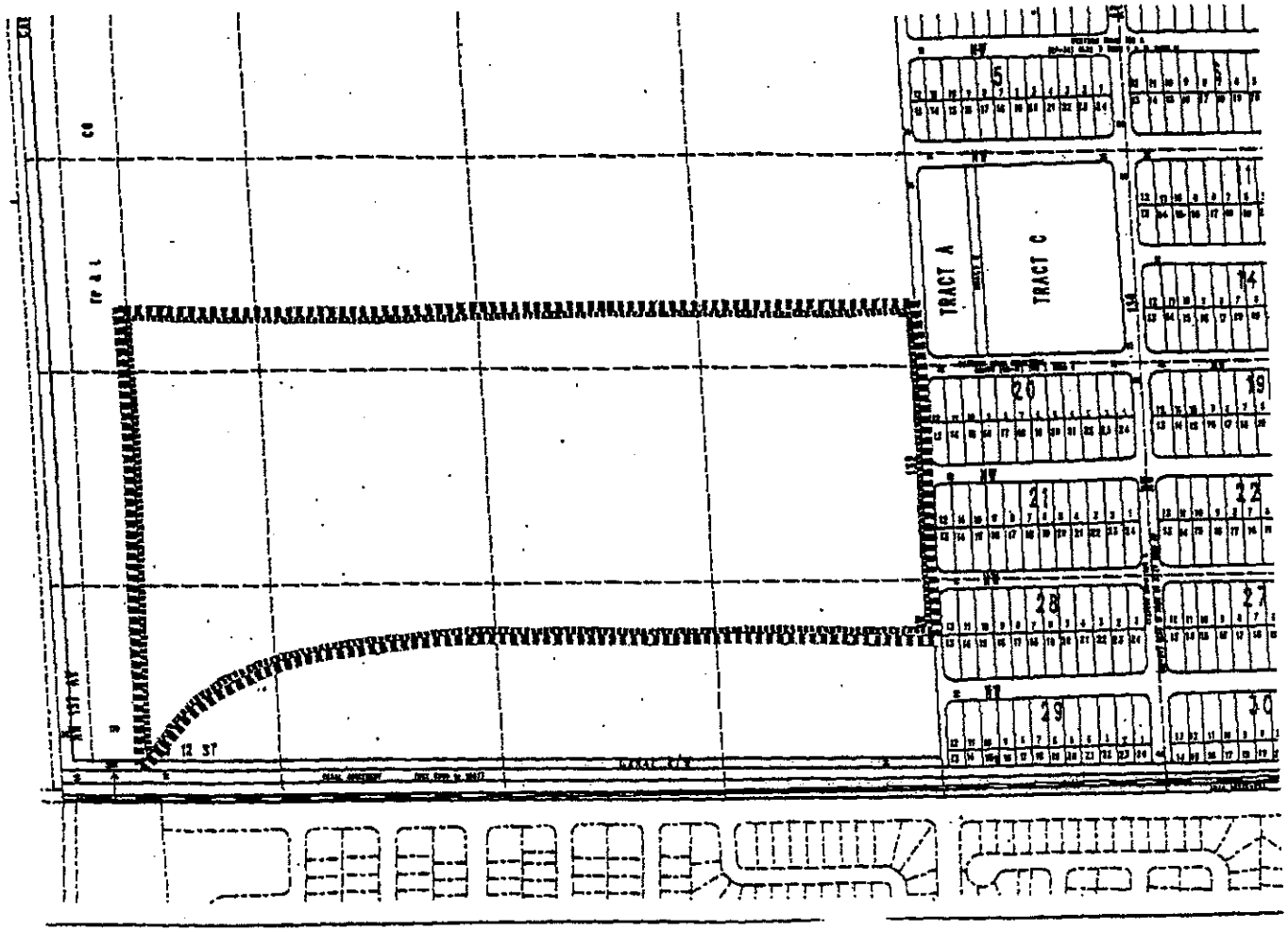
APPLICANT/REPRESENTATIVE

AMB Codina Beacon Lakes, LLC / Joseph G. Goldstein, Esq.

DESCRIPTION OF SUBJECT AREA

The subject property consists of 48± gross acres of land located in Section 35, Township 53 South, Range 39 East, in unincorporated Miami-Dade County, Florida. More specifically, the subject property is located at the northeast corner of NW 12th Street and NW 137th Avenue, in the southwest corner of the Beacon Lakes DRI.

LOCATION MAP



LEGAL AND SKETCH

SURVEYOR' S NOTES:

1. Bearings are based on an assumed value of S01°46'33"E along the East line of the Southwest ¼ of Section 35, Township 53 South, Range 39 East lying in Miami-Dade County, Florida
2. Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
3. This sketch does not represent a land survey

LEGEND:

POC	Point of Commencement	SF	Square Feet	SEC.	Section
POB	Point of Beginning	R/W	Right of Way		

LEGAL DESCRIPTION:

A PORTION OF THE SOUTHWEST ¼ OF SECTION 35, TOWNSHIP 53 SOUTH, RANGE 39 EAST IN MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE CENTER OF SAID SECTION 35; THENCE S01°46'33"E ALONG THE EAST LINE OF THE SOUTHWEST ¼ OF SAID SECTION 35, AS BASIS OF BEARING, FOR 2,090.28 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF THE S.R. 836; THENCE THE FOLLOWING THREE (3) COURSES ALONG SAID NORTH RIGHT-OF-WAY LINE: S89°46'43"W FOR A DISTANCE OF 35.01 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND; THENCE CONTINUE S89°46'43"W FOR A DISTANCE OF 1239.09 FEET TO A POINT OF CURVATURE; THENCE 1117.92 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 2042.00 FEET AND A CENTRAL ANGLE OF 31°22'02" TO A POINT OF INTERSECTION WITH A NON-TANGENT LINE, A RADIAL LINE TO SAID POINT BEARS N31°34'49"W ; THENCE N01°45'25"W ALONG A LINE 300 FEET EAST OF AND PARALLEL TO THE WEST LINE OF THE SOUTHWEST ¼ OF SAID SECTION 35 FOR A DISTANCE OF 1159.61 FEET; THENCE N89°46'43"E FOR A DISTANCE OF 2309.73 FEET; THENCE S01°46'33"E ALONG A LINE 35 FEET WEST OF AND PARALLEL TO THE EAST LINE OF THE SOUTHWEST ¼ OF SAID SECTION 35 FOR A DISTANCE OF 861.11 FEET TO THE POINT OF BEGINNING. CONTAINING 48.02 ACRES, MORE OR LESS.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY: that the LEGAL AND SKETCH of the property described hereon was made under my supervision and that the LEGAL AND SKETCH meets the Minimum Technical Standards set forth by the Florida Board of Professional Land Surveyors and Mappers in Chapter 61G17-6. Florida Administrative Code pursuant to Section 472.027, Florida Statutes. And, that the sketch hereon is true and correct to the best of my knowledge and belief. Subject to notes and notations shown hereon. This sketch does not represent a land survey.

Ludovici and Orange Consulting Engineers Inc. L.B. #1012

By: _____

Arturo A. Sosa
Surveyor and Mapper 2629
State of Florida

PROJ. NO: 2005 31	DATE: 1-19-2007	DRAWN: BBL	CHECKED: AS	SCALE: NTS

LUDOVICI & ORANGE
CONSULTING ENGINEERS, INC.
329 PALERMO AVENUE, CORAL GABLES, FLORIDA 33134 • 305/448-1600 • LB 1012

REGENCY

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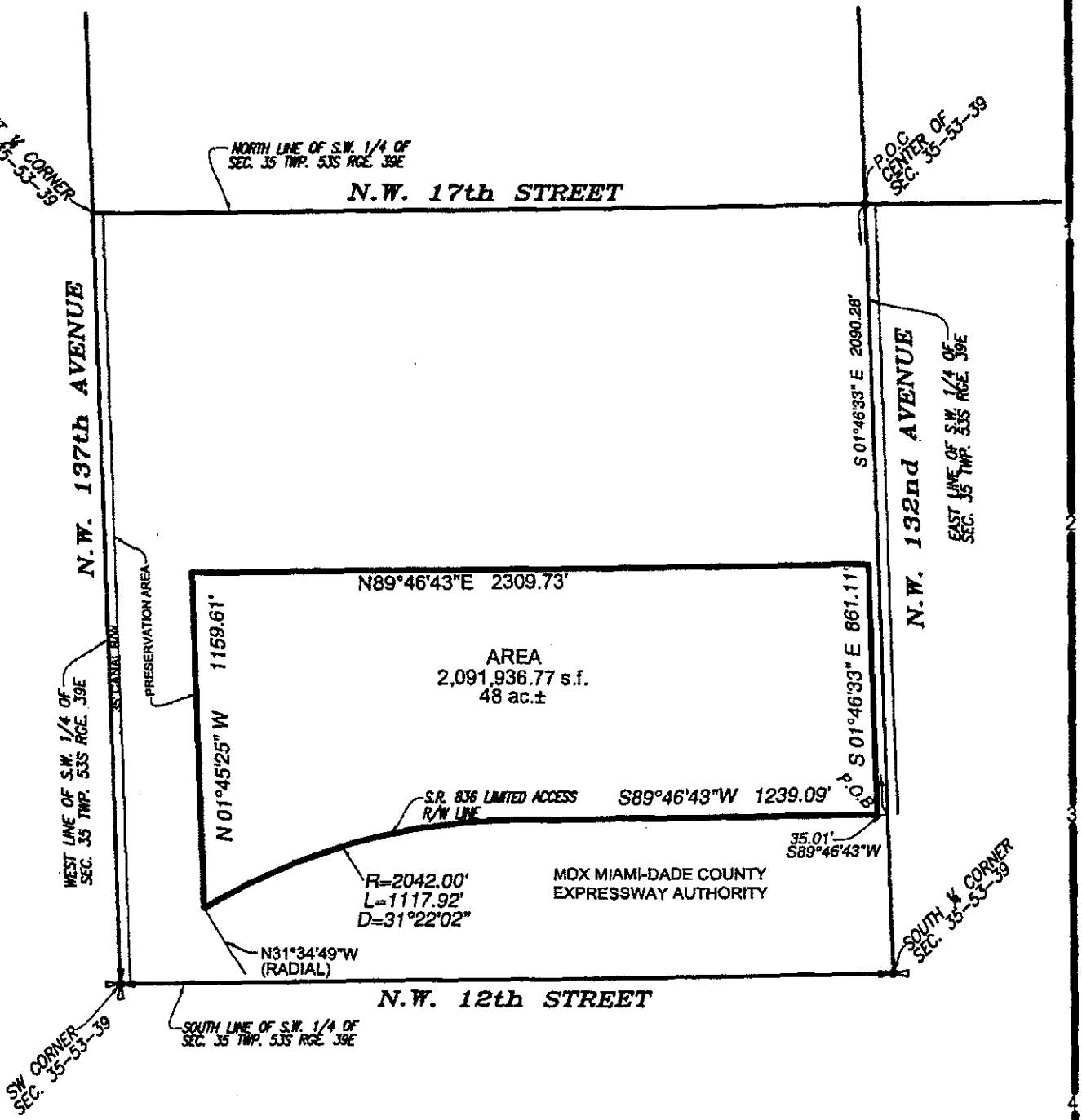
LEGAL AND SKETCH



PROJ. NO: 2005 31	DATE: 1-19-2007	DRAWN: BBL	CHECKED: AS	SCALE: NTS

LUDOVICI & ORANGE
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EXHIBIT "A"

SUBJECT PROPERTY: PARCEL I: A portion of the SW ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows: Commence at the south ¼ corner of said Section 35; thence run S89°42'12"W, along the south line of said Section 35, for 1,154.54' to the Point of beginning; thence continue S89°42'12"W, along said south line of Section 35, for 1,490.78' to the Southwest corner of Section 35; thence N1°43'26"W, along the west line of said Section 35, for 2,641.50' to the west ¼ corner of said Section 35; thence N89°47'8"E, along the north line of the SW ¼ of said Section 35, for 1,652.68'; thence S1°44'27"E, along the west line of the east ½ of the west ½ of said SW ¼ of Section 35, for 2,028.68' to a Point of curvature of a circular curve to the right having for its elements a central angle of 37°57'44" and a radius of 375'; thence run in a SE/ly to a SW/ly direction, along the arc of said curve, for a distance of 248.46' to a Point of reverse curvature with a circular curve to the left, said curve having for its elements a central angle of 36°31'5" and a radius of 375'; thence run in a SW/ly to a SE/ly direction, along the arc of said curve for a distance of 239.01' to a Point of tangency; thence run S0°17'48"E for 155' to the Point of beginning. LESS: The south 130' and the west 35' thereof. AND: The east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, LESS the east 100' thereof; and LESS the north 50' thereof; and LESS the following described portion thereof: 1) A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

Commence at the east ¼ corner of said Section 35; thence run west along the south line of the NE ¼ of said Section 35, for 889'; thence N1°32'48"W for 50.02' to the Point of beginning; thence continue N1°32'48"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of Section 35, for 636.67' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 85'; thence N1°32'48"W along a line 248' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 1,084' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left, having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 98'; thence N32'48"W along a line 50' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 575.93'; thence S89°55'10"E along a line 100' south of and parallel to the north line of the NE ¼ of said Section 35 for 1,121.86'; thence S1°33'10"E along a line 150' west of and parallel to the east line of the NE ¼ of said Section 35 for 2,484.69'; thence west along a line 50' north of and parallel to the south line of the NE ¼ of said Section 35 for 738.95' to the Point of beginning. AND LESS the following described portion thereof: (2) A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

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Commence at the east ¼ corner of said Section 35; thence run S89°46'1"W along the south line of the NE ¼ of said Section 35 for 889.06'; thence N1°48'25"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 686.69' to a Point of curvature; thence NW/ly and angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°11'35"W for 85'; thence N1°48'25"W along a line 248' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 1,084' to the Point of beginning; thence S88°11'35"W for 248'; thence N1°48'25"W along said west line of the east ½ of the NE ¼ of Section 35 for 728.36'; thence N89°50'6"E along a line 50' south of and parallel to the north line of said east ½ of the NE ¼ of Section 35, for 1,221.8'; thence S1°48'59"E along a line 100' west of the east line of said Section 35 for 2,585.71'; thence S89°46'1"W along the south line of the NE ¼ of said Section 35 for 543.06'; thence N1°48'25"W along a line 678.87' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 50.02'; thence N89°46'1"E along a line 50' north of and parallel to said south line of the NE ¼ of Section 35 for 493.03'; thence N1°48'59"W along a line 150' west of and parallel to said east line of Section 35, for 2,485.73'; thence S89°50'6"W along a line 100' south of the north line of said east ½ of the NE ¼ of Section 35, for 1,121.77'; thence S1°48'25"E along a line 50' east of and parallel to the west line of said east ½ of the NE ¼ of Section 35, for 576.9'; thence N88°11'35"E for 98' to a Point of curvature; thence E/ly and S/ly along a circular curve to the right, having a radius of 100' and a central angle of 90°0'0" for an arc of 157.08' to the Point of beginning.

TOGETHER WITH: (3) A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

Commence at the east ¼ corner of said Section 35; thence run S89°46'1"W along the south line of the NE ¼ of said Section 35 for 889.06'; thence N1°48'25"W along a line 433' east of and parallel to the west line of said east ½ of the NE ¼ of Section 35 for 50.02' to the Point of beginning; thence continued N1°48'25"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35, for 636.67' to a Point of curvature; thence NW/ly and W/ly along a circular curve to the left having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°11'35"W for 85'; thence N1°48'25"W along a line 248' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 1,084'; thence N88°11'35"E for a distance of 42.33'; thence N44°49'13"E for 38.61'; thence N89°49'16"E for 360.62'; thence S1°48'25"E along a line 678.87' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 1,813.7'; thence S89°46'1"W along a line 50' north of and parallel to the south line of the NE ¼ of said Section 35 for 245.96' to the Point of beginning. TOGETHER WITH: A parcel of land lying in the west ½ of Section 35, Township 53 South, Range 39 East and being more particularly described as follows:

Begin at the south ¼ corner of said Section 35; thence run S89°42'12"W along the south line of said Section 35 for a distance of 1,154.54'; thence run N0°17'48"W for a distance of 155' to a Point of curvature of a circular curve to the right having for its elements a central angle of 36°31'5" and a radius of 375'; thence run in a NW/ly to a NE/ly direction along the arc of said curve for a distance of 239.01' to a Point of reverse curvature with a circular curve to the left having for its elements a central angle of 37°54'44" and a radius of 375'; thence run in a NE/ly to a NW/ly direction along the arc of said curve for a distance of 248.46' to the Point of tangency; thence run N1°44'27"W, along the west line of the east ½ of the west ½ of the east ½ of the SW ¼ of the aforementioned Section 35 for a distance of 2,028.68' thence run N89°47'8"E along the north line of said SW ¼ of Section 35 for a distance of 661.05' thence run N1°44'52"W along the west line of the east ½ of the SE ¼ of the SE ¼ of the NW ¼ of said Section 35 for a distance of 457.93'; thence run N89°48'20"E for a distance of 330.49'; thence run S1°45'5"E along the east line of the aforementioned west ½ of Section 35 for a distance of 3,096.05' to the aforementioned south ¼ corner of Section 35, to the Point of beginning. LESS the south 130' TOGETHER WITH: The west ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East. AND: The east 1/8 of the NW ¼ of Section 35, Township 53 South, Range 39 East LESS: The north 49' thereof, and LESS: the following described parcel:

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Begin at the center of said Section 35; thence S89°45'54"W, along the south line of the NW ¼ of Section 35, for 330.53'; thence N1°46'22"W, along the west line of the east 1/8 of the NW ¼ of said Section 35, for 457.93'; thence N89°46'32"E for 330.55'; thence S1°46'33"E along the east line of the NW ¼ of said Section 35 for 457.87' to the Point of beginning. AND: The NE ¼ of the NW ¼; and the east ½ of the east ½ of the NW ¼ of the NW ¼ of Section 36, Township 53 South, Range 39 East. AND: The north ½ of the south ½ of the north ½ of the NE ¼ of Section

36 Township 53 South, Range 39 East, LESS the following 2 parcels: PARCEL "A": Commence at the Northeast corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run S1°44'29"E (bearings derived from Florida State System of Plane Coordinates), along the east line of said NE¼, for a distance of 660.08' to the Point of beginning of herein described parcel; thence from said Point of beginning, continues S1°44'29"E, along the east line of said NE ¼, for a distance of 330.04' to a Point of intersection with the south boundary of the north ½ of the south ½ of the north ½ of said NE ¼; thence run S89°35'7"W, along the said south boundary, for a distance of 106.42' to a point; thence run N1°44'13"W, for a distance of 330.02' to a Point of intersection with the north boundary of the north ½ of the south ½ of the north ½ of said NE ¼; thence N89°34'38" along said north boundary, for a distance of 106.39' to the Point of beginning. AND: PARCEL "B": Commence at the Northeast corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run S1°44'29"E (bearings derived from Florida State System of Plane Coordinates), along the east line of said NE ¼, for a distance of 660.09' to a Point of intersection with the south boundary of the north ½ of the north ½, of said NE ¼; thence run S89°34'38"W, along said south line, for a distance of 106.39' to the Point of beginning of the herein described parcel; thence from said Point of beginning, run S1°44'13"E, for a distance of 330.02' to a Point of intersection with the south boundary of the north ½ of the south ½ of the north ½, of said NE ¼; thence run S89°35'7"W, along said south boundary, for a distance of 323.28' to a point; thence run N0°18'17"W for a distance of 100.66' to the beginning of a curve concave to the west; thence run N/ly along the arc of said curve, having for its elements a central angle of 0°34'37" and a radius of 22,768.26' for an arc distance of 229.27' to a point on said curve and a point of intersection with the north boundary of the north ½ of the south ½ of the north ½ of said NE ¼; thence from a tangent bearing of N0°52'54"W, run N89°34'38"E, along said north boundary, for a distance of 316.2' to the Point of beginning. The south ½ of the north ½ of the north ½ of the NE ¼ of Section 36, Township 53 South, Range 39 East, less and except the following two portions thereof:

1. Commence at the Northwest corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run N89°33'41"E (Bearings derived from the Florida State System of Plane Coordinates) 2,642.08' along the north line of the NE ¼ of said Section 36 to the Northeast corner of said Section 36; thence run S1°44'29"E, 330.04' along the east line of the NE ¼ of said Section 36 to the Point of beginning; thence continue S1°44'29"E, 330.04' to a point; thence S89°34'38"W, 106.39' to a point; thence N1°44'13"W 330.02' to a point; thence N89°34'9"E, 106.37' to the Point of beginning.

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2. Commence at the Northwest corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run N89°33'41"E (Bearings derived from the Florida State System of Plane Coordinates) 2,642.08' along the north line of the NE ¼ of said Section 36; thence run S1°44'29"E, 330.04' along the east line of the NE ¼ of said Section 36 to a point; thence S89°34'9"W, 106.37' to the Point of beginning; thence S1°44'13"E 330.02' to a point; thence S89°34'38"W, 316.2' to a point on a curve concave to the Southwest and having a radius of 22,768.26'; thence from a tangent bearing N0°52'54"W, run NW/ly along said curve 329' through a central angle of 0°49'48" to a point; thence N89°34'9"E, 313.67' to the Point of beginning. AND: The north ½ of the north ½ of the SE ¼ of the NE ¼; and the north ½ of the north ½ of the east ½ of the east ½ of the SW ¼ of the NE ¼; and the south ½ of the south ½ of the north ½ of the NE ¼ LESS the right-o-way for the Florida Turnpike, Section 36, Township 53 South, Range 39 East. The west ½ of the NW ¼ of the NW ¼ and the west ½ of the east ½ of the NW ¼ of the NW ¼, all in Section 36, Township 53 South, Range 39 West. The north ½ of the north ½ of the north ½ of the NE ¼ of Section 36, Township 53 South, Range 39 East, less the following parcel:
Begin at the Northeast corner of said NE ¼; thence S89°33'41"W along the north line of said NE ¼ for 520.12'; thence S1°44'13"E for 135.65'; thence N89°33'41"E for 100.03'; thence S1°45'8"E for 178.29' to a Point of a curve of a circular curve to the right; thence S/ly along the arc of said curve having a radius of 22,768.26' (22,918.26' deed) through a central angle of 0°2'26" for 16.04'; thence N89°34'10"E (S89°34'10"W deed) for 420.04'; thence N1°44'13"W for 330.03' to the Point of beginning. EXHIBIT "D": A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

Commence at the east ¼ corner of said Section 35; thence run west along the south line of the NE ¼ of the said Section 35 for 889'; thence N1°32'48"W for 50.02' to the Point of beginning; thence continue N1°32'48"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 636.67' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left, having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 85'; thence N1°32'48"W along a line 248' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 1,084' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left, having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 98'; thence N1°32'48"W along a line 50' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 575.93'; thence S89°55'10"E along a line 100' south and parallel to the north line of the NE ¼ of said Section 35 for 1,121.86'; thence S1°33'10"E along a line 150' west of and parallel to the east line of the NE ¼ of said Section 35 for 2,484.69'; thence west along a line 50' north of and parallel to the south line of the NE ¼ of said Section 35 for 738.95' to the Point of beginning.

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BY

HARVEY RUVIN
CLERK CIRCUIT COURT

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EXHIBIT "B"

DISCLOSURE OF INTEREST

This form or a facsimile must be filed by all applicants having an ownership interest in any real property covered by an application to amend the Land Use Plan map. Submit this form with your application. Attach additional sheets where necessary.

1. APPLICANT (S) NAME AND ADDRESS:

APPLICANT A: AMB Codina Beacon Lakes, LLC, a Delaware limited liability company

355 Alhambra Circle, Suite 900

Coral Gables, FL 33134

Use the above alphabetical designation for applicants in completing Sections 2 and 3, below.

2. PROPERTY DESCRIPTION: Provide the following information for all properties in the application area in which the applicant has an interest. Complete information must be provided for each parcel.

APPLICANT	OWNER OF RECORD	FOLIO NUMBER	SIZE IN ACRES
A	AMB Codina Beacon Lakes, LLC	The south portion of 30-3935-000-0020	TOTAL +/- 48
A	AMB Codina Beacon Lakes, LLC	The south portion of 30-3935-000-0050	

3. For each applicant, check the appropriate column to indicate the nature of the applicant's interest in the property identified in 2., above.

APPLICANT	OWNER	LESSEE	CONTRACTOR FOR PURCHASE	OTHER (Attach) Explanation)
A	X			

4. DISCLOSURE OF APPLICANT'S INTEREST: Complete all appropriate sections and indicate N/A for each section that is not applicable.

a. If the applicant is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

INDIVIDUAL'S NAME AND ADDRESS	PERCENTAGE OF INTEREST

b. **If the applicant is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders, consist of another corporation (s), trustee(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]**

CORPORATION NAME AMB Codina Beacon Lakes, LLC, a Delaware limited liability company

NAME, ADDRESS, AND OFFICE (if applicable)	PERCENTAGE OF STOCK
Please see the attached disclosure of interest information	%

c. **If the applicant is a TRUSTEE, list the trustee's name, the name and address of the beneficiaries of the trust, and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), partnership(s), or other similar entities, further disclosure shall be required which discloses the identity of the individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity].**

TRUSTEES NAME: _____

BENEFICIARY'S NAME AND ADDRESS	PERCENTAGE OF INTEREST

d. **If the applicant is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners and the percentage of interest held by each partner. [Note: where the partner(s) consist of another partnership(s), corporation(s) trust(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].**

PARTNERSHIP NAME: _____

NAME AND ADDRESS OF PARTNERS	PERCENTAGE OF INTEREST

e. **If the applicant is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist**

of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

NAME AND ADDRESS PERCENTAGE OF INTEREST

Date of Contract _____

If any contingency clause or contract terms involve additional parties, list all individuals or officers if a corporation, partnership, or trust.

5. **DISCLOSURE OF OWNER'S INTEREST: Complete only if an entity other than the applicant is the owner of record as shown on 2.a., above.**

a. **If the owner is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.**

INDIVIDUAL'S NAME AND ADDRESS PERCENTAGE OF INTEREST

b. **If the owner is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders consist of another corporation(s), trustee(s) partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]**

CORPORATION NAME: _____

NAME, ADDRESS AND OFFICE (if applicable) PERCENTAGE OF STOCK

%

c. **If the owner is a TRUSTEE, and list the trustee's name, the name and address of the beneficiaries of the trust and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), another trust(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].**

TRUSTEE'S NAME: _____

BENEFICIARY'S NAME AND ADDRESS PERCENTAGE OF INTEREST

_____

_____

_____

d. **If the owner is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners, and the percentage of interest held by each. [Note: where the partner(s) consist of another partnership(s), corporation(s) trust(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].**

PARTNERSHIP NAME: _____

NAME AND ADDRESS OF PARTNERS PERCENTAGE OF OWNERSHIP

_____

_____

_____

e. **If the owner is party to a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].**

NAME, ADDRESS AND OFFICE (if applicable) PERCENTAGE OF INTEREST

_____

_____

_____

Date of Contract _____

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust

_____

_____

_____

For any changes of ownership or changes in contracts for purchase subsequent to the date of the application, but prior to the date of the final public hearing, a supplemental disclosure of interest shall be filed.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

AMB CODINA BEACON LAKES, LLC, a Delaware limited liability company
By: FEC Lakes, LLC, a Florida limited liability company

By: _____
Name: Jose Heras
Title: VP

Sworn to and subscribed before me

this 19 **day of** December, **2006**

_____
Notary Public, State of Florida at Large (SEAL)

My Commission Expires:

Ana C. Lopez
My Commission DD199945
Expires April 03, 2007

Disclosure shall not be required of any entity, the equity interest in which are regularly traded on an established securities market in the United States or other country; or pension funds or pension trusts of more than five thousand (5,000) ownership interests; any entity where ownership interests are held in a partnership, corporation or trust consisting of more FMGM than five thousand (5,000) separate interests including all interests at each level of ownership, and no one pension or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust; or of any entity, the ownership interest of which are held in a partnership, corporation or trust consisting of more than 5,000 separate interests and where no one person or entity holds more than a total of 5% of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

Disclosure of Interest for **AMB Codina Beacon Lakes, LLC**, a Delaware limited liability company:

The members of AMB Codina Beacon Lakes, LLC a/k/a AMB Codina Beacon Lakes Series I, LLC, are as follows:

- **FEC Lakes, LLC**, a Florida limited liability company 21.225%
    - Florida East Coast Industries, Inc. f/k/a Foxx Holdings, Inc., a publicly traded Florida corporation, is the 100% owner of FEC Lakes, LLC
- **AMB/IMDH Beacon Lakes, LLC** 78.775%
    - AMB Property, L.P ., a Delaware limited partnership is the 50% owner of AMB/IMDH Beacon Lakes, LLC
        - AMB Property Corporation, a publicly traded Maryland corporation, is the 100% owner of AMB Property, L.P.
    - IMD Holding Corporation is the 50% owner of AMB/IMDH Beacon Lakes, LLC
        - AMB Property Corporation, a publicly traded Maryland corporation, is the 100% owner of IMD Holding Corporation

CHAPTER 2

RECOMMENDATION AND PRINCIPAL REASONS

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CHAPTER 2

RECOMMENDATION AND PRINCIPAL REASONS

The following provides the initial recommendations of the Department of Planning and Zoning (the Department) related to the proposed CDMP Amendment Application along with the principal reasons for the recommendations. These recommendations are based on the information currently available to the Department.

Recommendation: DENY AND DO NOT TRANSMIT the proposed amendment to change the land use designation of the Application site from "Restricted Industrial and Office" to "Business and Office" on the 2015-2025 CDMP Land Use Plan (LUP) map.

1. The most recent supply and demand analysis produced by the Miami-Dade County Department of Planning and Zoning indicates that the addition of ±48 acres of commercial land within MSA 3.2, where the amendment site is located, is not warranted. MSA 3.2 has the highest concentration of commercial acres (both vacant and in-use) among Miami-Dade County's MSAs, with a projected depletion year beyond 2025. The commercial land in this MSA includes the Dolphin Mall (with 1.95 million sq. ft. of retail space) and International Mall (with 1.07 million sq. ft. of retail space), both of which are within 3 miles of the Application site. In addition, there are plans to build more retail space within MSA 3.2, including two proposed Regional Activity Centers (RACs) which are designated in the City of Doral Comprehensive Plan. There are also two CDMP amendment applications within three miles of the Beacon Lakes DRI site, which were filed during the April 2007 CDMP Cycle, that propose to add a RAC with 799,900 sq. ft. of retail space (Application No. 3) and a Lowe's Home Improvement Center (Application No. 5) with a potential for 150,000 sq.ft. of retail. Although large "export" oriented retail establishments are clustered in MSA 3.2, adding more commercial space within this MSA may create a saturation of retail space that may affect existing shopping centers in the area.

2. According to the Applicant, the intent of the proposed amendment is to meet a deficiency in retail services in areas near the Application site that appear to be underserved, such as MSAs 6.1 and 5.4. Although MSAs 6.1 and 5.4 are projected to deplete their supply of commercial land by 2011 and have commercial land-to-population ratios below the countywide average, these MSAs are within the primary market area (5-mile radius) of large regional shopping centers located in adjacent MSAs. Within a 5-mile radius of the Application site, for example, there are 1,480.7 acres of commercial land (161.4 vacant acres and 1,319.3 acres in-use), including the Dolphin Mall, International Mall and other medium to small shopping centers. The residential area of MSA 3.2 south of the Application site and the northern half of MSAs 6.1 and 5.4 are located within this 5-mile market area. The southern portions of MSAs 6.1 and 5.4 are within the market area of Kendall Town Center, Dadeland Mall and several medium-size shopping centers with big-box stores along North Kendall Drive. Thus, these MSAs are not underserved by "export" oriented commercial centers. However, comments by residents of MSA 6.1 provided at public

hearings, for example, indicate dissatisfaction with traffic congestion in accessing shopping facilities and the desire for shopping establishments closer to their community. If this is the case, the focus should be on increasing commercial opportunities within these MSAs and not on adding more commercial space to MSA 3.2, an MSA that already has an abundant supply of commercial space. Even though MSAs 5.4 and 6.1 may not have vacant sites that are suitable for large scale development, it may be possible to redevelop or add uses to existing sites that are built at very low intensity; thus accommodating growth within the existing supply.

3. The Applicant states that the redesignation of ±48 acres of industrial land to "Business and Office" would not have an impact on the County's supply of industrial land given that 1,140.8 acres in northwest Miami-Dade County have been recently added to the County's supply, as a result of Application No. 5 (City of Hialeah and the Graham property) from the April 2005 CDMP Amendment Cycle. While Miami-Dade County has an adequate supply of vacant industrial land with a projected depletion year of 2046, availability of vacant land is only one factor that must be considered in identifying prime industrial land suitable for development. Parcel size and location, as well as accessibility to regional highway network, are also important factors. The Beacon Lakes DRI was approved in 2002 in order to provide large capacity warehouse/distribution space with direct and quick access to Miami International Airport (MIA) and the Port of Miami via the Dolphin Expressway (SR 836). The purpose of the DRI was to provide facilities that would keep Miami-Dade County competitive as a world-class distribution center, particularly since lack of such facilities was sited as a reason why some companies were moving to locations outside of Miami-Dade County. Though 1,140.8 acres of industrial land have been added in northwest Miami-Dade County, this land does not meet the needs of companies that need to be near the airport and seaport. Indeed, the travel distance to MIA from this area of the County is approximately 16 miles, compared to only 8 miles from the Beacon Lakes DRI. Because the supply of prime industrial land that serves the needs of the airport and the seaport is limited, requests to convert the land use on such land should be avoided unless there is a compelling reason for making the change. Since the need for additional commercial land has not been demonstrated, the redesignation of the amendment site from "Restricted Industrial and Office" to "Business and Office" is not recommended.

4. Accessibility to the Application site is a major concern, given the large-scale commercial development being proposed. Even though the Application site is located near two section line roads (NW 137 Avenue and NW 12 Street), the site does not directly abut these roadways. The SR 836 Extension and the CSX railroad form a physical barrier along the southern boundary of the property that prevents access to the site from NW 12 Street and obstructs the continuation of NW 132 Avenue northward beyond NW 12 Street to the site. Traffic would have to travel from NW 127 Avenue to NW 17 Street and south on NW 132 Avenue to reach the eastern portion of the property. On the west, a 170-foot Florida Power and Light Company transmission line easement serves to separate the site from NW 137 Avenue. The main access to the site would be from NW 14 Street via the proposed extension of

NW 137 Avenue north of NW 12 Street to NW 25 Street. Because of the limited access opportunities that the property will have, the Department questions the suitability of the Application site for the proposed commercial use, particularly since the factors discussed above may affect the ability of the general public to access the property and visibility of the site. These factors have a lesser impact on industrial development since segregated truck traffic is generally encouraged or preferred for areas with industrial uses.

5. A traffic concurrency analysis performed by Miami-Dade County Public Works Department, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the additional trips that would be generated by this Application, indicates that the concurrency levels of service on several roadways are projected to deteriorate. However, significant projects already under construction in the vicinity of the Application site, including the four- and six-laning of SW 117, SW/NW 127, SW/NW 137, and SW 147 Avenues, will improve the capacity and bring the roadway LOS to acceptable levels on the failing roadway segments. The exception is the segment of NW 12 Street, between NW 137 Avenue and the HEFT, which is projected to deteriorate from LOS B to LOS F and has no capacity improvements programmed in the next five years. Because the Applicant submitted a traffic analysis that had different results than the concurrency analysis conducted by the Public Works Department, there have been discussions between the Applicant's transportation consultant and County staff to address the discrepancies and to determine improvements needed to mitigate traffic impacts. A revised traffic concurrency analysis from the Applicant will be necessary.

6. The CDMP calls for amendments to the Plan to be evaluated based on several factors, including: compatibility with abutting and nearby uses; accessibility to transit service; impact on the provision of services and Level of Service (LOS) standards; and enhancement or degradation of environmental or historical resources. The following provides an assessment of these factors:

   a. **Compatibility**: Policy LU-4B of the Land Use Element stipulates that uses which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses. The proposed "Business and Office" designation allows a wide range of activities, including retail, office, lodging, service, institutional, and residential uses that could be incompatible with existing uses near the Application site. Specifically, the eastern boundary of the Application site is approximately 180 feet from a fat rendering plant that releases noxious odors. This plant, which has been in operation since 1973, could be a "nuisance" to the type of residential and commercial areas allowed under the "Business and Office" designation. Other existing uses that could be incompatible with development allowed under "Business and Office" include the Rinker Cement Plant and activities related to limestone extraction. To date, the Applicant has not indicated how the issue of incompatibility with the fat rendering

plant be will minimized. This may include a Restrictive Covenant prohibiting residential use and an extensive buffer on the east side of the Application site.

b. **Transit Service:** Policy MT-4B of the Mass Transit Subelement, states that Miami-Dade County, with appropriate private sector contributions, shall provide a network of regular and/or special services to facilitate access to major commercial centers and employment centers. Currently, the closest Metrobus stops to the Application site are within one mile of the subject property along NW 12 Street and NW 6 Street. Because the bus stops are south of the SR 836 Extension, they cannot be easily accessed by pedestrians from the Application site. Although the current Beacon Lakes DRI Development Order Conditions "encourage" transit service to the DRI site, no new routes or improvements have been programmed or planned to date. Because the development being proposed will be a major commercial center, transit service should be provided directly to the site. However, adding such service will require further analysis to determine the feasibility and cost effectiveness of realigning existing transit services, particularly since realignment may cause some existing bus stops to be eliminated.

c. **Impact on Other Public Services:** Except for roadway and transit service, public facilities and services were found to have adequate capacity to serve the Application site. Although infrastructure improvements will be necessary to provide water, sewer and fire rescue services, these improvements do not exceed what was programmed or planned for the warehouse development under the existing "Restricted Industrial and Office" designation. The required improvements include a 12-inch water main for the potable water system, as well as an 8-inch force main and public pump station for the sanitary sewer system. The construction of the Beacon Lakes Fire Rescue Station 75 will also be necessary to serve the 106.26 additional alarms generated by the proposed commercial development. The station is programmed for construction in 2009. Since the proposed development does not call for residential development, no schools are impacted by this application; however, it may be possible for the Applicant to amend the DRI development program in the future to include residential given that the "Business and Office" designation allows such use.

d. **Environmental and Historical Resources:** The Application site is located within the boundaries of the Northwest Wellfield Protection Area and contains protected tree resources. In addition to the environmental recourses, there is also a moderate to high probability that there may be archeological sites located on portions of the Amendment property, including prehistoric human burials. Due to extensive environmental mitigation which was undertaken to develop the Beacon Lakes DRI and existing Development Order Conditions that protect the environmental and historical resources on the entire DRI site, the proposed land use designation and commercial development is not projected to cause degradation on the environmental or historical resources beyond what was already projected for the "Restricted Industrial and Office" designation and the

approved warehouse development of the site. Notwithstanding the mitigation efforts, all development on the DRI site, including the proposed commercial uses, are still subject to the regulations and restrictions contained in Chapter 24 of the Miami-Dade County Code related to wellfield protection. The Office of Historic Preservation has also indicated that a Phase I Archeological Survey must be conducted by a professional archeologist prior to any ground disturbing activities.

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CHAPTER 3

PLANNING STAFF ANALYSIS

CHAPTER 3

PLANNING STAFF ANALYSIS

Land Use Considerations

Background

The Applicant, AMB Codina Beacon Lakes, LLC, seeks to redesignate ±48 acres of the Beacon Lakes Development of Regional Impact (DRI) from "Restricted Industrial and Office" to "Business and Office." The intent of the proposed land use change is to provide 420,200 sq.ft. of commercial retail space in order to serve the needs of residential neighborhoods south of the subject site. This Application to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) is being processed concurrently with a Notice of Proposed Change (NOPC), pursuant to Chapter 380 of the Florida Statutes. The NOPC seeks to modify the development program of the Beacon Lakes DRI by simultaneously reducing the industrial/warehouse use and increasing the retail and office use. The original Beacon Lakes DRI was approved in May 2002.

Site Location

The subject DRI is located in unincorporated Miami-Dade County within the area bounded on the north by NW 25 Street, on the east by the Homestead Extension of the Florida Turnpike (HEFT), on the south by the SR 836 Toll Extension, and on the west by NW 137 Avenue. The ±478 acre site consists of ±436 gross acres of developable space and a ±43 acre lake used for stormwater management. Although the lake is part of the DRI, it is officially outside of the Urban Development Boundary and serves as a physical barrier that divides the DRI site into two distinct sections.

The site subject to the CDMP Amendment Application is generally located near the northeast corner of State Road 836 Extension and NW 137 Avenue, in the southwest section of the Beacon Lakes DRI. It is bounded to the east by theoretical SW 132 Avenue, to the south by State Road 836 Extension, and to the west by a Florida Power and Light easement that runs along theoretical NW 137 Avenue, and to the north by theoretical NW 14 Street. (See Appendix A for an aerial photograph of the CDMP Amendment Application site.) The ±48 acres represent approximately 10.3% of the overall acreage of the Beacon Lakes DRI.

Existing Land Use

The Application site consists of two parcels that total approximately ±48 gross acres. The parcels are classified in the existing land use file as "Vacant Unprotected," which is defined as privately owned vacant property that is not being considered for purchase by a government agency for environmental purposes. The subject site consists entirely of

undeveloped wooded land and cannot be accessed directly by existing roadways. The property is located in the IU-1 (Light Industry) zoning district. The eastern boundary of the site borders the Urban Development Boundary (UDB). (See Appendix A: Map Series.)

Proposed Land Use Change

The Applicant is requesting to change the land use designation of the ±48 acre Application site from "Restricted Industrial and Office" to "Business and Office." Areas designated "Restricted Industrial and Office" are governed by special groundwater protection regulations and are primarily located in wellfield protection areas that are identified in the Miami-Dade County Code and on Figure 15, Water Resources in Miami-Dade County in the Land Use Element of the CDMP. Development in "Restricted Industrial and Office" areas is generally limited to office uses, but certain business, warehousing and manufacturing uses may be permitted, provided that the use employs best management practices, and does not involve the on-site use, handling, storage, manufacture or disposal of hazardous materials or waste as defined in Chapter 24 of the County Code. Other allowed uses in this category include hotels, rock quarries and limited residential development. Freestanding retail and personal service uses and shopping centers 10 acres or less in size are allowed; however, they should front on major access roads, particularly near major intersections. Freestanding retail and personal service uses and shops larger than 10 acres in size are prohibited because they deplete the industrial land supply and are better located in commercially designated areas and in closer proximity to residential areas.

Since the entire Beacon Lakes DRI site is located within the Northwest Wellfield Protection Area, the site was designated as "Restricted Industrial and Office" in order to limit the types of industrial uses allowed on the property and to protect the sensitive Wellfield Area from hazardous development. Currently, the approved development program for the amendment site allows a maximum of 420,000 sq.ft. of warehouse space. It is important to note, however, that prior to the approval of the land use designation and the development program the developers of the Beacon Lakes DRI were required to obtain a variance from the Environmental Quality Control Board (EQCB). A covenant was also executed which limited the specific land uses to those permitted in Northwest Wellfield areas, as per Table E-1 of Section 24-43(10) of the Code of Miami-Dade County, notwithstanding the zoning classifications on the Property. (See the section on Land Use and Zoning History for more details and Appendices D and E to review the Restrictive Covenant and Table E-1.)

The proposed "Business and Office" designation allows a wide variety of uses, including commercial retail, service, professional offices and residential and is less restrictive than the "Restricted Industrial and Office" designation. Indeed, the "Business and Office" designation would allow the Applicant to develop ±48 acres with 420,000 sq.ft. of commercial retail space; whereas the "Restricted Industrial and Office" designation would only allow a 10 acre shopping center.

The County recommends against locating large-scale commercial or residential development at the UDB boundary or in areas isolated from urban development, as is the case with the Application site. Instead, the County recommends for large commercial development to be located on sites that are central to their market area.

The "Business and Office" land use category also poses an issue of incompatibility with surrounding uses. Much of the area surrounding the Application site is designated as "Open Land." This land is set aside for uses other than urban development, such as agriculture, limestone extraction or other resource-based activity. Furthermore, the Application site is in close proximity to existing industrial uses, including a fat rendering plant that releases noxious odors, which is located approximately 180 feet from the eastern boundary of the Application site. The Tallowmasters, LLC. fat rendering plant converts animal byproducts into purified fats and serves the community by helping to dispose of highly perishable and noxious organic matter. The plant was constructed in 1973 in what was then an isolated location. Over time, however, development has encroached near the plant. Because of the close proximity of the amendment site to the fat rendering plant, it is likely that the plant and the other existing industrial uses in the area would create a "nuisance" to the type of commercial or residential districts allowed under the "Business and Office" designation. However, Policy LU-4B of the Land Use Element, stipulates that uses which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.

To date, the Applicant has not provided a plan for minimizing incompatibility between existing and proposed uses, such as a Restrictive Covenant prohibiting residential use or extensive buffering on the east side of the Application site adequately separating the proposed development from the fat rendering. Although the proposed development program for the subject site does not have a residential component, it is possible for the Applicant to amend the Development Order conditions of the DRI at a future date to include such uses, particularly since Table E-1 allows for various types of residential uses within the Northwest Wellfield Protection area. The prohibition of residential uses would help to address the issue of incompatibility with existing uses.

Adjacent Land Use and Zoning

The Application site is surrounded by a wide variety of uses, much of which are industrial and open land. The land to the east of the Application site is outside the UDB and is designated as "Open Land" on the Land Use Plan (LUP) map. This area, referred to as the "whole in the donut," represents approximately 469.6 acres of privately owned land that remains outside the UDB but is surrounded by land authorized for urban industrial development. Existing uses in the vicinity include the long-standing fat rendering plant that pre-dates the current Comprehensive Plan, storage of trucks and construction equipment, and some grazing of livestock. This area is primarily zoned GU (Interim use) with some IU-C (Industry-Controlled) zoning. Areas east of the Homestead Extension of the Florida Turnpike (HEFT) have a mix of commercial,

warehouse, office, institutional, and residential uses, including the Dolphin and International Malls. The HEFT serves to buffer the more urbanized area on the east from the industrial, rock mining and agricultural uses to the west.

The SR 836 Toll Extension of the Dolphin Expressway borders the southern boundary of the Application site. In fact, approximately 20 acres of the SR 836 Extension are within the DRI property. Further south, beyond NW 12 Street, the area is primarily designated "Low Density Residential" (2.5 to 6.0 Dwelling Units per gross acre) on the LUP map and is fully developed with a mix of single-family residential uses, all of which are in good condition. Residential zoning districts range from RU-1 (Single family residential on 7,500 sq. ft. net lot) to RU-1Z (Single family zero lot line on 4,500 sq. ft. net lot). Like the HEFT, the SR 836 Extension serves as a physical barrier that separates the residential urban area from the area of the Application site.

On the western boundary of the subject site, there is a Florida Power & Light Company (FPL) easement that extends in a north-south direction along theoretical NW 137 Avenue. Beyond the FPL easement, the areas west of theoretical NW 137 Avenue are designated as "Open Land" on the LUP map and zoned as GU. Existing uses include industrial extraction, industrial, inland waters, and vacant unprotected properties. This area contains numerous limestone quarries, and the Rinker cement plant.

The Beacon Lakes DRI and the 135-acre Pan American West property are located to the north and northeast of the amendment site. This area consists of vacant land with some industrial development on the northeast that has been designated "Restricted Industrial and Office" on the LUP map. Most of the DRI site has been zoned IU-1. However, there is a Limited Business District (BU-1A) located on the far northeast corner of the site. The area that encompass the lake is zoned GU, including some of the land abutting the western side of the lake. Most of the construction on the DRI site has been concentrated in the areas along NW 25 Street. Approximately 493,437 sq.ft. of warehouse space has been developed to date.

Land Use and Zoning History

To date, the site of the CDMP Amendment Application has only been subject to two zoning hearings not related to the Beacon Lakes DRI. This included a public hearing in September 24, 1974 for a district boundary change from GU (Interim) to IU-C (Industrial-Conditional). The request was approved per Resolution No. Z-264-74. The second public hearing was in January 7, 1982. At that hearing, the County repealed the district boundary change of 1974 and reversed the zoning from IU-C back to GU, pursuant to Resolution No. Z-8-82. Other parcels in the surrounding area underwent the same change. This was a part of a County initiative to protect the Northwest Wellfield Protection area. In order to reduce the risk of wellfield contamination and discourage industrial use in the wellfield area, the initiative sought to downzone land zoned for industrial use within the wellfield that was poorly suited for development. There were no

other major land use or zoning actions on the Application site until the creation of the Beacon Lakes DRI.

Creation of Beacon Lakes DRI (Resolution No. Z-11-02)

The Miami-Dade Board of County Commissioners (Board) approved the Beacon Lakes DRI in May 30, 2002 through the adoption of Resolution No. Z-11-02. A concurrent CDMP amendment was also adopted approving the expansion of the Urban Development Boundary to include the DRI site and changing the land use designation on the DRI property from "Open Space" to "Restricted Industrial and Office. As part of the concurrent process, the Board also approved to rezone the property from GU to IU-1 and BU-1A, excluding the existing lake used for stormwater management. (See Appendix A for the zoning map of the DRI site.) In addition to the Beacon Lakes DRI site, the Pan American West site (formerly known as Shoppyland), which is to the northwest of the DRI, also received approval for similar land use changes.

The original DRI Development Order conditions approved 6.6 million sq. ft. of warehouse use, 150,000 sq. ft. of office space, and 75,000 sq. ft. of retail use. It contained 64 Development Order conditions related to environmental mitigation, stormwater management, roadway improvements, water and sewer improvements, and other factors intended to reduce the impact of the development on the Northwest Wellfield and the surrounding areas. The DRI build out date was established as December 31, 2008, with an expiration date of December 31, 2013.

Variance from Environmental Quality Control Board (EQCB) and Restrictive Covenant

Prior to the creation of the Beacon Lakes DRI and the approval of the land use amendment, the developers of the DRI and the Pan American West property were given zoning approval for limited commercial and industrial development within the Northwest Wellfield Protection Area subject to variances granted to each property owner by the Environmental Quality Control Board (EQCB). The EQCB Board approved the variances on September 31, 2001 and required the execution and recording of an Agreement and Declaration of Restrictive Covenants. The Covenant prohibited certain activity and land uses and called for the construction of a hydrologic divide along the N.W. 25 Street Canal in order to protect the Northwest Wellfield Protection Area. The Agreement required the creation of special dormant taxing districts in order to assure a source of funding for the maintenance of the capital improvements, should the owners of the properties fail to meet their responsibilities (Resolution No. R-1132-06). (See Environmental Conditions Section for more details and Appendix D for the Covenant.)

Beacon Lakes Community Development District and Special Taxing Districts

On May 6, 2003, the Board of County Commissioners adopted an ordinance creating the Beacon Lakes Community Development District (CDD) (Ordinance 03-105). The CDD was designed to provide a mechanism for financing infrastructure, services and

facilities, along with certain ongoing operations and maintenance for the Beacon Lakes Development, including roadway, storm drainage and water and sewer facilities. Through several interlocal agreements with Miami-Dade County, the Beacon Lakes CDD received approval from the Board of County Commissioners to establish dormant Special Taxing Districts for landscaping (Resolution No. R-774-03), street lighting (Ordinance 04-156 and Resolution No. R-1032-04), as well as a Multipurpose Special Taxing District (Ordinance 04-157) for maintaining the public rights-of-ways, common areas and lakes or ponds within phase one of the DRI.

Brownfield Designation

The Board of County Commissioners designated the entire Beacon Lakes DRI and the Pan American West property as a Brownfield site on May 20, 2003 (Resolution No. R-559-03). This designation enabled the DRI to participate in the State's Brownfield Redevelopment Bonus Program. The program encourages redevelopment and job creation within designated brownfield by providing tax refunds of up to $2,500 per new job created in a designated brownfield area.

Current Development Status

As of November 2006, the Applicant reported that 605,464 sq. ft. of warehouse space had been constructed on the DRI site, with 493,437 sq. ft. occupied, and another 235,394 sq. ft. of warehouse use under construction, totaling 850,858 sq. ft. or 12.47% of the development program. A total of 3,051,180 sq. ft. has been platted or 44.7% of the total site area (Resolutions: R-1045-04, R-933-06 and R-1253-06). However, no construction activity has been initiated on the Application site.

Approved Changes to the Beacon Lakes DRI Development Order Conditions

To date, there has only been one approved request to change the original Development Order conditions of the Beacon Lakes DRI. This was a Notice of Proposed Change (NOPC) that was submitted to the South Florida Regional Planning Council in January 22, 2007. The NOPC called for the removal of the requirement to construct a westbound right turn lane at the intersection of NW 112 Avenue and NW 25 Street. The request was approved by the Board of County Commissioners pursuant to Resolution No. Z-28-07 in September 6, 2007.

Concurrent CDMP Amendment and Notice of Proposed Change

CDMP Amendment Application

In December 20, 2006, the Applicant filed a CDMP Amendment Application, which was to be processed concurrently with a Notice of Proposed Change, pursuant to Chapter 380.06, F.S.. As explained previously, the proposed CDMP amendment would facilitate the proposed changes to the DRI by allowing the development of 420,000 sq. ft. of retail space. Although the CDMP Amendment Application was filed in December 2006, an

extension was granted to allow the Applicant time to submit data that was required for the analysis (including a revised traffic analysis) as well as sufficient time for a review of the data. In October 30, 2007, the Applicant re-filed the CDMP Amendment Application. The analysis that follows reflects the data provided by the Applicant, as well as reviews from County agencies regarding the potential impact of the proposed amendment.

Concurrent Notice of Proposed Change (NOPC)

The Notice of Proposed Change (NOPC) being processed concurrently with the CDMP Amendment Application was filed with the South Florida Regional Planning Council in December 22, 2006. The NOPC seeks to modify the original Development Order (D.O.) conditions of the Beacon Lakes DRI, as per Resolution Z-11-02. (See Appendix C.) The proposed changes include:

1) Modification of the development program:

   - Reducing warehouse space from 6.6 million sq. ft. to 5.3 million sq. ft.
   - Increasing commercial space from 75,000 sq. ft. to 495,000 sq. ft.
   - Increasing office space from 150,000 sq. ft. to 175,000 sq. ft.

2) Revision of the "Master Development Plan" map to reflect the proposed changes in the development program;

3) Modification of the "Vehicle Access Points to Off-site Roadway Network" map to reflect additional project access points along NW 132 and 137 Avenues;

4) Modification of the net external PM Peak Hour Trip Generation Rates to reflect the proposed changes in the development program and corresponding changes to the trip generation calculations; and

5) Revision of transportation improvements. This includes intersection improvements to reflect an additional northbound through lane, an additional southbound through lane, and a single westbound left turn lane at NW 12 Street and NW 127 Avenue. It also includes the configuration of NW 127 Avenue as a 5-lane roadway, as recommended by Miami-Dade County Public Works.

In addition to the above changes, the Applicant submitted a letter dated July 11, 2007 requesting the automatic three-year extension to the DRI buildout date, as per HB 7203, amending Section 380.06(19)(c) of the Florida Statutes. The legislative changes provide an automatic three-year extension to all DRIs that were under "active construction" as of July 1, 2007. Since it is unlikely that the Applicant will complete the development of the DRI by 2008, the Applicant has opted to apply for the automatic extension and has requested to amend the buildout date and termination date to December 31, 2011 and the expiration date to December 31, 2016, as part of the concurrent NOPC being considered with this Application.

In February 27, 2007, the SFRPC issued a review of the proposed NOPC and determined that the addition of 420,000 sq. ft. of retail space represented a substantial deviation since it exceeded the threshold criteria in 380.06(19), F.S. (See table below.) However, the Applicant has rebutted the presumption of a substantial deviation by arguing that the proposed change will not create any additional adverse regional impacts. By simultaneously decreasing the approved warehouse space and increasing the retail and office space of the DRI, the Applicant asserts that the impact of the Application on services and infrastructure will be minimal or addressed by improvements already approved in the existing Development Order Conditions. Although a preliminary assessment reveals that the Applicant's assertion appears to be correct, the Miami-Dade County Department of Planning and Zoning and Public Works Department have some concerns regarding the Applicant's findings and conclusions regarding the roadway concurrency analysis. As such, the completion of the substantial deviation assessment is pending subject to a revised roadway concurrency analysis by Applicant. At the final public hearing associated with the concurrent CDMP amendment, the Board of County Commissioners will consider staff's assessment and the Applicant's rebuttal and determine whether the request is a substantial deviation and whether further regional review is necessary. The final public hearing is tentatively scheduled for May 15, 2008.

Table 3-1: Proposed Changes to the Development Program of the Beacon Lakes DRI and DRI Thresholds as per 380.06(19), F.S

Use	Approved Development Program	Proposed Development Program	Net Change	Percent Change	DRI Thresholds (380.06(19), F.S.)
Warehouse	6,600,000 sq. ft.	5,300,300 sq. ft.	-1,300,000 sq. ft.*	-20%	10% or 35 acres
Office	150,000 sq. ft	175,000 sq. ft.	+25,000 sq. ft.	+17%	10% or 66,000 sq. ft.
Retail	75,000 sq. ft.	495,000 sq. ft.	+420,000 sq. ft. (in amendment site only)	560%	10%
External Vehicle Trips	3,364 trips	3,782 trips	418 PM trips	12.4%	15%

Source: Department of Planning and Zoning, September, 2007 and the *Beacon Lakes DRI: Notice of Proposed Change, CDMP Amendment*. December 20, 2006.

* The net decrease in warehouse space is itemized as follows:
- 25,000 sq. ft. to be used for Office;
- 420,000 sq. ft to be used for Retail; and
- 855,000 sq. ft. in overall warehouse space

Supply and Demand Analysis for Commercial and Industrial Land

As stated previously, the primary intent of this Application is to address the commercial needs of the residents that live near the Beacon Lakes DRI. According to the Applicant, there is an unmet area-wide need for general commercial and retail services. To address the need, the Applicant is proposing to develop a 420,000 sq. ft. open-air retail center with two anchor stores, several small retail stores, two restaurants and four out parcels. The Applicant argues that since the countywide supply of industrial land is sufficient to accommodate demand through 2046, that the redesignation of ±48 acres of industrial land to "Business and Office" would not have a major impact on the County's supply of industrial land. Rather, the redesignation would help satisfy the deficiency of commercial land within the UDB. In order to address the issues identified by the Applicant, the section that follows provides a supply and demand analysis for commercial and industrial land.

Study Area

The assessment below examines Miami-Dade County's existing and future capacity to accommodate projected commercial and industrial development. It also provides an assessment of the CDMP Amendment area, which includes the North Central Tier and Minor Statistical Area 3.2.

In addition, the assessment provides a supply and demand analysis of the market area that the proposed commercial development will serve. The market area was determined using the standard definitions established by the International Council of Shopping Centers (ICSC). These definitions are utilized by the shopping center industry as a guide for determining the trade area for various types of shopping establishments. The centers are categorized based on acreage, square feet, and general retail concept. As can be seen on the table below, lifestyle centers and power centers are similar to the commercial development proposed by the Applicant. The trade area for these types of shopping establishments range from 5 to 12 miles. For the purpose of this assessment, the market area of the proposed project will be limited to five miles. As such, the five-mile market area for the Application site includes the northern section of the South Central Tier which encompasses a portion of MSA 6.1 and 5.4. (See Appendix A for a map the 5-mile market area.)

Table 3-2: International Council of Shopping Centers (ICSC):
Trade Area for Shopping Centers in the U.S. Similar to the Proposed Development

Type	Square Feet	Acres	Trade Area	Concept
Lifestyle Center	150,000-500,000,	10-40	8-12 miles	Upscale national chain specialty stores
Power Center	250,000–600,000	25–80	5–10 miles	Category dominant anchors; Few smaller stores

Source: International Council of Shopping Centers, ICSC Shopping Center Definitions-U.S

Supply and Demand of Commercial Land

In this analysis, commercial supply is defined as vacant land specifically designated as "Business and Office" and "Office/Residential" on the CDMP Land Use Plan (LUP) map or zoned for business, professional office, office park. It is important to note, however, that vacant industrially zoned or designated land may be used for commercial use and often is. Because the analysis discussed below does not account for this type of crossover, the supply for commercial land that is provided does not give a complete inventory of industrial land that may be utilized for commercial use.

Both the vacancy condition and the adequacy of the commercial land to population ratio need to be considered when determining locations where additional commercial land should be added. However, some commercial uses are "population serving" and should be distributed throughout the community with consideration for convenience to the residential population, while some commercial uses can be categorized as "export" uses which may be better located in areas having good transportation access to larger areas, and where other similar or complementary uses can agglomerate into commercial or employment centers. In this regard, "export" oriented commercial centers – like regional centers, industrial centers, and transportation facilities – can help give structure to the urban pattern.

Supply and Demand Countywide

The Table that follows indicates that countywide there are 2,588.6 acres of vacant land zoned or designated for commercial use. Based on an average absorption rate of 159.97 acres per year, it is estimated that the countywide supply of vacant commercial land will be depleted in the year 2023. The countywide ratio of commercial land per 1,000 persons for 2015 is projected to be 6.1 acres declining to 5.4 per 1,000 persons by the year 2025 if no industrial land is used and no further supply is added. If an MSA or Tier shows ratios significantly below the Countywide ratio, closer review is warranted to determine whether the commercial needs of the area's population will be adequately met.

Supply and Demand in Application Area

The Beacon Lakes DRI is located within the North Central Tier in MSA 3.2. The North Central Tier has the highest concentration of commercial acres within Miami-Dade County, with approximately 34% of the County's commercial land (both vacant and in-use). Within this Tier, the supply will not be depleted until 2025+. The ratio of commercial land per 1,000 persons is projected to be 6.7 acres for 2015 and 6.3 acres by the year 2025, both higher than the estimated Countywide ratio.

Table 3-3: Projected Absorption of Commercial Land
Miami-Dade County, Florida 2007-2025

Tier and Minor Statistical Area	Vacant Commercial Land 2007 (Acres)	Commercial Acres Acres in Use 2007 (Acres)	Avg Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Commercial Acres Per Thousand Persons 2015 (Acres)	2025 (Acres)
North Tier						
1.1	2.3	67.4	0.63	2011	3.0	2.9
2.1	68.6	1089.7	2.59	2025+	6.3	6.1
2.2	12.6	275.2	2.68	2012	5.4	5.3
2.3	192.9	658.7	5.91	2025+	9.4	9.1
2.4	46.3	534.0	1.08	2025+	6.7	6.4
3.1	221.6	976.8	21.72	2017	4.6	4.6
Total	544.3	3601.8	34.61	2023	5.9	5.8
North Central Tier						
1.3	7.4	256.8	1.10	2014	2.2	2.2
3.2	313.5	1586.8	17.60	2025	11.3	11.1
4.1	47.7	387.4	0.62	2025+	4.9	4.7
4.2	95.7	438.9	2.62	2025+	6.4	5.3
4.3	13.3	894.4	2.21	2013	7.2	6.7
4.4	1.4	70.0	0.16	2016	4.3	4.1
4.5	49.9	193.8	0.00	2025+	--	--
4.6	30.0	314.9	2.25	2020	6.4	5.4
4.7	80.6	324.9	3.72	2025+	7.1	6.0
5.1	26.9	553.0	0.91	2025+	4.4	4.3
Total	666.4	5020.9	31.19	2025+	6.7	6.3
South-Central Tier						
1.2	0.0	94.4	0.14	2007	8.0	8.0
5.2	18.5	239.7	3.37	2012	3.8	3.0
5.3	17.7	616.5	1.95	2016	4.9	4.6
5.4	6.8	576.4	1.94	2011	5.6	5.5
5.5	12.8	557.9	3.01	2011	6.3	5.7
5.6	1.5	227.6	0.74	2009	6.3	5.8
5.7	15.9	260.5	0.81	2025+	9.3	8.7
5.8	18.1	113.2	2.26	2015	3.4	2.9
6.1	51.8	512.2	14.49	2011	2.6	2.5
6.2	169.7	545.9	16.85	2017	4.1	4.1
Total	312.8	3744.3	45.56	2014	4.5	4.2
South Tier						
7.1	110.3	321.8	7.46	2022	7.3	4.7
7.2	61.1	205.4	6.02	2017	5.2	3.6
7.3	194.3	208.4	3.32	2025+	10.6	6.8
7.4	326.6	312.8	16.92	2026	8.3	4.7
7.5	372.8	441.4	12.76	2025+	28.0	12.6
7.6	0.0	1.3	2.13	2007	0.2	0.1
Total	1,065.1	1,491.1	48.61	2025+	9.7	5.7
Grand Total	2,588.6	13,858.1	159.97	2023	6.1	5.4

Source: Miami-Dade Department of Planning & Zoning, Planning Division, Research Section, August 2007.
-- Insignificant population.

MSA 3.2, which is within the North Central Tier, has 313.5 acres of vacant land zoned or designated for commercial uses and 1,586.8 acres of commercial land currently in use. Like the Tier, MSA 3.2 has the highest concentration of commercial land among all MSAs in Miami-Dade County, with over 10% of the County's commercial land. At the average rate of absorption of 17.6 acres per year, this MSA is projected to deplete its supply of commercial land by the year 2025. The ratio of commercial land per 1,000 persons is projected to be 11.3 acres for 2015 and 11.1 acres by the year 2025, almost double the estimated Countywide ratio.

Given that MSA 3.2 has the highest concentration of commercial acres (both vacant and in-use) among Miami-Dade County's MSAs, there does not appear to be a need to add 420,000 sq. ft of commercial retail space within this area. This MSA has both regional and local population serving commercial centers, including the Dolphin Mall (1.95 million sq. ft. of retail space), International Mall (1.07 million sq. ft. of retail space), and various other medium to small shopping centers. International Mall is a traditional regional mall and contains four department stores (Macy's, Dillard's, JC Penney and Sears) and approximately 140 specialty stores. The Dolphin Mall is Miami-Dade County's largest "value-entertainment center" with 16 anchor stores and more than 240 retailers, with plans for expansion. These two major shopping centers are less than three miles from the Application site.

In addition, it important to note that the City of Doral Comprehensive Plan designates two potential Regional Activity Centers (RACs) within five miles of the Application site. The "Free Trade Zone" RAC proposes to add 1.2 million square feet of, retail, office, hotel, convention/showroom, and warehouse space to existing uses on a ±47-acre site located on the southeast corner of NW 107 Avenue and NW 25 Street. The "Section 8" RAC calls for commercial, residential, institutional and industrial uses on a ±462-acre site located between NW 74 and 90 Streets and NW 97 and 107 Avenues. Furthermore, Application No. 3 and Application No. 5 filed in the April 2007 Cycle to amend the Miami-Dade County CDMP propose more commercial land use within MSA 3.2. Although each application must be considered on its own merit, these applications warrant further examination since they are both located within 3 miles of the Beacon Lakes DRI. Application No. 3 is proposing the creation of another Regional Activity Center (RAC) in the area with a mix of uses, including 799,900 sq. ft. of retail space. Application No. 5, located, near the northwest corner of SW 8 Street and SW 137 Avenue, seeks to construct a Lowe's Home Improvement Center. All of the approved and proposed development for MSA 3.2 may create a significant increase in commercial space in the area.

Although MSA 3.2 can be considered an "export" oriented "commercial center," where large retail establishments are clustered, adding more commercial space to MSA 3.2 may create saturation of retail space. This could affect the existing shopping centers in the area and may not be the most effective way of serving the needs of other underserved areas of Miami-Dade County.

Supply and Demand Within a Five Mile Radius of the Application Site

In other areas of Miami-Dade County, the projected depletion year varies, but most Tiers are projected to have sufficient commercially designated land well beyond the year 2015. Only the South-Central Tier, which is within a five mile radius of the Application site, will deplete its supply before 2014. The ratio of commercial land per 1,000 persons is projected to be 4.5 acres for 2015 and 4.2 acres by the year 2025, less than the estimated Countywide ratio.

The MSAs in the South-Central Tier closest to the Application site are MSAs 5.4 and 6.1. Both are fully developed and both are projected to deplete their supply of commercial land by 2011. The commercial land-to-population ratios for the two MSAs are below the countywide average, with MSA 6.1 having the third lowest ratio in the County (at 2.6 acres per 1,000 persons for 2015 and 2.5 acres by 2025).

Although the figures appear to indicate the need for additional commercial land within the South Central Tier, particularly for MSA 6.1, the Applicant proposes to address this issue by adding more commercial land to MSA 3.2. As was discussed above, MSA 3.2 has an abundant supply of commercial space and already serves the residents of the surrounding MSAs. Instead of focusing on MSA 3.2, the focus should be on increasing the commercial opportunities within the MSAs that currently demonstrate a deficiency. Although these areas may not have vacant sites that are suitable for business development, it may be possible to redevelop or add uses to existing sites that are built at very low intensity; thus accommodating significant growth with the existing supply.

It is also important to note that the MSAs that appear to be underserved, such as MSA 6.1 and 5.4, are within the primary market area (5-mile radius) of large regional shopping centers which are located in adjacent MSAs. Within a 5-mile radius of the Application site, for example, there are 1,480.7 acres of commercial land (both vacant and in-use), including Dolphin Mall, International Mall and other medium to small shopping centers. Given these findings, it can be argued that the issue in MSAs that appear to be underserved is not lack of commercial services, since there are establishments within a 5-mile radius of the MSAs. Comments by residents of MSA 6.1 provided at public hearings indicate dissatisfaction with traffic congestion in accessing shopping facilities and the desire for shopping establishments closer to their community. Given the location of the proposed amendment, it is unlikely that the proposed retail development will address the concerns these concerns. Again, MSA 6.1 and 5.4 will be better served by addressing the needs of the residents within those communities. (See Appendix A for a map of the area within the 2 ½ and 5-mile radius of the Application site.)

Another factor that must be considered is the existence of vacant industrial land in the vicinity. As has been a continuing pattern, there is much cross over in the use of industrial land for commercial purposes. Hence the availability of vacant industrial land must be appraised before the final determination is made to add more commercial land.

Supply and Demand of Industrial Land

The section that follows provides a supply and demand analysis for industrial land. The assessment examines the County's capacity to accommodate existing and future industrial development. It also provides a brief analysis of how the cross over in the use of industrial land for commercial purposes may affect the County's future supply of industrial land.

Supply and Demand in Application Area

As was the case with commercial land, the North Central Tier contains the highest concentration of industrial acres within Miami-Dade County. As of October 2007, this Tier contained approximately 56% of the County's industrial land (both vacant and in-use), with a projected depletion year of 2046. These figures include the 1,140.8 acres added to MSA 3.1, which the Board of County Commissioners voted to incorporate within the UDB during the April 2005 CDMP amendment cycle.

Within the North Central Tier, MSA 3.2, which is where Beacon Lakes is located, accounts for 42% of the County's industrial land. This MSA has a total of 6,808.1 acres of industrial land, of which 1,598.3 acres are currently vacant and 5,209.8 acres are in use. With an average absorption rate of 62.15 acres per year, MSA 3.2 is projected to deplete its supply of industrially designated land beyond the year 2025. This MSA is west of Miami-International Airport and serves as a hub for the airport's warehouse and industrial needs. Thus, care should be given to assure that sufficient industrial land is maintained to sustain the needs of the airport.

Supply and Demand within a Five Mile Radius of the Application Site

The MSAs in the South-Central Tier, within a five mile radius of the Application site, have small or no amounts of industrial land, and correspondingly low or no absorption rates. MSA 6.1 has no vacant industrial land available. MSA 5.4 has 130.1 acres of industrial land in-use and 4.8 acres which are vacant. It is possible that some of this land may be currently utilized for commercial uses.

Table 3-4: Projected Absorption of Industrial Land
Miami-Dade County, Florida 2007-2025

Tier and Minor Statistical Area	Vacant Industrial Land 2007 (Acres)	Industrial Land In Use 2007 (Acres)	Avg Annual Absorption Rate 2007-2025 (Acres)	Projected Year of Depletion
North Tier				
1.1	0.0	0.0	0.00	--
2.1	1.8	315.1	0.00	2025+
2.2	0.0	138.3	0.00	--
2.3	99.3	45.3	1.75	2025+
2.4	95.6	1,462.5	12.38	2015
3.1	1,477.5	1,004.9	9.70	2025+
Total	1,674.2	2,966.1	23.73	2025+
North Central Tier				
1.3	0.4	5.8	0.00	2025+
3.2	1,598.3	5,209.8	62.15	2025+
4.1	5.7	159.9	0.00	2025+
4.2	72.0	757.0	0.00	2025+
4.3	5.5	514.7	0.00	2025+
4.4	0.0	4.8	0.05	2007
4.5	18.5	110.9	0.00	2025+
4.6	15.1	319.2	3.49	2011
4.7	27.7	173.0	0.00	2025+
5.1	1.4	52.4	0.00	2025+
Total	1,744.6	7,307.5	65.69	2025+
South-Central Tier				
1.2	0.0	0.0	0.00	--
5.2	0.0	6.0	0.00	--
5.3	25.0	67.1	0.00	2025+
5.4	4.8	130.1	0.00	2025+
5.5	0.0	101.0	0.15	2007
5.6	0.6	13.0	0.14	2022
5.7	0.0	2.1	0.06	2007
5.8	1.8	18.0	0.00	2025+
6.1	0.0	4.4	0.00	--
6.2	237.6	549.2	14.59	2023
Total	269.8	890.9	14.85	2025
South Tier				
7.1	2.8	24.1	0.00	--
7.2	155.3	271.3	3.47	2025+
7.3	53.1	139.8	1.50	2025+
7.4	130.9	26.8	0.75	2025+
7.5	339.6	119.1	1.84	2025+
7.6	0.0	0.0	0.00	--
Total	681.7	581.1	7.56	2025+
Grand Total	4,370.3	11,745.6	112.0	-- 2046

Source: Miami-Dade County, Department of Planning and Zoning, Planning Division, Research Section, October 2007.
-- Insignificant Demand

Cross Over Patterns in the Use of Industrial Land

As explained above, there has been a continuing pattern in Miami-Dade County of crossover in the use of industrial land for commercial purposes. In March 2005, the Research Section of the Planning and Zoning Department completed a study analyzing the demand and supply of vacant industrial land from 1994 to 2003. The data showed that at the conclusion of the study period that 23 percent of vacant industrial land had been converted to non-industrial uses. Given the high amount of crossover that was documented, it is highly probable that as land for commercial and/or residential uses depletes, the conversion of industrial land will increase. If this conversion continues to increase, the depletion of industrial land may take place earlier than the projected date of 2046.

Suitability of Industrial Land Inventory

In order to assure that the industrial sector remains viable in Miami-Dade County, it is imperative that adequate vacant land be available for future growth and expansion. However, availability of vacant land is only one factor that must be considered. The size of the parcels also plays a major role in facilitating economic growth. According to the 2005 study discussed above, from 1994 to 2004 there was a definite shift towards developing larger industrial parcels. The percentage of parcels smaller than one acre declined by 30%. At the same time, parcels between 1 and 4 acres increased by 16% and those with 4 acres or larger increased by 14%. However, the majority (55 %) of the vacant industrial parcels in Miami-Dade County were found to be smaller than one acre. To assure that Miami-Dade County remains competitive with areas such as Orlando, it is important to assure that there is an adequate inventory of large industrial parcels that serve manufacturing, warehouse and specialized industrial uses.

The location of parcels also plays an important factor in addressing the needs of the industrial sector. The availability of industrial space that facilitates the distribution of goods close to airports, sea ports and highways is critical for a world-class distribution center like Miami-Dade County. The Beacon Lakes DRI was approved by the Board of County Commissioners in order to address this need. Located near the Florida Turnpike, the SR 836 Extension, and NW 25 Street, the DRI site offered direct and quick access to Miami International Airport and the Port of Miami. It also offered segregated truck and vehicular traffic and large capacity warehouse/distribution space. The purpose of the DRI was to keep Miami-Dade competitive with other areas that were luring industries away.

Though 1,140.8 acres have been added to the County's industrial supply, this land is not in close proximity to the airport or the seaport. Located in the northwestern section of the County, near the Broward County line, the travel distance from the newly added industrial land would be as much as 16 miles to the airport, compared to less than 8 miles from the Beacon Lakes DRI. Traffic congestion would also be greater due to longer travel distances. According to the "Miami-Dade County Industrial Market Report"

for 2007,[1] these factors can make a difference to a prospective business. The report indicates that the number of companies considering locations outside of Miami-Dade County continues to grow due to issues such as traffic congestion and cost of living expenses. Because the report also revealed the growing trend among developers to convert industrial land to residential use or other uses, the availability of industrial land that serves the airport should be carefully monitored to assure that an adequate supply is maintained.

The 2005 study conducted by the Miami-Dade County Department of Planning and Zoning recommended that all future land use conversions resulting in the loss of industrial land should be carefully considered, and probably avoided unless there is a compelling reason for making the change. Since the need for additional commercial land has not been demonstrated, the redesignation of the amendment site from "Restricted Industrial and Office" to "Business and Office" is not recommended.

Environmental Conditions

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

Flood Protection	
County Flood Criteria (NGVD)	+7.7 feet
Stormwater Management	Surface Water Management Permit Required (See Below)
Drainage Basin	C-4
Federal Flood Zone	AH - 100-year floodplain, constant surface ponding between 1-3 ft.
Hurricane Evacuation Zone	None
Biological Conditions	
Wetlands Permits Required	YES (Class IV Wetlands Permit)
Native Wetland Communities	YES
Tree Resources	YES
Natural Forest Communities	NO
Endangered Species Habitat	NO
Other Considerations	
Within Wellfield Protection Area	YES (Northwest Wellfield Protection Area)
Archaeological/Historical Resources	YES (Moderate to High Probability)
Within Area of Known Contamination	NO

[1] Miami-Dade County Industrial Market Report, 2007: The Official IADC Annual Report on Industrial Market Conditions. Produced by the Industrial Association of Dade County.

Stormwater Management

The Application site is located within the North Trail Wetlands Basin, where 28.6 percent of the total site area shall be set aside as lake, or 33.3 percent of the total site area shall be set aside as dry retention/detention area to satisfy the minimum requirement for flood protection and water management. Cut and Fill Permit No. 382 is in effect for the approved development and was completed for the entire DRI site. However, any modification of the site resulting from the proposed changes may require a re-submittal and re-approval by the Water Control Section.

To develop the Application site as proposed, the Miami-Dade County Department of Environmental Resources Management (DERM) shall require the Applicant to provide a retention/detention system adequately designed to contain on-site the runoff generated by a 5-year storm event. A Surface Water Management Permit, issued by the South Florida Water Management District (SFWMD), is also required for development on this site. Furthermore, a Class III permit is required for any planned work within a canal right-of-way, should that be necessary.

Finally, any overland discharge of storm water from any proposed development within this Application shall be deemed unacceptable. Proper grading or structural wall shall be provided along the perimeter of all new developments to ensure full contained on-site runoff from new development.

Wetlands

As stated above, the Application site is located within the North Trail Wetland Basin. As a result, a Class IV Wetland Permit is required before any work can take place on the subject site. The Beacon Lakes DRI was issued a Class IV permit (FW 01-021) for the filling of 274.23 acres of jurisdictional wetlands in order to develop commercial, industrial and warehouse facilities. The filling was completed for the entire DRI site, and the Class IV Wetland permit expired on July 14, 2006. Provided that all permit conditions are followed, the Department of Environmental Resources Management (DERM) had no objections to the approval of the re-designation of the subject properties from "Restricted Industrial and Office" to "Business and Office." Should additional filling be required, a new Class IV Wetland permit will be required.

Wellfield Protection Area

The Beacon Lakes DRI CDMP Amendment site is located within the boundaries of the Northwest Wellfield Protection Area, and, is therefore, subject to strict land use regulations contained in Section 24-43 of the Miami-Dade County Code, which limit the uses and intensities allowed on the DRI site.

In September 13, 2001, the Beacon Lakes DRI received a variance from the Environmental Quality Control Board (EQCB) which permitted land uses and zoning normally prohibited in the Northwest Wellfield Protection Area, subject to 18 conditions. It allowed limited commercial and industrial development within the Northwest Wellfield

Protection Area subject to variances granted to each property owner by the (EQCB). To protect the wellfield, the EQCB Board required Covenants Running with the Land prohibiting the generation, use, or storage of hazardous materials, and limiting land uses to those allowed by the Wellfield Protection Ordinance in Chapter 24 of the Code of Miami-Dade County. (See the Covenant in Appendix D.) Furthermore, the developers of the DRI were required to: 1) improve and maintain a two-mile length of the N.W. 25 Street Canal, 2) construct a hydrologic divide between the approved land uses and the Northwest Wellfield, 3) install and sample water quality monitoring wells to ensure that the N.W. 25 Street Canal functions properly as a hydrologic divide. They were also required to monitor for potential pollution from the stormwater management areas and uses on the properties. To assure a source of funding for the maintenance of the capital improvements, the EQCB Board also required the execution of an Agreement between all parities holding ownership rights creating a special dormant taxing district should the owners of the properties fail to meet their responsibilities.

The EQCB decision to grant the variance was based on the expected benefits from the improvements of the NW 25 Street Canal. The intent of the improvements to the NW 25 Street Canal was to redirect the flow of groundwater from the DRI site away from the Northwest Wellfield, and the purpose of the hydrologic divide was to keep the groundwater north of the canal separate from the groundwater south of the canal. Both the canal improvements and the hydrologic divide were completed according to specifications. The developers of the DRI and the County have monitored the hydrologic divide for several years and it has functioned as designed. However, the execution of the special dormant taxing district for the maintenance of the hydrologic divide and the NW 25 Street Canal is still pending final action.

Tree Resources

The Application site contains tree resources (specimen-sized trees with diameter greater than 18 inches) that must be preserved according to Section 24-49 of Miami-Dade County. Since the subject property contains jurisdictional wetlands, however, the tree resources are regulated through a Class IV Wetland Permit. Any tree resources on the site that are not regulated through a Class IV Wetland Permit will require a Miami-Dade County Tree Removal Permit prior to removal or relocation.

Historical and Archeological Resources

The Miami-Dade County Office of Historic Preservation (OHP) determined that there may be archeological resources on the Beacon Lakes DRI Amendment site. According to OHP, the Coleman (DA141) and Cheetum (DA1058) archaeological sites, which are currently listed as destroyed, may have existing remnants on the property. There is a moderate to high probability that portions of these archeological sites may be located along the southern portion of the intersection of Sections 26 and 35, Township 53S, Range 39E. Both sites are reported to have prehistoric human burials. In addition, there is also a high probability of locating additional unrecorded archeological resources within the proposed project area.

To assure the protection of any archeological resources that may exist on the Amendment site, a Phase I Archeological Survey must be conducted by a professional archeologist prior to any ground disturbing activities.

Assessment of Impact on Public Facilities and Services

Water Supply and Water and Sewer Facilities

Miami-Dade County's Water Supply

In April 2007, the Board of County Commissioners (BCC) adopted alternative water supply and reuse projects into the Capital Improvements Element of the CDMP in the amount of $1.6 billion dollars. This commitment by the BCC fully funds the projects outlined in the County's 20-year water permit from the South Florida Water Management District approved on November 15, 2007. Since the City of North Miami Beach will no longer be a retail customer after 2007, the Miami-Dade Water and Sewer Department (MDWASD) system will realize a surplus in water supplies of 4.63 MGD. The water needs of this application will therefore be met by MDWASD.

It should be noted that the MDWASD is developing an allocation system to track the water demands from platted and permitted development. This system will correspond to the allocation system currently being used by DERM for wastewater treatment facilities, and will require all development to obtain a water supply allocation letter from MDWASD stating that adequate water supply capacity is available for the proposed project. MDWASD's water allocation system is anticipated to be operational in March 2008.

Potable Water Facilities

The WASD water treatment plant servicing the Application site is the Hialeah/Preston Water Treatment Plant. According to data provided by the Department of Environmental Resources Management (DERM), this water treatment plant currently has a rated treatment capacity of 225 million gallons/day (mgd) and a maximum plant production based upon the last 12 months of 204.1 mgd. As such, the treatment plant has 21.0 mgd or 9.3% of treatment plant capacity remaining.

To connect to the public water system, the subject site would need to connect to an existing 16-inch water main along N.W. 12 Street, east of the Urban Development Boundary, and extend a 12-inch water main to the northern property boundary, approximately at N.W. 14 Street. All points of connections must made according to those specified in Agreement No. 19182 with MDWASD, executed on June 21, 2007. Any proposed development on the Application site will have to be done by the developer at their own expense and according to the MDWASD Rules and Regulations and Specifications and Standards.

Potable Water Demand

To assess the full impact of the proposed development on water capacity, however, it is important to consider the full development program for the entire DRI site, since significant changes are being considered. Currently, the approved development program for the entire Beacon Lakes DRI is estimated to generate a demand for potable water of 150,750 gdp. This is based on the current CDMP designation of "Restricted Industrial Use" and the approved uses under the existing DRI. (See table below.) The demand of 150,750 gpd would decrease the 21 mgd treatment plant capacity to 20.849 mgd or 9.27%; a remaining maximum capacity that is above the LOS standard for water treatment plant facilities.

If the proposed "Business and Office" land use designation is approved, the intent of the Applicant is to develop 420,000 sq. ft. of retail space on the ±48-acre site that is subject to the CDMP Amendment Application. Such development would generate an estimated demand for water of 21,000 gpd. The demand of 21,000 gpd would decrease the 21.0 mgd treatment plant capacity to 20.98 mgd or 9.32%; a remaining maximum capacity that is above the LOS standard for water treatment plant facilities. (See table below.) In comparison, the current CDMP designation (Restricted Industrial Use) would only require 8,400 gpd. Such use would create significantly less demand than the proposed retail use scenario.

Table 3-5: Potable Water Demand
Comparison of Approved Uses to Proposed Uses

Allowable Uses	Approved DRI Uses		Proposed Changes to DRI		Net Change	
	Current Uses (sq. ft.)	Water Demand (gpd)	Proposed Uses (sq. ft.)	Water Demand (gpd)	Uses (sq. ft.)	Water Demand (gpd)
DRI Site						
Warehouse	6,600,000	132,000	5,300,300	106,006	-1,300,000	-25,994
Office	150,000	15,000	175,000	17,500	+25,000	+2,500
Retail	75,000	3,750	495,000	24,750	+420,000	+21,000
	6,825,000	150,750	5,970,300	148,256	-855,000	-2,494
CDMP Amendment Site						
Warehouse	420,000	8,400	---	---	-420,000	-8,400
Retail	---	---	420,000	21,000	420,000	+21,000
Total	420,000	8,400	420,000	21,000	---	12,600

Source: Miami-Dade County Water and Sewer Department (WASD), October 2007.
sq.ft.: Square feet
gdp: Gallons per day

If the proposed CDMP amendment is adopted and the changes to the DRI are approved, the total water demand for the entire DRI site would decrease to 148,256 gpd. (See table below.) This decrease is due to the fact that the Applicant proposes to eliminate 855,000 sq. ft. of warehouse space. Although office space will increase by 25,000 sq. ft. and retail by 420,000 sq. ft., the additional water demand created by these uses (23,500 gpd) would be offset by the 25,994 gpd reduction in water demand resulting from the elimination of warehouse space. The result would be a net decrease

of only 2,494 gpd. in water demand. Thus, the demand on the capacity of the treatment plant would yield similar results to what is currently allowed on the site.

Table 3-6: Plant Capacity Compared to Approved and Proposed Uses

Plant Capacity and Approved and Proposed Uses	Rated Treatment Capacity	Maximum Plant Production (12 month performance)	Water Demand (gpd)	Treatment Capacity Remaining (mgd)	Percent of Treatment Capacity Remaining
Plant Capacity: Hialeah/Preston Water Treatment Plant	225 mgd	204.1 mgd	---	21.0	9.3%
DRI Site					
Demand from Approved DRI Uses	---	---	150,750	20.849	9.27%
Demand from Proposed DRI Uses	---	---	148,256	20.852	9.27%
CDMP Amendment Only					
Demand 420,000 sq.ft. of warehouse use			8,400	20.99	9.33%
Demand 420,000 sq.ft. of retail use	---	---	21,000	20.98	9.32%

Source: Miami-Dade County Water and Sewer Department (WASD), October 2007.
sq.ft.: Square feet
gdp: Gallons per day

Wastewater Facilities

The Application site is currently being served by public sanitary sewer facilities. Should the Application be approved, the site would be required to the South District Wastewater Treatment Plant through an existing 12-inch force sewer main in NW 17 Street that would extend south along NW 132 Avenue to N.W. 14 Street with a new 8-inch force main. A public pump station will be required. The South District Wastewater Treatment Plant has a design capacity of 112.5 mgd and has a 12-month average flow of 93.32 mgd. This flow rate is approximately 83% of the design capacity of the wastewater treatment plant.

Based on the proposed development scenario of 420,000 square feet of retail space, it is estimated that the sewage demand for this site will yield 21,000 gpd. These estimated flows will increase the average treatment plant flows to 93.43 mgd, maintaining the design capacity at 83%. The estimated flows for the entire DRI site with the proposed development program will also maintain design capacity with 83%. Therefore, the proposed changes to the amendment site and the entire DRI site will not exceed the established level of service.

Water Conservation

Miami-Dade County has developed recommendations for new development that would achieve higher water use savings than currently required by Code. These Water Conservation recommendations were adopted by the Board of County Commissioners in June 5, 2007. The Applicant should meet with MDWASD to assure that the proposed CDMP Amendment incorporates the new water conservation measures along with

others that are site and business specific. A full water conservation program should be developed between the Applicant and the MDWASD prior to the final adoption hearing for this project and should be made a portion of the Development Order Conditions of the Beacon Lakes DRI that apply to the Application site.

Solid Waste

The Application site is located outside the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. There are no DSWM facilities adjacent to or within close proximity to the Application site. The closest solid waste facilities include a Trash and Recycling Center located at 2200 SW 117 Avenue and a Resource Recovery facility located at 6990 NW 97 Avenue.

Due to the non-residential nature of the Application, DSWM anticipates little or no impact to collection service operations. Any impact on disposal and transfer facilities and operations would be incremental and is already programmed into DSWM plans through projections of overall community growth in disposal capacity demands.

The adopted level of service (LOS) standard for the County Solid Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements with municipalities and private haulers, and anticipated uncommitted waste flows for a period of five years. The DSWM projects remaining available solid waste capacity exceed the five-year LOS standard.

Fire Rescue

According to 2006 Fire Rescue data, the average travel time to incidents in the vicinity of the application area was approximately 7.56 minutes. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. The existing travel times to the vicinity of the proposed development complies with the national performance objectives. Additionally, it is estimated that once the planned Beacon Lakes Station No. 75 is operational, it will improve travel times for fire and medical emergencies in the subject site. Station 75 is programmed for construction in 2009 and will be located near NW 17 Street and NW 129 Avenue. This station should be functional in 2010.

The current CDMP designation of "Restricted Industrial and Office" will allow a potential development, which will generate a total of 18.48 annual alarms. In comparison, the proposed CDMP designation of "Business and Office" will generate approximately 124.74 annual alarms. Given the existing fire rescue capacity, the additional 106.26 alarms will have a significant impact on existing fire rescue service; however, the net alarm generation will be mitigated upon the completion of Station 75 in Beacon Lakes.

Below is a list of existing and planned fire rescue stations that will respond to fire alarms in the Beacon Lakes DRI/CDMP amendment application area :

Existing Stations

Station	Address	Equipment	Staff
58	12700 SW 6 Street	Rescue, ALS Engine	7
29	351 SW 107 Avenue	Rescue, ALS 50' Engine	7
61	15155 SW 10 Street	Rescue, ALS Engine	7
48	8825 NW 18 Terrace	Rescue, ALS Engine	7
45	9710 NW 58 Street	ALS Engine	4

Planned Stations

Station	Address	Estimated Occupancy
68	NW 112 Avenue and NW 17 Street	2010
75	NW 129 Avenue and NW 117 Street	2010

Source: Miami-Dade Fire Rescue Department, November 2007.

Parks

There are three local County parks within a two-mile radius of this application site (See table below). The subject site is located within Park Benefit District (PBD) 1, which incorporates the northern portion of the County. According to the Miami-Dade County Department of Parks and Recreation PBD 1 has a surplus capacity of 396 acres of park land when measured by the County's concurrency level of service standard.

Since the proposed Amendment Application will not generate any residential population, the Application will have no impact on the level of service for parks.

Table 3-7: County Park and Recreation Facilities (Local)
Within a 2 mile Radius of Application

Name of Park	Park Classification	Acreage
North Trail Park	Community Park	15
Tamiami Canal Park	Neighborhood Park	2
Tamiami Trail Park (North)	Neighborhood Park	2

Source: Park and Recreation Department, August 2007.

Public Schools

Due to the non-residential nature of the proposed amendment, the Application will have no impact on public school enrollment. However, since residential uses are allowed within the Business and Office land use designation, it is recommended that the development order conditions of the DRI be amended to prohibit residential uses within the Application site.

Aviation

The Planning Division of the Miami-Dade County Aviation Department (MDAD) reviewed the Application for both land use and airspace restrictions due to its proximity to Miami International Airport. The review determined that the property is located outside of any land use restrictive zones as depicted in the Zoning Ordinance for Miami International Airport. Due to the fact that the Applicant did not provide proposed height information for the project, only a cursory airspace review could be conducted at this time. The Applicant must re-submit information on the proposed height of the building structures to MDAD for re-evaluation of Development Order Conditions prior to completing the development order conditions for the project. If the project height meets the review criteria for its location, MDAD will issue a Height Analysis or Letter of Determination. Furthermore, any construction cranes for this project reaching or exceeding 200 feet AMLS (Above Mean Sea Level) must be reported to the FAA (Federal Aviation Administration) prior to raising the crane.

Transportation Analysis

Transit Service

This analysis evaluates the impact of proposed changes to the Miami-Dade County Comprehensive Master Plan as they apply to transit services. Data and information were updated as of May 2007 and is current to fiscal year 2006-2007, as presented in the 2007 Transit Development Program (TDP).

Existing Service

There is no direct transit service to the Beacon Lakes CDMP amendment Application site. The closest Metrobus Routes 147 and 137 (West Dade Connection) provide service within 1 mile of the site. Metrobus Route 147 provides service along NW 132 Avenue and NW 12 Street, and Route 137 (West Dade Connection) along NW 132 Avenue and NW 6 Street. However, both of these routes are south of the SR 836 Extension and cannot be accessed easily by pedestrians from the Application site. The existing service frequencies are shown in the "Metrobus Route Service" table below.

Table 3-8: Metrobus Route Service
Beacon Lakes Application Site

Route	Headway (in Minutes)				Proximity to	Service Type
	Peak	Off-Peak	Saturday	Sunday	Bus Route (miles)	
137 (West Dade Connection)	30	30	40	40	0.8	L
147	30	60	N/A	N/A	0.15	L

Source: Miami-Dade Transit Agency, 2007
Notes: L means Local Metrobus Service
F means feeder route to Metrorail

Future Conditions

The 2007 TDP and the People's Transportation Plan (PTP) show programmed headway improvements for the existing routes discussed above. Peak headway improvements from 30 to 15 minutes are planned for Metrobus Routes 137 and 147 and midday headway improvements from 60 to 30 minutes are programmed for Route 147.

The Miami-Dade Board of County Commissioners Resolution Z-11-02, as amended, established the development order conditions for the Beacon Lakes DRI. Development Order Condition #33 states in part, that transit use and alterative modes of transportation shall be "encouraged" on the DRI site. This was to be achieved through coordination with Miami-Dade Transit and with the provision of bus shelters, turnout lanes, pedestrian and bicycle facilities, and other amenities to increase bus ridership in convenient locations throughout the project. As presented in the Beacon Lakes – Annual Report 2005-2006, Exhibit G, compliance with Condition #33 of the DRI development order has been ongoing. However, no additional transit routes or improvements have been programmed or planned to serve the DRI site to date. Since the proposed development program is intended to serve the general public, transit service should be provided to the site, and the Development Order Conditions of the existing DRI should be amended as such. Adding service to the Application site will require an analysis to determine the feasibility and cost effectiveness of realigning existing transit services and the impact that such realignment would have on ridership. The analysis is particularly important since realignment of existing service may cause some existing bus stops to be eliminated. Prior to the adoption of the CDMP amendment, the Applicant will need to work with Miami-Dade Transit to develop a plan for transit service that meets the needs of subject site and the surrounding community. The plan will need to include cost estimates and funding sources.

Application's Impacts

A preliminary analysis was performed for Traffic Analysis Zone (TAZ) # 832 in which the application site is located. The expected transit impact that would be generated by this Application, if approved, would warrant additional improvements to transit service beyond those already programmed for the area and will need to be incorporated into the Development Order Conditions of the DRI site, as addressed above.

Roadways

The Beacon Lakes is a Development of Regional Impact (DRI) was approved by the Miami-Dade Board of County Commissioners in May 2002. In December 2006, a Notice of Proposed Change (NOPC) was submitted to the South Florida Regional Planning Council (SFRPC) seeking modification of the development program and Development Order conditions. The proposed modifications calls for reducing the total amount of warehouse space from 6.6 million sq. ft. to 5.3 million sq. ft. and simultaneously increasing the retail space from 75,000 sq. ft. to 420,000 sq. ft. and the office space from 150,000 sq. ft. to 175,000 sq. ft.

The CDMP amendment seeks to change the current land use designation to accommodate a commercial development in the approved DRI. Specifically, the Applicant is requesting the re-designation of approximately ± 48 acres of land on the Adopted 2015 and 2025 Land Use Plan (LUP) map acres from "Restricted Industrial and Office" to "Business and Office". The subject property is located at the northeast corner of SR 836 Extension and theoretical NW 137 Avenue. The current "Restricted Industrial and Office" designation limits the commercial uses allowed; therefore, it is necessary to amend the CDMP in order to allow the development of 420,000 sq. ft. of retail space.

A Transportation Analysis report, "NOPC and CDMP Amendment Transportation Analysis, Beacon Lakes DRI, August 2007", prepared by Cathy Sweetapple & Associates for ABM Codina Beacon Lakes, LLC, was submitted in support of the CDMP Amendment Application. The transportation analysis examines the adequacy of the existing and future transportation infrastructure to handle the additional traffic impact that will be generated by the subject amendment application. A short-term analysis addressing traffic concurrency pursuant to the Miami-Dade County Concurrency Management Program was performed to determine the transportation impacts resulting from the proposed modifications to the DRI. The modifications are estimated to result in an additional 418 PM peak-hour trip increase. The transportation consultant also performed a significant determination analysis for the existing DRI build out year (year 2008), and a longer planning horizon (year 2015) for the CDMP amendment. The longer-term assessment to 2015 contained in the report is appropriate when considering an amendment to the CDMP. The concluding observations are presented at the end of this section.

Study Area

The Study Area for this CDMP amendment transportation analysis examines the arterial and collector roadway network serving the amendment site, extending as far north as NW 58 Street, the Palmetto Expressway (SR 826) to the east, SW 72 Street (SR 986) to the south, and SW 147 Avenue to the west.

The operating condition, level of service (LOS), of a roadway segment is represented by one of the letters "A" through "F," with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

Existing Conditions

No existing arterial or collector roadway provides direct access to the Application site. The closest roadways to the Application site are the new four-lane extension of the Dolphin Expressway (SR 836), from NW 137 Avenue to the Homestead Extension of the Florida's Turnpike (HEFT), which was opened to traffic last June; the four-lane NW 12 Street, between NW 137 Avenue and the HEFT; and the new six-lane NW 137 Avenue, between NW 12 Street and SW 8 Street. In the future, this site will be served by the planned four-lane extension of NW 137 Avenue from NW 12 Street and

Theoretical NW 17 Street, west of the Application site; NW 132 Avenue between NW 17 Street and the Extension of SR 836, east of the Application site; and NW 14 Street from NW 137 to NW 132 Avenue, north of the Application site. Other major arterials that will provide access to the Beacon Lakes DRI are NW 127 Avenue from NW 25 Street to NW 12 Street, NW 122 Avenue between NW 41 and NW 25 Streets, NW 25 Street from NW 127 and NW 117 Avenues, and NW 17 Street between NW 137 Avenue and NW 127 Avenue. Some of these roadways are currently under constructions.

Accessibility to the Application site is a major concern. The application site does not directly abut NW 137 Avenue or NW 12 Street, two section line roadways. A Florida Power and Light transmission lines easement buffers the property from NW 137 Avenue; and the newly built extension of SR 836, between NW 137 Avenue and the HEFT, and the CSX Railroad buffer the property from NW 12 Street. Main access to the property will be from the proposed NW 14 Street via the planned extension of NW 137 Avenue north of NW 12 Street. Another access to the property could be via NW 132 Avenue; however, this roadway cannot be connected to NW 12 Street because the extension of SR 836 and the railroad form a physical buffer between the Application site and NW 12 Street. Access to this property from the east will be from NW 127 Avenue to NW 17 Street and south to NW 132 Avenue. Therefore, department staff questions the suitability of the Application site for the proposed commercial use.

Extremely congested LOS F conditions exist on five roadway segments: NW/SW 127 Avenue between NW 12 and SW 8 Streets, NW/SW 122 Avenue between NW 6 and SW 8 Streets, NW 58 Street between NW 87 Avenue and SR 826, NW 25 Street between NW 87 Avenue and NW 72 Avenue, and NW 12 Street between NW 87 and NW 72 Avenues. Other roadway segments are operating at capacity or above their adopted LOS standards. See Table 3-9 below.

Table 3-9: Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	E+20%	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	B (04)
	SW 72 Street to SW 88 Street	4 DV	D	B (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (04)
SW 137 Avenue	NW 6 Street to SW 8 Street	2 UD	D	C (06)
	SW 8 Street to SW 26 Street	4 DV	E+20%	B (04)
	SW 26 Street to SW 42 Street	6 DV	D	B (04)
	SW 42 Street to SW 56 Street	6 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
NW 132 Avenue	NW 6 Street to SW 8 Street	2 UD	D	C (04)
NW/SW 127 Avenue	NW 12 Street to SW 8 Street	2 UD	D	F (06)
	SW 8 Street to SW 26 Street	4 DV	E+20%	C (04)
	SW 26 Street to SW 42 Street	2 UD	D	D (04)
SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
NW/SW 122 Avenue	NW 6 Street to SW 8 Street	2 UD	E	F (04)
	SW 8 Street to SW 26 Street	4 DV	E+20%	E (04)
SR 821/HEFT	Okeechobee Road to SR 836	6 LA	D	D (06)
	SR 836 to SW 8 Street	8 LA	D	D (06)

Table 3-9: Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 8 Street to SW 40 Street	6 LA	D	D (06)
	SW 40 Street to SW 88 Street	6 LA	D	D (06)
SW 117 Avenue	SW 42 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	E (04)
NW 107 Avenue	NW 58 Street to NW 41 Street	4 DV	D	B (04)
	NW 41 Street to NW 25 Street	6 DV	D	B (04)
	NW 25 Street to NW 12 Street	6 DV	D	B (04)
	NW 12 Street to SR 836	6 DV	E	B (04)
NW/SW 107 Ave.(SR 985)	SR 836 to W. Flagler Street	6 DV	E	D (06)
	W. Flagler Street to SW 8 Street	4 DV	E	D (06)
	SW 8 Street to SW 24 Street	6 DV	E	C (04)
	SW 24 Street to SW 40 Street	4 DV	E	D (06)
	SW 40 Street to SW 56 Street	4 DV	E	D (06)
	SW 56 Street to SW 72 Street	4 DV	E	C (06)
	SW 72 Street to SW 88 Street	4 DV	E	C (06)
NW 58 Street	NW 117 Avenue to NW 107 Ave.	4 DV	D	B (04)
	NW 107 Avenue to NW 97 Avenue	4 DV	D	B(04)
	NW 97 Avenue to NW 87 Avenue	4 DV	D	A (04)
	NW 87 Avenue to SR 826	4 DV	D	F (04)
NW 41/36 Street	HEFt to NW 107 Avenue	6 DV	D	D (06)
	NW 107 Avenue to NW 97 Avenue	6 DV	D	C (04)
	NW 97 Avenue to NW 87 Avenue	6 DV	E+20%	B (04)
	NW 87 Avenue to SR 826	6 DV	E+20%	E (04)
NW 25 Street	NW 127 Avenue to NW 117 Ave.	4 DV	D	B (06)
	NW 117 Avenue to NW 107 Ave.	4 DV	D	B (04)
	NW 107 Avenue to NW 97 Ave.	4 DV	D	D (04)
	NW 97 Avenue to NW 87 Ave.	4 DV	E+20%	D (04)
NW 25 Street	NW 87 Avenue to NW 72 Ave.	4 DV	D	F (04)
NW 12 Street	NW 137 Avenue to HEFT	4 DV	D	B (06)
	HEFT to NW 107 Avenue	6 DV	D	D (04)
	NW 107 Avenue to NW 87 Avenue	4 DV	D	D (06)
	NW 87 Avenue to NW 72 Avenue	4 DV	D	F (04)
Dolphin Expwy. (SR 836)	HEFT (SR 821) to NW 107 Avenue	6 LA	D	C (06)
	NW 107 Avenue to NW 87 Avenue	6 LA	D	C (06)
	NW 87 Avenue to SR 826	6 LA	D	D (06)
West Flagler Street	W 118 Avenue to W 114 Avenue	4 DV	E+20%	A (04)
	W 114 Avenue to W 107 Avenue	6 DV	E+20%	B (04)
	W 107 Avenue to W 97 Avenue	6 DV	E+20%	C (04)
W. Flagler Street (SR 968)	W 97 Avenue to W 87 Avenue	6 DV	E+20%	D (04)
	W 87 Avenue to W 79 Avenue	6 DV	E+20%	C (06)
	W 79 Avenue to SR 826	6 DV	E+20%	E (06)
SW 8 Street	SW 147 Avenue to SW 127 Ave.	6 DV	D	D (06)
	SW 127 Avenue to SW 122 Ave.	6 DV	E	E (06)
	SW 122 Avenue to HEFT	8 DV	E	C (06)
	HEFT to SW 107 Avenue	6 DV	D	C (06)
	SW 107 Avenue to SW 87 Avenue	8 DV	E+20%	C (06)
	SW 87 Avenue to SR 826	6 DV	E+20%	C (06)
SW 26 Street	SW 147 Avenue to SW 137 Ave.	4 DV	E+20%	C (04)
	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	B (04)
	SW 127 Avenue to SW 117 Ave.	4 DV	E+20%	B (04)
	SW 117 Avenue to SW 107 Ave.	4 DV	E+20%	C (04)
	SW 107 Avenue to SW 97 Avenue	4 DV	E+20%	B (04)
	SW 97 Avenue to SW 87 Avenue	6 DV	E+20%	B (04)
	SW 87 Avenue to SR 826	6 DV	E+20%	B (04)
SW 42 Street	SW 147 Avenue to SW 137 Ave.	4 DV	E+20%	B (04)

Table 3-9: Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	B (04)
	SW 127 Avenue to HEFT	4 DV	E+20%	E+10% (04)
SW 40 Street (SR 976)	HEFT to SW 107 Avenue	6 DV	E+20%	C (06)
	SW 107Avenue to SW 97 Avenue	6 DV	E+20%	D (06)
	SW 97 Avenue to SW 87 Avenue	6 DV	E+20%	D (06)
	SW 87 Avenue to SR 826	6 DV	E+20%	E+15%(06)
SW 56 Street	SW 147 Avenue to SW 137 Ave.	4 DV	D	C (04)
	SW 137 Avenue to SW 127 Ave.	4 DV	D	C (04)
	SW 127 Avenue to SW 117 Ave.	4 DV	D	B (04)
	SW 117 Avenue to SW 107 Ave.	4 DV	D	B (04)
	SW 107 Avenue to SW 97 Avenue	4 DV	D	B (04)
	SW 97 Avenue to SW 87 Avenue	4 DV	D	B (04)
	SW 87 Avenue to SR 826	4 DV	D	C (04)
SW 72 Street	SW 147 Avenue to SW 137 Ave.	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	C (04)
	SW 127 Avenue to SW 117 Ave.	4 DV	E+20%	B (04)
	SW 117 Avenue to SW 107 Ave.	4 DV	E+20%	D (06)
	SW 107 Avenue to SW 87 Avenue	4 DV	E+20%	E (06)
	SW 87 Avenue to SR 826	4 DV	E+20%	D (06)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, October 2007.
Note: () in LOS column identifies year traffic count was taken or LOS updated
DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access
LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.
E+20% means 120% of roadway capacity (LOS E) on roadways serviced with transit with 20 or less minutes peak- period headway.

Trip Generation for the Amendment

Table 3-10, Estimated Peak-Hour Trip Generation Table, below, identifies the number of PM peak-hour trips estimated to be generated by the proposed amendment. The trip generation was estimated using the rates and equations from the Institute of Transportation Engineers' (ITE) Trip Generation, 7th Edition.

The PM Peak-hour trip generation calculations are summarized in the Table below.

Table 3-10: Estimated Net External Trip Generation Summary
For the Existing, Approved and Proposed DRI Development Program

DRI Land Uses	Original DRI	PM Peak Hour Trips	Proposed Changes	PM Peak Hour Trips	Net External PM Trips Increase
Warehouse	6,600,000 sq. ft.	2,848	5,300,000 sq. ft.	2,160	
Office	150,000 sq. ft.	247	175,000 sq. ft.	275	
Retail	75,000 sq. ft	519	495,000 sq. ft.	1,799	
Total Gross Trips		3,614		4,234	
Internalization		- 208		- 308	
Pass-by		- 42		- 144	
Total Trips		3,364		3,782	+ 418

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

Traffic Concurrency Evaluation

The transportation consultant's concurrency evaluation indicates that traffic count stations on roadways adjacent to the Application site have been found to operate at acceptable levels of service during the PM peak-hour period. However, traffic concurrency analysis performed by Miami-Dade County Public Works Department, which consider reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the additional trips that would be generated by this application, indicates that the concurrency levels of service of NW 12 Street, between SW 137 Avenue and the HEFT, is projected to deteriorate from LOS B to LOS F; the segment of NW 25 Street, between NW 127 Avenue and NW 117 Avenue, is projected to deteriorate from LOS B to LOS D; and the segments of NW 41 Street, between the HEFT and NW 107 Avenue, and the HEFT, from Okeechobee Road to SW 8 Street, are projected to continue to operate at their adopted LOS D standard. The roadway segment of NW 127 Avenue, between NW 12 Street and SW 8 Street, which is currently a two-lane undivided facility, will be widened to four lanes, thus providing more capacity and improving the LOS from LOS F to LOS D. See Table 3-11, Traffic Impact Analysis Table, below.

Table 3-11: Beacon Lakes DRI CDMP Amendment Application
Traffic Impact Analysis on Roadways Serving and in the Vicinity of the Application Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Roadway	Location/Link	Number Lanes	Adopted LOS Std.[1]	Peak Hour Capacity[2]	Peak Hour Volume[3]	Existing LOS	Approved D.O's Trips	Amend. Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
BUSINESS AND 0FFICE LAND USE										
NW 137 Avenue	NW 17 Street to NW 12 Street	Unimproved	D	NA	-	-	-	-	-	-
NW 137 Avenue	NW 12 Street to SW 8 Street.	6 DV	D	4450	1286	C	601	97	1984	C (06)[4]
NW/SW 127 Ave.	NW 12 Street to SW 8 Street	2 UD/4 DV[5]	D	1390/2950	1763	F[5]	152	131	2046	D (06)[5]
NW 12 Street	NW 137 Ave. to NW 117 Ave.	4 DV	D	4200	4020	B	1254	113	5387	F (06)
NW 25 Street	NW 127 Ave. to NW 117 Ave.	4 DV	D	3280	2031	B	1087	60	3178	D (06)
NW 41 Street	HEFT to NW 107 Avenue	6 DV	D	4450	3681	D	715	11	4418	D (06)
HEFT (SR 821)	Okeechobee Rd to NW 12 St.	6LA	D	9840	8697	D	762	35	9494	D (06)
HEFT (SR 821)	NW 12 Street to SW 8 Street	8LA	D	13420	11467	D	1173	26	12666	D (06)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2007.

Notes: DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

[1] County adopted roadway level of service standard applicable to the roadway segment

[2] Service Capacity Volumes are peak hour two-way volumes for adopted level of service standards obtained from FDOT's Generalized Peak Hour Two-way Volumes for Florida's Urbanized Areas.

[3] Based on 2006 traffic counts

[4] Year traffic count was updated or LOS revised

[5] Roadway segment is currently 2 lanes undivided but will be widened to 4 lanes by private developer; therefore, the operating level of service will improve from LOS F to LOS D.

Future Conditions

The 2008 Transportation Improvement Program (TIP) lists the programmed roadway improvement projects between fiscal years 2007/2008 and 2011/2012. Table 3-12 below lists all roadway capacity improvements programmed within the Study Area. The roadway segment of NW 127 Avenue, between NW 12 Street and SW 8 Street, previously identified as currently operating at LOS F, has been programmed for widening from 2 to 5 lanes by the developer of the Beacon Lakes DRI. However, the roadway segment of NW 12 Street, between NW 137 Avenue and the HEFT, is projected to violate the concurrency LOS standard, has no capacity improvement programmed for the next five years. Various significant projects are already under construction in the vicinity of the Application site, including the four- and six-laning of SW 117, 127, 137, and 147 Avenues. Other significant roadway improvements programmed within the study area are listed in Table 3-12, below.

Table 3-12: Programmed Roadway Capacity Improvements
Fiscal Years 2007/2008-2011/2012

Roadway	From	To	Type of Improvement	Year
SW 147 Avenue	SW 8 Street	600 ft south	Widen 2 to 4 lanes	Private Sector
SW 147 Avenue	SW 8 Street	SW 10 Street	New 2 lanes	Private Sector
SW 147 Avenue	SW 15 Street	SW 22 Street	New 2 west lanes	Private Sector
SW 137 Avenue	SW 72 Street	SW 88 Street	Widen 4 to 6 lanes	Private Sector
NW 137 Avenue	NW 17 Street	NW 12 Street	New 4-lane road	Private Sector
NW 127 Avenue	NW 25 Street	NW 12 Street	New 4-lane road	UC
NW 127 Avenue	NW 12 Street	SW 8 Street	Widen 2 to 4 lanes	UC
SW 127 Avenue	SW 88 Street	SW 120 Street	Widen 2 to 4 lanes	2007-2008
NW 122 Avenue	NW 41 Street	NW 25 Street	New 2-lane road	Private Sector
HEFT	SW 88 Street	SW 117 Ave.	Widen to 12 lanes	2009-2010
SW 117 Avenue	SW 8 Street	SW 40 Street	Widen 2 to 4 lanes	2011-2012
NW 97 Avenue	NW 41 Street	NW 25 Street	Widen 2 to 4 lanes	UC
SW 97 Avenue	SW 40 Street	SW 56 Street	Widen 2 to 3 lanes	2007-2008
SW 97 Avenue	SW 56 Street	SW 72 Street	Widen 2 to 3 lanes	2007-2008
NW 87 Avenue	NW 74 Street	NW 50 Ave.	Widen 4 to 6 lanes	Private Sector
SR 826	SW 2 Street	SW 16 Street	Widen 8 to 10 lanes	UC
SR 826	SW 16 Street	SW 32 Street	Widen 8 to 10 lanes	UC
SR 826/SR 874			Interchange improvement	2009-2010
Okeechobee Road	At NW 105 Ave		Add turn lane(s)	2007-2008
NW 74 Street	HEFT	NW 82 Ave.	New 6-lane road	2008-2009
NW 25 Street	NW 137 Ave.	NW 127 Ave.	2 of 4 lanes	Private Sector
NW 25 Street	NW 127 Ave.	NW 117 Ave.	New 4-lane road	UC
NW 25 St. Viaduct	SR 826	NW 68 Ave.	New road const.	2008-2009
NW 25 Street	SR 826	NW 67 Ave.	Add lanes and reconstruct	2008-2009
NW 17 Street	NW 137 Ave.	NW 127 Ave.	New 4-lane	Private Sector
SR 836/SR 826			Interchange improvement	2011-2012
SR 836	SR 826	NW 42 Ave.	Const. of additional aux. lane	2010-2011
SR 836	SR 826	NW 42 Ave.	Enhancement of EB shoulder	2007-2008
SW 56 Street	SW 152 Ave.	SW158 Ave.	Widen 2 to 4 lanes	UC
SR 874	At Kendall Dr.		Add NB ramp from SW 88 St.	UC

Source: Transportation Improvement Program 2008, Miami-Dade County, Metropolitan Planning Organization, May 2007.
Note: U/C means under construction

A number of additional roadway improvements are planned within the Study Area by the Year 2015, as indicated in the Planned Roadway Capacity Improvements Table below.

These are improvements listed as Priority I and Priority II projects in the Miami-Dade Transportation Plan to the Year 2030, Cost Feasible Plan, with construction planned between 2007 and 2015.

Table 3-13: Year 2015 Planned Roadway Improvements
Study Area

Roadway	From	To	Type of Improvement	Priority
SW 142 Ave.	SW 8 Street	SW 42 Street	New 2 lanes	I
SW 137 Ave.	SW 8 St.	SW 26 Street	Widen 4 to 6 lanes	I
SW 117 Ave.	At SW 152 Street		Grade separation	I
SR 826	NW 103 Street	N/O FEC RR	Widen 8 to 10 lanes	I
SR 826	N/O FEC RR	NW 62 Street	Widen 8 to 10 lanes	I
SR 826	NW 47 Street	NW 25 Street	Widen 8 to 10 lanes	I
SW 82 Avenue	SW 42 Street	SW 48 Street	2 lanes	I
NW 87 Avenue	Okeechobee Road	NW 74 Street	New 4-lane road	I
NW 87 Avenue	NW 74 Street	NW 58 Street	New 4-lane road	I
SW 82 Avenue	SW 7 Street	SW 8 Street	Bridge over Tamiami Canal	I
NW 25 Street	NW 87 Ave.	NW 77 Ave.	Add one lane to existing 5 lanes	I
SR 836	HEFT	SR 826	4-lane express lanes in median	I
SR 836	SR 826	NW 57 Ave.	Add Auxiliary lane in WB direction	I
SW 8 Street	At SW 107 Ave.		Grade separation	I
SW 8 Street	At SW 87 Ave.		Grade separation	I
SW 26 Street	SW 149 Ave	SW 147 Ave.	Widen 2 to 4 lanes	I
SW 42 Street	SW 167 Ave.	SW 157 Ave.	New 2 lanes	I
SW 42 Street	SW 150 Ave.	SW 149 Ave.	Widen 2 to 4 lanes	I
SW 42 Street	SW 162 Ave.	SW 157 Ave.	Widen 2 to 4 lanes	I
SW 56 Street	SW 167 Ave.	SW 158 Ave.	New 2 lanes	I
SW 88 Street	At SW 127 Ave.		Grade separation	I
SW 88 Street	Mills Drive	SW 102 Ave.	Add turn lanes	I
SW 120 Street	SW 137Ave.	SW 117 Ave.	Widen 4 to 6 lanes	I
SW 136 Street	SW 157Ave.	HEFT	Widen 2 to 4 lanes	I
SW 117 Avenue	SW 8 Street	SW 40 Street	Widen 2 to 4 lanes	II
SW 107 Avenue	SW 8 Street	Flagler Street	Widen 4 to 6 lanes	II
NW 87 Avenue	NW 58 Street	NW 36 Street	Widen 4 to 6 lanes	II
NW 82 Avenue	NW 12 Street	NW 8 Street	New 4-lane	II
SR 826	SW 32 Street	SW 72 Street	Add new lane in each direction	II
NW 25 St. Viaduct	NW 77 Ave.	NW 68 Ave.	New 2-lane viaduct	II
SW 72 Street	SW 157 Ave.	SW 117 Ave.	Widen 4 to 6 lanes	II

Source: Year 2030 Miami-Dade Transportation Plan, Minimum Revenue Plan, Metropolitan Planning Organization, November 2004.

Priority
I-Years 2005 to 2009
II-Years 2010 to 2015

Year 2008 Traffic Conditions with the Amendment

As indicated above, the transportation consultant performed an evaluation of the Year 2008 (DRI's buildout year) traffic conditions to determine the adequacy of the roadway network to meet the adopted LOS standards. The Year 2008 traffic conditions incorporate the funded TIP roadway improvements, future background traffic conditions reflecting growth in background traffic and committed development, and the traffic impact of the approved DRI and additional trips to be generated by the proposed amendment. The consultant's evaluation indicates that the impact of the amendment

application will not impact any state of regionally significant roadway found to be operating below the adopted LOS standards in the year 2008.

Year 2015 Traffic Conditions with the Amendment

As discussed at the beginning of this section, the longer-term assessment to the year 2015 is appropriate when considering an amendment to the CDMP. The 2015 evaluation considers the funded 2008 TIP roadway improvements and the Priority I and Priority II improvements from the Miami-Dade Transportation Plan to the Year 2030, background traffic conditions reflecting future growth, and approved but unbuilt committed development projects within the study area, and the traffic impact of the proposed Amendment application. Since the proposed development plan of the CDMP Application was the subject of a Notice of Proposed Change (NOPC) application to an existing Development of Regional Impact (DRI), the transportation consultant performed a significance determination analysis to ensure that roadways carrying significant DRI traffic won't impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2015.

Pursuant to Section 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the trips generated by the DRI (approved DRI trips) plus the additional trips to be generated by the amendment application were to consume 5.0% or more of the adopted LOS maximum service volume of the state or regionally significant roadway analyzed. The evaluation concludes that many of the roadway segments analyzed meeting the 5.0% rule are not classified as state or regionally significant roadways and, therefore, were found to operate within the adopted LOS standards.

Miami-Dade County Department of Planning and Zoning and Public Works Department staff reviewed the transportation consultant's transportation analysis report and has some comments and concerns regarding the findings and conclusions. However, county staff has met with the Applicant's representatives and transportation consultant to discuss the discrepancies in the results of the analyses. The transportation consultant will review the concurrency analysis and will submit to the departments a revised concurrency analysis prior to the adoption hearing for the proposed CDMP amendment.

The report that follows, titled "NOPC and CDMP Amendment Transportation Analysis – Beacon Lakes DRI, August 2007", prepared by Cathy Sweetapple & Associates for AMB Codina Beacon Lakes, LLC, was submitted in August 2007 in support of the CDMP Amendment Application.

APPLICANT'S TRAFFIC ANLYSIS

CDMP AMENDMENT TRANSPORTATION ANALYSIS
Beacon Lakes DRI

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NOPC AND CDMP AMENDMENT TRANSPORTATION ANALYSIS

Beacon Lakes DRI

August 2007

Prepared for:
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Beacon Lakes DRI
NOPC and CDMP Amendment Transportation Analysis

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Beacon Lakes DRI
NOPC and CDMP Amendment Transportation Analysis

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Beacon Lakes DRI
NOPC and CDMP Amendment Transportation Analysis

Introduction and Site Location

AMB Codina Beacon Lakes LLC (the Applicant/Owner for the Beacon Lakes DRI) is processing a change to the Miami-Dade County Comprehensive Development Master Plan to modify a 42 acre portion of the Industrial and Office land area within the approved Beacon Lakes DRI, converting this area to Business and Office. Beacon Lakes is an approved multi-use DRI consisting of a mixture of warehouse, office, business and commercial uses located on 480.04 gross acres in west-central Miami-Dade County, bounded generally on the north by NW 25 Street, on the south by NW 12 Street, on the west by NW 137 Avenue and on the east by the Homestead Extension of Florida's Turnpike (HEFT) as illustrated on the enclosed **Figure 1A**.

Modification of the Development of Regional Impact

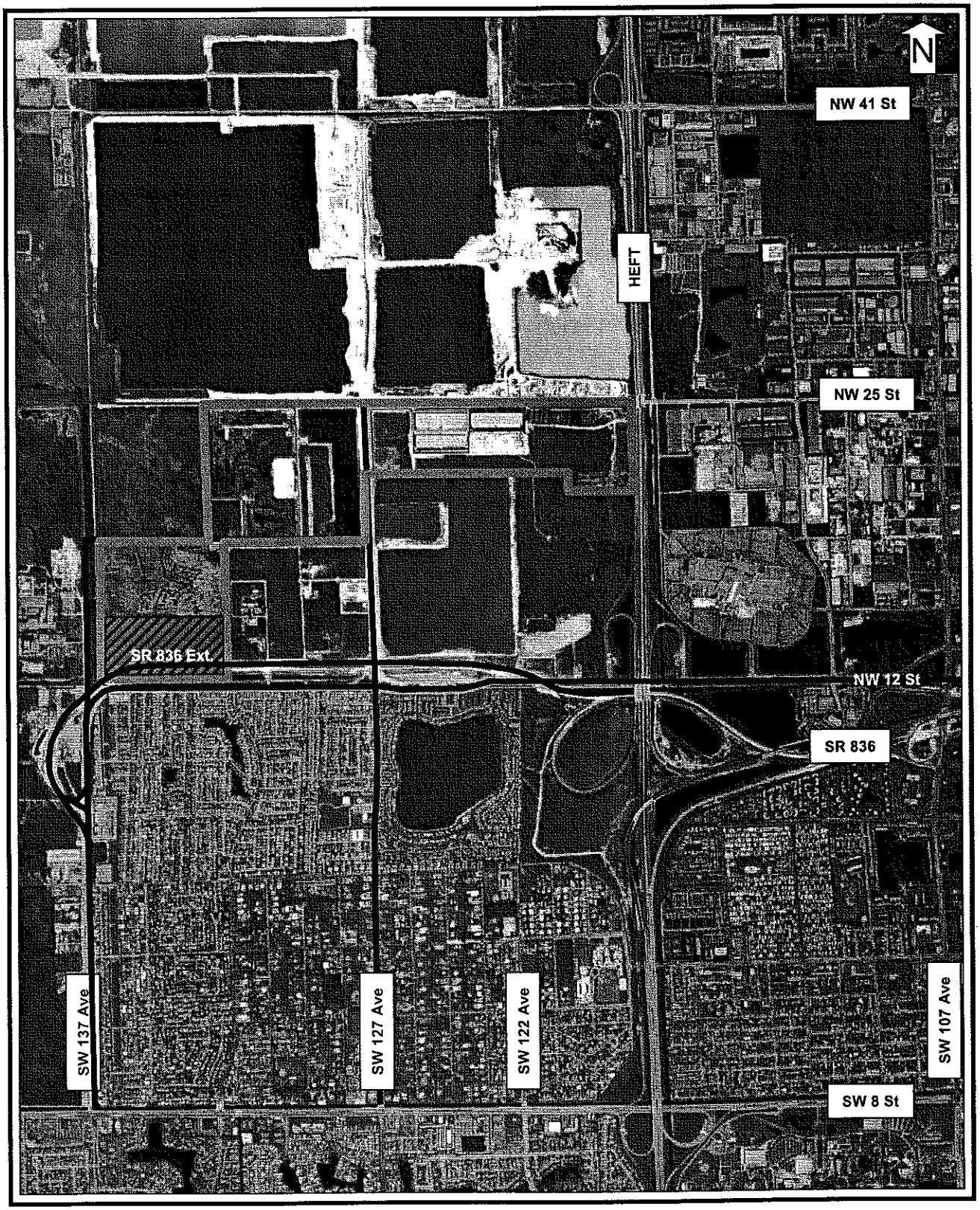
Beacon Lakes was approved in 2002 pursuant to Miami-Dade County Resolution No. Z-11-02. The DRI build out date was established as December 31, 2008, with an expiration date of December 31, 2013. Project land uses included 6,600,000 square feet of warehouse use, 150,000 square feet of office use and 75,000 square feet of development serving retail space generating 3,364 net external PM peak hour trips. On December 20, 2006, a *Notification of Proposed Change* (NOPC) was submitted to the South Florida Regional Planning Council (SFRPC), the Florida Department of Transportation (FDOT), the Florida Department of Community Affairs (DCA) and Miami-Dade County (MDC) to support development program changes for the Beacon Lakes DRI. The NOPC Application evaluated proposed changes to the approved DRI land uses using the simultaneous increase and decrease provisions of the DRI. An NOPC Application Traffic Study was prepared to evaluate the changes to the DRI development program, maintaining the conservative analysis assumptions built into the approved DRI trip generation methodology. The analysis demonstrated that the proposed changes to the net external PM peak hour trips for the DRI would reflect a 12.41% increase above the previously approved DRI trip generation, staying within the allowable 15% limit provided under Chapter 380.06(19)(b)15, Florida Statutes. A summary of the DRI approvals and the changes proposed by the NOPC Application are outlined in the following bullets and in **Table A** below.

- A decrease in industrial (warehouse) space by 1,300,000 square feet;
- An increase in office space by 25,000 square feet;
- An increase in retail space by 420,000 square feet;
- An overall reduction in built space for the DRI by 855,000 square feet;
- An increase in the net external PM peak hour trips for the DRI by 418 PM peak hour trips; equating to
- A 12.41% trip increase from the approved 3,364 net external PM peak hour trips for the DRI.

Table A - Approved DRI Land Uses and the Magnitude of the Proposed Change

DRI Land Uses	Approved Resolution Z-11-02	Proposed NOPC 12-20-06	Change
Warehouse	6,600,000 sq.ft.	5,300,000 sq.ft.	-1,300,000 sq.ft.
Office	150,000 sq.ft.	175,000 sq.ft.	+25,000 sq.ft.
Retail	75,000 sq.ft.	495,000 sq.ft.	+420,000 sq.ft.
DRI Trip Generation [1]	**Approved DRI Trip Generation See Tables 1A , 1B, 1C**	**Proposed DRI Trip Generation See Tables 2A, 2B, 2C**	**Change**
Gross PM Peak Hour Trips	**3,614**	**4,234**	
Internalization per Approved DRI and ITE	**208**	**308**	
Pass-by of external retail trips per Approved DRI	**42**	**144**	
Net External PM Trips:	**3,364**	**3,782**	**+418**
Percent Increase from the Prior Approval			**12.41%**

[1] The trip generation, internalization, pass-by reductions, DRI distribution and traffic concurrency assignments originally approved for the Beacon Lakes DRI are provided in Attachment I of the NOPC Application Traffic Study which is included in Attachment VI of this CDMP Amendment Transportation Analysis.



Legend

Beacon Lakes DRI

42 Acre Amendment Site

Existing Use - Industrial and Office

Proposed Use - Business and Office

Figure 1A
Location Map
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

CDMP Amendment Transportation Analysis and Study Area

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the proposed modification to the CDMP. This amendment is being processed along with the NOPC application for the Beacon Lakes DRI, and thus the traffic impact of the proposed amendment is based upon the development program changes identified and analyzed as part of the NOPC. The CDMP amendment transportation analysis examines the adequacy of the transportation infrastructure within the short term and long term planning horizons, specifically addressing traffic concurrency pursuant to the Miami-Dade County Concurrency Management System (short term), and the Year 2015 transportation conditions on the surrounding roadway network (long term). Since the DRI development program modification results in a 418 PM Peak Hour trip increase for the DRI, a significance determination analysis is also provided for the existing DRI build-out Year 2008 and the Year 2015 planning horizon for the CDMP. The study area for the CDMP amendment transportation analysis examines the arterial and collector roadway network beyond that analyzed by the original DRI, extending beyond NW 58 Street to NW 106 Street on the north, SR 826 on the east, SW 88 Street on the south and SW 147 Avenue and SW 177 Avenue on the west (see **Figure 1B**).

Transportation Analysis for the Increase in Site Related Traffic

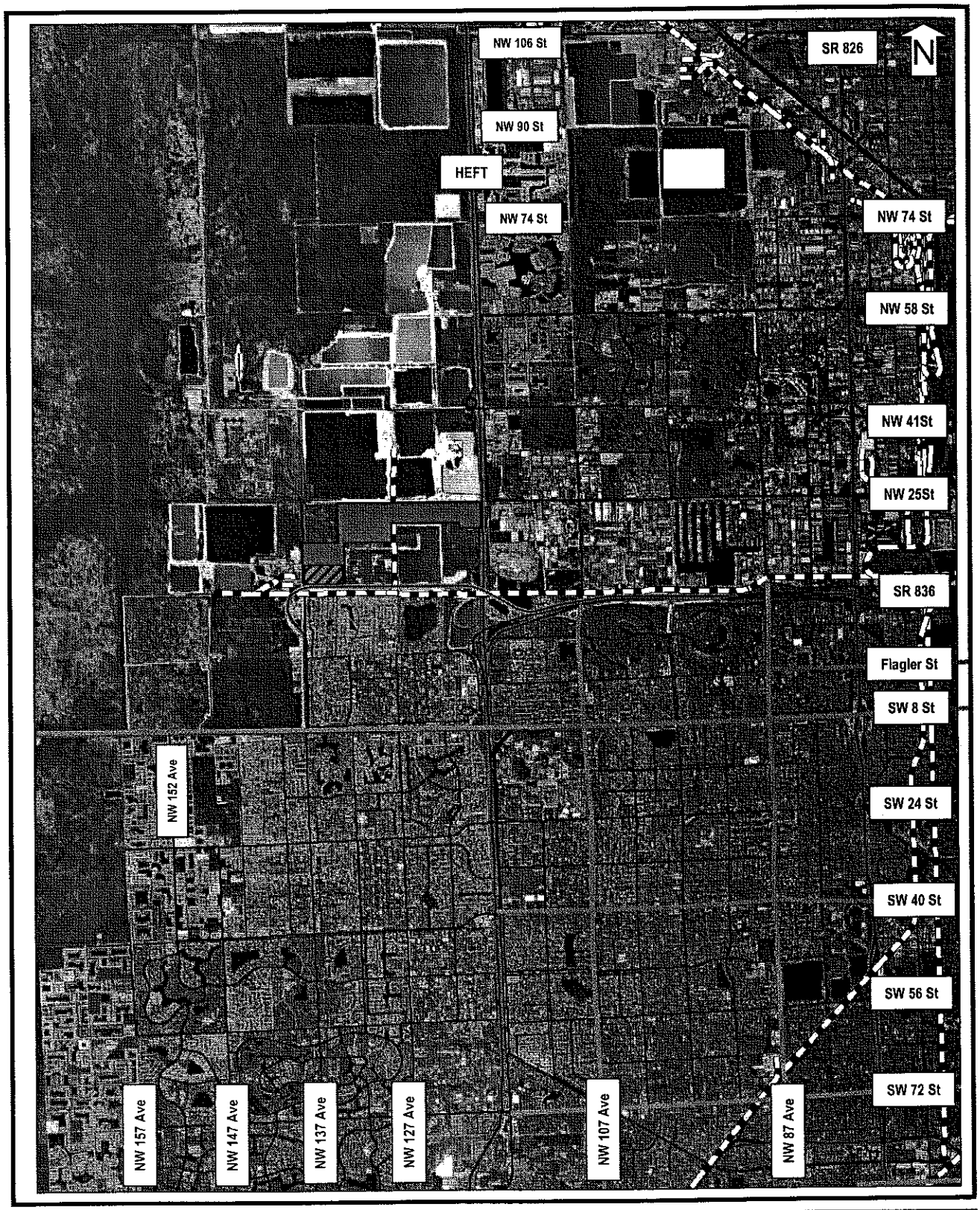
The 418 PM peak hour increase in site related traffic resulting from the proposed change to the DRI has been evaluated on four separate levels to ensure that adopted levels of service can be maintained with the impacts of the proposed amendment and DRI modification.

- The increase in trips resulting from the proposed DRI modification has been evaluated for traffic concurrency following the guidelines from Miami-Dade County for the first directly accessed County and State count stations, the committed development information from the Miami-Dade County concurrency database and the proposed increase in DRI traffic resulting from the NOPC. An updated Traffic Concurrency Analysis is provided using Year 2006 or 2007 traffic volumes and committed development information from the July 24, 2007 database to document that the proposed changes meet the concurrency provisions of the adopted comprehensive plan, and that acceptable levels of service are maintained on the adjacent roadway network as analyzed pursuant to the Miami-Dade County Concurrency Management System.

- An existing conditions network analysis has been prepared for the study area roadways using updated year 2006 or 2007 traffic counts.

- A Year 2008 network analysis has been prepared to reflect the current build-out date of the DRI, incorporating funded transportation improvements from the adopted TIP, growth in background traffic, the impact of the approved and new trips from the Beacon Lakes DRI, and a DRI significance determination analysis prepared pursuant to Rule 9J-2.045, F.S. to evaluate the impact of DRI traffic on the state and regionally significant roadways.

- A Year 2015 network analysis has been prepared to reflect the long term planning horizon, incorporating funded transportation improvements from the adopted TIP, planned transportation improvements from Priority I and II of the LRTP, growth in background traffic, the addition of committed development traffic from the adjacent DRI, the impact of the approved and new trips from the Beacon Lakes DRI, and a DRI significance determination analysis prepared pursuant to Rule 9J-2.045, F.S. to evaluate the impact of DRI traffic on the state and regionally significant roadways.



Legend

- Beacon Lakes DRI
- Amendment Site
- Existing Rail Lines
- State Roadways

Figure 1B
Transportation Study Area
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

Trip Generation Analysis for the NOPC and CDMP Amendment

The trip generation analysis for the NOPC Application utilizes the assumptions and methodology developed during the processing of the original Beacon Lakes DRI, where a "recommended procedure" was established to calculate the trips for the warehouse use.

- The attached **Table 1A** reproduces the approved DRI trip generation inclusive of the 5.75% internalization and the 8.65% pass-by reduction for the external trips of the retail use.
- The attached **Table 1B** reproduces the approved "recommended procedure" for the warehouse use.
- The attached **Table 1C** reconfirms the conservative DRI internalization using the ITE multi-use development trip generation and internal capture summary spreadsheet.
- The attached **Table 2A** represents the DRI trip generation after incorporating the development program modifications proposed by the NOPC Application, and after updating all rates and equations to ITE Trip Generation, 7th Edition. **Table 2A** includes an adjusted internalization of 7.28% (accounting for the increase in retail use for the site), and maintains the 8.65% pass-by reduction for the external trips of the retail use.
- The attached **Table 2B** represents the approved "recommended procedure" for the warehouse use which has been re-established using the rates and equations from ITE 7th Edition.
- The attached **Table 2C** establishes the new proposed and conservative DRI internalization using the ITE multi-use development trip generation and internal capture summary spreadsheet.

The trip generation analysis uses the following ITE land use codes (LUC) to estimate the PM peak hour trips as originally approved in the Beacon Lakes DRI, using ITE LUC 150 to estimate the trips for the warehouse use (as further defined by the "recommended procedure" outlined in **Tables 2A and 2B**), ITE LUC 710 to estimate the trips for the office use, and ITE LUC 820 to estimate the trips for the retail use. **Table B** and the summary below outlines the change in the net external PM peak hour trips for the Beacon Lakes DRI:

- Net External PM Peak Hour Trips for the proposed modifications to the DRI development program = 3,782
- Net External PM Peak Hour Trips for the development program approved in the Beacon Lakes DRI = 3,364
- Increase in Net External PM Peak Hour Trips for the Beacon Lakes DRI = 418

Table B - Net External Trip Generation Summary for the Approved and Proposed Development Program

Trip Generation	Approved Beacon Lakes DRI (see Table 1A)	Proposed NOPC Development Program (see Table 2A)	Change in Net External Trips
Gross Trips	3,614	4,234	
Internalization	208 at 5.75%	308 at 7.28%	
Pass-by Reduction	42 at 8.65%	144 at 8.65%	
Net External Trips	3,364	3,782	418 trip increase

TABLE 1A - TRIP GENERATION FROM THE APPROVED BEACON LAKES DRI

31-Aug-07

LAND USE	UNITS	ITE LUC	ITE 6TH EDITION [1] RATE OR FORMULA	PM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
RETAIL	75,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.403	519	48%	249	52%	270
OFFICE	150,000 SQ. FT.	710	T = 1.121 (X) + 79.295	247	17%	42	83%	205
WAREHOUSE	6,600,000 SQ. FT.	150	**Recommended Procedure [2]**	2,848	24%	684	76%	2,164
GROSS TOTAL TRIPS				**3,614**	27%	**975**	73%	**2,639**
INTERNALIZATION		5.75%	Approved DRI Internalization	208	50%	104	50%	104
PASS BY FOR EXTERNAL TRIPS OF RETAIL		8.65%	Approved DRI Pass-by	42	48%	20	52%	22
NET EXTERNAL TRIPS FOR THE APPROVED DRI PER RESOLUTION Z-11-02:				**3,364**	25%	**851**	75%	**2,513**

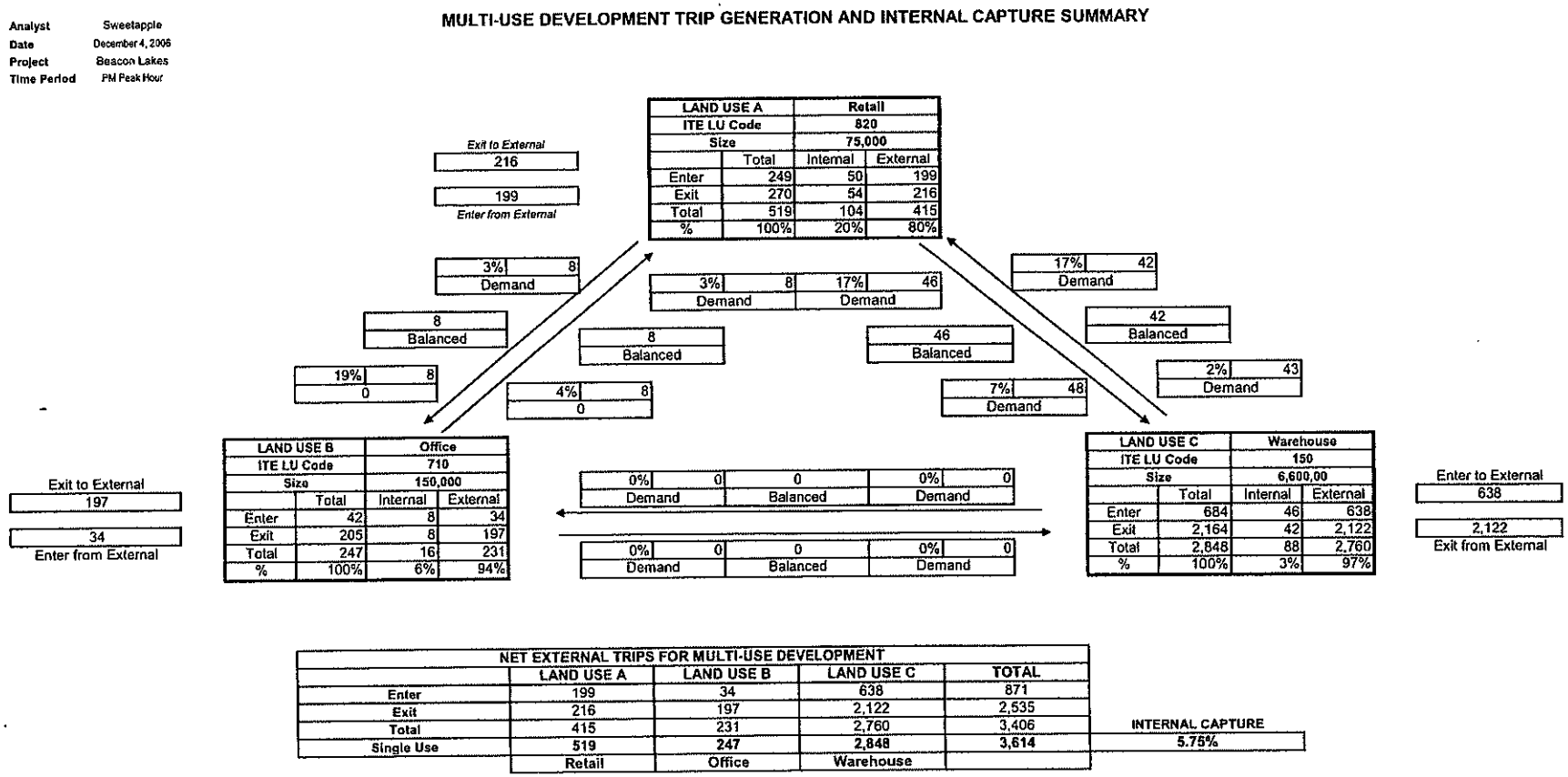
TABLE 1B - RECOMMENDED PROCEDURE FOR THE WAREHOUSE TRIP GENERATION CALCULATIONS USED FOR THE BEACON LAKES DRI

LAND USE	UNITS	ITE LUC	ITE 6TH EDITION [1] RATE OR FORMULA	PM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
WAREHOUSE - Fixed Rate	5,000,000 SQ. FT.	**150**	T = 0.51 (X)	2,550	24%	612	76%	1,938
WAREHOUSE - Equation	1,600,000 SQ. FT.	**150**	Ln (T) = 0.754 Ln (X) + 0.826	595	24%	143	76%	452
WAREHOUSE - Previous Procedure	**6,600,000 SQ. FT.**	**150**	**Previous County Procedure**	**3,145**	**24%**	**755**	**76%**	**2,390**
WAREHOUSE - Average	**6,600,000 SQ. FT.**	**150**	**Average of Fixed Rate and Equation**	**2,549**	**24%**	**612**	**76%**	**1,937**
WAREHOUSE - Approved for DRI	**6,600,000 SQ. FT.**	**150**	**Recommended Procedure [2]**	**2,848**	**24%**	**684**	**76%**	**2,164**

WAREHOUSE - Fixed Rate	6,600,000 SQ. FT.	**150**	T = 0.51 (X)	3,366	24%	808	76%	2,558
WAREHOUSE - Equation	6,600,000 SQ. FT.	**150**	Ln (T) = 0.754 Ln (X) + 0.826	1,732	24%	416	76%	1,316
WAREHOUSE - Average	**6,600,000 SQ. FT.**	**150**	**Average of Fixed Rate and Equation**	**2,549**	**24%**	**612**	**76%**	**1,937**

[1] ITE 6th Edition was the source used to establish trip generation for the Beacon Lakes DRI at the time of the ADA approval in the Year 2002.

[2] The County Recommended Procedure to estimate warehouse trips (approved for the Beacon Lakes DRI) is based on averaging the trip rate for the previously established County Procedure and the average between the ITE Equation and the ITE Fixed Rate for Warehouse under ITE LUC 150. The previously established County Procedure for warehouse trips was based on using the ITE Equation for the first 1.6 million square feet of warehouse development, and then using the ITE Fixed Rate for the remaining warehouse development.



Source: *ITE Trip Generation Handbook, June 2004*, Chapter 7, page 109 – Multi-Use Development Trip Generation and Internal Capture Summary.

Table 1C
ITE Multi-Use Development Trip Generation and Internal Capture Summary from the Approved DRI – PM Peak Hour
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

TABLE 2A - TRIP GENERATION FOR THE PROPOSED BEACON LAKES NOPC APPLICATION UPDATED USING ITE 7TH EDITION

31-Aug-07

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION RATE OR FORMULA	PM TRIPS	IN %	IN TRIPS	OUT %	OUT TRIPS
RETAIL	495,000 SQ. FT.	820	Ln (T) = 0.66 Ln (X) + 3.40	1,799	48%	864	52%	935
OFFICE	175,000 SQ. FT.	710	T = 1.12 (X) + 78.81	275	17%	47	83%	228
WAREHOUSE	5,300,000 SQ. FT.	150	**Recommended Procedure [1]**	2,160	25%	540	75%	1,620
GROSS TOTAL TRIPS				**4,234**	34%	**1,451**	66%	**2,783**
INTERNALIZATION		7.28%	DRI Internalization % - See Table 2C	308	50%	154	50%	154
PASS BY FOR EXTERNAL TRIPS OF RETAIL		8.65%	Approved DRI Pass-by %	144	48%	69	52%	75
NET EXTERNAL TRIPS FOR THE APPROVED DRI PER RESOLUTION Z-11-02:				**3,782**	32%	**1,228**	68%	**2,554**
APPROVED DRI NET EXTERNAL TRIPS				**3,364**	25%	**841**	75%	**2,523**
TRIP INCREASE				**418**	93%	**387**	7%	**31**
PERCENT ABOVE THE DRI APPROVAL	Per 380.06 (19) (b) 15., F.S., the trip increase is less than 15%			**12.41%**				

TABLE 2B - RECOMMENDED PROCEDURE FOR THE WAREHOUSE TRIP GENERATION CALCULATIONS USING ITE 7TH EDITION

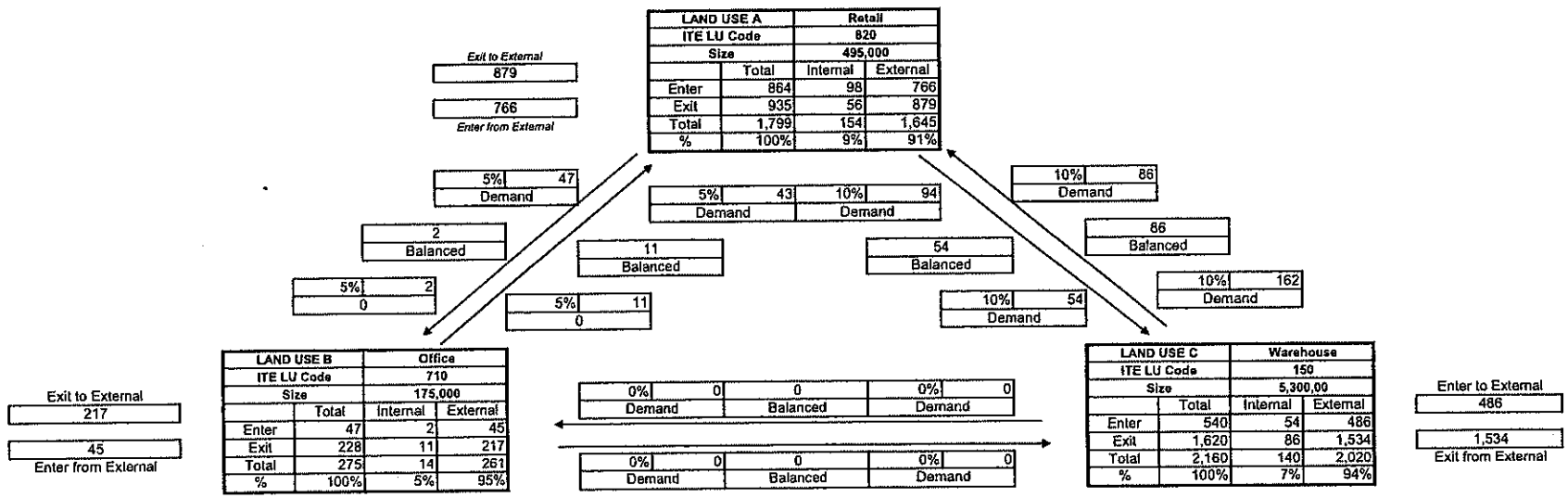
LAND USE	UNITS	ITE LUC	ITE 7TH EDITION RATE OR FORMULA	PM TRIPS	IN %	IN TRIPS	OUT %	OUT TRIPS
WAREHOUSE - Fixed Rate	3,700,000 SQ. FT.	**150**	T = 0.47 (X)	1,739	25%	435	75%	1,304
WAREHOUSE - Equation	1,600,000 SQ. FT.	**150**	Ln (T) = 0.79 Ln (X) + 0.54	583	25%	146	75%	437
WAREHOUSE - Previous Procedure	**5,300,000 SQ. FT.**	**150**	**Previous County Procedure**	**2,322**	**25%**	**581**	**75%**	**1,741**
WAREHOUSE - Average	**5,300,000 SQ. FT.**	**150**	**Average of Fixed Rate and Equation**	**1,997**	**25%**	**499**	**75%**	**1,498**
WAREHOUSE - Approved for DRI	**5,300,000 SQ. FT.**	**150**	**Recommended Procedure [1]**	**2,160**	**25%**	**541**	**75%**	**1,619**

WAREHOUSE - Fixed Rate	5,300,000 SQ. FT.	**150**	T = 0.47 (X)	2,491	25%	623	75%	1,868
WAREHOUSE - Equation	5,300,000 SQ. FT.	**150**	Ln (T) = 0.79 Ln (X) + 0.54	1,502	25%	376	75%	1,126
WAREHOUSE - Average	**5,300,000 SQ. FT.**	**150**	**Average of Fixed Rate and Equation**	**1,997**	**25%**	**499**	**75%**	**1,498**

[1] The County Recommended Procedure to estimate warehouse trips (approved for the Beacon Lakes DRI) is based on averaging the trip rate for the previously established County Procedure and the average between the ITE Equation and the ITE Fixed Rate for Warehouse under ITE LUC 150. The previously established County Procedure for warehouse trips was based on using the ITE Equation for the first 1.6 million square feet of warehouse development, and then using the ITE Fixed Rate for the remaining warehouse development.

Analyst Sweetapple
Date December 18, 2006
Project Beacon Lakes
Time Period PM Peak Hour

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	766	45	486	1,297
Exit	879	217	1,534	2,629
Total	1,645	261	2,020	3,926
Single Use	1,799	275	2,160	4,234
	Retail	Office	Warehouse	

INTERNAL CAPTURE 7.28%

Source: *ITE Trip Generation Handbook, June 2004*, Chapter 7, page 109 – Multi-Use Development Trip Generation and Internal Capture Summary.

Table 2C
ITE Multi-Use Development Trip Generation and Internal Capture Summary for the Proposed DRI Modifications – PM Peak Hour
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

Regional Roadway Network Serving the Amendment Site

The study area for the CDMP Amendment Transportation Analysis examines the arterial and collector roadway network serving the immediate Amendment Site, and also examines the surrounding regional roadways extending north to NW 106 Street, east to SR 826, south to SW 88 Street and west to SW 147 Avenue and SW 177 Avenue. The transportation infrastructure within this study area was found to either already exist, or the infrastructure was found to be under construction, programmed for construction in the current TIP, or was found to be part of the Priority I or II improvements from the current LRTP. Most of the transportation improvements in the immediate study area have been or are already being funded by the Beacon Lakes DRI (and MDX) as outlined in **Table C** below. A detailed evaluation of the improvements within the study area (pursuant to the Beacon Lakes DRI, TIP 2008 and the LRTP), are address below.

- **Access Improvements** - Access to and from the Amendment Site located within the Beacon Lakes DRI will be provided through driveway connections to NW 137 Avenue on the west, NW 14 Street on the north and NW 132 Avenue on the east. Each of these roadway segments directly serving the amendment site will be constructed by the existing DRI and plat obligations. Pursuant to the approved Beacon Lakes DRI development order and the approved plat obligations with Miami-Dade County, the roadway improvements outlined in **Table C** below have either been completed, are under construction or are under design to improve the roadway network adjacent to or passing through the Beacon Lakes DRI. The following roadway improvements will improve and/or create access to the Amendment Site and the remaining portions of the DRI.

Table C – Roadway Improvements Completed or Underway Adjacent to the Beacon Lakes DRI

Roadway Improvement Location	Type of Improvement	Status
NW 25 Street – NW 117 Avenue to NW 127 Avenue	New 4LD	Construction Completed by Beacon Lakes DRI
NW 127 Avenue – NW 25 Street to NW 17 Street	New 4LD	Construction Completed by Beacon Lakes DRI
NW 127 Avenue – NW 17 Street to NW 12 Street	New 4LD	Construction Underway by Beacon Lakes DRI
NW 127 Avenue – NW 12 Street to SW 8 Street	New 5 lane roadway	Construction Underway by Beacon Lakes DRI
NW 122 Avenue – NW 25 Street to NW 41 Street	New 2 lane roadway	Design Underway by Beacon Lakes DRI
NW 137 Avenue – NW 17 Street to NW 12 Street	New 4LD	Design Underway by Beacon Lakes DRI
NW 17 Street - NW 127 Avenue to NW 132 Avenue	New 4LD	Construction Completed by Beacon Lakes DRI
NW 17 Street – NW 132 Avenue to NW 137 Avenue	New 4LD	Design/Construction Underway by Beacon Lakes DRI
NW 127 Avenue at NW 12 Street	Intersection Improvements	Construction Underway by Beacon Lakes DRI
NW 14 Street – NW 137 Avenue to NW 132 Avenue	New 3 lane roadway	Design Underway by Beacon Lakes DRI
NW 132 Avenue – NW 17 Street to SR 836	New 2 lane roadway	Design Underway by Beacon Lakes DRI
SR 836 Extension – NW 107 Ave to NW 137 Ave	New 4 lane expressway	Construction Completed by MDX
NW/SW 137 Avenue – NW 12 Street to SW 8 Street	New 6LD	Construction Completed by Miami-Dade County/MDX

- **Programmed (Funded) Transportation Improvements** - Programmed improvements from the adopted TIP 2008 will result in network lane expansion in the study area as identified in **Figure 2A** and as outlined in detail in **Table 3A.** In addition to those improvements outlined in **Table C** above, highlights of those funded (programmed) improvements most helpful to the study area are outlined in **Table D** below.

Table D – Highlights of the Additional Roadway Improvements from TIP 2008

Roadway Improvement Location	Type of Improvement	Status
NW 87 Avenue – NW 74 Street to NW 58 Street	New 4LD	Construction Funded FY 2008-2010
NW 107 Avenue – NW 67 Street to NW 58 Street	Widen from 2 to 4 lanes	Construction Underway
NW 74 Street Interchange at HEFT	New Interchange	Construction Underway by Turnpike
NW 74 Street – HEFT to NW 79 Avenue	New 6LD	Construction Funded 2007-2008
NW 25 Street – SR 826 to NW 67 Avenue	6LD plus Viaduct	Construction Funded 2007-2011
NW 97 Avenue Bridge over SR 836	New 4LD Bridge	Construction Completed by Miami-Dade
SR 836 Express Lanes – HEFT to SR 826	New 4LD Express Lanes	Construction Funded 2008-2012
SW 157 Avenue – SW 8 Street to SW 42 Street	Widen from 2 to 4 lanes	Construction Funded 2008-2012
SW 117 Avenue – SW 8 Street to SW 40 Street	Widen from 2 to 4 lanes	Construction Funded 2009-2012

- **Planned Transportation Improvements** – Planned transportation improvements from Priority I and II of the 2030 Long Range Transportation Plan have been established by Miami-Dade County as the cost feasible transportation infrastructure that will be in place by the Year 2015. The Priority I and II transportation improvements in the study area are identified in **Figure 2B** and are listed on page 1 of attached **Table 3B**, with the Priority I improvements also illustrated in **Figure 2E** and the Priority II improvements also illustrated in **Figure 2F.** Priority III and IV and developer improvements are listed on page 2 of attached **Table 3B.**

- **Transit Access** - The Amendment Site is located in the study area for the East-West premium transit corridor which is currently under study by Miami-Dade Transit as illustrated in **Figure 2C**. The Amendment Site is also located adjacent to existing Miami-Dade Transit Service with Route 147 connecting to the southeast corner of the Amendment Site at NW 12 Street and NW 132 Avenue as illustrated on the attached **Figure 2D**.

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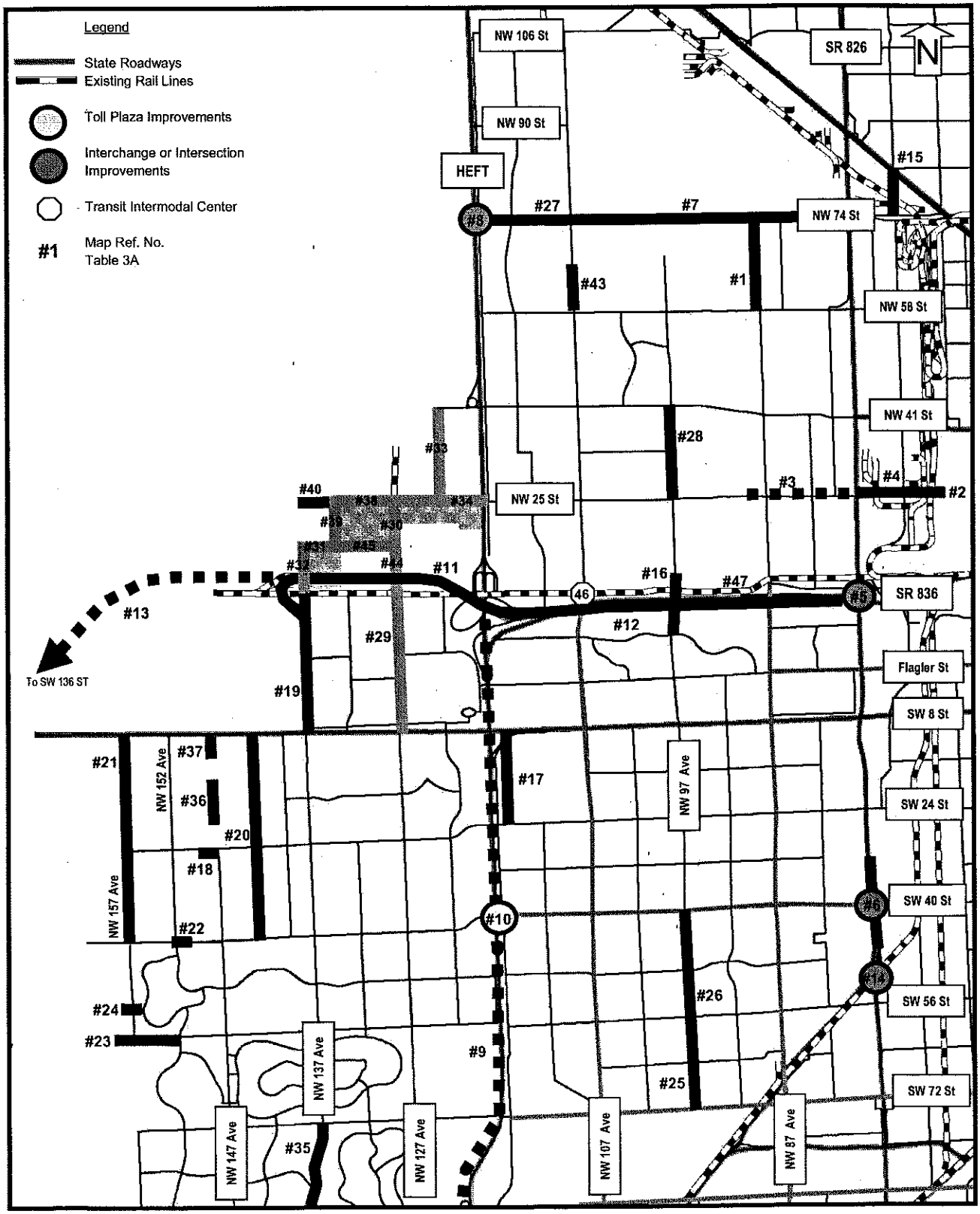


Figure 2A
Programmed Transportation Improvements
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

TABLE 3A
BEACON LAKES NOPC AND CDMP AMENDMENT
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2008 - FY 2008 TO FY 2012

08/22/2007

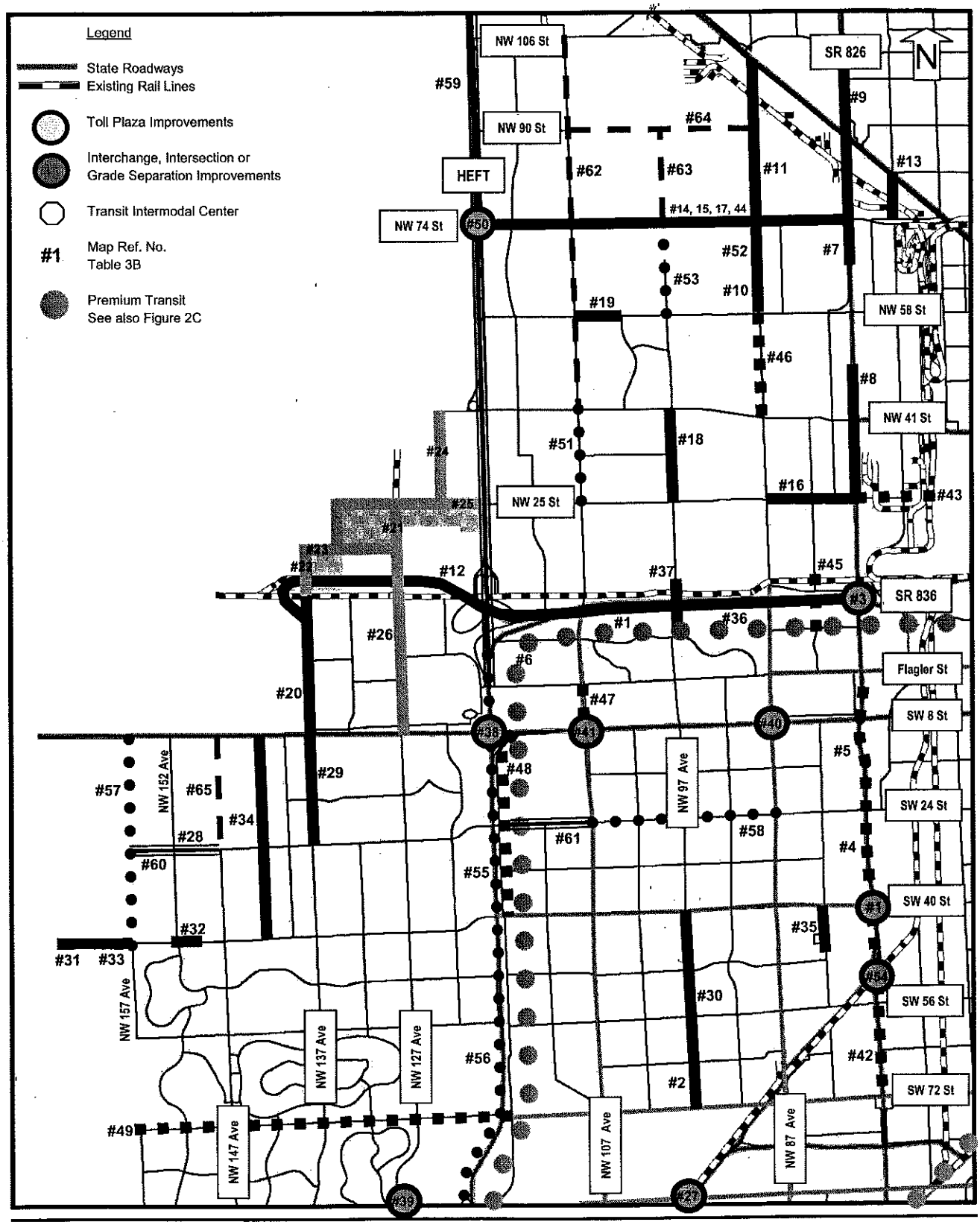
TIP No.	TIP 2007 Page No.	Location	Improvement	Project Phase	Project Costs	Year Funded	Figure 2A Ref. No.
DT4056152	Section F1	**NW 87 Avenue**	New Road Construction	Preliminary Engineering	$20,000	2007-2008	
4056152	Page 4	From NW 58 Street to NW 74 Street		Construction	$12,089,000	2008-2009	
				Construction	$600,000	2009-2010	#1
DT4056653	Section A1	**NW 25 Street Viaduct**	New Road Construction	Construction	$642,000	2007-2008	
4056653	Page 41	SR 826 to NW 68 Avenue		Construction	$671,000	2008-2009	
				Construction	$4,000,000	2010-2011	#2
DT2511851	Section A1	**NW 25 Street**	Add Lanes and Reconstruct	Preliminary Engineering	$300,000	2007-2008	
2511851	Page 42	From NW 89 Court to SR 826		Preliminary Engineering	$700,000	2009-2010	
				Preliminary Engineering	$700,000	2010-2011	#3
DT2511652	Section A1	**NW 25 Street**	Add Lanes and Reconstruct	Construction	$428,000	2007-2008	
2511852	Page 42	From SR 826 to NW 67 Avenue		Construction	$447,000	2008-2009	
				Construction	$1,000,000	2010-2011	#4
DT2495811	Section A1	**SR 826 & SR 836 Interchange**	Interchange Modification	Construction	$235,611,000	2008-2009	
2495811	Page 60	From HEFT to SR 836/826 Interchange		Construction	$25,000,000	2009-2010	
				Construction	$25,000,000	2010-2011	
				Construction	$141,371,000	2011-2012	#5
DT249031	Section A1	**SR 826**	Interchange Modification	Construction	$123,809,000	2007-2008	
249031	Page 62	SW 45 Street to SW 32 Street		Construction	$224,000	2008-2009	
				Construction	$5,700,000	2011-2012	#6
DT4147312	Section A1	**NW 74 Street**	New Road Construction				
4147312	Page 79	From HEFT to NW 79 Avenue		Construction	$60,000,000	2007-2008	#7
TP4061041	Section A2	**SR 821/HEFT**	Construct a New Full Interchange				
4061041	Page 2 - TIP 2007	At SW 74 Street		Construction	$31,798,000	Underway	#8
TP4060961	Section A2	**SR 821/HEFT**	Add lanes and reconstruct.	Construction	$349,170,000	2009-2010	
4060961	Page 1	From South of SW 117 Ave to South of Kendall Dr	Widen HEFT from 10 to 12 lanes	Railroad	$3,000,000	2009-2010	Not Mapped
TP4150511	Section A2	**SR 821/HEFT**	Add Lanes and Reconstruct.	Preliminary Engineering	$15,000,000	2007-2008	
4150511	Page 1	From Kendall Drive to SR 836	Widen HEFT from 6 to 10 lanes	Preliminary Engineering	$5,000,000	2010-2011	#9
TP4154871	Section A2	**SR 821/HEFT**	Add Lanes and Reconstruct.				
4154871	Page 2	From Eureka Dr to SW 117 Avenue	Widen HEFT from 6 to 12 lanes	Preliminary Engineering	$4,341,000	2007-2008	Not Mapped
TP4154881	Section A2	**SR 821/HEFT**	Add Lanes and Reconstruct.				
4154881	Page 2	From SW 216 St to North of Eureka Dr	Widen HEFT from 4 to 8 lanes	Preliminary Engineering	$2,923,000	2007-2008	Not Mapped
TP4228161	Section A2	**SR 821/HEFT**	Six New Lanes				
4228161	Page 3	Bird Road Toll Plaza	Three Open Road Tolling Lanes each Direction	Construction	$6,657,000	2008-2009	#10
XA83605	Section A3	**SR 836 Extension**	New Construction			Completed	
83605	Page 3	From NW 137 Avenue to NW 107 Avenue	4 lane divided Expressway Extension	Design Build	$3,040,000	in 2007	#11
XA83608	Section A3	**SR 836 Express Lanes**	Construct 4LD Express Lanes	Construction	$10,000,000	2008-2009	
83608	Page 3	From HEFT to SR 836/826 Interchange	in Median of SR 836	Construction	$15,000,000	2009-2010	
				Construction	$50,000,000	2010-2012	#12
XA83618	Section A3	**SR 836 Extension from NW 137 Ave to SW 136 St**	Project Development				
83618	Page 3	From NW 137 Avenue to SW 136 Street		PD&E	$501,000	2007-2008	#13
XA87410	Section A3	**SR 874 Extension to SW 136 Street**					
87410	Page 4	SW 136 Street to SR 874	Project Development	PD&E	$656,000	2007-2007	Not Mapped
XA87407	Section A3	**SR 874 NB On-Ramp from Kendall Drive**	New Ramp Construction and	Construction	$16,133,000	2007-2008	
87407	Page 4	From Kendall Drive to SW 72 Avenue	Electronic Tolling	Construction	$5,967,000	2008-2009	Not Mapped
XA87411	Section A3	**SR 874/SR 826 Interchange**	Interchange Improvements	Construction	$30,008,000	2007-2008	
87411	Page 5	North to South of SR 874/SR 826 Interchange		Construction	$15,001,000	2008-2009	
				Construction	$15,001,000	2009-2010	#14
PW662347S	Section A4	**NW 72 Avenue**	Widen from 2 to 4 lanes	Construction	$1,118,000	2007-2008	
662347S	Page 7	From NW 74 Street to Okeechobee Road		Construction	$2,368,000	2008-2009	#15
PW671128	Section A5	**NW 97 Avenue**	New 4 lane Bridge and Approaches			Completed	
671128	Page 2	Bridge over SR 836		Construction	$1,450,000	in 2007	#16
PW000087	Section A5	**SW 117 Avenue**	Widen from 2 to 4 lanes	Construction	$1,000,000	2009-2010	
000087	Page 5	From SW 8 Street to SW 40 Street		Construction	$1,500,000	2010-2011	
				Construction	$1,500,000	2011-2012	#17
PW000506	Section A5	**SW 26 Street**	Widen from 2 to 4 lanes				
	Page 28	From SW 149 Avenue to SW 147 Avenue		Construction	$1,400,000	Completed	#18
PW662446	Section A5	**NW 137 Avenue**	New 6 lane roadway			Completed	
662446	Page 28	From SW 8 Street to NW 12 Street		Construction	n/a	in 2007	#19
PW000063	Section A5	**SW 142 Avenue**	Realign roadway, intersection improvements				
000063	Page 29	From SW 8 Street to SW 42 Street	sidewalk and drainage improvements	Construction	$934,000	2007-2008	#20
PW0000127	Section A5	**SW 157 Avenue**	Widen from 2 to 4 lanes	Construction	$850,000	2008-2009	
0000127	Page 30	From SW 8 Street to SW 42 Street		Construction	$850,000	2009-2010	
				Construction	$1,700,000	2010-2012	#21
PW000508	Section A5	**SW 42 Street**	Widen from 2 to 4 lanes				
	Page 34	From SW 150 Avenue to SW 149 Avenue		Construction	$1,380,000	Prior Years	#22
PW000511	Section A5	**SW 56 Street**	Widen from 2 to 4 lanes				
	Page 35	From SW 158 Avenue to SW 152 Avenue		Construction	$4,010,000	Underway	#23
PW0000217	Section A5	**SW 157 Avenue**	Widen from 2 to 4 lanes				
0000217	Page 39	From SW 54 Terrace to SW 52 Street		Construction	$450,000	2007-2008	#24

TABLE 3A
BEACON LAKES NOPC AND CDMP AMENDMENT
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2008 - FY 2008 TO FY 2012

08/22/2007

TIP No.	TIP 2007 Page No.	Location	Improvement	Project Phase	Project Costs	Year Funded	Figure 2A Ref. No.
PW20040336	Section A7	**SW 97 Avenue**	Widen from 2 to 3 lanes				
20040336	Page 10	From SW 72 Street to SW 56 Street		Construction	$2,100,000	2007-2008	#25
PW20040352	Section A7	**SW 97 Avenue**	Widen from 2 to 3 lanes				
20040352	Page 18	From SW 56 Street to SW 40 Street		Construction	$2,100,000	2007-2008	#26
PW20040355	Section A7	**NW 74 Street**	New 6 lane roadway	Construction	$10,000,000	2007-2008	
20040355	Page 22	From HEFT to NW 82 Avenue		Construction	$4,000,000	2008-2009	#27
PW20040356	Section A7	**NW 97 Avenue**	Widen from 2 to 4 lanes				
20040356	Page 22	From NW 25 Street to NW 41 Street		Construction	$5,000,000	Prior Years	#28
PS0000010	Section A8	**NW 127 Avenue**	Widen from 2 to 4 (5) lanes				
	Page 2	From NW 12 Street to SW 8 Street	(By Beacon Lakes DRI)	Construction	$3,900,000	Underway	#29
PS0000011	Section A8	**NW 127 Avenue**	New 4 lanes				
	Page 2	From NW 12 Street to NW 25 Street	(By Beacon Lakes DRI)	Construction	$3,800,000	Underway	#30
PS0000012	Section A8	**NW 17 Street**	New 4 lanes				
	Page 2	From NW 127 Avenue to NW 137 Avenue	(By Beacon Lakes DRI)	Construction	$3,900,000	Underway	#31
PS0000013	Section A8	**NW 137 Avenue**	New 4 lanes				
	Page 2	From NW 12 Street to NW 17 Street	(By Beacon Lakes DRI)	Construction	$1,900,000	Pending	#32
PS0000014	Section A8	**NW 122 Avenue**	New 2 lanes				
	Page 2	From NW 25 Street to NW 41 Street	(By Beacon Lakes DRI)	Construction	$2,500,000	Pending	#33
PS0000202	Section A8	**NW 25 Street**	New 4 lanes				
	Page 2	From NW 117 Avenue to NW 127 Avenue	(By Beacon Lakes DRI)	Construction	$4,800,000	Completed	#34
PS0000015	Section A8	**Kendall Drive**	Widen from 4 to 6 lanes				
	Page 4	From SW 162 Avenue to SW 157 Avenue	(By Kendall Town Center)	Construction	$700,000	Prior to 1st CO	Not Mapped
PS0000016	Section A8	**Kendall Drive**	Widen from 4 to 6 lanes				
	Page 4	From SW 157 Avenue to SW 150 Avenue	(By Kendall Town Center)	Construction	$650,000	Prior to 1st CO	Not Mapped
PS0000017	Section A8	**SW 137 Avenue**	Widen from 4 to 6 lanes				
	Page 4	From Sunset Drive to Kendall Drive	(By Kendall Town Center)	Construction	$100,000	Prior to 1st CO	#35
PS0000104	Section A8	**SW 147 Avenue**	New 2 lanes				
	Page 7	From SW 15 Street to SW 22 Street	(By Laroc Commercial Tract - T-19791)	Construction	$400,000	Pending	#36
PS0000105	Section A8	**SW 147 Avenue**	New 2 lanes				
	Page 7	From SW 8 Street to SW 10 Street	(By Laroc Commercial Tract - T-19791)	Construction	n/a	Completed	#37
PS0000110	Section A8	**NW 25 Street**	New 2 lanes of 4 lanes divided				
	Page 8	From NW 127 Avenue to NW 132 Place	(By Beacon Lakes Phase 2 - T-21896)	Construction	n/a	Underway	#38
PS0000111	Section A8	**NW 132 Place**	New 2 lanes (east side)				
	Page 8	From NW 17 Street to NW 25 Street	(By Beacon Lakes Phase 2 - T-21896)	Construction	n/a	Underway	#39
PS0000112	Section A8	**NW 25 Street**	New 2 lanes of 4 lanes divided				
	Page 9	From NW 132 Place to NW 137 Avenue	(By Panamerican West Business Park - T-21876)	Construction	n/a	Pending	#40
PS0000113	Section A8	**NW 132 Place**	New 2 lanes (west side)				
	Page 9	From NW 17 Street to NW 25 Street	(By Panamerican West Business Park - T-21876)	Construction	n/a	Pending	#41
PS0000114	Section A8	**NW 17 Street**	New 2 lanes of 4 lanes divided (north side)				
	Page 9	From NW 132 Place to NW 137 Avenue	(By Panamerican West Business Park - T-21876)	Construction	n/a	Pending	#42
PS0000119	Section A8	**NW 107 Avenue**	2 lanes of 4 lanes divided				
	Page 10	From NW 58 Street to NW 67 Street	(By Doral Town Center - T-22078)	Construction	n/a	Underway	#43
PS0000123	Section A8	**NW 127 Avenue**	New 4 lanes divided				
	Page 10	From NW 17 Street to NW 25 Street	(By Beacon Lakes Phase 2 - T-21896)	Construction	n/a	Underway	#44
PS0000124	Section A8	**NW 17 Street**	2 lanes of 4 lanes divided (north side)				
	Page 11	From NW 127 Avenue to NW 132 Place	(By Beacon Lakes Phase 2 - T-21896)	Construction	n/a	Underway	#45
			PREMIUM TRANSIT PROJECTS				
TA0000002	Section A11	**East-West Corridor**	Metro-Rail Extension	Preliminary Engineering	$97,565,000	2007-2008	
0000002	Page 1	Extend Metrorail from the MIC to the Turnpike/FIU		Preliminary Engineering	$77,884,000	2008-2009	
				Preliminary Engineering	$216,308,000	2007-2008	
				Preliminary Engineering	$172,957,000	2007-2008	
				Preliminary Engineering	$235,178,000	2007-2008	Not Mapped
TA0000008	Section A11	**Park and Ride at SW 88 Street and SW 127 Ave**	Construct Park and Ride Facility	Construction	$1,883,000	2007-2008	
0000008	Page 3	Serve routes connecting to Dadeland North Station		Construction	$758,000	2008-2009	Not Mapped
TA0000029	Section A11	**Earlington Heights - MIC Extension**	Metro-Rail Extension	Construction	$217,650,000	2007-2008	
0000029	Page 10	Extend Metrorail to the MIC		Construction	$13,896,000	2008-2009	
				Construction	$201,296,000	2009-2010	Not Mapped
TA0000047	Section A11	**Transit Hub/Intermodal Center**	Transit Hub at 107 Avenue and NW 12 Street	CAP	$600,000	2007-2008	
0000047	Page 15	West Miami-Dade and Dadeland South	and an Intermodal Facility at Dadeland South	CAP	$650,000	2008-2009	
				CAP	$675,000	2009-2010	Not Mapped
TA0000048	Section A11	**Transit Hub/Intermodal Center**	Transit Hub at 107 Avenue and NW 12 Street				
0000048	Page 15	NW 107 Avenue at NW 12 Street		Construction	$3,000,000	2009-2010	#46
TR0000026	Section U	**CSX - Tri-Rail Kendall Extension**	Extension of Tri-Rail service on 16.7 miles along the CSX	Planning	$70,725,000	Unfunded - Year 2	
0000026	Page 25	Extension of Tri-Rail Service 16.7 miles on CSX	from the MIC to Kendall and Krome Avenue	Planning	$212,175,000	Unfunded - Year 4	Not Mapped
TR0000027	Section U	**CSX - Tri-Rail Dolphin Extension**	Extension of Tri-Rail service on 8.8 miles along the CSX	Planning	$31,912,000	Unfunded - Year 1	
0000027	Page 25	Extension of Tri-Rail Service 8.8 miles on CSX	from the MIC along SR 836 to just west of the HEFT	Planning	$95,737,000	Unfunded - Year 3	#47

Source: TIP 2008 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 24, 2007, inclusive of FY 2007-2008 to 2011-2012.



Legend

Beacon Lakes

Improvements funded by Beacon Lakes DRI

LRTP 2030 PRIORITY I IMPROVEMENTS – 2005-2009

LRTP 2030 PRIORITY II IMPROVEMENTS – 2010-2015

LRTP 2030 PRIORITY III IMPROVEMENTS – 2016-2020

LRTP 2030 PRIORITY IV IMPROVEMENTS – 2021-2030

LRTP 2030 DEVELOPER CONTRIBUTIONS

Figure 2B
Planned Transportation Improvements
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

TABLE 3B
BEACON LAKES NOPC AND CDMP AMENDMENT
PLANNED TRANSPORTATION IMPROVEMENTS (2010 - 2030)
2030 LONG RANGE TRANSPORTATION PLAN

08/28/2007

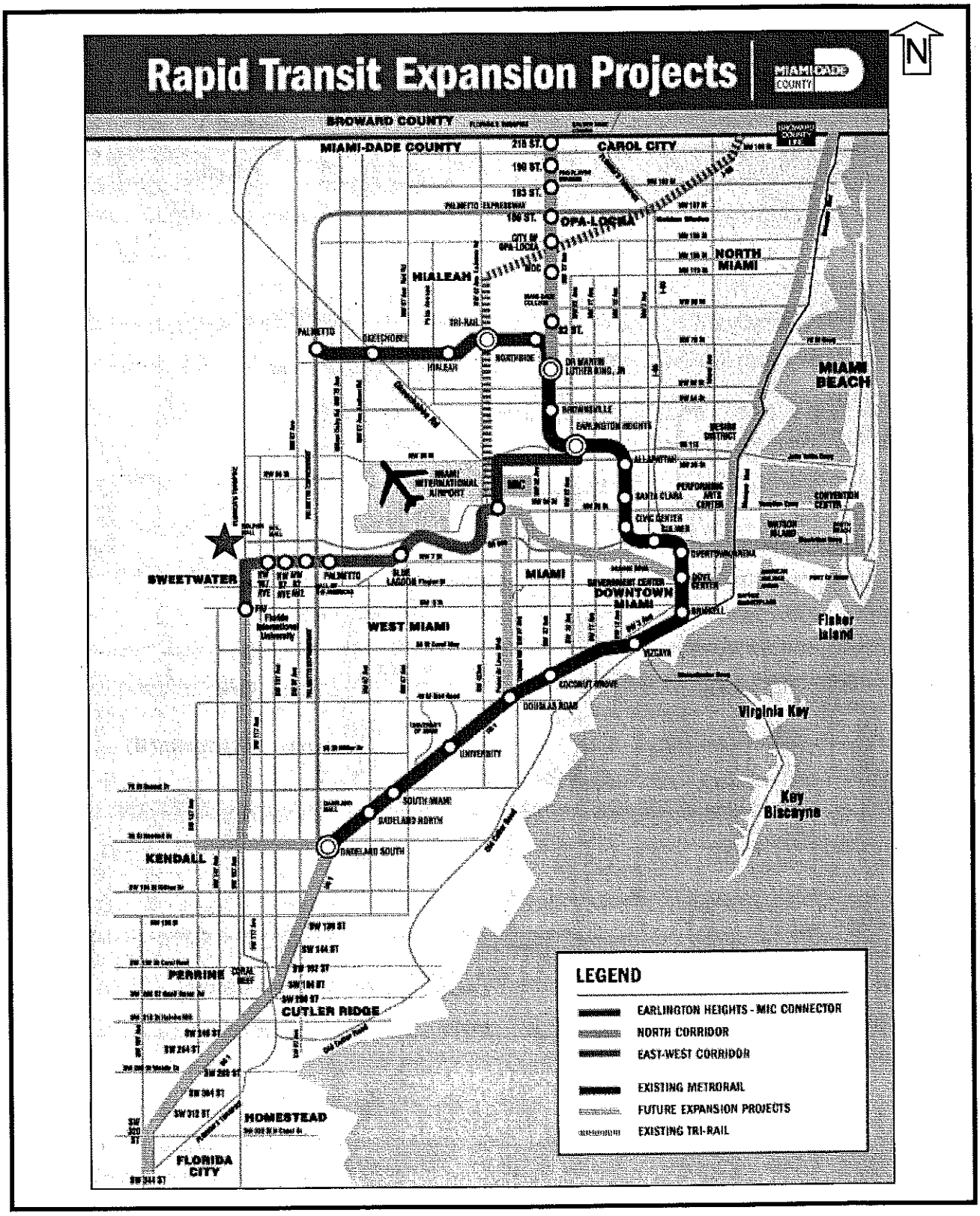
Area	LRTP Page No.	Roadway	Improvement	Timeframe	LRTP Priority	Figure 2B Ref. No.
Central	41, 44, 45	**SR 836 Express Lanes** - HEFT to SR 826/SR 836 Int.	4 lane divided express lanes	2005-2009	I	#1
Central	41	**SW 97 Avenue** - SW 56 Street to SW 72 Street	2 to 3 lanes	2005-2009	I	#2
Central	42, 44, 45	**SR 826 & SR 836 Interchange** - NW 87 Ave to NW 57 Ave	Widen interchange to 10 lanes	2005-2009	I	#3
Central	42, 45	**SR 826** - SW 32 Street to SW 16 Street	Widen from 8 to 10 lanes	2005-2009	I	#4
Central	42, 45	**SR 826** - SW 16 Street to SW 2 Street	Widen from 8 to 10 lanes	2005-2009	I	#5
Northwest	42	**East-West Corridor** - FIU to MIC	Premium Transit	2005-2009	I	#6
Northwest	42	**SR 826** - NW 62 Street to North of FEC	Widen from 8 to 10 lanes	2005-2009	I	#7
Northwest	42	**SR 826** - North of NW 25 Street to NW 47 Street	Widen from 8 to 10 lanes	2005-2009	I	#8
Northwest	43	**SR 826** - North of FEC to south of NW 103 Street	Widen from 8 to 10 lanes	2005-2009	I	#9
Northwest	43	**NW 87 Avenue** - NW 58 Street to NW 74 Street	New 4 lane roadway	2005-2009	I	#10
Northwest	43	**NW 87 Avenue** - NW 74 Street to Okeechobee Road	New 4 lane roadway	2005-2009	I	#11
Northwest	43	**SR 836 Extension** - NW 137 Ave to NW 107 Ave	New 4 lane expressway	2005-2009	I	#12
Northwest	43	**NW 72 Avenue** - NW 74 Street to Okeechobee Road	Widen to 4 lanes and bridge	2005-2009	I	#13
Northwest	43	**NW 74 Street** - HEFT to NW 87 Avenue	New 2 lanes	2005-2009	I	#14
Northwest	43	**NW 74 Street** - NW 87 Ave to NW 84 Ave	New 4 lanes	2005-2009	I	#15
Northwest	44	**NW 25 Street** - NW 87 Ave to SR 826/NW 77 Ave	Add 1 lane to 5 lanes	2005-2009	I	#16
Northwest	43	**NW 74 Street** - HEFT to NW 82 Avenue	New 3 lanes (half of 6 lanes)	2005-2009	I	#17
Northwest	43	**NW 97 Avenue** - NW 41 Street to NW 25 Street	Widen from 2 to 4 lanes	2005-2009	I	#18
Northwest	43	**NW 58 Street** - NW 107 Ave to NW 102 Ave	Widen from 2 to 4 lanes	2005-2009	I	#19
Northwest	43	**NW 137 Avenue** - SW 8 Street to NW 12 Street	New 6 lanes	2005-2009	I	#20
Northwest	43	**NW 127 Avenue** - NW 12 Street to NW 25 Street	New 4 lane roadway	2005-2009	I	#21
Northwest	43	**NW 137 Avenue** - NW 12 Street to NW 17 Street	New 4 lane roadway	2005-2009	I	#22
Northwest	43	**NW 17 Street** - NW 127 Ave to NW 137 Ave	New 4 lane roadway	2005-2009	I	#23
Northwest	43	**NW 122 Avenue** - NW 25 Street to NW 41 Street	New 2 lane roadway	2005-2009	I	#24
Northwest	44	**NW 25 Street** - NW 127 Ave to NW 117 Ave	New 4 lane divided arterial	2005-2009	I	#25
Northwest	44	**NW 127 Avenue** - NW 12 Street to SW 8 Street	Widen from 2 to 4 lanes	2005-2009	I	#26
South	44	**SR 874 NB On Ramp from Kendall Drive**	NB On Ramp	2005-2009	I	#27
South	45	**HEFT** - SW 117 Ave to Kendall Dr	Widen to 12 lanes	2005-2009	I	See Figure 2E
South	45	**SW 26 Street** - SW 149 Ave to SW 147 Ave	Widen from 2 to 4 lanes	2005-2009	I	#28
South	45	**SW 137 Avenue** - SW 8 St to SW 26 St	Widen from 4 to 6 lanes	2005-2009	I	#29
South	45	**SW 97 Avenue** - SW 40 St to SW 56 St	2 to 3 lanes	2005-2009	I	#30
South	45	**SW 42 Street** - SW 157 Ave to SW 167 Ave	New 2 lanes	2005-2009	I	#31
South	45	**SW 42 Street** - SW 149 Ave to SW 150 Ave	Widen from 2 to 4 lanes	2005-2009	I	#32
South	45	**SW 42 Street** - SW 157 Ave to SW 167 Ave	Widen from 2 to 4 lanes	2005-2009	I	#33
South	45	**SW 142 Avenue** - SW 42 Street to SW 8 Street	New 2 lanes	2005-2009	I	#34
South	45	**SW 88 Street** - SW 162 Ave to SW 157 Ave	Widen from 4 to 6 lanes	2005-2009	I	See Figure 2E
South	45	**SW 88 Street** - SW 157 Ave to SW 150 Ave	Widen from 4 to 6 lanes	2005-2009	I	See Figure 2E
South	45	**SW 82 Avenue** - SW 42 Street to SW 48 Street	2 lanes	2005-2009	I	#35
South	44, 45	**SR 836 Extension** - NW 111 Ave to NW 87 Ave	Expressway Improvements	2005-2009	I	#36
South	44, 45	**NW 97 Avenue** - NW 12 Street to NW 7 Street	4 lane bridge of SR 836	2005-2009	I	#37
South	44, 45	**HEFT** - at SW 8 Street	Interchange Modification	2005-2009	I	#38
MPO approval 10-20-05		**SW 88 Street at SW 127 Ave**	Grade Separation	2005-2009	I	#39
MPO approval 10-20-05		**SW 8 Street at SW 87 Ave**	Grade Separation	2005-2009	I	#40
MPO approval 10-20-05		**SW 8 Street at SW 107 Ave**	Grade Separation	2005-2009	I	#41
Central	47	**SR 826** - North of Sunset Drive to SW 32 Street	Widen by 1 lane each direction	2010-2015	II	#42
Northwest	48	**NW 25 Street Viaduct** - NW 68 Ave to NW 77 Ave	New 2 lane viaduct	2010-2015	II	#43
Northwest	48	**NW 74 Street** - SR 826 to HEFT	Widen to 6 lanes	2010-2015	II	#44
Northwest	48	**NW 82 Avenue** - NW 8 Street to NW 12 Street	New 4 lanes	2010-2015	II	#45
Northwest	48	**NW 87 Avenue** - NW 36 Street to NW 58 Street	4 to 6 lanes	2010-2015	II	#46
Northwest	48	**SW 107 Avenue** - SW 8 Street to Flagler Street	4 to 6 lanes	2010-2015	II	#47
South	48	**HEFT** - N. of Eureka Dr. to N. of SW 117 Ave	Widen to 12 lanes	2010-2015	II	See Figure 2F
South	48	**Krome Avenue** - US-1 to SW 296 St	Widen from 2 to 4 lanes	2010-2015	II	See Figure 2F
West	48	**Krome Avenue** - SW 296 St to SW 136 St	Access Management/Safety Trail	2010-2015	II	See Figure 2F
West	48	**Krome Avenue** - SW 8 St to SW 136 St	Add 2 lanes to a 2 lane road	2010-2015	II	See Figure 2F
West	48	**SW 117 Avenue** - SW 40 St to SW 8 St	Widen 2 to 4 lanes	2010-2015	II	#48
West	49	**SW 167 Avenue** - SW 56 St to SW 88 St	New 2 lane roadway	2010-2015	II	See Figure 2F
West	49	**SW 72 Street** - SW 117 Ave to SW 157 Ave	Widen from 4 to 6 lanes	2010-2015	II	#49
West	49	**SW 88 Street** - SW 177 Ave to SW 167 Ave	Widen from 4 to 6 lanes	2010-2015	II	See Figure 2F
West	49	**Kendall Corridor** - Dadeland North to West Flagler St	Premium Transit	2010-2015	II	See Figure 2C

TABLE 3B
BEACON LAKES NOPC AND CDMP AMENDMENT
PLANNED TRANSPORTATION IMPROVEMENTS (2010 - 2030)
2030 LONG RANGE TRANSPORTATION PLAN

08/28/2007

Area	LRTP Page No.	Roadway	Improvement	Timeframe	LRTP Priority	Figure 2B Ref. No.
Northwest	50	**HEFT** - at NW 74 Street	Interchange (Major)	2016-2020	III	#50
Northwest	50	**NW 107 Avenue** - NW 41 Street and NW 25 Street	4 to 6 lanes	2016-2020	III	#51
Northwest	50	**NW 87 Avenue** - NW 58 Street and Okeechobee Road	Widen to 6 lanes	2016-2020	III	#52
Northwest	50	**NW 97 Avenue** - NW 58 Street and NW 74 Street	2 to 4 lanes	2016-2020	III	#53
South	51	**HEFT** - SW 216 Street to SW 200 Street	Widen to 6 lanes	2016-2020	III	See Figure 2F
South	51	**HEFT** - SW 200 Street to US-1	Widen to 8 lanes	2016-2020	III	See Figure 2F
South	51	**HEFT** - US-1 to N. of Eureka Drive	Widen to 10 lanes	2016-2020	III	See Figure 2F
South	51	**SR 874** - Kendall Drive to SR 826	Interchange improvements	2016-2020	III	#54
West	51	**HEFT** - SW 104 St to SR 836	Express lanes	2016-2020	III	#55
West	51	**HEFT** - SW 88 St to SW 8 St	Widen to 8 lanes	2016-2020	III	#56
West	51	**SW 157 Avenue** - SW 42 St to SW 8 St	New 4 lane roadway	2016-2020	III	#57
West	51	**SW 24 Street** - SW 107 Ave to SW 87 Ave	Widen 4 to 6 lanes	2016-2020	III	#58
West	52	**HEFT** - US-27 to I-75	Widen to 8 lanes	2021-2030	IV	See Figure 2F
West	52	**HEFT** - SR 836 to US-27	6 to 8 lanes + 2 auxillary lanes	2021-2030	IV	#59
West	52	**HEFT** - I-75 to Turnpike	4 to 6 lanes	2021-2030	IV	See Figure 2F
West	53	**SW 24 Street** - SW 147 Ave to SW 157 Ave	New 4 lane roadway	2021-2030	IV	#60
West	53	**SW 26 Street** - SW 117 Ave to SW 107 Ave	Widen 4 to 6 lanes	2021-2030	IV	#61
West	55	**NW 107 Ave** - NW 106 Street to NW 41 Street	New 4 lane roadway	-	Developer	#62
West	55	**NW 97 Ave** - NW 74 Street to NW 90 Street	New 4 lane roadway	-	Developer	#63
West	55	**NW 90 Street** - NW 107 Ave to NW 87 Ave	New 2 lane roadway	-	Developer	#64
West	55	**SW 40 Street** - SW 157 Ave to SW 167 Ave	New 2 lane roadway	-	Developer	See Figure 2F
West	55	**SW 88 Street** - SW 162 Ave to SW 167 Ave	Widen from 4 to 6 lanes	-	Developer	See Figure 2F
West	55	**SW 147 Avenue** - SW 8 St to SW 26 St	Widen from 2 to 4 lanes	-	Developer	#65

Source: Miami-Dade Transportation Plan to the Year 2030, December 2004.



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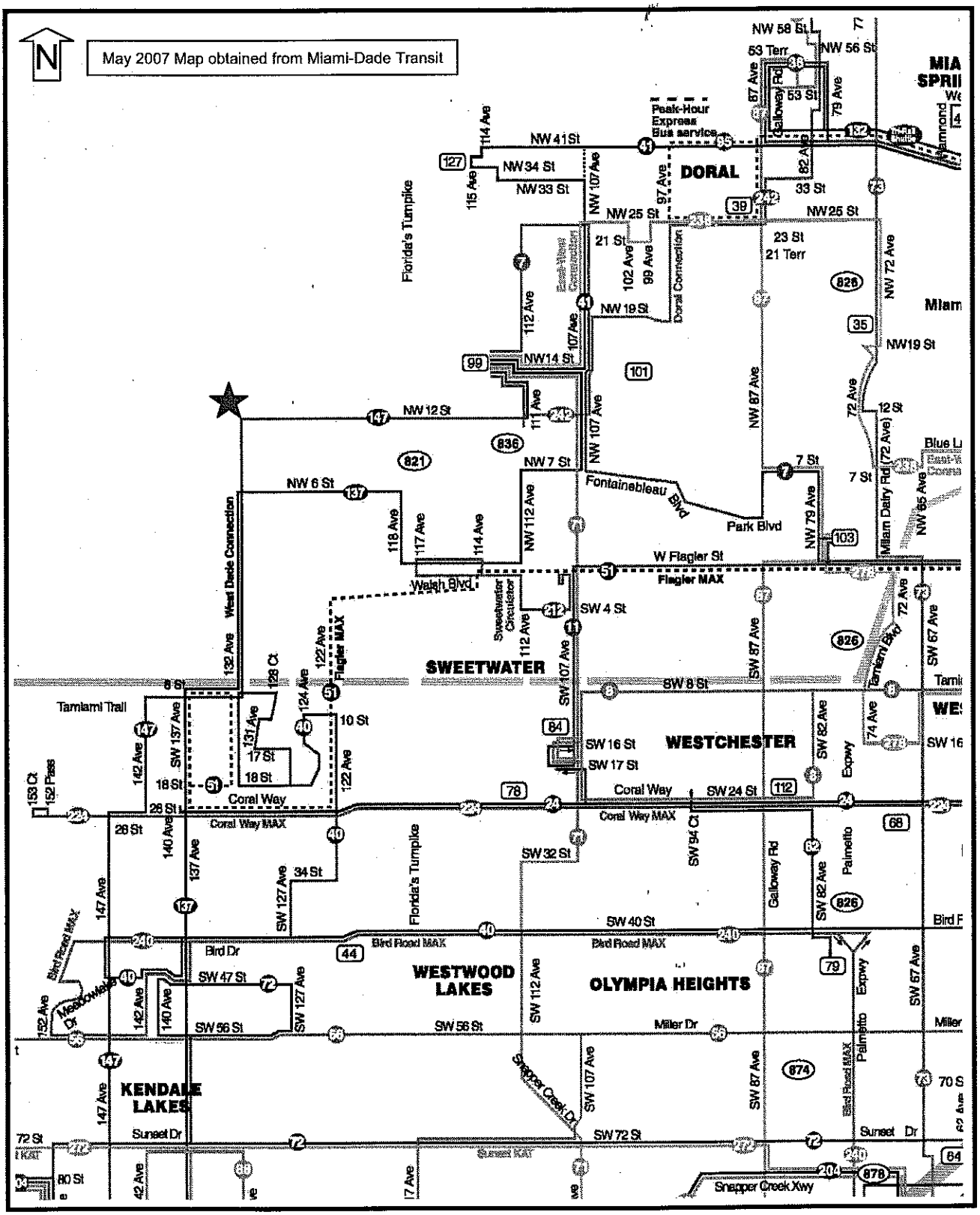
Site Location

Figure 2C
Regional Transit Connectivity – Planned and Programmed Transit Corridors
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates



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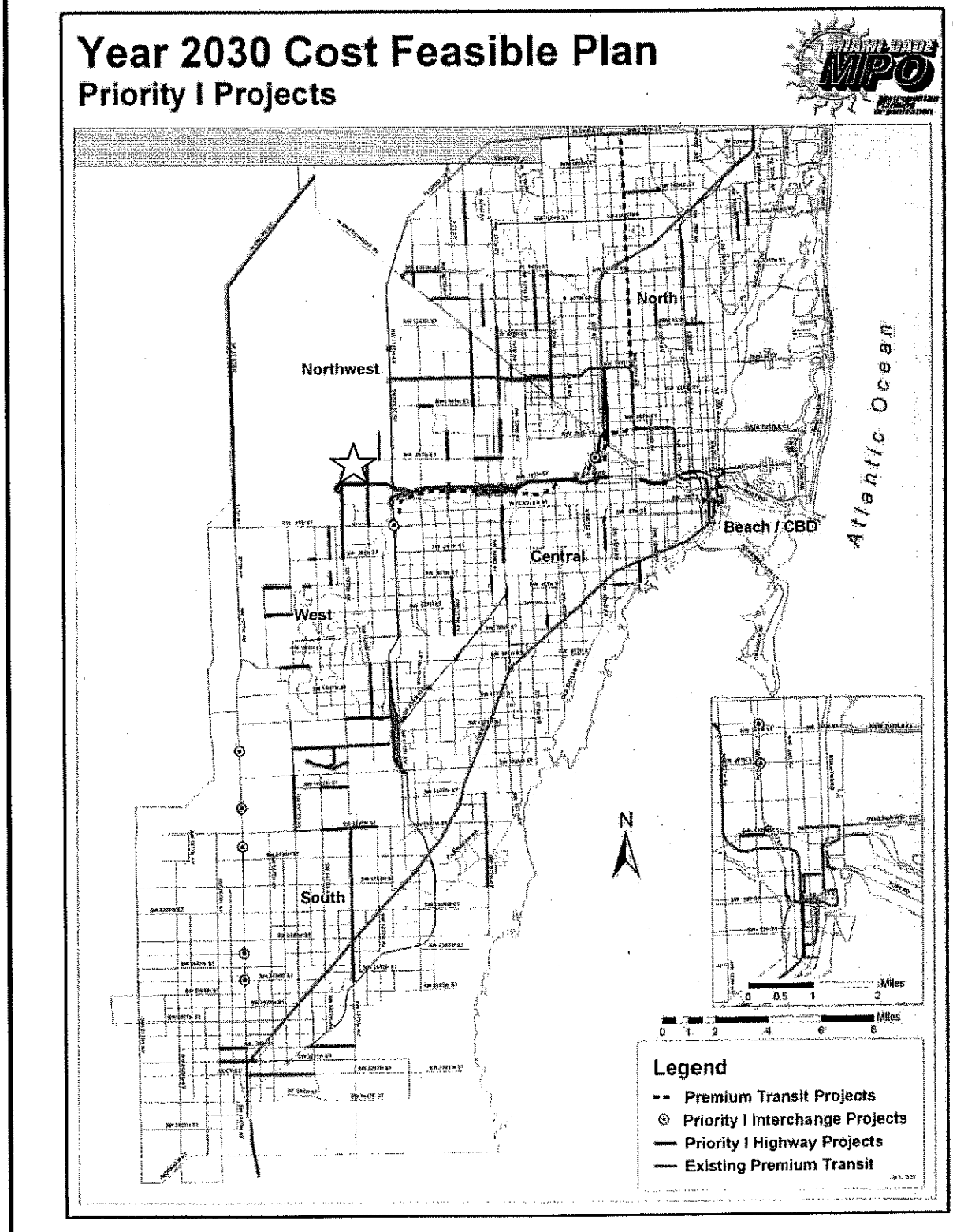
Site Location

Figure 2D
Existing Transit Service in the Study Area
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates



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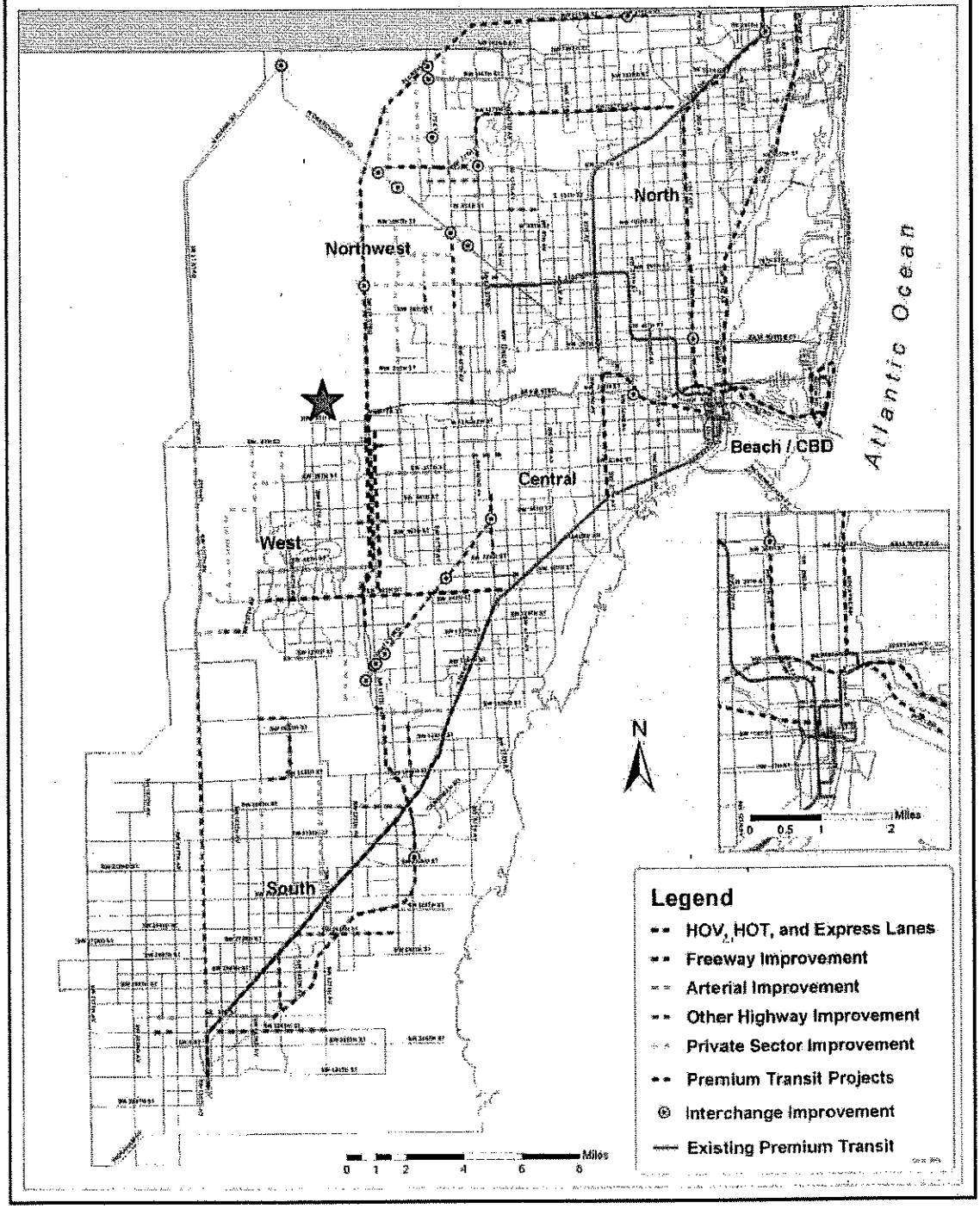
Site Location

Figure 2E
Priority I Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

Year 2030 Cost Feasible Plan
Priority II, III, and IV Projects



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Site Location

Figure 2F
Priority II, III and IV Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

Traffic Concurrency Analysis

A traffic concurrency analysis has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. Pursuant to the analysis performed herein, adequate capacity has been found to exist at the ten first directly accessed traffic count stations located adjacent to the project site. Each traffic count station maintains adequate available capacity to accommodate the traffic impacts from the new 418 PM peak hour trips resulting from the proposed modifications to the Beacon Lakes DRI. The addition of the 418 PM peak hour trips does not exceed the available roadway capacity assigned to each traffic count station consistent with the Miami-Dade County CDMP.

Project Traffic Assignment for the Previously Approved DRI Trips

The assignment of the previously approved Beacon Lakes DRI project trips to the adjacent count stations for Traffic Concurrency Review was established by Miami-Dade County based upon the 3,364 net external PM peak hour trips as outlined in the May 30, 2002 DIC Staff Report (see Attachment I in the 12-20-06 NOPC Application, found in **Attachment VI** of this study). Pages 23 to 25 of the May 30, 2002 DIC Staff Report outlined the approved cardinal distributions and the approved PM peak hour project trips assigned to the first directly accessed traffic count stations used for Traffic Concurrency Review. The distribution of the approved DRI trips are summarized on the enclosed **Table 4A** and are illustrated in the enclosed **Figure 3A.** These approved DRI trips were incorporated into the Development Order trips built into the traffic concurrency database. The traffic assignments utilized Miami-Dade County traffic count stations 9365, 9408, 9770, 9791 and 9798 and FDOT traffic count stations 2272, 2242 and 2250.

Project Traffic Assignment for the New DRI Trips

Project assignment for the New DRI trips has been established using the cardinal distribution for Interim Year 2005 for Project Zone 832 as summarized on the enclosed **Table 4A**. Based upon the roadway improvement obligations for the DRI and the location of the Amendment Site, the project assignment for the New DRI trips reaches two additional traffic count stations compared with the distribution approved for the DRI. The traffic assignments reach Miami-Dade County traffic count stations 9364, 9365, 9408, 9442, 9770, 9791 and 9798 and FDOT traffic count stations 2272, 2250 and 2242. An updated traffic concurrency analysis has been prepared to examine the adequacy of the surrounding roadways with the addition of the new DRI trips consistent with the Miami-Dade County traffic concurrency criteria and guidelines. The traffic concurrency analysis reflects the information listed below.

Traffic Count Data

- Updated traffic counts for roadways under State jurisdiction reflect traffic count data from year 2006 using the most recent data available from FDOT.
- Updated traffic counts for roadways under County jurisdiction reflect traffic count data from year 2006 using the most recent data available from Miami-Dade County Public Works.
- Updated traffic counts collected in 2007 (by the Applicant) have been utilized for Station 9365 on NW 12 Street to account for potential changes to the traffic patterns resulting from the opening of the SR 836 extension.

Maximum Service Volume

- The adopted level of service standards and the maximum service volumes for County Count Stations are provided by Miami-Dade County pursuant to the July 24, 2007 traffic concurrency database, unless otherwise noted.
- Maximum service volumes for the state roadways have been obtained from Table 4-4 for the Two-Way Peak Hour from the FDOT 2002 Quality/LOS Handbook.
- Maximum service volumes for County Count Stations 9364, 9408, 9442, 9770, and 9798 have been obtained from Table 4-4 for the Two-Way Peak Hour from the FDOT 2002 Quality/LOS Handbook.

Development Order Trips

- The unbuilt and approved development order trips for each count station has been obtained from the July 24, 2007 Miami-Dade County traffic concurrency database.

Background Traffic Reassignment due to New Road Construction

- The construction of NW 127 Avenue is underway for the segment between NW 17 Street and NW 25 Street. Once completed, NW 127 Avenue will extend to NW 25 Street as a 4 lane divided roadway.
- The concurrency analysis in **Table 4B** incorporates a modest diversion of background traffic (by 250 vehicles), taking 250 vehicles off NW 12 Street during the peak hour, and reassigning these vehicles to NW 127 Avenue (either to or from NW 25 Street).
- This reassignment reflects the completion of the NW 127 Avenue as a section line roadway, and will provide alternative travel corridors for motorists traveling between Doral and west Kendall.

Project Assignment

- The assignment of the New 418 PM peak hour DRI trips is based upon the Miami-Dade County Cardinal Distribution for Project Zone 832 from the 2005 Cost Feasible Plan.
- **Figure 3B** identifies the location for Project Zone 832.
- **Figure 3C** identifies the Interim Year 2005 cardinal distribution from the LRTP.
- **Figure 3D** identifies the project assignment to the cardinal directions for the New 418 PM peak hour trips.
- **Figure 4A** identifies the location of each of the ten first directly accessed traffic count stations surrounding the DRI and Amendment Site.
- **Figure 4B** identifies the project distribution at each of the ten first directly accessed traffic count stations surrounding the DRI and Amendment Site.

Total Traffic Conditions

- The New 418 PM peak hour project trips are incorporated into the concurrency analysis, layering the project trips onto existing and committed development traffic.
- The updated concurrency analysis presented in **Table 4B** identifies the total traffic at each of the ten directly accessed traffic count stations and the remaining capacity still available after the addition of the New 418 PM peak hour DRI trips.

The determination of available capacity and level of service for each of the first directly accessed traffic count stations is made after incorporating the new project traffic from the proposed DRI modifications. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the project site were found to operate at acceptable levels of service during the PM peak hour, accounting for existing traffic, previously approved committed development traffic, plus the project traffic for the proposed DRI modifications. Available capacity and acceptable levels of service were found to be maintained, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan.

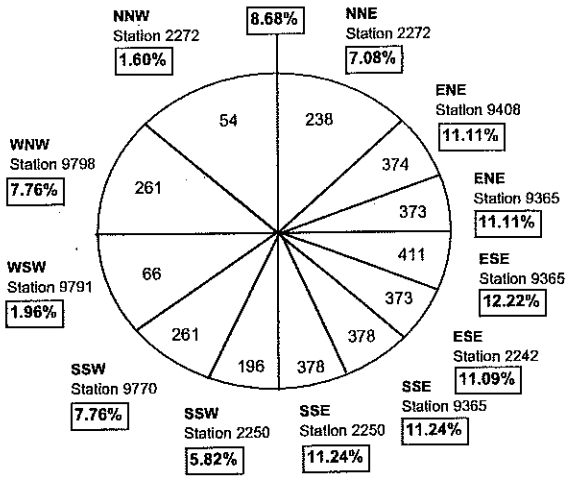
TABLE 4A
BEACON LAKES DRI
APPROVED DRI TRAFFIC CONCURRENCY DISTRIBUTION AND THE DISTRIBUTION FOR THE NEW DRI TRIPS

COUNT STATION	DESCRIPTION	TAZ 832 Cardinal Distribution for the Approved Beacon Lakes DRI Pursuant to the 5-30-02 DIC Staff Report	Beacon Lakes Approved Net External PM Peak Hour Project Trips 3364	TAZ 832 Cardinal Distribution for the New DRI Trips	Cardinal Direction	Beacon Lakes Proposed New Net External PM Peak Hour Project Trips 418
	First Directly Accessed Count Stations					
2272	Florida's Turnpike north of NW 41 Street to NW 106 Street	8.68%	292	8.42%	NNE	35
2242	SR 836 west of NW 107 Avenue to the HEFT	11.09%	373	2.40%	ENE	10
2250	Florida's Turnpike north of SW 8 Street to SR 836	17.06%	574	1.00%	ENE	4
9364	NW 12 Street west of NW 107 Avenue to NW 111 Avenue	0.00%	0	4.00%	ENE	17
9365	NW 12 Street west of NW 117 Avenue to NW 127 Avenue	34.57%	1,163	4.00%	ENE	17
9408	NW 25 Street west of NW 107 Avenue to NW 117 Avenue	11.12%	374	7.63%	ENE	32
9442	NW 41 Street west of NW 107 Avenue to HEFT	0.00%	0	4.00%	ENE	17
9770	SW 127 Avenue between NW 6 Street and SW 8 Street	7.76%	261	25.39%	ESE	106
9791	SW 132 Avenue between NW 6 Street and SW 8 Street	1.96%	66	18.68%	SSE	78
9798	SW 137 Avenue between NW 6 Street and SW 8 Street	7.76%	261	24.48%	NNW, WNW, WSW, SSW	102
		100.00%	3,364	100.00%		418

PROJECT: Beacon Lakes DRI

TAZ #	832 [Distribution Used in 2002 when DRI was Approved]	
Trips	3,364	Trips
NNE	7.08%	238
ENE	22.22%	747
ESE	23.32%	784
SSE	22.48%	756
SSW	13.58%	457
WSW	1.96%	66
WNW	7.76%	261
NNW	1.60%	54
	100.00%	3,364

TRIP DISTRIBUTION



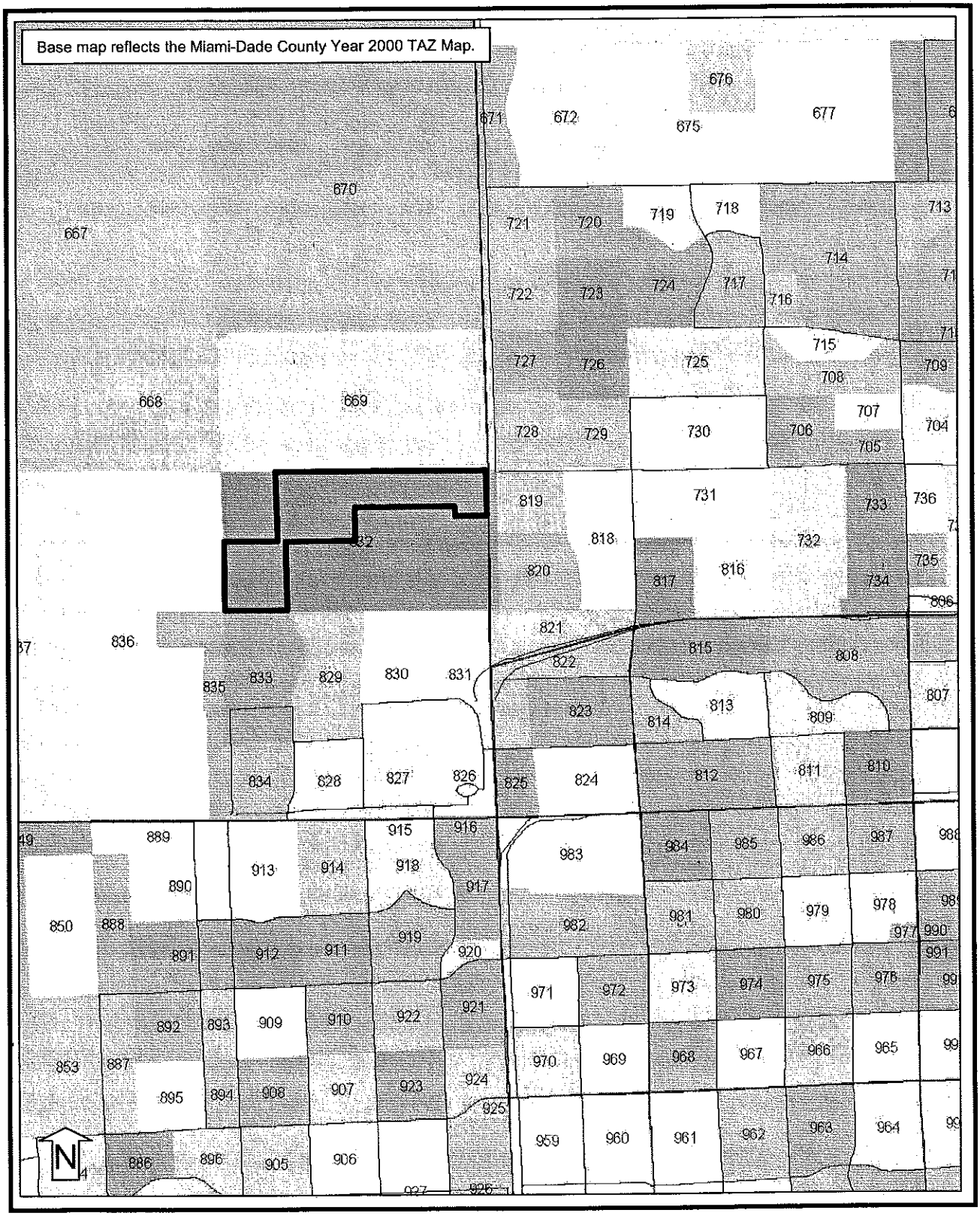
	COUNTER #		PROJECT TRIPS	
North	2272 / 9365		292 / 1163	
East	9408 / 2242		374 / 373	
South	9791 / 9770 / 2250		66 / 261 / 574	
West	9798		261	

Source for the Approved Beacon Lakes DRI Traffic Concurrency Assignment:

Miami-Dade County DIC Staff Report dated May 30, 2002 found in Attachment I of the Traffic Study for the Second Beacon Lakes NOPC Application filed on December 20, 2006 and included in Attachment VI of this CDMP Amendment Transportation Analysis.

Figure 3A
Project Assignment Approved for the Traffic Concurrency Analysis for the Beacon Lakes DRI
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates



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Site Location

Figure 3B
Location of Project Zone 832
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

Miami-Dade County Year 2005 Cost Feasible Plan.

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
826	TRIPS	360	927	451	449	441	496	570	343	4037
	PERCENT	8.92	22.96	11.17	11.12	10.92	12.29	14.12	8.50	
827	TRIPS	104	313	228	110	100	30	9	7	901
	PERCENT	11.54	34.74	25.31	12.21	11.10	3.33	1.00	0.78	
828	TRIPS	353	881	650	531	613	101	38	18	3185
	PERCENT	11.08	27.66	20.41	16.67	19.25	3.17	1.19	0.57	
829	TRIPS	191	947	799	260	213	29	4	24	2467
	PERCENT	7.74	38.39	32.39	10.54	8.63	1.18	0.16	0.97	
830	TRIPS	342	1393	860	661	308	63	18	40	3685
	PERCENT	9.28	37.80	23.34	17.94	8.36	1.71	0.49	1.09	
831	TRIPS	52	146	76	74	56	9	4	3	420
	PERCENT	12.38	34.76	18.10	17.62	13.33	2.14	0.95	0.71	
832	TRIPS	64	175	193	142	171	10	1	4	760
	PERCENT	8.42	23.03	25.39	18.68	22.50	1.32	0.13	0.53	
833	TRIPS	212	1264	1042	355	239	40	1	34	3187
	PERCENT	6.65	39.66	32.70	11.14	7.50	1.26	0.03	1.07	
834	TRIPS	181	1122	628	293	114	48	11	78	2475
	PERCENT	7.31	45.33	25.37	11.84	4.61	1.94	0.44	3.15	
835	TRIPS	26	89	77	125	75	4	0	4	400
	PERCENT	6.50	22.25	19.25	31.25	18.75	1.00	0.00	1.00	
836	TRIPS	94	321	381	475	233	15	0	6	1525
	PERCENT	6.16	21.05	24.98	31.15	15.28	0.98	0.00	0.39	
837	TRIPS	0	0	0	0	0	0	0	0	0
	PERCENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
838	TRIPS	3	38	56	62	9	8	0	0	176
	PERCENT	1.70	21.59	31.82	35.23	5.11	4.55	0.00	0.00	
839	TRIPS	71	626	829	758	88	84	0	0	2456
	PERCENT	2.89	25.49	33.75	30.86	3.58	3.42	0.00	0.00	
840	TRIPS	35	275	201	317	25	0	18	0	871
	PERCENT	4.02	31.57	23.08	36.39	2.87	0.00	2.07	0.00	

1/18/05

Legend

Figure 3C
Cardinal Distribution for Zone 832 from Interim Year 2005 of the 2030 LRTP
Beacon Lakes NOPC and CDMP Amendment
August 2007

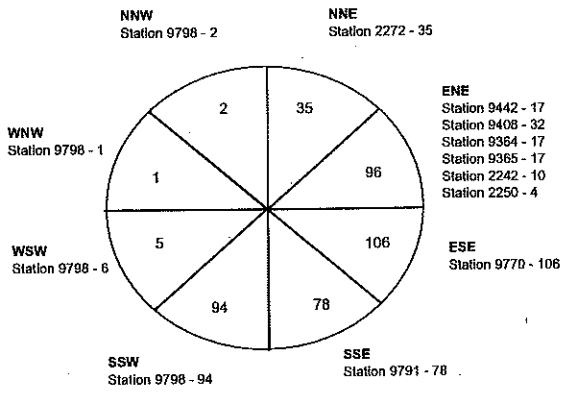
Source: Cathy Sweetapple & Associates

Distribution for the New 418 PM Peak Hour Trips for the Beacon Lakes DRI

PROJECT: **Beacon Lakes DRI**

TAZ #	832	
Trips	418	**Trips**
NNE	8.42%	35
ENE	23.03%	96
ESE	25.39%	106
SSE	18.68%	78
SSW	22.50%	94
WSW	1.32%	5
WNW	0.13%	1
NNW	0.53%	2
	100.00%	418

TRIP DISTRIBUTION

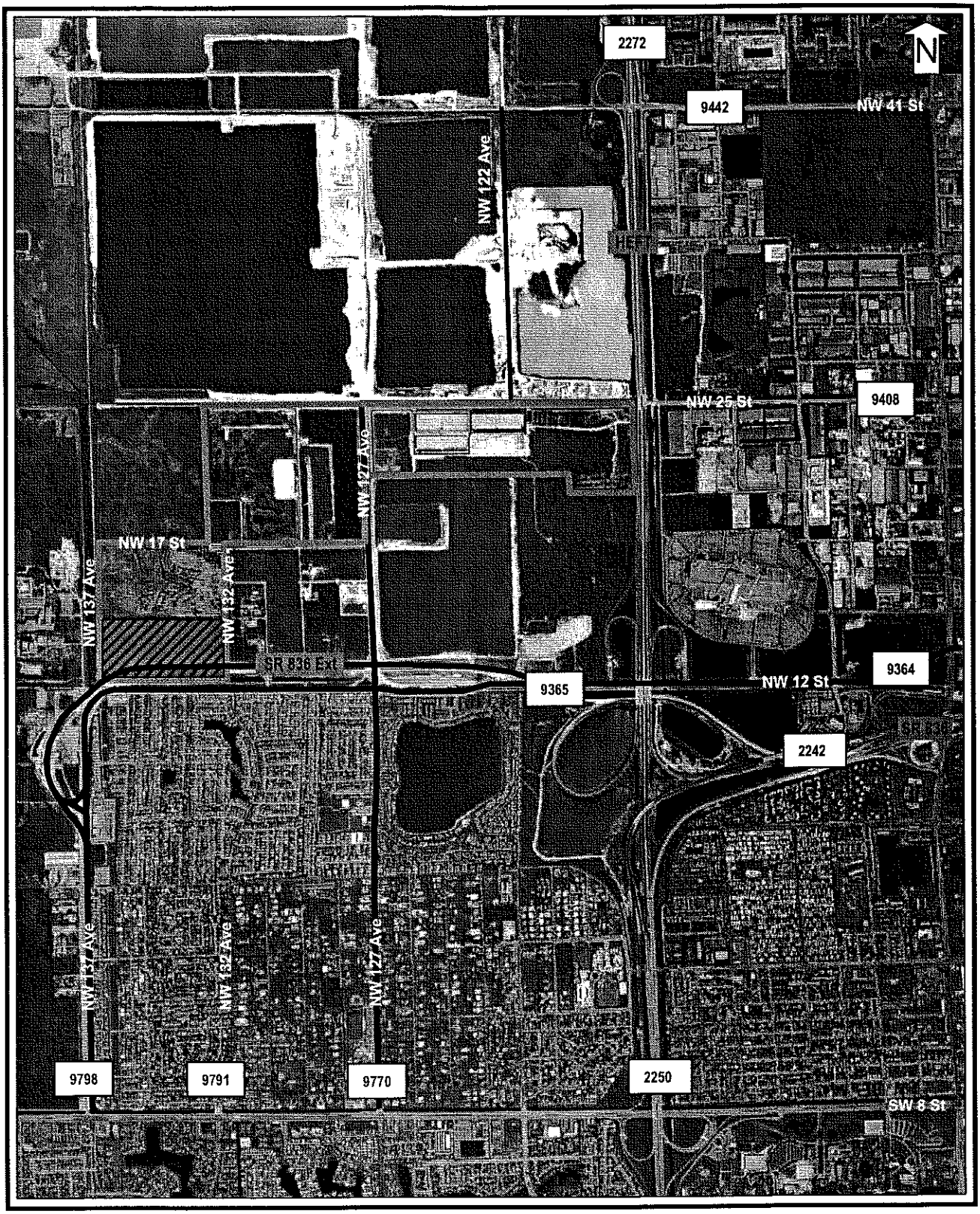


	COUNTER #		PROJECT TRIPS	
North	2272		35	
East	9442 / 9408 / 9364 / 9365 / 2242		17 / 32 / 17 / 17 / 10	
East and South	9791 / 9770 / 2250		78 / 106 / 4	
West and South	9798		102	

Source: *Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report*, January 2005, Miami-Dade Interim 2005 Cost Feasible Plan.

Figure 3D
Project Assignment for the Concurrency Analysis for the New 418 DRI Trips
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates



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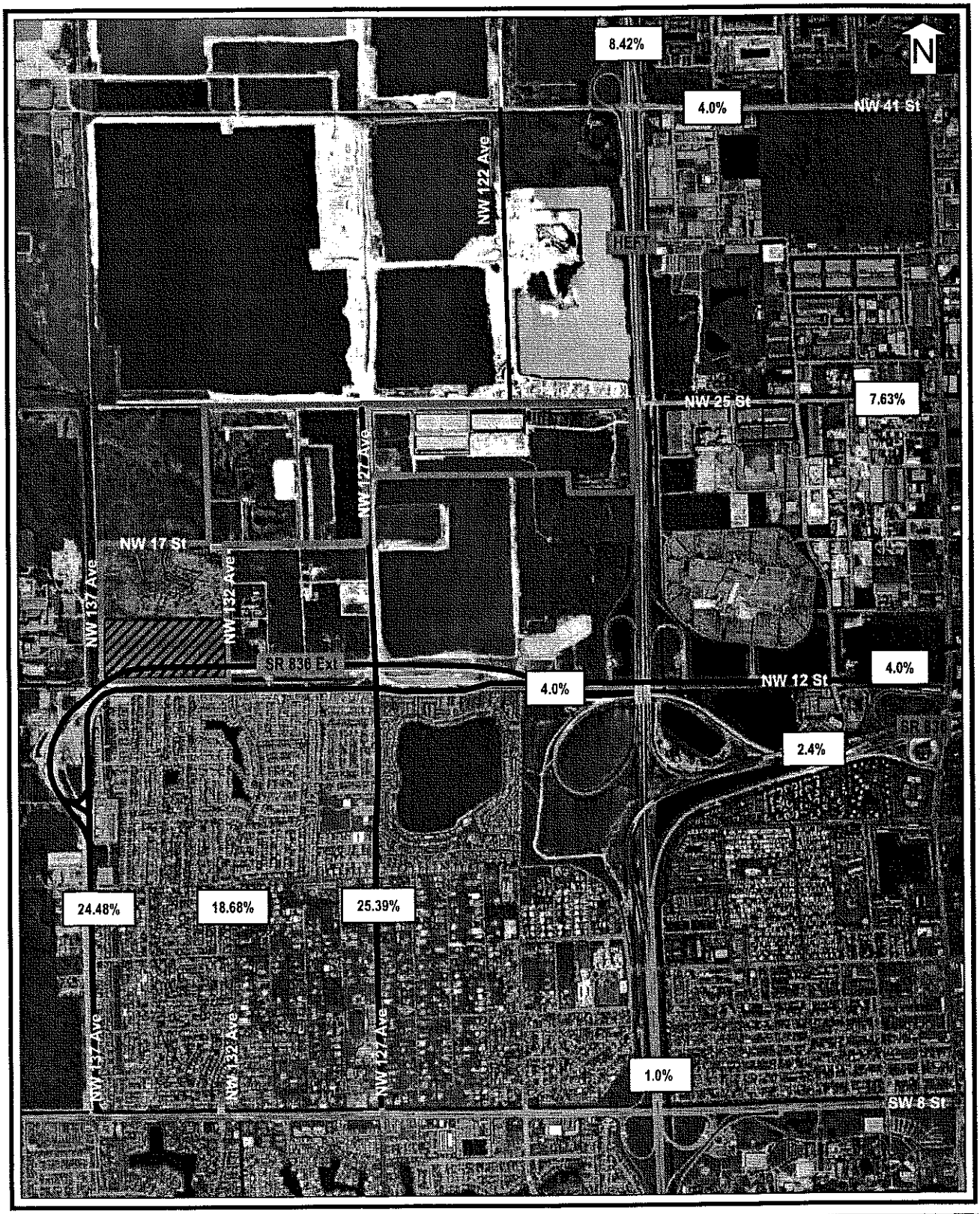
Approved DRI Boundary

42 Acre Amendment Site

9770 First Directly Accessed Count Stations

Figure 4A
First Directly Accessed Traffic Count Stations
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates



Legend

Approved DRI Boundary

42 Acre Amendment Site

X.X% Project Distribution

Figure 4B
Project Distribution for the Traffic Concurrency Analysis for the New DRI Trips
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

TABLE 4B
BEACON LAKES NOPC AND CDMP AMENDMENT
UPDATED TRAFFIC CONCURRENCY ANALYSIS

COUNT STATION	DESCRIPTION	Existing Laneage	Source for the Maximum Service Volume	[1] [2] Two Way Peak Hour Maximum Service Volume	[3] [4] [5] 2006 or 2007 PHP Volume	Count Date	Capacity Available after PHP Volume	Diversion after CST of NW 127 Ave connecting NW 25 ST to NW 12 ST	[6] D.O.'s as of 7/24/2007 includes Approved Beacon Lakes	Capacity Available after Diversions and D.O.'s	TAZ 832 Cardinal Distribution for the New DRI Trips	Cardinal Direction	Beacon Lakes New Net External PM Peak Hour Project Trips 418	Total Traffic	Capacity Available	Max Adopted LOS	LOS	Meets Adopted Standard Yes/No
	First Directly Accessed Count Stations																	
2272	Florida's Turnpike south of Okeechobee to SR 836	6	FDOT Table 4-4	9,840	8,697	2/7-9/2006	1,143		762	381	8.42%	NNE	35	9,494	346	D	D	Yes
2242	SR 836 west of NW 107 Avenue to the HEFT	6	FDOT Table 4-4	9,840	7,743	8/1-3/2006	2,097		645	1,452	2.40%	ENE	10	8,398	1,442	D	D	Yes
2250	Florida's Turnpike north of SW 8 Street to SR 836	8	FDOT Table 4-4	13,420	10,767	2/7-9/2006	2,653		1,173	1,480	1.00%	ENE	4	11,944	1,476	D	D	Yes
9364	NW 12 Street west of NW 107 Avenue to NW 111 Avenue	A 6	FDOT Table 4-4	4,450	3,115	11/7-9/2006	1,335		287	1,048	4.00%	ENE	17	3,419	1,031	D	D	Yes
9365	NW 12 Street west of NW 117 Avenue to NW 127 Avenue	A 4	Miami-Dade	4,200	3,146	7/31-8/1/2007	1,054	-250	1,254	50	4.00%	ENE	17	4,167	33	D	C	Yes
9408	NW 25 Street west of NW 107 Avenue to NW 117 Avenue	A 4	FDOT Table 4-4	2,950	1,470	10/25/2006	1,480	250	1,087	143	7.63%	ENE	32	2,839	111	D	D	Yes
9442	NW 41 Street west of NW 107 Avenue to HEFT	A 6	FDOT Table 4-4	4,450	3,681	4/18-20/2006	769		715	54	4.00%	ENE	17	4,413	37	D	D	Yes
9770	SW 127 Avenue between NW 6 Street and SW 8 Street	4	FDOT Table 4-4	2,950	1,763	11/27-29/2006	1,187		152	1,035	25.39%	ESE	106	2,021	929	D	B	Yes
9791	SW 132 Avenue between NW 6 Street and SW 8 Street	2	Miami-Dade	2,890	1,816	11/14-16/2006	1,074		421	653	18.68%	SSE	78	2,315	575	D	B	Yes
9798	SW 137 Avenue between NW 6 Street and SW 8 Street	6	FDOT Table 4-4	4,450	1,286	11/14-16/2006	3,164		601	2,563	24.48%	NNW, WNW, WSW, SSW	102	1,989	2,461	D	D	Yes
											100.00%		418					

Notes:

[1] Two-Way Peak Hour Maximum service volumes for the County Count Stations are based upon the Miami-Dade County Concurrency Database dated July 24, 2007 unless otherwise noted.

[2] Two-Way Peak Hour maximum service volumes for the State Count Stations are based upon Table 4-4 of the FDOT 2002 Quality/LOS Handbook.
The Two-Way Peak Hour maximum service volume for Stations 9364, 9442 and 9798 (all 6LD roadways) is based upon the Non-State roadway section of Table 4-4 of the FDOT 2002 Quality/LOS Handbook.
The Two-Way Peak Hour maximum service volume for Stations 9408 and 9770 (4LD roadways) is based upon the Non-State roadway section of Table 4-4 of the FDOT 2002 Quality/LOS Handbook.

[3] Source for the 2006 and 2007 Traffic Counts: Miami-Dade County Public Works Department, FDOT and Applicant Link Counts.

[4] The Year 2006 Count for Station 2272 was obtained from the HEFT Continuous Count Station located just north of Okeechobee Road.

[5] The Year 2006 Count for Station 2250 was obtained from the HEFT Continuous Count Station located just north of SR 836.

[6] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrency Database dated July 24, 2007 (includes the Approved Beacon Lakes DRI).

Count Station		Day 1	Day 2	Day 3	Average PHP	Count Date
9365		2925	3366	0	3146	7/31-8/1/2007
2242		7651	7524	8054	7743	8/1-3/2006
2272 NB		4867	5061	5004	4977	2/7-9/2006
2272 SB		3722	3699	3737	3719	2/7-9/2006
2272		8589	8760	8741	8697	2/7-9/2006
2250 NB		4353	4466	4437	4419	2/7-9/2006
2250 SB		6303	6376	6366	6348	2/7-9/2006
2250		10656	10842	10803	10767	2/7-9/2006

Note: Counts reflect the average of the two consecutive highest peak hours.

Existing, Future Background and Total Traffic Conditions

Existing and future traffic conditions have been evaluated in the study area to determine the adequacy of the roadway network to meet the adopted LOS standards through the original DRI build-out date of 2008 and through the Year 2015 planning horizon. The information contained within the traffic analysis is outlined below.

Part 1 - Existing Traffic Conditions

Table 5 provides the analysis of existing traffic conditions for the amendment study area and includes the following:

- The existing lane geometry for study area roadways including roadways under construction;
- The functional classification for each of the roadways in the amendment study area;
- The traffic count stations (where applicable) for each roadway segment analyzed;
- The source of the traffic counts and the dates that traffic counts were collected;
- The FDOT peak season conversion factors to adjust the data collected to peak season;
- The FDOT axle factors to adjust the raw link data based upon truck volumes;
- The adopted level of service standards from the CDMP for each roadway segment analyzed;
- The existing two-way PM peak hour traffic from the State, County or Applicant traffic counts;
- The existing two-way PM peak hour traffic adjusted for peak season and axles as appropriate;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook;
- Detailed capacity calculations for portions of NW 12 St, NW 25 St and NW 127 Ave using ArtPlan software;
- The existing two-way PM peak hour level of service for each segment and the volume to capacity ratio.

Part 2 - Future Background and Committed Development Traffic Conditions

Table 6 provides the analysis of Year 2008 and Year 2015 future background and committed development traffic (before the addition of the DRI traffic) and includes growing the existing traffic to the year 2008 and 2015 using 100% of the historical growth rates (to account for committed developments in the study area) and adding the impact of the unbuilt portion of the adjacent Beacon Tradeport DRI in the Year 2015 analysis. The evaluation of future background traffic conditions in **Table 6** includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2008 and the improvements from Priority I and II of the LRTP;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The existing two-way PM peak hour, peak season traffic from **Table 5**;
- 100% of the historical growth rate for the arterial and collector roadways grown to years 2008 and 2015 using the full rate of 1.27% per year to account for committed developments as calculated in **Table 7;**
- 100% of the recent trends in historical growth for Florida's Turnpike grown to years 2008 and 2015 using the full rate of 3.95% per year as calculated in **Table 7;**
- 100% of the historical growth rate for SR 826, SR 836 and SR 874 grown to years 2008 and 2015 using the rate of 0.50% per year (to replace negative historical values) as calculated in **Table 7**;
- The assignment of the unbuilt traffic for Beacon Tradeport (located just east of Beacon Lakes), layered onto the roadway network for the Year 2015 analysis (see **Table IV-1** and **Table IV-2** in **Attachment IV**);
- The future background plus committed development traffic for the year 2008 and the year 2015;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook;
- Detailed capacity calculations for portions of NW 12 St, NW 25 St and NW 127 Ave using ArtPlan software;
- Year 2008 and Year 2015 future background plus committed development level of service (without the Approved and New DRI traffic) and the volume to capacity ratio for the Year 2015.

Table 5
Existing Traffic Conditions on Study Area Roadways
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] FDOT PSCF	[4] FDOT AXLE FACTOR	[5] CDMP ADOPTED LOS STANDARD	Day 1 EXISTING TWO-WAY PM PEAK HR VOLUME	Day 2 EXISTING TWO-WAY PM PEAK HR VOLUME	Day 3 EXISTING TWO-WAY PM PEAK HR VOLUME	Average EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[6] [7] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
NW 106 Street															
HEFT to NW 112 Avenue	4LD	Urban Principal Arterial	MD-9506	1/24-26/2006	1.02	0.94	D	2,485	2,365	1,510	2,120	2,033	2,950	D	0.69
NW 112 Avenue to NW 107 Avenue	6LD	Urban Principal Arterial	TM Counts	6/14/2006	1.04	0.94	D	2,351				2,298	4,450	C	0.52
NW 107 Avenue to NW 116 Way	6LD	Urban Principal Arterial	TM Counts	6/14/2006	1.04	0.94	D	2,812				2,749	4,450	C	0.62
NW 116 Way to Okeechobee Road	6LD	Urban Principal Arterial	MD-9514	9/19-21/2006	1.04	0.94	D	2,242	2,232	2,081	2,185	2,136	4,450	C	0.48
NW 74 Street															
HEFT to NW 107 Avenue	4LD	County Minor Arterial	TM Counts	6/14/2006	1.04	1.00	D	208				216	2,950	C	0.07
NW 87 Avenue to NW 84 Avenue	2LU	County Minor Arterial	MD-9481	1/24-26/2006	1.02	0.94	D	3,052	3,043	1,509	2,535	2,430	1,390	F	1.75
NW 84 Avenue to SR 826	4LD	Urban Principal Arterial	MD-9480	1/24-26/2006	1.02	0.94	D	2,712	2,708	1,906	2,442	2,341	2,950	D	0.79
NW 58 Street															
NW 114 Avenue to NW 107 Avenue	4LD	County Minor Arterial	MD-9457	1/24-26/2006	1.02	0.94	D	1,801	1,772	1,456	1,676	1,607	2,950	C	0.54
NW 107 Avenue to NW 102 Avenue	4LD	County Minor Arterial	Area Counts	9/19-21/2006	1.04	0.94	D	2,238	2,107	2,298	2,214	2,165	2,950	D	0.73
NW 102 Avenue to NW 97 Avenue	4LD	County Minor Arterial	Area Counts	10/24-26/2006	1.03	0.94	D	2,375	2,371	2,338	2,361	2,286	2,950	D	0.77
NW 97 Avenue to NW 87 Avenue	4LD	County Minor Arterial	MD-9454	1/24-26/2006	1.02	0.94	D	3,714	3,569	3,697	3,660	3,509	2,950	F	1.19
NW 87 Avenue to SR 826	4LD	County Minor Arterial	MD-9452	1/24-26/2006	1.02	0.94	D	3,656	3,312	0	3,484	3,340	2,950	F	1.13
NW 41 Street															
HEFT to NW 107 Avenue	6LD	Urban Principal Arterial	MD-9442	4/18-20/2006	1.01	0.94	D	3,265	3,309	3,273	3,282	3,116	5,080	B	0.61
NW 107 Avenue to NW 97 Avenue	6LD	Urban Principal Arterial	MD-9440	11/7-9/2006	1.04	0.94	D	3,798	3,916	3,836	3,850	3,764	5,080	B	0.74
NW 97 Avenue to NW 87 Avenue	6LD	Urban Principal Arterial	MD-9434	4/17-19/2006	1.01	0.94	EE	4,069	4,162	4,180	4,137	3,928	6,096	B	0.64
NW 87 Avenue to NW 79 Avenue	6LD	Urban Principal Arterial	MD-9434	4/17-19/2006	1.01	0.94	EE	4,069	4,162	4,180	4,137	3,928	6,096	B	0.64
NW 79 Avenue to SR 826	6LD	Urban Principal Arterial	MD-9432	11/28-30/2006	1.03	0.94	EE	7,212	6,698	7,079	6,996	6,774	6,096	F	1.11
NW 25 Street															
NW 127 Avenue to NW 122 Avenue	4LD	County Urban Collector	TM Counts	10/25/2006	1.00	1.00	D	261				261	2,950	C	0.09
NW 122 Avenue to NW 117 Avenue	4LD	County Urban Collector	TM Counts	10/25/2006	1.00	1.00	D	261				261	2,950	C	0.09
NW 117 Avenue to NW 112 Avenue	4LD	County Urban Collector	TM Counts	10/25/2006	1.00	1.00	D	521				521	2,950	C	0.18
NW 112 Avenue to NW 107 Avenue	4LD	County Urban Collector	MD-9408	11/27-29/2006	1.03	0.94	D	2,128	1,923	2,304	2,118	2,051	2,950	D	0.70
NW 107 Avenue to NW 97 Avenue	4LD	County Minor Arterial	MD-9406	11/28-30/2006	1.03	0.94	D	2,544	2,667	2,638	2,616	2,533	3,250	C	0.78
NW 97 Avenue to NW 87 Avenue	4LD	County Minor Arterial	MD-9404	4/17-19/2006	1.01	0.94	D	2,768	3,115	2,913	2,932	2,784	3,250	C	0.86
NW 87 Avenue to NW 82 Avenue	5LD	County Minor Arterial	Ave 9404, 9402	11/7-9/2006	1.04	0.94	D	3,811	3,835	3,672	3,772	3,688	3,700	D	1.00
NW 82 Avenue to SR 826	5LD	County Minor Arterial	MD-9402	11/7-9/2006	1.04	0.94	D	4,854	4,554	4,430	4,613	4,509	3,700	F	1.22
NW 12 Street															
NW 137 Avenue to NW 132 Avenue	4LD	County Minor Arterial	Link Counts	7/31-8/1/2007	1.04	0.94	D	1,904	1,638	0	1,771	1,731	2,950	C	0.59
NW 132 Avenue to NW 127 Avenue	4LD	County Minor Arterial	Link Counts	7/31-8/1/2007	1.04	0.94	D	2,542	2,196	0	2,369	2,316	2,950	D	0.79
NW 127 Avenue to HEFT	4LD	County Minor Arterial	Link Counts	7/31-8/1/2007	1.04	0.94	D	3,019	3,487	0	3,253	3,180	3,690	C	0.86
HEFT to NW 117 Avenue	6LD	County Minor Arterial	MD-9384	11/7-9/2006	1.04	0.94	D	3,202	3,165	3,102	3,156	3,086	4,450	C	0.69
NW 117 Avenue to NW 111 Avenue	6LD	County Minor Arterial	MD-9384	11/7-9/2006	1.04	0.94	D	3,202	3,165	3,102	3,156	3,086	4,450	C	0.69
NW 111 Avenue to NW 107 Avenue	6LD	County Minor Arterial	MD-9384	11/7-9/2006	1.04	0.94	D	3,202	3,165	3,102	3,156	3,086	4,450	C	0.69
NW 107 Avenue to NW 97 Avenue	4LD	County Minor Arterial	MD-9382	4/17-19/2006	1.01	0.94	D	1,750	1,693	1,600	1,681	1,596	2,950	C	0.54
NW 97 Avenue to NW 87 Avenue	4LD	County Minor Arterial	MD-9360	4/17-19/2006	1.01	0.94	D	2,857	2,977	2,696	2,843	2,699	2,950	D	0.92
NW 87 Avenue to SR 826	4LD	County Minor Arterial	MD-9360	4/17-19/2006	1.01	0.94	D	2,857	2,977	2,696	2,843	2,699	2,950	D	0.92
Flagler Street															
NW 118 Avenue to NW 114 Avenue	4LD	County Urban Collector	MD-9160	4/25-27/2006	1.01	0.97	EE	2,182	2,121	2,166	2,156	2,113	2,950	D	0.72
NW 114 Avenue to NW 107 Avenue	6LD	County Urban Collector	MD-9158	4/25-27/2006	1.01	0.97	EE	2,951	2,788	3,089	2,936	2,876	4,450	C	0.65
NW 107 Avenue to NW 97 Avenue	6LD	County Minor Arterial	MD-9156	4/25-27/2006	1.01	0.97	EE	2,724	2,621	2,862	2,736	2,680	4,450	C	0.60
NW 97 Avenue to NW 87 Avenue	6LD	County Minor Arterial	MD-9154	11/14-16/2006	1.06	0.97	EE	4,584	4,424	4,519	4,509	4,636	4,450	E	1.04
NW 87 Avenue to SR 826	6LD	State Minor Arterial	FDOT-1142	6/13-15/2006	1.04	0.97	EE	3,782	3,343	3,843	3,656	3,688	4,680	C	0.79
SW 8 Street															
SW 177 Avenue to SW 157 Avenue	4LD	State Principal Arterial	FDOT-0377	4/3-5/2006	1.00	0.95	C	1,111	1,116	1,066	1,098	1,043	3,300	B	0.32
SW 157 Avenue to SW 152 Avenue	4LD	State Principal Arterial	Ave 0377, 0266	2/7-9/2006	1.00	0.95	D	2,089	2,082	2,048	2,066	1,963	3,390	B	0.58
SW 152 Avenue to SW 147 Avenue	4LD	State Principal Arterial	Ave 0377, 0266	2/7-9/2006	1.00	0.95	D	2,089	2,082	2,048	2,066	1,963	3,390	B	0.58
SW 147 Avenue to SW 142 Avenue	6LD	State Principal Arterial	FDOT-0266	2/7-9/2006	1.00	0.95	D	3,026	3,047	3,030	3,034	2,883	5,080	B	0.57
SW 142 Avenue to SW 137 Avenue	6LD	State Principal Arterial	FDOT-0266	2/7-9/2006	1.00	0.95	D	3,026	3,047	3,030	3,034	2,883	5,080	B	0.57
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	FDOT-0088	2/7-9/2006	1.00	0.95	D	4,005	4,122	4,083	4,070	3,867	4,680	D	0.83
SW 127 Avenue to HEFT	8LD	State Principal Arterial	FDOT-2561	2/7-9/2006	1.00	0.95	D	4,983	5,013	4,933	4,976	4,728	6,060	C	0.78
HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0090	4/11-13/2006	1.00	0.95	D	4,031	3,863	3,887	3,927	3,731	4,680	C	0.80
SW 117 Avenue to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0090	4/11-13/2006	1.00	0.95	D	4,031	3,863	3,887	3,927	3,731	4,680	C	0.80
SW 107 Avenue to SW 97 Avenue	8LD	State Principal Arterial	MD-9962	11/7-9/2006	1.00	0.95	EE	4,659	4,524	4,550	4,578	4,349	7,632	C	0.57
SW 97 Avenue to SW 87 Avenue	8LD	State Principal Arterial	FDOT-0089	3/28-30/2006	1.00	0.95	EE	3,871	3,926	3,827	3,875	3,681	7,632	C	0.48
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0092	4/11-13/2006	1.00	0.95	EE	3,668	3,673	3,621	3,654	3,471	5,904	C	0.59
SW 24 Street															
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9134	10/3-5/2006	1.01	0.96	D	2,031	2,019	1,928	1,993	1,932	3,120	C	0.62
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9132	11/27-29/2006	1.00	0.96	EE	2,801	2,857	2,953	2,870	2,756	3,744	D	0.74
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9130	4/4-6/2006	1.00	0.96	EE	3,409	3,479	3,521	3,470	3,331	3,744	E	0.89
SW 117 Avenue to SW 107 Avenue	4LD	County Minor Arterial	MD-9128	4/4-6/2006	1.00	0.96	EE	2,988	3,016	3,143	3,049	2,927	3,744	D	0.78
SW 107 Avenue to SW 92 Avenue	4LD	County Minor Arterial	MD-9126	9/19-21/2006	1.02	0.96	EE	2,815	2,985	2,802	2,867	2,808	3,744	D	0.75
SW 92 Avenue to SW 87 Avenue	6LD	County Minor Arterial	MD-9124	4/3-5/2006	1.00	0.96	EE	3,129	3,143	3,257	3,176	3,049	5,628	C	0.54
SW 87 Avenue to SR 826	6LD	County Minor Arterial	MD-9122	4/4-6/2006	1.00	0.96	EE	3,490	3,544	3,469	3,501	3,361	5,628	D	0.60
SW 40 Street															
SW 147 Avenue to SW 137 Avenue	4LD	County Urban Collector	MD-9110	4/4-6/2006	1.00	0.96	EE	2,277	2,317	2,357	2,317	2,224	3,744	D	0.59
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9108	5/9-11/2005	1.01	0.96	EE	3,052	2,781	2,660	2,831	2,745	3,744	D	0.73
SW 127 Avenue to HEFT	4LD	County Minor Arterial	MD-9106	4/4-6/2006	1.00	0.96	EE	3,827	3,926	3,803	3,852	3,698	3,744	E	0.99
HEFT to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0072	4/11-13/2006	1.00	0.96	EE	3,609	3,924	3,695	3,743	3,593	5,904	C	0.61
SW 107 Avenue to SW 97 Avenue	6LD	State Principal Arterial	FDOT-0074	2/7-9/2006	1.00	0.96	EE	2,714	2,743	2,806	2,754	2,644	5,904	C	0.45
SW 97 Avenue to SW 87 Avenue	6LD	State Principal Arterial	FDOT-0076	2/7-9/2006	1.00	0.96	EE	3,526	3,595	3,603	3,575	3,432	5,904	C	0.58
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0078	1/18/2005	1.01	0.96	EE	4,947	0	0	0	4,797	5,904	E	0.81

Table 5
Existing Traffic Conditions on Study Area Roadways
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] FDOT PSCF	[4] FDOT AXLE FACTOR	[5] CDMP ADOPTED LOS STANDARD	Day 1 EXISTING TWO-WAY PM PEAK HR VOLUME	Day 2 EXISTING TWO-WAY PM PEAK HR VOLUME	Day 3 EXISTING TWO-WAY PM PEAK HR VOLUME	Average EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[6] [7] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
SW 56 Street															
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9274	4/4-6/2006	1.00	0.98	D	2,464	2,439	2,580	2,494	2,444	2,950	D	0.83
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9272	10/3-5/2006	1.01	0.98	D	2,761	2,589	2,647	2,666	2,638	2,950	D	0.89
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9270	4/4-6/2006	1.00	0.98	D	3,064	3,020	3,085	3,056	2,995	2,950	E	1.02
SW 117 Avenue to SW 107 Avenue	4LD	County Minor Arterial	MD-9268	4/4-6/2006	1.00	0.98	D	2,622	2,661	2,647	2,643	2,590	2,950	D	0.88
SW 107 Avenue to SW 97 Avenue	4LD	County Minor Arterial	MD-9266	9/5-7/2006	1.02	0.98	D	2,661	2,755	2,902	2,773	2,772	2,950	D	0.94
SW 97 Avenue to SW 87 Avenue	4LD	County Minor Arterial	MD-9264	4/4-6/2006	1.00	0.98	D	2,955	2,955	2,875	2,928	2,870	2,950	D	0.97
SW 87 Avenue to SR 826	4LD	County Minor Arterial	MD-9262	11/28-30/2006	1.00	0.98	D	3,204	3,460	3,268	3,311	3,244	2,950	F	1.10
SW 72 Street															
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9662	8/22-24/2006	1.03	0.98	EE	2,184	2,123	2,183	2,163	2,184	3,744	D	0.58
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9660	8/22-24/2006	1.03	0.98	EE	2,841	2,672	2,815	2,776	2,802	3,744	D	0.75
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9659	8/22-24/2006	1.03	0.98	EE	3,149	2,897	3,070	3,039	3,067	3,744	E	0.82
SW 117 Avenue to SW 107 Avenue	4LD	State Minor Arterial	FDOT-1070	4/18-20/2006	1.01	0.98	EE	2,752	2,764	2,744	2,753	2,725	3,924	D	0.69
SW 107 Avenue to SW 97 Avenue	4LD	State Minor Arterial	FDOT-0068	2/14-16/2006	0.99	0.98	EE	3,215	3,096	3,236	3,182	3,087	3,924	D	0.79
SW 97 Avenue to SW 87 Avenue	4LD	State Minor Arterial	MD-9658	8/22-24/2006	1.03	0.98	EE	3,408	3,363	3,300	3,357	3,389	3,924	E	0.86
SW 87 Avenue to SR 826	4LD	State Minor Arterial	FDOT-1068	3/21-23/2006	0.99	0.98	EE	3,061	3,097	3,108	3,089	2,997	3,924	D	0.76
SW 88 Street															
SW 177 Avenue to SW 167 Avenue	4LD	State Principal Arterial	FDOT-0010	4/18-20/2006	1.01	0.96	D	1,287	1,253	1,298	1,279	1,240	3,110	C	0.40
SW 167 Avenue to SW 157 Avenue	4LD	State Principal Arterial	FDOT-2529	2/14-16/2006	0.99	1.00	EE	2,213	2,118	2,207	2,179	2,158	3,924	C	0.55
SW 157 Avenue to SW 147 Avenue	4LD	State Principal Arterial	FDOT-1080	2/14-16/2006	0.99	1.00	EE	3,447	3,342	3,344	3,378	3,344	3,924	E	0.85
SW 147 Avenue to SW 137 Avenue	6LD	State Principal Arterial	FDOT-1080	2/14-16/2006	0.99	1.00	EE	3,447	3,342	3,344	3,378	3,344	5,904	C	0.57
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	FDOT-0060	4/18-20/2006	1.01	0.96	EE	2,676	2,460	2,178	2,438	2,364	5,904	C	0.40
SW 127 Avenue to SR 821/HEFT	8LD	State Principal Arterial	FDOT-0062	3/28-30/2006	1.01	0.97	EE	5,464	5,382	5,486	5,444	5,333	7,632	D	0.70
SR 821/HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0592	2/14-16/2006	0.99	1.00	EE	4,304	4,231	4,300	4,278	4,236	5,904	D	0.72
SW 117 Avenue to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0592	2/14-16/2006	0.99	1.00	EE	4,304	4,231	4,300	4,278	4,236	5,904	D	0.72
SW 107 Avenue to SR 874	6LD	State Principal Arterial	FDOT-0064	2/14-16/2006	0.99	1.00	EE	4,455	4,420	4,420	4,432	4,387	5,904	D	0.74
SR 874 to SW 87 Avenue	6LD	State Principal Arterial	FDOT-0066	4/18-20/2006	1.01	0.96	EE	4,292	4,299	4,206	4,266	4,136	5,904	D	0.70
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0684	2/21-23/2006	0.99	1.00	EE	3,758	3,783	3,723	3,755	3,717	5,904	C	0.63
SW 177 Avenue															
US-27 to SW 8 Street	2LU	State Principal Arterial	FDOT-0582	9/19-21/2006	1.02	0.79	C	1,521	1,718	1,740	1,660	1,337	1,310	D	1.02
SW 8 Street to SW 88 Street	2LU	State Principal Arterial	FDOT-0004	9/19-21/2006	1.02	0.79	C	1,447	1,522	1,559	1,509	1,216	1,310	C	0.93
SW 88 Street to SW 136 Street	2LU	State Principal Arterial	FDOT-0682	5/2-4/2006	1.01	0.79	C	1,171	1,331	1,250	1,251	998	1,310	C	0.76
SW 147 Avenue															
SW 24 Street to SW 40 Street	4LD	County Collector	MD-9826	9/5-7/2006	1.02	0.98	D	1,922	1,924	2,012	1,953	1,952	2,950	C	0.66
SW 40 Street to SW 56 Street	4LD	County Collector	MD-9826	9/5-7/2006	1.02	0.98	EE	1,922	1,924	2,012	1,953	1,952	3,744	C	0.52
SW 56 Street to SW 72 Street	4LD	County Collector	MD-9827	9/5-7/2006	1.02	0.98	D	1,855	1,835	1,905	1,865	1,864	2,950	C	0.63
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9828	9/5-7/2006	1.02	0.98	D	1,810	1,706	1,733	1,750	1,749	2,950	C	0.59
NW/SW 137 Avenue															
NW 12 Street to NW 6 Street	6LD	County Minor Arterial	MD-9798	11/14-16/2006	1.06	0.96	D	1,304	1,332	1,242	1,293	1,315	4,450	C	0.30
NW 6 Street to SW 8 Street	6LD	County Minor Arterial	MD-9798	11/14-16/2006	1.06	0.96	D	1,304	1,332	1,242	1,293	1,315	4,450	C	0.30
SW 8 Street to SW 24 Street	4LD	County Minor Arterial	MD-9800	4/24-26/2006	1.01	0.96	EE	2,399	2,401	1,466	2,089	2,025	3,744	C	0.54
SW 24 Street to SW 40 Street	6LD	County Minor Arterial	MD-9802	11/14-16/2006	1.06	0.96	D	3,249	3,239	3,242	3,243	3,114	4,450	C	0.70
SW 40 Street to SW 56 Street	6LD	County Minor Arterial	MD-9804	9/5-7/2006	1.02	0.96	D	2,781	2,781	3,077	2,880	2,820	4,450	C	0.63
SW 56 Street to SW 72 Street	4LD	County Minor Arterial	MD-9806	9/5-7/2006	1.02	0.96	D	3,110	3,043	2,950	3,034	2,971	2,950	E	1.01
SW 72 Street to SW 88 Street	4LD	County Minor Arterial	MD-9808	9/5-7/2006	1.02	0.96	D	2,282	2,119	2,219	2,207	2,161	2,950	D	0.73
SW 88 Street to SW 96 Street	6LD	State Principal Arterial	FDOT-2520	2/14-16/2006	0.99	0.96	D	3,127	3,027	3,017	3,057	2,905	4,680	C	0.62
SW 96 Street to SW 104 Street	6LD	State Principal Arterial	MD-9810	9/5-7/2006	1.02	0.96	D	3,200	2,945	2,993	3,046	2,983	4,680	C	0.64
NW/SW 127 Avenue															
NW 25 Street to NW 17 Street	4LD - U/C	County Collector	n/a	Under CST	1.00	1.00	D	0	0	0	0	0	2,950	A	0.00
NW 17 Street to NW 12 Street	4LD - U/C	County Collector	n/a	Under CST	1.00	1.00	D	0	0	0	0	0	2,950	A	0.00
NW 12 Street to NW 6 Street	4LD - U/C	County Collector	TM Counts	10/25/2006	1.03	1.00	D	1,200	0	0	0	1,236	2,950	C	0.42
NW 6 Street to SW 8 Street	4LD - U/C	County Collector	MD-9770	11/27-29/2006	1.03	0.96	D	1,791	1,884	1,730	1,802	1,781	2,950	C	0.60
SW 8 Street to SW 24 Street	4LD	County Collector	MD-9772	5/16-18/2006	1.02	0.96	EE	1,860	1,924	1,908	1,897	1,858	3,744	C	0.50
SW 24 Street to SW 40 Street	2LU	County Collector	MD-9774	8/28-30/2006	1.02	0.96	D	1,113	1,141	1,148	1,133	1,110	1,590	D	0.70
SW 40 Street to SW 56 Street	4LD	County Collector	MD-9776	9/19-21/2006	1.02	0.96	D	1,848	1,762	1,884	1,831	1,793	2,950	C	0.61
SW 56 Street to SW 72 Street	4LD	County Collector	MD-9778	10/9-11/2006	1.00	0.96	D	1,889	1,830	1,835	1,851	1,777	2,950	C	0.60
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9780	8/22-24/2006	1.03	0.96	D	1,766	1,617	1,720	1,701	1,682	2,950	C	0.57
NW 112 Avenue															
NW 27 Street to NW 25 Street	3LD	County Collector	Area Counts	10/25/2006	1.03	0.96	D	1,456	0	0	0	1,440	2,213	C	0.65
NW 25 Street to NW 17 Street	4LD	County Collector	Area Counts	1/16-17/2007	1.03	0.96	D	1,779	1,673	0	1,726	1,707	2,950	C	0.58
NW 17 Street to NW 14 Street	4LD	County Collector	Area Counts	1/16-17/2007	1.03	0.96	D	1,678	1,703	0	1,691	1,672	2,950	C	0.57
NW 14 Street to NW 12 Street	4LD	County Collector	Area Counts	1/16-17/2007	1.03	0.96	D	2,139	2,181	0	2,160	2,136	2,950	D	0.72
NW/SW 107 Avenue															
NW 106 Street to NW 90 Street	2LU	County Collector	Area Counts	9/19-21/2006	1.04	0.96	D	1,168	1,192	1,172	1,177	1,175	1,390	D	0.85
NW 90 Street to NW 74 Street	4LD	County Collector	Area Counts	9/19-21/2006	1.04	0.96	D	1,168	1,192	1,172	1,177	1,175	2,950	C	0.40
NW 74 Street to NW 58 Street	4LD - U/C	County Collector	Area Counts	9/19-21/2006	1.04	0.96	D	1,092	1,100	1,076	1,089	1,088	2,950	C	0.37
NW 58 Street to NW 41 Street	4LD	County Collector	MD-9513	11/28-30/2006	1.03	0.96	D	1,771	1,710	1,838	1,773	1,753	2,950	C	0.59
NW 41 Street to NW 25 Street	4LD	County Collector	MD-9512	4/18-20/2006	1.01	0.96	D	2,904	3,042	2,961	2,969	2,879	2,950	D	0.98
NW 25 Street to NW 12 Street	6LD	County Collector	MD-9510	4/18-20/2006	1.01	0.96	D	3,640	3,852	3,213	3,568	3,460	4,450	D	0.78
NW 12 Street to SR 836 N. Ramps	8LD	County Collector	Link Counts	8/21-23/2007	1.04	0.96	HE = E	4,736	0	4,774	4,755	4,747	6,360	C	0.75
SR 836 N. Ramps to S. Ramps	7LD	State Urban Minor Arterial	Link Counts	8/21-23/2007	1.04	0.96	SUMA = E	4,313	4,527	4,384	4,408	4,401	5,565	C	0.79
SR 836 S. Ramps to NW 7 Street	7LD	State Urban Minor Arterial	Link Counts	8/21-23/2007	1.04	0.96	SUMA = E	4,313	4,527	4,384	4,408	4,401	5,565	C	0.79
NW 7 Street to Flagler Street	6LD	State Urban Minor Arterial	FDOT-2580	2/7-9/2006	1.00	0.96	SUMA = E	2,820	2,831	2,706	2,786	2,674	4,920	C	0.54
Flagler Street to SW 8 Street	4LD	State Urban Minor Arterial	FDOT-2580	2/7-9/2006	1.00	0.96	SUMA = E	2,820	2,831	2,706	2,786	2,674	3,270	D	0.82
SW 8 Street to SW 24 Street	6LD	State Urban Minor Arterial	FDOT-1090	2/7-9/2006	1.00	0.96	SUMA = E	3,692	3,819	3,863	3,725	3,576	4,920	C	0.73
SW 24 Street to SW 40 Street	4LD	State Urban Minor Arterial	FDOT-1091	5/9-11/2006	1.01	0.96	SUMA = E	1,610	2,805	2,720	2,378	2,308	3,270	C	0.71
SW 40 Street to SW 56 Street	4LD	State Urban Minor Arterial	FDOT-0047	2/7-9/2006	1.00	0.96	SUMA = E	2,569	2,545	2,551	2,555	2,453	3,270	C	0.75
SW 56 Street to SW 72 Street	4LD	State Urban Minor Arterial	FDOT-0046	9/19-21/2006	1.02	0.96	SUMA = E	1,949	1,981	1,945	1,958	1,918	3,270	C	0.59
SW 72 Street to SW 88 Street	4LD	State Urban Minor Arterial	FDOT-0045	9/19-21/2006	1.02	0.96	SUMA = E	2,186	2,325	1,977	2,163	2,118	3,270	C	0.65

Table 5
Existing Traffic Conditions on Study Area Roadways
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] FDOT PSCF	[4] FDOT AXLE FACTOR	[5] CDMP ADOPTED LOS STANDARD	Day 1 EXISTING TWO-WAY PM PEAK HR VOLUME	Day 2 EXISTING TWO-WAY PM PEAK HR VOLUME	Day 3 EXISTING TWO-WAY PM PEAK HR VOLUME	Average EXISTING TWO-WAY PM PEAK HR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[6] [7] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
NW/SW 97 Avenue															
NW 52 Street to NW 41 Street	4LD	County Urban Collector	MD-9495	9/19-21/2006	1.04	0.97	D	1,486	1,473	1,489	1,483	1,496	2,950	C	0.51
NW 41 Street to NW 25 Street	4LD	County Urban Collector	MD-9495	9/19-21/2006	1.04	0.97	D	1,486	1,473	1,489	1,483	1,496	2,950	C	0.51
NW 25 Street to NW 12 Street	4LD	County Urban Collector	MD-9494	9/19-21/2006	1.04	0.97	D	1,299	1,253	1,256	1,269	1,281	2,950	C	0.43
NW 12 Street to NW 7 Street	4LD	County Urban Collector	Link Counts	8/21-23/2007	1.04	0.97	D	1,623	1,615	1,599	1,612	1,627	2,950	C	0.55
NW 7 Street to Flagler Street	4LD	County Urban Collector	MD-9698	4/25-27/2006	1.01	0.97	D	1,531	1,588	1,571	1,563	1,532	2,950	C	0.52
Flagler Street to SW 8 Street	4LD	County Urban Collector	MD-9698	4/25-27/2006	1.01	0.97	D	1,531	1,588	1,571	1,563	1,532	2,950	C	0.52
SW 8 Street to SW 24 Street	2LD	County Urban Collector	MD-9698	4/25-27/2006	1.01	0.97	D	1,531	1,588	1,571	1,563	1,532	1,460	F	1.05
SW 24 Street to SW 40 Street	2LD	County Urban Collector	MD-9699	10/10-12/2006	1.00	0.97	D	1,615	1,622	0	1,619	1,570	1,460	F	1.08
SW 40 Street to SW 56 Street	2LU	County Urban Collector	MD-9700	11/27-29/2006	1.00	0.97	D	1,049	1,128	1,289	1,155	1,121	1,390	D	0.81
SW 56 Street to SW 72 Street	2LU	County Urban Collector	MD-9702	10/3-5/2006	1.01	0.97	D	966	976	897	953	934	1,390	D	0.67
NW/SW 87 Avenue															
Okeechobee Road to NW 74 Street	4LD	County Minor Arterial	n/a	Not built yet	1.00	1.00	D	0	0	0	0	0	2,950	A	0.00
NW 74 Street to NW 58 Street	4LD	County Minor Arterial	n/a	Not built yet	1.00	1.00	D	0	0	0	0	0	2,950	A	0.00
NW 58 Street to NW 41 Street	4LD	County Minor Arterial	MD-9166	4/17-19/2006	1.01	0.97	D	2,943	3,016	2,922	2,960	2,900	2,950	D	0.98
NW 41 Street to NW 25 Street	6LD	County Minor Arterial	MD-9164	4/17-19/2006	1.01	0.97	EE	3,356	3,349	3,233	3,313	3,245	5,628	D	0.58
NW 25 Street to NW 12 St/SR 836	6LD	County Minor Arterial	MD-9162	11/7-9/2006	1.04	0.97	D	4,646	4,147	4,397	4,397	4,435	4,450	D	1.00
NW 12 St/SR 836 to Flagler St	6LD	State Urban Minor Arterial	FDOT-1211	5/9-11/2006	1.02	0.97	SUMA = E	4,111	4,179	4,117	4,136	4,092	4,920	D	0.83
Flagler Street to SW 8 Street	4LD	State Urban Minor Arterial	FDOT-0044	2/21-23/2006	0.99	0.97	SUMA = E	2,885	2,884	2,849	2,873	2,759	3,270	D	0.84
SW 8 Street to SW 24 Street	4LD	State Urban Minor Arterial	FDOT-1074	3/21-23/2006	0.99	0.97	SUMA = E	2,153	2,195	2,091	2,146	2,061	3,270	C	0.63
SW 24 Street to SW 40 Street	4LD	State Urban Minor Arterial	FDOT-0042	10/24-26/2006	1.00	0.97	SUMA = E	2,543	2,675	2,688	2,635	2,556	3,270	D	0.78
SW 40 Street to SW 56 Street	4LD	State Urban Minor Arterial	FDOT-0041	3/21-23/2006	0.99	0.97	SUMA = E	1,632	1,724	1,647	1,668	1,601	3,270	C	0.49
SW 56 Street to SW 72 Street	4LD	State Urban Minor Arterial	FDOT-1075	2/7-9/2006	1.00	0.97	SUMA = E	2,459	2,634	2,556	2,550	2,473	3,270	D	0.76
SW 72 Street to SW 88 Street	4LD	State Urban Minor Arterial	FDOT-1076	2/21-23/2006	0.99	0.97	SUMA = E	1,996	1,976	2,044	2,005	1,926	3,270	C	0.59
SR 821/HEFT															
Okeechobee Road to NW 106 Street	6LD	State Principal Arterial	FDOT-2272	2006 AADT*.09	1.00	1.00	D	8,559				8,559	10,050	D	0.85
NW 106 Street to NW 74 Street	6LD	State Principal Arterial	FDOT-2268	2006 AADT*.09	1.00	1.00	D	9,252				9,252	10,050	D	0.92
NW 74 Street to NW 41 Street	6LD	State Principal Arterial	FDOT-2268	2006 AADT*.09	1.00	1.00	D	9,252				9,252	10,050	D	0.92
NW 41 Street to NW 12 Street/SR 836	6LD	State Principal Arterial	FDOT-2230	2006 AADT*.09	1.00	1.00	D	9,045				9,045	10,050	D	0.90
NW 12 Street/SR 836 to SW 8 Street	8LD	State Principal Arterial	FDOT-2250	2006 AADT*.09	1.00	1.00	D	15,939				15,939	13,600	F	1.17
SW 8 Street to SW 40 Street	6LD	State Principal Arterial	FDOT-2270	2006 AADT*.09	1.00	1.00	D	12,780				12,780	10,050	F	1.27
SW 40 Street to SW 88 Street	6LD	State Principal Arterial	FDOT-2252	2006 AADT*.09	1.00	1.00	D	10,764				10,764	10,050	E	1.07
SR 826															
NW 154 Street to NW 138 Street	8LD	State Principal Arterial	FDOT-0576	6/13-15/2006	1.04	0.96	D	7,138	7,021	7,072	7,077	7,066	13,420	B	0.53
NW 138 Street to NW 122 Street	8LD	State Principal Arterial	FDOT-0575	6/13-15/2006	1.04	0.96	D	12,023	11,974	12,095	12,031	12,011	13,420	D	0.90
NW 122 Street to NW 103 Street	8LD	State Principal Arterial	FDOT-0574	6/13-15/2006	1.04	0.96	D	12,942	12,949	12,994	12,962	12,941	13,420	D	0.96
NW 103 Street to Okeechobee Road	8LD	State Principal Arterial	FDOT-0553	6/13-15/2006	1.04	0.96	D	12,153	12,189	12,217	12,186	12,167	13,420	D	0.91
Okeechobee Road to NW 74 Street	10LD	State Principal Arterial	FDOT-0573	7/25-27/2006	1.06	0.96	D	10,100	10,438	10,760	10,433	10,616	16,980	C	0.63
NW 74 Street to NW 58 Street	10LD	State Principal Arterial	FDOT-0572	7/25-27/2006	1.06	0.96	D	10,100	10,438	10,760	10,433	10,616	16,980	C	0.63
NW 58 Street to NW 41 Street	10LD	State Principal Arterial	FDOT-0571	6/13-15/2006	1.04	0.96	D	13,826	13,855	13,940	13,874	13,851	16,980	D	0.82
NW 41 Street to NW 25 Street	10LD	State Principal Arterial	FDOT-0571	6/13-15/2006	1.04	0.96	D	13,826	13,855	13,940	13,874	13,851	16,980	D	0.82
NW 25 Street to SR 836	8LD	State Principal Arterial	FDOT-0569	6/13-15/2006	1.04	0.96	D	11,128	10,135	10,364	10,542	10,525	13,420	D	0.78
SR 836 to Flagler Street	8LD	State Principal Arterial	FDOT-0569	6/13-15/2006	1.04	0.96	D	11,128	10,135	10,364	10,542	10,525	13,420	D	0.78
Flagler Street to SW 8 Street	8LD	State Principal Arterial	FDOT-0568	7/18-20/2006	1.06	0.96	D	12,264	11,480	11,034	11,593	11,797	13,420	D	0.88
SW 8 Street to SW 24 Street	8LD	State Principal Arterial	FDOT-0566	7/18-20/2006	1.04	0.96	D	10,995	11,350	11,567	11,304	11,286	13,420	D	0.84
SW 24 Street to SW 40 Street	8LD	State Principal Arterial	FDOT-0566	7/18-20/2006	1.04	0.96	D	10,995	11,350	11,567	11,304	11,286	13,420	D	0.84
SW 40 Street to SR 874	8LD	State Principal Arterial	FDOT-0565	4/25-27/2006	1.01	0.96	D	8,918	8,337	8,386	8,547	8,287	13,420	C	0.62
SW 874 Street to SW 72 Street	4LD	State Principal Arterial	FDOT-0564	4/25-27/2006	1.01	0.96	D	7,873	7,333	7,488	7,498	7,270	6,250	F	1.16
SW 72 Street to SW 88 Street	6LD	State Principal Arterial	FDOT-0563	5/24/2005	1.01	0.96	D	3,696	0	0	0	3,584	9,840	B	0.36
SR 836															
NW 137 Avenue to NW 107 Avenue	4LD	State Principal Arterial	n/a	n/a	1.00	1.00	D	0	0	0	0	0	6,510	A	0.00
HEFT to NW 107 Avenue	8LD	State Principal Arterial	FDOT-2242	8/1-3/2006	1.04	0.97	D	6,816	7,312	7,512	7,213	6,876	13,600	B	0.51
NW 107 Avenue to NW 87 Avenue	8LD	State Principal Arterial	FDOT-2243	8/1-3/2006	1.04	0.97	D	8,370	8,092	8,515	8,326	8,444	13,600	C	0.62
NW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-2244	8/1-3/2006	1.04	0.97	D	8,200	7,552	7,699	7,817	8,272	10,050	D	0.82
SR 874															
HEFT to SW 104 Street	6LD	State Principal Arterial	FDOT-2274	3/21-23/2006	0.99	0.95	D	5,438	5,432	5,149	5,340	5,114	10,050	B	0.51
SW 104 Street to SR 878	8LD	State Principal Arterial	FDOT-2276	3/21-23/2006	0.99	0.95	D	9,331	9,260	8,956	9,182	8,776	13,600	C	0.65
SR 878 to SR 826	4LD	State Principal Arterial	FDOT-2278	2006 AADT * K	1.00	1.00	D	4,829				4,829	6,510	C	0.74

[1] The expanded geometry for roadways currently under construction have been included as existing lane geometry.
[2] The traffic count data used in the analysis was obtained from either FDOT, Miami-Dade County or Applicant counts and reflects data from the years 2006 or 2007, with 2005 data used in 2 stations were 2006 data was unavailable.
[3] The existing link and/or turning movement counts have been adjusted for peak season using the 2006 FDOT PSCF for Miami-Dade North and Miami-Dade South as provided in Attachment I.
[4] The existing link counts have also been adjusted using the FDOT Axle Factors for state roads included in Attachment I.
[5] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
[6] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.
[7] ArtPlan 2002 (released June 2004 by FDOT) has been used to calculate the MSV for portions of NW 12 Street, NW 25 Street and SW 127 Avenue (see Attachment II).

Table 6
Year 2008 and 2015 Future Background and Committed Development Traffic Conditions
Two-Way PM Peak Hour without the Amendment Trips

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2008 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	2015 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	[4] UNBUILT BEACON TRADEPORT DRI	2015 BACKGROUND PLUS COMMITTED VOLUMES	[5] [6] TWO-WAY PM PEAK HOUR MAX CAPACITY	2008 PM PEAK HOUR FUTURE LOS	2015 PM PEAK HOUR FUTURE LOS	2015 V/C
NW 106 Street												
HEFT to NW 112 Avenue	4LD	D	2,033	1.27%	2,085	2,277	14	2,291	2,950	D	D	0.78
NW 112 Avenue to NW 107 Avenue	6LD	D	2,298	1.27%	2,357	2,575	14	2,588	4,450	C	C	0.58
NW 107 Avenue to NW 116 Way	6LD	D	2,749	1.27%	2,819	3,080	14	3,093	4,450	C	C	0.70
NW 116 Way to Okeechobee Road	6LD	D	2,136	1.27%	2,191	2,393	14	2,407	4,450	C	C	0.54
NW 74 Street												
HEFT to NW 107 Avenue	6LD - State	D	216	1.27%	222	242	27	270	4,680	B	B	0.06
NW 107 Avenue to NW 97 Avenue	6LD - State	D	Not built yet	1.27%	577	630	14	644	4,680	B	C	0.14
NW 97 Avenue to NW 87 Avenue	6LD - State	D	Not built yet	1.27%	577	630	14	644	4,680	B	C	0.14
NW 87 Avenue to NW 84 Avenue	6LD - State	D	2,430	1.27%	2,492	2,723	14	2,736	4,680	C	C	0.58
NW 84 Avenue to SR 826	6LD - State	D	2,341	1.27%	2,401	2,623	14	2,637	4,680	C	C	0.56
NW 58 Street												
NW 114 Avenue to NW 107 Avenue	4LD	D	1,607	1.27%	1,648	1,801	7	1,807	2,950	C	C	0.61
NW 107 Avenue to NW 102 Avenue	4LD	D	2,165	1.27%	2,220	2,425	7	2,432	2,950	D	D	0.82
NW 102 Avenue to NW 97 Avenue	4LD	D	2,286	1.27%	2,345	2,561	7	2,568	2,950	D	D	0.87
NW 97 Avenue to NW 87 Avenue	4LD	D	3,509	1.27%	3,599	3,931	7	3,938	2,950	F	F	1.33
NW 87 Avenue to SR 826	4LD	D	3,340	1.27%	3,426	3,742	7	3,749	2,950	F	F	1.27
NW 41 Street												
NW 122 Avenue to HEFT	2LU	C	150	1.27%	154	168	54	222	870	C	C	0.26
HEFT to NW 107 Avenue	6LD	D	3,116	1.27%	3,196	3,491	54	3,545	5,080	B	B	0.70
NW 107 Avenue to NW 97 Avenue	6LD	D	3,764	1.27%	3,860	4,216	54	4,271	5,080	B	C	0.84
NW 97 Avenue to NW 87 Avenue	6LD	EE	3,928	1.27%	4,028	4,400	54	4,454	6,096	B	C	0.73
NW 87 Avenue to NW 79 Avenue	6LD	EE	3,928	1.27%	4,028	4,400	27	4,427	6,096	B	C	0.73
NW 79 Avenue to SR 826	6LD	EE	6,774	1.27%	6,947	7,589	14	7,602	6,096	F	F	1.25
NW 25 Street												
NW 127 Avenue to NW 122 Avenue	4LD	D	261	1.27%	268	292	109	401	2,950	C	C	0.14
NW 122 Avenue to NW 117 Avenue	4LD	D	261	1.27%	268	292	163	455	2,950	C	C	0.15
NW 117 Avenue to NW 112 Avenue	4LD	D	521	1.27%	534	584	313	896	2,950	C	C	0.30
NW 112 Avenue to NW 107 Avenue	4LD	D	2,051	1.27%	2,103	2,298	204	2,502	2,950	D	D	0.85
NW 107 Avenue to NW 97 Avenue	4LD	D	2,533	1.27%	2,598	2,838	122	2,960	3,250	C	C	0.91
NW 97 Avenue to NW 87 Avenue	4LD	D	2,784	1.27%	2,855	3,118	86	3,204	3,250	C	D	0.99
NW 87 Avenue to NW 82 Avenue	6LD	D	3,688	1.27%	3,782	4,131	63	4,194	4,680	C	D	0.90
NW 82 Avenue to SR 826 - with Viaduct	8LD	D	4,509	1.27%	4,625	5,052	0	5,052	6,060	C	C	0.83
NW 12 Street												
NW 137 Avenue to NW 132 Avenue	4LD	D	1,731	1.27%	1,753	1,915	54	1,970	2,950	C	C	0.67
NW 132 Avenue to NW 127 Avenue	4LD	D	2,316	1.27%	2,345	2,562	82	2,644	2,950	D	D	0.90
NW 127 Avenue to HEFT	4LD	D	2,930	1.27%	2,967	3,241	109	3,350	3,690	C	C	0.91
HEFT to NW 117 Avenue	6LD	D	2,836	1.27%	2,908	3,177	544	3,720	4,450	C	D	0.84
NW 117 Avenue to NW 111 Avenue	6LD	D	2,836	1.27%	2,908	3,177	217	3,394	4,450	C	D	0.76
NW 111 Avenue to NW 107 Avenue	6LD	D	3,086	1.27%	3,165	3,457	217	3,674	4,450	C	D	0.83
NW 107 Avenue to NW 97 Avenue	4LD	D	1,596	1.27%	1,637	1,788	136	1,924	2,950	C	C	0.65
NW 97 Avenue to NW 87 Avenue	4LD	D	2,699	1.27%	2,768	3,024	82	3,106	2,950	D	E	1.05
NW 87 Avenue to SR 826	4LD	D	2,699	1.27%	2,768	3,024	27	3,051	2,950	D	E	1.03
Flagler Street												
NW 118 Avenue to NW 114 Avenue	4LD	EE	2,113	1.27%	2,167	2,367	7	2,373	2,950	D	D	0.80
NW 114 Avenue to NW 107 Avenue	6LD	EE	2,876	1.27%	2,950	3,222	7	3,229	4,450	C	D	0.73
NW 107 Avenue to NW 97 Avenue	6LD	EE	2,680	1.27%	2,749	3,003	7	3,009	4,450	C	C	0.68
NW 97 Avenue to NW 87 Avenue	6LD	EE	4,636	1.27%	4,755	5,194	7	5,201	4,450	E	E	1.17
NW 87 Avenue to SR 826	6LD	EE	3,688	1.27%	3,782	4,132	7	4,139	4,680	C	D	0.88
SW 8 Street												
SW 177 Avenue to SW 157 Avenue	4LD	C	1,043	1.27%	1,069	1,168	7	1,175	3,300	B	B	0.36
SW 157 Avenue to SW 152 Avenue	4LD	D	1,963	1.27%	2,013	2,199	0	2,199	3,390	B	B	0.65
SW 152 Avenue to SW 147 Avenue	4LD	D	1,963	1.27%	2,013	2,199	0	2,199	3,390	B	B	0.65
SW 147 Avenue to SW 142 Avenue	6LD	D	2,883	1.27%	2,956	3,229	7	3,236	5,080	B	B	0.64
SW 142 Avenue to SW 137 Avenue	6LD	D	2,883	1.27%	2,956	3,229	20	3,250	5,080	B	B	0.64
SW 137 Avenue to SW 127 Avenue	6LD	D	3,867	1.27%	3,965	4,332	27	4,359	4,680	D	D	0.93
SW 127 Avenue to HEFT	8LD	D	4,728	1.27%	4,848	5,296	34	5,330	6,060	C	D	0.88
HEFT to SW 117 Avenue	6LD	D	3,731	1.27%	3,826	4,179	34	4,213	4,680	C	D	0.90
SW 117 Avenue to SW 107 Avenue	6LD	EE	3,731	1.27%	3,826	4,179	27	4,207	4,680	C	D	0.90
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,349	1.27%	4,460	4,872	20	4,892	7,632	C	C	0.64
SW 97 Avenue to SW 87 Avenue	8LD	EE	3,681	1.27%	3,775	4,124	14	4,137	7,632	C	C	0.54
SW 87 Avenue to SR 826	6LD	EE	3,471	1.27%	3,560	3,889	7	3,896	5,904	C	D	0.66

Table 6
Year 2008 and 2015 Future Background and Committed Development Traffic Conditions
Two-Way PM Peak Hour without the Amendment Trips

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2008 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	2015 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	[4] UNBUILT BEACON TRADEPORT DRI	2015 BACKGROUND PLUS COMMITTED VOLUMES	[5] [6] TWO-WAY PM PEAK HOUR MAX CAPACITY	2008 PM PEAK HOUR FUTURE LOS	2015 PM PEAK HOUR FUTURE LOS	2015 V/C
SW 24 Street												
SW 147 Avenue to SW 137 Avenue	4LD	D	1,932	1.27%	1,981	2,164	7	2,171	3,120	C	D	0.70
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,756	1.27%	2,826	3,087	7	3,094	3,744	D	E	0.83
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,331	1.27%	3,416	3,732	7	3,738	3,744	E	E	1.00
SW 117 Avenue to SW 107 Avenue	4LD	EE	2,927	1.27%	3,002	3,279	7	3,286	3,744	E	E	0.88
SW 107 Avenue to SW 92 Avenue	4LD	EE	2,808	1.27%	2,879	3,145	7	3,152	3,744	D	E	0.84
SW 92 Avenue to SW 87 Avenue	6LD	EE	3,049	1.27%	3,127	3,416	7	3,423	5,628	C	D	0.61
SW 87 Avenue to SR 826	6LD	EE	3,361	1.27%	3,447	3,765	7	3,772	5,628	D	D	0.67
SW 40 Street												
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,224	1.27%	2,281	2,492	20	2,512	3,744	D	D	0.67
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,745	1.27%	2,815	3,114	27	3,141	3,744	D	E	0.84
SW 127 Avenue to HEFT	4LD	EE	3,698	1.27%	3,792	4,143	34	4,177	3,744	F	F	1.12
HEFT to SW 107 Avenue	6LD	EE	3,593	1.27%	3,685	4,025	34	4,059	5,904	C	D	0.69
SW 107 Avenue to SW 97 Avenue	6LD	EE	2,644	1.27%	2,712	2,962	27	2,989	5,904	C	C	0.51
SW 97 Avenue to SW 87 Avenue	6LD	EE	3,432	1.27%	3,519	3,844	20	3,865	5,904	C	D	0.65
SW 87 Avenue to SR 826	6LD	EE	4,797	1.27%	4,919	5,442	7	5,449	5,904	E	E	0.92
SW 56 Street												
SW 147 Avenue to SW 137 Avenue	4LD	D	2,444	1.27%	2,507	2,738	7	2,745	2,950	D	D	0.93
SW 137 Avenue to SW 127 Avenue	4LD	D	2,638	1.27%	2,706	2,956	7	2,963	2,950	D	E	1.00
SW 127 Avenue to SW 117 Avenue	4LD	D	2,995	1.27%	3,072	3,355	7	3,362	2,950	E	F	1.14
SW 117 Avenue to SW 107 Avenue	4LD	D	2,590	1.27%	2,657	2,902	7	2,909	2,950	D	D	0.99
SW 107 Avenue to SW 97 Avenue	4LD	D	2,772	1.27%	2,842	3,105	7	3,112	2,950	D	E	1.05
SW 97 Avenue to SW 87 Avenue	4LD	D	2,870	1.27%	2,943	3,215	7	3,222	2,950	D	F	1.09
SW 87 Avenue to SR 826	4LD	D	3,244	1.27%	3,327	3,635	7	3,641	2,950	F	F	1.23
SW 72 Street												
SW 147 Avenue to SW 137 Avenue	6LD	EE	2,184	1.27%	2,239	2,446	7	2,453	5,628	C	C	0.44
SW 137 Avenue to SW 127 Avenue	6LD	EE	2,802	1.27%	2,874	3,139	7	3,146	5,628	C	C	0.56
SW 127 Avenue to SW 117 Avenue	6LD	EE	3,067	1.27%	3,146	3,436	7	3,443	5,628	C	D	0.61
SW 117 Avenue to SW 107 Avenue	4LD	EE	2,725	1.27%	2,795	3,053	7	3,060	3,924	D	D	0.78
SW 107 Avenue to SW 97 Avenue	4LD	EE	3,087	1.27%	3,166	3,459	7	3,466	3,924	E	E	0.88
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,389	1.27%	3,475	3,796	7	3,803	3,924	E	E	0.97
SW 87 Avenue to SR 826	4LD	EE	2,997	1.27%	3,073	3,357	7	3,364	3,924	D	E	0.86
SW 88 Street												
SW 177 Avenue to SW 167 Avenue	6LD	D	1,240	1.27%	1,272	1,390	0	1,390	4,680	C	C	0.30
SW 167 Avenue to SW 157 Avenue	6LD	EE	2,158	1.27%	2,213	2,417	7	2,424	5,904	C	C	0.41
SW 157 Avenue to SW 147 Avenue	6LD	EE	3,344	1.27%	3,429	3,746	14	3,760	5,904	C	C	0.64
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,344	1.27%	3,429	3,746	20	3,766	5,904	C	C	0.64
SW 137 Avenue to SW 127 Avenue	6LD	EE	2,364	1.27%	2,424	2,648	27	2,675	5,904	C	C	0.45
SW 127 Avenue to SR 821/HEFT	8LD	EE	5,333	1.27%	5,470	5,975	34	6,009	7,632	D	D	0.79
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,236	1.27%	4,344	4,745	27	4,772	5,904	D	E	0.81
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,236	1.27%	4,344	4,745	20	4,765	5,904	D	E	0.81
SW 107 Avenue to SR 874	6LD	EE	4,387	1.27%	4,499	4,915	14	4,929	5,904	D	E	0.83
SR 874 to SW 87 Avenue	6LD	EE	4,136	1.27%	4,242	4,633	7	4,640	5,904	D	D	0.79
SW 87 Avenue to SR 826	6LD	EE	3,717	1.27%	3,812	4,164	0	4,164	5,904	C	D	0.71
SW 177 Avenue												
US 27 to SW 8 Street	4LD	B	1,337	1.27%	1,372	1,498	0	1,498	2,780	B	B	0.54
SW 8 Street to SW 88 Street	4LD	B	1,216	1.27%	1,247	1,363	0	1,363	2,780	B	B	0.49
SW 88 Street to SW 136 Street	4LD	B	998	1.27%	1,023	1,118	0	1,118	2,780	B	B	0.40
SW 147 Avenue												
SW 24 Street to SW 40 Street	4LD	D	1,952	1.27%	2,002	2,187	0	2,187	2,950	C	D	0.74
SW 40 Street to SW 56 Street	4LD	EE	1,952	1.27%	2,002	2,187	0	2,187	3,744	C	D	0.58
SW 56 Street to SW 72 Street	4LD	D	1,864	1.27%	1,912	2,088	0	2,088	2,950	C	D	0.71
SW 72 Street to SW 88 Street	4LD	D	1,749	1.27%	1,794	1,959	0	1,959	2,950	C	C	0.66
NW/SW 137 Avenue												
NW 17 Street to NW 12 Street	4LD	D	Not built yet	1.27%	385	420	54	474	2,950	C	C	0.16
NW 12 Street to NW 6 Street	6LD	D	1,315	1.27%	1,349	1,474	109	1,582	4,450	C	C	0.36
NW 6 Street to SW 8 Street	6LD	D	1,315	1.27%	1,349	1,474	109	1,582	4,450	C	C	0.36
SW 8 Street to SW 24 Street	6LD	EE	2,025	1.27%	2,077	2,269	68	2,337	5,628	C	C	0.42
SW 24 Street to SW 40 Street	6LD	D	3,114	1.27%	3,193	3,488	54	3,542	4,450	D	D	0.80
SW 40 Street to SW 56 Street	6LD	D	2,820	1.27%	2,892	3,159	41	3,200	4,450	C	D	0.72
SW 56 Street to SW 72 Street	4LD	D	2,971	1.27%	3,047	3,329	27	3,356	2,950	E	F	1.14
SW 72 Street to SW 88 Street	6LD	D	2,161	1.27%	2,216	2,421	14	2,434	4,450	C	C	0.55
SW 88 Street to SW 96 Street	6LD	D	2,905	1.27%	2,980	3,255	7	3,262	4,680	C	C	0.70
SW 96 Street to SW 104 Street	6LD	D	2,983	1.27%	3,059	3,342	0	3,342	4,680	C	C	0.71

Table 6
Year 2008 and 2015 Future Background and Committed Development Traffic Conditions
Two-Way PM Peak Hour without the Amendment Trips

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2008 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	2015 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	[4] UNBUILT BEACON TRADEPORT DRI	2015 BACKGROUND PLUS COMMITTED VOLUMES	[5] [6] TWO-WAY PM PEAK HOUR MAX CAPACITY	2008 PM PEAK HOUR FUTURE LOS	2015 PM PEAK HOUR FUTURE LOS	2015 V/C
NW/SW 127 Avenue												
NW 25 Street to NW 17 Street	4LD	D	Under CST	1.27%	385	420	54	474	2,950	C	C	0.16
NW 17 Street to NW 12 Street	4LD	D	Under CST	1.27%	385	420	54	474	2,950	C	C	0.16
NW 12 Street to NW 6 Street	4LD	D	1,236	1.27%	1,268	1,385	54	1,439	2,950	C	C	0.49
NW 6 Street to SW 8 Street	4LD	D	1,781	1.27%	1,827	1,996	14	2,009	2,950	C	C	0.68
SW 8 Street to SW 24 Street	4LD	EE	1,858	1.27%	1,905	2,081	7	2,088	3,744	C	D	0.56
SW 24 Street to SW 40 Street	2LU	D	1,110	1.27%	1,138	1,243	0	1,243	1,590	D	D	0.78
SW 40 Street to SW 56 Street	4LD	D	1,793	1.27%	1,839	2,009	0	2,009	2,950	C	C	0.68
SW 56 Street to SW 72 Street	4LD	D	1,777	1.27%	1,823	1,991	0	1,991	2,950	C	C	0.67
SW 72 Street to SW 88 Street	4LD	D	1,682	1.27%	1,725	1,884	0	1,884	2,950	C	C	0.64
NW 122 Avenue												
NW 41 Street to NW 25 Street	2LU	C	Not built yet	1.27%	154	168	0	168	870	C	C	0.19
NW 112 Avenue												
NW 27 Street to NW 25 Street	3LD	D	1,440	1.27%	1,476	1,613	95	1,708	2,213	C	C	0.77
NW 25 Street to NW 17 Street	4LD	D	1,707	1.27%	1,750	1,888	435	2,323	2,950	C	D	0.79
NW 17 Street to NW 14 Street	4LD	D	1,672	1.27%	1,714	1,849	217	2,067	2,950	C	D	0.70
NW 14 Street to NW 12 Street	4LD	D	2,136	1.27%	2,190	2,363	54	2,417	2,950	D	D	0.82
NW/SW 107 Avenue												
NW 106 Street to NW 90 Street	2LU	D	1,175	1.27%	1,205	1,317	14	1,330	1,390	D	D	0.96
NW 90 Street to NW 74 Street	4LD	D	1,175	1.27%	1,205	1,317	27	1,344	2,950	C	C	0.46
NW 74 Street to NW 58 Street	4LD	D	1,088	1.27%	1,115	1,218	68	1,286	2,950	C	C	0.44
NW 58 Street to NW 41 Street	4LD	D	1,753	1.27%	1,798	1,964	95	2,059	2,950	C	D	0.70
NW 41 Street to NW 25 Street	4LD	D	2,879	1.27%	2,952	3,225	122	3,347	2,950	E	F	1.13
NW 25 Street to NW 12 Street	6LD	D	3,460	1.27%	3,548	3,876	202	4,079	4,450	D	D	0.92
NW 12 Street to SR 836 N. Ramps	8LD	HE = E	4,747	1.27%	4,808	5,252	202	5,454	6,360	C	D	0.86
SR 836 N. Ramps to S. Ramps	7LD	SUMA = E	4,401	1.27%	4,457	4,868	177	5,045	5,565	D	D	0.91
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	4,401	1.27%	4,457	4,868	160	5,029	5,565	D	D	0.90
NW 7 Street to Flagler Street	6LD	SUMA = E	2,674	1.27%	2,743	2,996	143	3,139	4,920	C	C	0.64
Flagler Street to SW 8 Street	6LD	SUMA = E	2,674	1.27%	2,743	2,996	101	3,096	4,920	C	C	0.63
SW 8 Street to SW 24 Street	6LD	SUMA = E	3,576	1.27%	3,667	4,006	73	4,079	4,920	C	D	0.83
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,306	1.27%	2,365	2,583	60	2,643	3,270	C	D	0.81
SW 40 Street to SW 56 Street	4LD	SUMA = E	2,453	1.27%	2,515	2,748	46	2,794	3,270	D	D	0.85
SW 56 Street to SW 72 Street	4LD	SUMA = E	1,918	1.27%	1,967	2,148	33	2,181	3,270	C	C	0.67
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,118	1.27%	2,172	2,372	19	2,391	3,270	C	C	0.73
NW/SW 97 Avenue												
NW 52 Street to NW 41 Street	4LD	D	1,496	1.27%	1,534	1,676	14	1,689	2,950	C	C	0.57
NW 41 Street to NW 25 Street	4LD	D	1,496	1.27%	1,534	1,676	14	1,689	2,950	C	C	0.57
NW 25 Street to NW 12 Street	4LD	D	1,281	1.27%	1,313	1,435	14	1,448	2,950	C	C	0.49
NW 12 Street to NW 7 Street	4LD	D	1,627	1.27%	1,647	1,799	14	1,813	2,950	C	C	0.61
NW 7 Street to Flagler Street	4LD	D	1,532	1.27%	1,571	1,716	14	1,729	2,950	C	C	0.59
Flagler Street to SW 8 Street	4LD	D	1,532	1.27%	1,571	1,716	14	1,729	2,950	C	C	0.59
SW 8 Street to SW 24 Street	2LD	D	1,532	1.27%	1,571	1,716	14	1,729	1,460	F	F	1.18
SW 24 Street to SW 40 Street	2LD	D	1,570	1.27%	1,610	1,759	14	1,772	1,460	F	F	1.21
SW 40 Street to SW 56 Street	2LD	D	1,121	1.27%	1,149	1,255	14	1,269	1,460	D	D	0.87
SW 56 Street to SW 72 Street	2LD	D	934	1.27%	958	1,046	14	1,060	1,460	D	D	0.73
NW/SW 87 Avenue												
Okeechobee Road to NW 74 Street	4LD	D	Not built yet	1.27%	769	840	0	840	2,950	C	C	0.28
NW 74 Street to NW 58 Street	4LD	D	Not built yet	1.27%	769	840	0	840	2,950	C	C	0.28
NW 58 Street to NW 41 Street	4LD	D	2,900	1.27%	2,974	3,249	14	3,263	2,950	E	F	1.11
NW 41 Street to NW 25 Street	6LD	EE	3,245	1.27%	3,328	3,636	14	3,649	5,628	D	D	0.65
NW 25 Street to NW 12 St/SR 836	6LD	D	4,435	1.27%	4,549	4,969	14	4,982	4,450	E	F	1.12
NW 12 St/SR 836 to Flagler St	6LD	SUMA = E	4,092	1.27%	4,196	4,584	14	4,598	4,920	D	D	0.93
Flagler Street to SW 8 Street	4LD	SUMA = E	2,759	1.27%	2,829	3,090	14	3,104	3,270	D	D	0.95
SW 8 Street to SW 24 Street	4LD	SUMA = E	2,061	1.27%	2,114	2,309	14	2,323	3,270	C	C	0.71
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,556	1.27%	2,622	2,864	14	2,877	3,270	D	D	0.88
SW 40 Street to SW 56 Street	4LD	SUMA = E	1,601	1.27%	1,642	1,794	14	1,808	3,270	C	C	0.55
SW 56 Street to SW 72 Street	4LD	SUMA = E	2,473	1.27%	2,536	2,771	14	2,784	3,270	D	D	0.85
SW 72 Street to SW 88 Street	4LD	SUMA = E	1,926	1.27%	1,975	2,157	14	2,171	3,270	C	C	0.66
SR 821/HEFT												
Okeechobee Road to NW 106 Street	6LD	D	8,559	3.95%	9,249	12,130	95	12,225	10,050	D	F	1.22
NW 106 Street to NW 74 Street	6LD	D	9,252	3.95%	9,997	13,112	109	13,220	10,050	D	F	1.32
NW 74 Street to NW 41 Street	6LD	D	9,252	3.95%	9,997	13,112	136	13,248	10,050	D	F	1.32
NW 41 Street to NW 12 Street/SR 836	6LD	D	9,045	3.95%	9,774	12,818	95	12,913	10,050	D	F	1.28
NW 12 Street/SR 836 to SW 8 Street	8LD	D	15,939	3.95%	17,223	22,588	340	22,928	13,600	F	F	1.69
SW 8 Street to SW 40 Street	6LD	D	12,780	3.95%	13,810	18,111	272	18,383	10,050	F	F	1.83
SW 40 Street to SW 88 Street	6LD	D	10,764	3.95%	11,631	15,254	204	15,458	10,050	F	F	1.54

Table 6
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Two-Way PM Peak Hour without the Amendment Trips

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3] GROWTH RATE	2008 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	2015 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	[4] UNBUILT BEACON TRADEPORT DRI	2015 BACKGROUND PLUS COMMITTED VOLUMES	[5] [6] TWO-WAY PM PEAK HOUR MAX CAPACITY	2008 PM PEAK HOUR FUTURE LOS	2015 PM PEAK HOUR FUTURE LOS	2015 V/C
SR 826												
NW 154 Street to NW 138 Street	8LD	D	7,066	0.50%	7,137	7,390	46	7,436	13,420	B	C	0.55
NW 138 Street to NW 122 Street	8LD	D	12,011	0.50%	12,132	12,563	46	12,609	13,420	D	D	0.94
NW 122 Street to NW 103 Street	8LD	D	12,941	0.50%	13,071	13,535	46	13,581	13,420	D	E	1.01
NW 103 Street to Okeechobee Road	**10LD**	D	12,167	0.50%	12,289	12,725	46	12,772	16,980	C	C	0.75
Okeechobee Road to NW 74 Street	**10LD**	D	10,616	0.50%	10,723	11,104	46	11,150	16,980	C	C	0.66
NW 74 Street to NW 58 Street	**10LD**	D	10,616	0.50%	10,723	11,104	46	11,150	16,980	C	C	0.66
NW 58 Street to NW 41 Street	**10LD**	D	13,851	0.50%	13,990	14,487	46	14,534	16,980	D	D	0.86
NW 41 Street to NW 25 Street	**10LD**	D	13,851	0.50%	13,990	14,487	46	14,534	16,980	D	D	0.86
NW 25 Street to SR 836	8LD	D	10,525	0.50%	10,631	11,009	58	11,067	13,420	D	D	0.82
SR 836 to Flagler Street	8LD	D	10,525	0.50%	10,631	11,009	48	11,056	13,420	D	D	0.82
Flagler Street to SW 8 Street	**10LD**	D	11,797	0.50%	11,915	12,338	41	12,379	16,980	C	C	0.73
SW 8 Street to SW 24 Street	**10LD**	D	11,286	0.50%	11,399	11,804	34	11,838	16,980	C	C	0.70
SW 24 Street to SW 40 Street	**10LD**	D	11,286	0.50%	11,399	11,804	27	11,831	16,980	C	C	0.70
SW 40 Street to SR 874	8LD	D	8,287	0.50%	8,370	8,668	20	8,688	13,420	C	C	0.65
SW 874 Street to SW 72 Street	4LD	D	7,270	0.50%	7,343	7,604	14	7,617	6,250	F	F	1.22
SW 72 Street to SW 88 Street	6LD	D	3,584	0.50%	3,620	3,767	7	3,774	9,840	B	B	0.38
SR 836												
NW 137 Avenue to NW 107 Avenue	4LD	D	1,800	0.50%	1,818	1,883	14	1,896	6,510	A	A	0.29
HEFT to NW 107 Avenue	8LD	D	6,876	0.50%	6,945	7,192	109	7,300	13,600	B	B	0.54
NW 107 Avenue to NW 87 Avenue	8LD	D	8,444	0.50%	8,528	8,831	136	8,967	13,600	C	C	0.66
NW 87 Avenue to SR 826	8LD	D	8,272	0.50%	8,355	8,652	136	8,788	13,600	C	C	0.65
SR 874												
HEFT to SW 104 Street	6LD	D	5,114	0.50%	5,166	5,349	14	5,363	10,050	B	B	0.53
SW 104 Street to SR 878	8LD	D	8,776	0.50%	8,864	9,179	14	9,192	13,600	C	C	0.68
SR 878 to SR 826	4LD	D	4,829	0.50%	4,877	5,050	14	5,064	6,510	C	C	0.78

NOTES:

[1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.

[2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.

[3] The historical growth rate calculations for the study area are provided on Table 7. The historical count data for the state system is provided in Attachment II.
The historical count data for the County Count Stations were obtained from Miami-Dade County Public Works.
An area wide growth rate is calculated for the arterial and collector roadways. Separate growth rates are calculated for each of the expressways.
100% of the historical growth rate is used to account for background traffic growth and the traffic from unbuilt but approved committed development.

[4] The traffic from the unbuilt portion of the Beacon Tradeport DRI has been included separately in addition to the background traffic derived using 100% of the growth rate for the study area.
The unbuilt PM trips for the Beacon Tradeport DRI have been established at 1,359 PM Trips using the information from the Beacon Tradeport NOPC Application from 2005.
See Attachment IV for the Beacon Tradeport DRI trip generation calculations and the traffic assignment of the unbuilt trips to the study area.

[5] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.

[6] ArtPlan 2002 (released June 2004 by FDOT) has been used to calculate the MSV for portions of NW 12 Street, NW 25 Street and SW 127 Avenue (see Attachment III).

TABLE 7
BEACON LAKES DRI
TRAFFIC GROWTH RATE CALCULATIONS

30-Aug-07

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH 2000 to 2006
NW 41 STREET										
WEST OF NW 107 AVENUE	E/W	MD-9442	N/A	37,310	37,926	38,513	42,790	45,256	46,356	4.44%
WEST OF NW 97 AVENUE	E/W	MD-9440	N/A	48,056	49,190	49,026	50,050	51,006	55,060	2.76%
WEST OF NW 87 AVENUE	E/W	MD-9434	N/A	54,483	72,980	55,756	56,710	57,060	59,043	1.62%
WEST OF SR 826	E/W	MD-9432	N/A	74,540	78,483	88,970	83,740	89,630	89,630	3.76%
AVERAGE:			N/A	214,389	238,579	232,265	233,290	242,952	250,089	3.13%
NW 25 STREET										
WEST OF NW 107 AVENUE	E/W	MD-9408	N/A	20,346	17,770	7,156	15,810	16,630	23,190	2.65%
WEST OF NW 97 AVENUE	E/W	MD-9406	N/A	30,800	29,063	32,716	36,240	32,496	30,210	-0.39%
WEST OF NW 87 AVENUE	E/W	MD-9404	N/A	39,526	37,666	43,296	34,980	37,323	40,750	0.61%
AVERAGE:			N/A	90,672	84,499	83,168	87,030	86,449	94,150	0.76%
NW 12 STREET										
WEST OF HEFT	E/W	MD-9365	N/A	N/A	24,910	28,556	29,910	40,730	43,970	15.47%
WEST OF NW 111 AVENUE	E/W	MD-9364	N/A	17,380	20,403	29,126	33,020	35,580	37,193	8.49%
EAST OF NW 107 AVENUE	E/W	MD-9362	N/A	N/A	N/A	22,660	24,660	25,950	25,666	4.24%
EAST OF NW 87 AVENUE	E/W	MD-9360	N/A	33,703	33,980	34,870	35,420	35,083	37,976	2.89%
AVERAGE:			N/A	N/A	N/A	86,656	93,100	96,613	100,835	5.18%
FLAGLER STREET										
WEST OF HEFT	E/W	MD-9160	28,417	24,919	23,040	17,503	22,960	25,133	25,216	-1.97%
WEST OF NW 107 AVENUE	E/W	MD-9158	31,816	40,863	34,526	36,560	39,530	39,283	40,260	4.00%
WEST OF NW 97 AVENUE	E/W	MD-9156	N/A	38,726	39,586	36,776	36,520	37,646	37,196	-0.80%
WEST OF NW 87 AVENUE	E/W	MD-9154	N/A	58,716	67,676	57,780	80,160	75,113	61,000	0.77%
WEST OF SR 826	E/W	FDOT-1142	47,000	52,500	50,500	54,000	54,500	55,500	56,500	3.12%
AVERAGE:			N/A	215,724	215,328	202,619	233,670	232,675	220,172	0.41%
SW 8 STREET										
WEST OF KROME AVENUE	E/W	FDOT-0003	6,600	5,900	7,400	5,200	6,000	5,700	5,700	-2.41%
EAST OF KROME AVENUE	E/W	FDOT-0377	14,000	14,400	15,200	13,600	16,200	16,800	16,300	2.57%
WEST OF SW 127 AVENUE	E/W	FDOT-0088	52,500	45,000	46,500	44,000	42,500	49,500	55,000	0.78%
WEST OF SW 122 AVENUE	E/W	F-0380/2561	79,500	61,500	67,000	62,000	60,000	70,000	68,500	-2.45%
WEST OF SW 107 AVENUE	E/W	FDOT-0090	49,500	56,000	48,000	54,000	69,000	56,500	56,000	2.08%
WEST OF SW 97 AVENUE	E/W	MD-9962	N/A	66,070	97,116	71,396	68,250	74,390	61,500	-1.42%
WEST OF SW 87 AVENUE	E/W	FDOT-0589	58,000	61,000	67,500	58,000	63,000	52,000	56,500	-0.44%
WEST OF SR 826	E/W	FDOT-0092	54,000	52,000	54,500	50,500	55,500	58,000	54,500	0.15%
AVERAGE:			314,100	361,870	403,216	358,696	380,450	382,890	374,000	0.66%
SW 24 STREET										
WEST OF SW 127 AVENUE	E/W	MD-9132	N/A	29,130	38,676	28,910	39,880	29,846	38,180	5.56%
WEST OF SW 117 AVENUE	E/W	MD-9130	N/A	42,043	42,993	47,273	48,350	48,733	47,970	2.67%
WEST OF SW 107 AVENUE	E/W	MD-9128	N/A	41,023	44,300	44,660	44,830	46,050	43,003	0.95%
WEST OF SW 97 AVENUE	E/W	MD-9126	N/A	41,813	40,200	39,890	42,950	41,140	38,263	-1.76%
WEST OF SW 87 AVENUE	E/W	MD-9124	N/A	54,313	46,193	48,533	46,300	50,056	42,370	-4.85%
WEST OF SR 826	E/W	MD-9122	N/A	48,083	51,760	50,673	41,910	53,853	47,670	-0.17%
AVERAGE:			N/A	256,405	264,122	259,939	264,220	269,678	257,456	0.08%
SW 40 STREET										
WEST OF SW 137 AVENUE	E/W	MD-9110	N/A	38,810	34,046	35,106	34,490	32,286	34,476	-2.34%
WEST OF SW 127 AVENUE	E/W	MD-9108	N/A	47,200	40,896	36,440	40,490	44,216	41,756	-2.42%
WEST OF HEFT	E/W	MD-9106	N/A	44,943	53,540	51,866	58,460	53,823	60,480	3.09%
EAST OF HEFT	E/W	FDOT-0072	47,500	45,500	54,000	47,500	65,500	53,000	52,500	1.68%
EAST OF SW 107 AVENUE	E/W	FDOT-0074	45,500	53,500	52,000	54,000	61,000	52,000	48,000	0.90%
WEST OF SW 87 AVENUE	E/W	FDOT-0076	56,500	58,500	57,500	54,500	59,000	53,000	51,000	-2.71%
WEST OF SR 826	E/W	FDOT-0078	70,000	70,500	73,500	72,500	68,500	72,500	88,500	3.99%
AVERAGE:			N/A	358,953	365,482	351,912	387,440	360,825	376,712	0.97%
SW 56 STREET										
WEST OF SW 127 AVENUE	E/W	MD-9272	N/A	36,516	38,373	37,066	38,210	41,350	36,276	-0.13%
WEST OF HEFT	E/W	MD-9270	N/A	37,913	38,846	42,130	40,870	44,400	41,323	1.74%
WEST OF SW 107 AVENUE	E/W	MD-9268	N/A	35,876	36,006	35,640	38,190	38,316	35,946	0.04%
WEST OF SW 97 AVENUE	E/W	MD-9266	N/A	38,240	40,006	38,766	39,990	40,166	38,026	-0.11%
WEST OF SW 87 AVENUE	E/W	MD-9264	N/A	38,380	40,593	40,530	41,550	41,356	38,433	0.03%
WEST OF SR 826	E/W	MD-9262	N/A	39,240	42,923	44,656	43,710	46,030	43,443	2.06%
AVERAGE:			N/A	226,165	236,747	238,788	242,520	251,618	233,447	0.64%

TABLE 7
BEACON LAKES DRI
TRAFFIC GROWTH RATE CALCULATIONS

30-Aug-07

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH 2000 to 2006
SW 72 STREET										
EAST OF SW 137 AVENUE	E/W	MD-9662	N/A	30,786	27,476	35,743	30,220	31,413	31,060	0.18%
EAST OF SW 127 AVENUE	E/W	MD-9660	N/A	28,093	40,366	40,646	39,800	N/A	39,733	7.18%
EAST OF SW 110 AVENUE	E/W	MD-9659	N/A	N/A	45,950	40,560	40,340	40,430	41,850	-2.31%
WEST OF SW 107 AVENUE	E/W	FDOT-1070	40,000	38,500	41,000	38,500	40,500	41,000	41,000	0.41%
EAST OF SW 107 AVENUE	E/W	FDOT-0068	45,500	47,000	46,500	46,000	50,000	44,000	45,500	0.00%
WEST OF SW 87 AVENUE	E/W	MD-9658	N/A	46,646	46,333	46,576	50,650	45,763	48,070	0.60%
EAST OF SW 87 AVENUE	E/W	FDOT-1068	41,500	40,000	40,500	40,500	49,500	37,000	41,500	0.00%
AVERAGE:			N/A	N/A	288,125	288,525	301,010	239,606	288,713	0.05%
SW 88 STREET										
WEST OF SW 147 AVENUE	E/W	FDOT-1080	43,000	50,500	50,000	47,500	46,500	44,000	50,000	2.55%
EAST OF SW 137 AVENUE	E/W	FDOT-0060	76,500	67,500	69,500	69,500	82,000	70,000	67,000	-2.19%
EAST OF SW 127 AVENUE	E/W	FDOT-0062	65,500	65,500	75,500	84,500	89,000	80,000	80,000	3.39%
EAST OF SW 110 AVENUE	E/W	FDOT-0592	60,000	61,500	66,500	64,500	68,500	60,500	62,000	0.55%
EAST OF SW 103 AVENUE	E/W	FDOT-0064	63,000	66,000	71,500	73,000	71,500	63,000	64,500	0.39%
WEST OF SW 91 AVENUE	E/W	FDOT-0188	49,324	49,164	49,313	48,474	48,098	47,044	47,379	-0.67%
WEST OF SW 87 AVENUE	E/W	FDOT-0066	56,000	54,500	53,000	54,000	55,000	55,500	54,500	-0.45%
EAST OF SW 79 AVENUE	E/W	FDOT-0684	50,500	53,500	53,000	60,000	54,500	50,000	51,000	0.16%
WEST OF DADELAND BLVD	E/W	FDOT-0683	49,500	34,500	46,500	48,000	42,500	44,000	44,000	-1.94%
AVERAGE:			513,324	502,664	534,813	549,474	557,598	514,044	520,379	0.23%
SW 147 AVENUE										
SOUTH OF SW 40 STREET	N/S	MD-9826	N/A	23,150	26,896	27,576	25,860	25,860	25,803	2.19%
SOUTH OF SW 56 STREET	N/S	MD-9827	N/A	26,793	26,340	27,400	27,320	28,290	27,076	0.21%
SOUTH OF SW 72 STREET	N/S	MD-9828	N/A	22,116	22,136	22,906	23,850	23,850	25,620	2.99%
AVERAGE:			N/A	72,059	75,372	77,882	77,030	78,000	78,499	1.73%
SW 137 AVENUE										
NORTH OF SW 8 STREET	N/S	MD-9798	N/A	5,997	6,643	7,816	6,943	N/A	N/A	5.00%
SOUTH OF SW 8 STREET	N/S	MD-9800	N/A	25,896	24,783	26,383	27,620	28,006	28,823	2.16%
SOUTH OF SW 24 STREET	N/S	MD-9802	N/A	34,323	29,213	36,113	34,890	40,646	40,923	3.58%
SOUTH OF SW 40 STREET	N/S	MD-9804	N/A	23,896	25,943	35,113	35,230	38,576	40,210	10.97%
SOUTH OF SW 56 STREET	N/S	MD-9806	N/A	34,733	30,156	36,663	39,490	42,240	42,236	3.99%
SOUTH OF SW 72 STREET	N/S	MD-9808	N/A	31,553	40,656	31,446	32,770	33,090	32,253	0.44%
AVERAGE:			N/A	150,401	150,751	165,718	170,000	182,558	184,445	4.17%
SW 127 AVENUE										
NORTH OF SW 8 STREET	N/S	MD-9770	N/A	21,516	16,943	15,620	17,120	19,083	17,506	-4.04%
SOUTH OF SW 8 STREET	N/S	MD-9772	N/A	21,020	23,093	20,770	24,680	24,633	16,556	-4.66%
SOUTH OF SW 24 STREET	N/S	MD-9774	N/A	18,810	17,196	22,083	16,830	16,530	16,556	-2.52%
SOUTH OF SW 40 STREET	N/S	MD-9776	N/A	19,223	30,060	27,986	28,960	28,813	24,706	5.15%
SOUTH OF SW 56 STREET	N/S	MD-9778	N/A	23,266	28,786	23,550	25,960	25,716	24,406	0.96%
SOUTH OF SW 72 STREET	N/S	MD-9780	N/A	22,163	26,583	23,420	24,570	26,570	23,706	1.36%
AVERAGE:			N/A	125,998	142,661	133,429	138,120	141,345	123,436	-0.41%
NW/SW 107 AVENUE										
NORTH OF NW 25 STREET	N/S	MD-9512	38,125	33,015	35,430	33,860	36,243	40,266	41,730	1.52%
NORTH OF NW 12 STREET	N/S	MD-9510	52,173	43,949	45,876	43,930	49,940	51,080	49,653	-0.82%
SOUTH OF NW 12 STREET	N/S	MD-9508	N/A	81,423	90,993	66,743	49,560	53,783	81,240	-0.04%
NORTH OF NW 7 STREET	N/S	FDOT-1218	58,500	58,500	62,500	64,500	65,000	68,500	73,000	3.76%
NORTH OF FLAGLER STREET	N/S	FDOT-2580	42,000	42,000	41,500	42,000	43,000	37,000	38,000	-1.65%
NORTH OF SW 24 STREET	N/S	FDOT-1090	52,000	51,500	54,500	51,000	54,500	48,000	51,500	-0.16%
NORTH OF SW 40 STREET	N/S	FDOT-1091	39,500	33,000	43,000	33,500	36,000	38,000	40,000	0.21%
SOUTH OF SW 40 STREET	N/S	FDOT-0047	30,500	29,000	29,500	30,500	29,000	28,000	35,000	2.32%
SOUTH OF SW 56 STREET	N/S	FDOT-0046	30,000	28,500	30,000	29,500	28,000	29,000	29,500	-0.28%
NORTH OF SW 88 STREET	N/S	FDOT-0045	32,500	33,000	32,000	33,500	34,500	36,000	33,000	0.25%
AVERAGE:			N/A	433,887	465,299	429,033	425,743	429,629	472,623	1.72%
NW/SW 97 AVENUE										
SOUTH OF NW 41 STREET	N/S	MD-9495	N/A	12,366	14,016	13,583	13,680	15,410	15,870	5.12%
SOUTH OF NW 25 STREET	N/S	MD-9494	N/A	15,223	16,843	17,150	15,450	16,776	16,121	1.15%
SOUTH OF SW 8 STREET	N/S	MD-9698	N/A	14,803	18,163	14,526	12,380	22,243	19,266	5.41%
SOUTH OF SW 24 STREET	N/S	MD-9699	N/A	N/A	17,023	17,113	13,510	17,066	18,376	1.93%
SOUTH OF SW 40 STREET	N/S	MD-9700	N/A	15,403	13,363	13,496	13,520	13,616	14,433	-1.08%
SOUTH OF SW 56 STREET	N/S	MD-9702	N/A	11,983	11,983	11,550	11,700	11,240	11,463	-0.74%
AVERAGE:			N/A	69,778	91,391	87,418	80,240	96,351	95,529	1.11%

TABLE 7
BEACON LAKES DRI
TRAFFIC GROWTH RATE CALCULATIONS

30-Aug-07

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH 2000 to 2006
NW/SW 87 AVENUE										
NORTH OF NW 41 STREET	N/S	MD-9166	31,830	31,830	23,726	37,633	24,120	37,686	33,470	0.84%
NORTH OF NW 25 STREET	N/S	MD-9164	41,326	41,326	44,233	44,353	49,480	47,700	46,903	2.13%
NORTH OF NW 12 STREET	N/S	MD-9162	55,506	55,506	49,320	56,770	51,620	56,526	65,820	2.88%
SOUTH OF SR 836	N/S	FDOT-1211	65,000	62,500	57,500	52,000	63,500	55,000	65,000	0.00%
SOUTH OF FLAGLER STREET	N/S	FDOT-0044	43,500	39,000	40,500	41,500	39,000	45,500	37,500	-2.44%
SOUTH OF SW 8 STREET	N/S	FDOT-1074	38,000	36,000	32,500	37,500	44,000	51,000	30,000	-3.86%
SOUTH OF SW 24 STREET	N/S	FDOT-0042	33,000	35,500	35,500	34,500	38,000	44,500	37,500	2.15%
SOUTH OF SW 40 STREET	N/S	FDOT-0041	37,000	29,000	39,000	29,000	33,000	32,000	25,000	-6.33%
SOUTH OF SW 56 STREET	N/S	FDOT-1075	29,000	28,500	29,000	29,500	32,000	26,500	33,500	2.43%
NORTH OF SW 88 STREET	N/S	FDOT-1076	27,500	26,500	27,500	26,500	30,000	25,500	26,000	-0.93%
AVERAGE:			401,662	385,662	378,779	389,256	404,720	421,912	400,693	-0.04%
SR 826										
NORTH OF NW 138 STREET	N/S	FDOT-0576	137,000	95,000	91,500	119,000	138,500	115,500	102,500	-4.72%
NORTH OF NW 122 STREET	N/S	FDOT-0575	152,000	152,500	162,500	169,500	147,000	133,000	157,000	0.54%
NORTH OF NW 103 STREET	N/S	FDOT-0574	149,000	149,000	177,500	181,000	201,500	195,000	164,000	1.61%
NORTH OF OKEECHOBEE RD	N/S	FDOT-0553	172,500	172,500	172,000	203,000	197,000	173,000	170,500	-0.19%
NORTH OF NW 74 STREET	N/S	FDOT-0573	202,500	189,500	190,000	191,000	206,000	185,000	178,500	-2.08%
NORTH OF NW 58 STREET	N/S	FDOT-0572	148,000	148,000	178,000	160,000	181,000	181,000	181,000	3.41%
NORTH OF NW 36 STREET	N/S	FDOT-0571	186,000	182,500	188,500	204,000	213,000	204,000	170,500	-1.44%
NORTH OF NW 12 STREET	N/S	FDOT-0570	204,000	214,000	206,000	205,000	205,000	205,000	205,000	0.08%
NORTH OF FLAGLER STREET	N/S	FDOT-0569	189,500	198,500	205,000	191,000	237,000	220,000	172,500	-1.55%
NORTH OF SW 8 STREET	N/S	FDOT-0568	197,000	203,000	189,000	198,000	216,000	216,000	179,000	-1.58%
NORTH OF SW 24 STREET	N/S	FDOT-0567	159,500	202,000	217,000	194,500	200,000	200,000	200,000	3.84%
NORTH OF SW 40 STREET	N/S	FDOT-0566	176,500	186,000	184,000	191,000	197,000	172,500	164,500	-1.17%
NORTH OF SW 56 STREET	N/S	FDOT-0565	109,500	108,000	109,500	109,500	112,500	100,500	100,000	-1.50%
NORTH OF SW 72 STREET	N/S	FDOT-0564	99,000	95,500	97,000	98,500	109,500	97,000	95,000	-0.69%
NORTH OF SW 88 STREET	N/S	FDOT-0563	60,000	62,000	70,500	63,500	66,500	59,500	59,500	-0.14%
AVERAGE:			2,342,000	2,358,000	2,438,000	2,478,500	2,627,500	2,457,000	2,299,500	-0.30%
SR 836										
WEST OF NW 107 AVENUE	E/W	FDOT-2242	98,500	92,000	87,000	92,000	95,000	94,000	113,000	2.32%
EAST OF NW 107 AVENUE	E/W	FDOT-2243	129,000	122,500	125,500	125,500	119,000	107,500	123,500	-0.72%
EAST OF NW 87 AVENUE	E/W	FDOT-2244	152,500	119,000	107,000	119,500	113,500	97,500	121,500	-3.72%
AVERAGE:			380,000	333,500	319,500	337,000	327,500	299,000	358,000	-0.99%
SR 874										
NORTH OF THE HEFT	N/S	FDOT-2274	70,000	72,500	70,500	74,000	74,000	71,000	77,000	1.60%
NORTH OF SW 104 STREET	N/S	FDOT-2276	112,000	107,000	111,500	118,000	111,000	111,000	102,500	-1.47%
NORTH OF SW 87 AVENUE	N/S	FDOT-2278	53,000	53,000	63,000	45,500	48,000	48,000	48,000	-1.64%
AVERAGE:			235,000	232,500	245,000	237,500	233,000	230,000	227,500	-0.54%
FLORIDA'S TURNPIKE										
SOUTH OF OKEECHOBEE RD	N/S	FDOT-2272						91,400	95,100	4.05%
SOUTH OF NW 106 STREET	N/S	FDOT-2268						99,800	102,800	3.01%
SOUTH OF NW 41 STREET	N/S	FDOT-2230						97,700	100,500	2.87%
NORTH OF NW 12 STREET	N/S	FDOT-2526						99,000	103,400	4.44%
NORTH OF SW 8 STREET	N/S	FDOT-2250						172,100	177,100	2.91%
NORTH OF BIRD ROAD	N/S	FDOT-2270						136,000	142,000	4.41%
NORTH OF KENDALL DRIVE	N/S	FDOT-2252						112,600	119,600	6.22%
AVERAGE:								808,600	840,500	3.95%

AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE FOR THE STUDY AREA:		**Full Rate:**	1.27%
SR 826 GROWTH RATE:	-0.30%	**Replaced Negative Rate:**	0.50%
SR 836 GROWTH RATE:	-0.99%	**Replaced Negative Rate:**	0.50%
SR 874 GROWTH RATE:	-0.54%	**Replaced Negative Rate:**	0.50%
FLORIDA'S TURNPIKE GROWTH RATE:		**Full Rate:**	3.95%

Part 3 - DRI Project Traffic Assignment

Year 2008 and Year 2015 total traffic conditions reflect the impact of the Approved and New traffic from the Beacon Lakes DRI. **Table 8** has been prepared to document the project traffic assignment for the approved 3,364 PM peak hour trips and to identify the corresponding assignment for the new 418 PM peak hour trips. **Table 8** includes the information outlined below:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2008 and the improvements from Priority I and II of the LRTP;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The assignment of the two-way PM peak hour Approved DRI traffic to the study area roadways;
- The assignment of the two-way PM peak hour New DRI traffic to the study area roadways;
- The calculation of the total DRI traffic (Approved + New) for each study area roadway;
- The calculation of the total DRI project distribution percentage for each study area roadway;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook;
- Detailed capacity calculations for portions of NW 12 St, NW 25 St and NW 127 Ave using ArtPlan software;
- An evaluation of the New 418 trips using DRI standards to determine if the impact of the New DRI trips are greater than 5.0% of the adopted maximum service volume for each study area roadway segment;
- An evaluation of the Total 3,782 trips (Approved + New) using DRI standards to determine if the Total DRI trips are greater than 5.0% of the adopted maximum service volume for each study area roadway segment.

The complete distribution of the Approved, New and Total DRI trips for the entire study area is provided in detail in the attached **Table 8.** The project traffic distribution for the Approved, New and Total DRI trips are illustrated for the adjacent study area roadways extending to NW 41 Street on the north, NW/SW 107 Avenue on the east; SW 8 Street on the south and NW/SW 137 Avenue on west as outlined below:

- **Figure 5A** – DRI Project Distribution for the Approved and New DRI Trips
- **Figure 5B** – DRI Project Distribution for the New DRI Trips
- **Figure 5C** – DRI Project Distribution for the Approved DRI Trips

The original project traffic distribution for the Beacon Lakes DRI is documented in Map J-7B found in Attachment I from the 12-20-06 NOPC Application, found in **Attachment VI** of this study. The original DRI distribution was well balanced throughout the large DRI site, however slight changes have been made in this application to account for the location of the Amendment Site within the DRI. These changes are outlined below.

- The distribution of project traffic has been increased by 4.0% to the southwest corner of the DRI, coinciding with the location of the Amendment Site, where the project distribution has been changed from 30.7% to 34.7%.
- The distribution of project traffic has been decreased by 4.0% from the northeast corner of the DRI, where the project distribution has been changed from 38.9% to 34.9%.
- Given the developed residential population in MSA 6.1, 4.0% of the DRI traffic assignment heading south on SW 137 Avenue has been shifted west along SW 8 Street to and from the residential located between SW 157 Avenue and SW 137 Avenue, and SW 8 Street to SW 40 Street.
- Traffic assignment to SW 137 Avenue south of SW 8 Street has been reduced from 17.8% to 13.8%.
- Traffic assignment to SW 8 Street west of SW 137 Avenue has been increased from 7.0 % to 11.0%.
- Traffic assignment for the New DRI Trips to NW 12 Street between SW 137 Avenue and SW 127 Avenue has been increased to account for the location of the Amendment Site.
- A greater percentage of the New DRI Trips were estimated to have trip origins or destinations within the residential neighborhood located south of NW 12 Street between NW 137 Avenue and NW 127 Avenue.

Table 8
Beacon Lakes DRI Project Distribution
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	Beacon Lakes DRI [3] Project Distribution Percentage	Approved DRI PM Trips 3364	[3] Project Distribution Percentage	New DRI PM Trips 418	TOTAL TWO-WAY DRI PM TRIPS 3782	Total DRI Project Distribution Percentage	[4] [5] TWO-WAY PM PEAK HOUR MAX CAPACITY	NEW DRI TRIPS ONLY AS A PERCENT OF MSV	[6] TOTAL DRI TRIPS AS A PERCENT OF MSV
NW 106 Street											
HEFT to NW 112 Avenue	4LD	D	0.50%	17	2.00%	8	25	0.67%	2,950	0.28%	0.85%
NW 112 Avenue to NW 107 Avenue	6LD	D	0.50%	17	2.00%	8	25	0.67%	4,450	0.19%	0.57%
NW 107 Avenue to NW 116 Way	6LD	D	0.50%	17	1.50%	6	23	0.61%	4,450	0.14%	0.52%
NW 116 Way to Okeechobee Road	6LD	D	0.50%	17	1.50%	6	23	0.61%	4,450	0.14%	0.52%
NW 74 Street											
HEFT to NW 107 Avenue	6LD - State	D	0.50%	17	2.00%	8	25	0.67%	4,680	0.18%	0.54%
NW 107 Avenue to NW 97 Avenue	6LD - State	D	0.50%	17	1.50%	6	23	0.61%	4,680	0.13%	0.49%
NW 97 Avenue to NW 87 Avenue	6LD - State	D	0.50%	17	0.50%	2	19	0.50%	4,680	0.04%	0.40%
NW 87 Avenue to NW 84 Avenue	6LD - State	D	0.50%	17	0.50%	2	19	0.50%	4,680	0.04%	0.40%
NW 84 Avenue to SR 826	6LD - State	D	0.50%	17	0.50%	2	19	0.50%	4,680	0.04%	0.40%
NW 58 Street											
NW 114 Avenue to NW 107 Avenue	4LD	D	1.40%	47	2.40%	10	57	1.51%	2,950	0.34%	1.94%
NW 107 Avenue to NW 102 Avenue	4LD	D	0.20%	7	2.20%	9	16	0.42%	2,950	0.31%	0.54%
NW 102 Avenue to NW 97 Avenue	4LD	D	0.20%	7	2.00%	8	15	0.40%	2,950	0.28%	0.51%
NW 97 Avenue to NW 87 Avenue	4LD	D	0.30%	10	0.30%	1	11	0.30%	2,950	0.04%	0.38%
NW 87 Avenue to SR 826	4LD	D	0.30%	10	0.30%	1	11	0.30%	2,950	0.04%	0.38%
NW 41 Street											
NW 122 Avenue to HEFT	2LU	C	12.30%	414	16.40%	69	482	12.75%	870	7.88%	55.44%
HEFT to NW 107 Avenue	6LD	D	3.60%	121	8.40%	35	156	4.13%	5,080	0.69%	3.08%
NW 107 Avenue to NW 97 Avenue	6LD	D	3.50%	118	4.40%	18	136	3.60%	5,080	0.36%	2.68%
NW 97 Avenue to NW 87 Avenue	6LD	EE	2.80%	94	2.40%	10	104	2.76%	6,096	0.16%	1.71%
NW 87 Avenue to NW 79 Avenue	6LD	EE	2.30%	77	1.40%	6	83	2.20%	6,096	0.10%	1.37%
NW 79 Avenue to SR 826	6LD	EE	2.30%	77	0.40%	2	79	2.09%	6,096	0.03%	1.30%
NW 25 Street											
NW 127 Avenue to NW 122 Avenue	4LD	D	34.90%	1,174	34.90%	146	1,320	34.90%	2,950	4.95%	44.74%
NW 122 Avenue to NW 117 Avenue	4LD	D	22.50%	757	18.50%	77	834	22.06%	2,950	2.62%	28.28%
NW 117 Avenue to NW 112 Avenue	4LD	D	20.50%	690	16.50%	69	759	20.06%	2,950	2.34%	25.71%
NW 112 Avenue to NW 107 Avenue	4LD	D	8.40%	283	6.70%	28	311	8.21%	2,950	0.95%	10.53%
NW 107 Avenue to NW 97 Avenue	4LD	D	5.50%	185	3.40%	14	199	5.27%	3,250	0.44%	6.13%
NW 97 Avenue to NW 87 Avenue	4LD	D	4.10%	138	1.80%	8	145	3.85%	3,250	0.23%	4.48%
NW 87 Avenue to NW 82 Avenue	6LD	D	3.50%	118	1.40%	6	124	3.27%	4,680	0.13%	2.64%
NW 82 Avenue to SR 826 - with Viaduct	8LD	D	3.50%	118	1.20%	5	123	3.25%	6,060	0.08%	2.03%
NW 12 Street											
NW 137 Avenue to NW 132 Avenue	4LD	D	3.90%	131	7.00%	29	160	4.24%	2,950	0.99%	5.44%
NW 132 Avenue to NW 127 Avenue	4LD	D	4.70%	158	10.20%	43	201	5.31%	2,950	1.45%	6.80%
NW 127 Avenue to HEFT	4LD	D	9.50%	320	4.00%	17	336	8.89%	3,690	0.45%	9.11%
HEFT to NW 117 Avenue	6LD	D	3.80%	128	2.00%	8	136	3.60%	4,450	0.19%	3.06%
NW 117 Avenue to NW 111 Avenue	6LD	D	3.80%	128	2.00%	8	136	3.60%	4,450	0.19%	3.06%
NW 111 Avenue to NW 107 Avenue	6LD	D	13.30%	447	5.80%	24	472	12.47%	4,450	0.54%	10.60%
NW 107 Avenue to NW 97 Avenue	4LD	D	4.40%	148	1.40%	6	154	4.07%	2,950	0.20%	5.22%
NW 97 Avenue to NW 87 Avenue	4LD	D	1.90%	64	1.00%	4	68	1.80%	2,950	0.14%	2.31%
NW 87 Avenue to SR 826	4LD	D	1.10%	37	0.40%	2	39	1.02%	2,950	0.06%	1.31%
Flagler Street											
NW 118 Avenue to NW 114 Avenue	4LD	EE	0.20%	7	0.20%	1	8	0.20%	2,950	0.03%	0.26%
NW 114 Avenue to NW 107 Avenue	6LD	EE	0.20%	7	0.20%	1	8	0.20%	4,450	0.02%	0.17%
NW 107 Avenue to NW 97 Avenue	6LD	EE	0.90%	30	0.90%	4	34	0.90%	4,450	0.08%	0.76%
NW 97 Avenue to NW 87 Avenue	6LD	EE	0.60%	20	0.60%	3	23	0.60%	4,450	0.06%	0.51%
NW 87 Avenue to SR 826	6LD	EE	0.70%	24	0.70%	3	26	0.70%	4,680	0.06%	0.57%
SW 8 Street											
SW 177 Avenue to SW 157 Avenue	4LD	C	3.00%	101	3.00%	13	113	3.00%	3,300	0.38%	3.44%
SW 157 Avenue to SW 152 Avenue	4LD	D	4.00%	135	4.00%	17	151	4.00%	3,390	0.49%	4.46%
SW 152 Avenue to SW 147 Avenue	4LD	D	7.00%	235	7.00%	29	265	7.00%	3,390	0.86%	7.81%
SW 147 Avenue to SW 142 Avenue	6LD	D	8.00%	269	8.00%	33	303	8.00%	5,080	0.66%	5.96%
SW 142 Avenue to SW 137 Avenue	6LD	D	11.00%	370	11.00%	46	416	11.00%	5,080	0.91%	8.19%
SW 137 Avenue to SW 127 Avenue	6LD	D	0.60%	20	0.60%	3	23	0.60%	4,680	0.05%	0.48%
SW 127 Avenue to HEFT	8LD	D	3.50%	118	3.50%	15	132	3.50%	6,060	0.24%	2.18%
HEFT to SW 117 Avenue	6LD	D	1.20%	40	1.20%	5	45	1.20%	4,680	0.11%	0.97%
SW 117 Avenue to SW 107 Avenue	6LD	D	1.20%	40	1.20%	5	45	1.20%	4,680	0.11%	0.97%
SW 107 Avenue to SW 97 Avenue	8LD	EE	0.50%	17	0.50%	2	19	0.50%	7,632	0.03%	0.25%
SW 97 Avenue to SW 87 Avenue	8LD	EE	0.60%	20	0.60%	3	23	0.60%	7,632	0.03%	0.30%
SW 87 Avenue to SR 826	6LD	EE	0.30%	10	0.30%	1	11	0.30%	5,904	0.02%	0.19%

Table 8
Beacon Lakes DRI Project Distribution
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	Beacon Lakes DRI [3] Project Distribution Percentage	Approved DRI PM Trips 3364	[3] Project Distribution Percentage	New DRI PM Trips 418	TOTAL TWO-WAY DRI PM TRIPS 3782	Total DRI Project Distribution Percentage	[4] [5] TWO-WAY PM PEAK HOUR MAX CAPACITY	NEW DRI TRIPS ONLY AS A PERCENT OF MSV	[6] TOTAL DRI TRIPS AS A PERCENT OF MSV
SW 24 Street											
SW 147 Avenue to SW 137 Avenue	4LD	D	4.60%	155	4.60%	19	174	4.60%	3,120	0.62%	5.58%
SW 137 Avenue to SW 127 Avenue	4LD	EE	1.10%	37	1.10%	5	42	1.10%	3,744	0.12%	1.11%
SW 127 Avenue to SW 117 Avenue	4LD	EE	1.40%	47	1.40%	6	53	1.40%	3,744	0.16%	1.41%
SW 117 Avenue to SW 107 Avenue	4LD	EE	0.20%	7	0.20%	1	8	0.20%	3,744	0.02%	0.20%
SW 107 Avenue to SW 92 Avenue	4LD	EE	0.60%	20	0.60%	3	23	0.60%	3,744	0.07%	0.61%
SW 92 Avenue to SW 87 Avenue	6LD	EE	0.20%	7	0.20%	1	8	0.20%	5,628	0.01%	0.13%
SW 87 Avenue to SR 826	6LD	EE	0.10%	3	0.10%	0	4	0.10%	5,628	0.01%	0.07%
SW 40 Street											
SW 147 Avenue to SW 137 Avenue	4LD	EE	3.00%	101	3.00%	13	113	3.00%	3,744	0.33%	3.03%
SW 137 Avenue to SW 127 Avenue	4LD	EE	0.30%	10	0.30%	1	11	0.30%	3,744	0.03%	0.30%
SW 127 Avenue to HEFT	4LD	EE	2.50%	84	2.50%	10	95	2.50%	3,744	0.28%	2.53%
HEFT to SW 107 Avenue	6LD	EE	0.20%	7	0.20%	1	8	0.20%	5,904	0.01%	0.13%
SW 107 Avenue to SW 97 Avenue	6LD	EE	0.10%	3	0.10%	0	4	0.10%	5,904	0.01%	0.06%
SW 97 Avenue to SW 87 Avenue	6LD	EE	0.20%	7	0.20%	1	8	0.20%	5,904	0.01%	0.13%
SW 87 Avenue to SR 826	6LD	EE	0.10%	3	0.10%	0	4	0.10%	5,904	0.01%	0.06%
SW 56 Street											
SW 147 Avenue to SW 137 Avenue	4LD	D	1.10%	37	1.10%	5	42	1.10%	2,950	0.16%	1.41%
SW 137 Avenue to SW 127 Avenue	4LD	D	0.30%	10	0.30%	1	11	0.30%	2,950	0.04%	0.38%
SW 127 Avenue to SW 117 Avenue	4LD	D	0.90%	30	0.90%	4	34	0.90%	2,950	0.13%	1.15%
SW 117 Avenue to SW 107 Avenue	4LD	D	0.40%	13	0.40%	2	15	0.40%	2,950	0.06%	0.51%
SW 107 Avenue to SW 97 Avenue	4LD	D	0.10%	3	0.10%	0	4	0.10%	2,950	0.01%	0.13%
SW 97 Avenue to SW 87 Avenue	4LD	D	0.10%	3	0.10%	0	4	0.10%	2,950	0.01%	0.13%
SW 87 Avenue to SR 826	4LD	D	0.10%	3	0.10%	0	4	0.10%	2,950	0.01%	0.13%
SW 72 Street											
SW 147 Avenue to SW 137 Avenue	6LD	EE	0.50%	17	0.50%	2	19	0.50%	5,628	0.04%	0.34%
SW 137 Avenue to SW 127 Avenue	6LD	EE	0.20%	7	0.20%	1	8	0.20%	5,628	0.01%	0.13%
SW 127 Avenue to SW 117 Avenue	6LD	EE	0.40%	13	0.40%	2	15	0.40%	5,628	0.03%	0.27%
SW 117 Avenue to SW 107 Avenue	4LD	EE	0.30%	10	0.30%	1	11	0.30%	3,924	0.03%	0.29%
SW 107 Avenue to SW 97 Avenue	4LD	EE	0.10%	3	0.10%	0	4	0.10%	3,924	0.01%	0.10%
SW 97 Avenue to SW 87 Avenue	4LD	EE	0.10%	3	0.10%	0	4	0.10%	3,924	0.01%	0.10%
SW 87 Avenue to SR 826	4LD	EE	0.10%	3	0.10%	0	4		3,924	0.01%	0.10%
SW 88 Street											
SW 177 Avenue to SW 167 Avenue	6LD	D	0.50%	17	0.50%	2	19	0.50%	4,680	0.04%	0.40%
SW 167 Avenue to SW 157 Avenue	6LD	EE	0.60%	20	0.60%	3	23	0.60%	5,904	0.04%	0.38%
SW 157 Avenue to SW 147 Avenue	6LD	EE	0.70%	24	0.70%	3	26	0.70%	5,904	0.05%	0.45%
SW 147 Avenue to SW 137 Avenue	6LD	EE	0.80%	27	0.80%	3	30	0.80%	5,904	0.06%	0.51%
SW 137 Avenue to SW 127 Avenue	6LD	EE	0.20%	7	0.20%	1	8	0.20%	5,904	0.01%	0.13%
SW 127 Avenue to SR 821/HEFT	8LD	EE	0.20%	7	0.20%	1	8	0.20%	7,632	0.01%	0.10%
SR 821/HEFT to SW 117 Avenue	6LD	EE	0.90%	30	0.90%	4	34	0.90%	5,904	0.06%	0.58%
SW 117 Avenue to SW 107 Avenue	6LD	EE	0.30%	10	0.30%	1	11	0.30%	5,904	0.02%	0.19%
SW 107 Avenue to SR 874	6LD	EE	0.30%	10	0.30%	1	11	0.30%	5,904	0.02%	0.19%
SR 874 to SW 87 Avenue	6LD	EE	0.20%	7	0.20%	1	8	0.20%	5,904	0.01%	0.13%
SW 87 Avenue to SR 826	6LD	EE	0.10%	3	0.10%	0	4	0.10%	5,904	0.01%	0.06%
SW 177 Avenue											
US-27 to SW 8 Street	4LD	B	1.50%	50	1.50%	6	57	1.50%	3,390	0.18%	1.67%
SW 8 Street to SW 88 Street	4LD	B	1.50%	50	1.50%	6	57	1.50%	3,390	0.18%	1.67%
SW 88 Street to SW 136 Street	4LD	B	1.50%	50	1.50%	6	57	1.50%	3,390	0.18%	1.67%
SW 147 Avenue											
SW 24 Street to SW 40 Street	4LD	D	3.10%	104	3.10%	13	117	3.10%	2,950	0.44%	3.97%
SW 40 Street to SW 56 Street	4LD	EE	3.60%	121	3.60%	15	136	3.60%	3,744	0.40%	3.64%
SW 56 Street to SW 72 Street	4LD	D	2.30%	77	2.30%	10	87	2.30%	2,950	0.33%	2.95%
SW 72 Street to SW 88 Street	4LD	D	1.10%	37	1.10%	5	42	1.10%	2,950	0.16%	1.41%

Table 8
Beacon Lakes DRI Project Distribution
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	Beacon Lakes DRI [3] Project Distribution Percentage	Approved DRI PM Trips 3364	[3] Project Distribution Percentage	New DRI PM Trips 418	TOTAL TWO-WAY DRI PM TRIPS 3782	Total DRI Project Distribution Percentage	[4] [5] TWO-WAY PM PEAK HOUR MAX CAPACITY	NEW DRI TRIPS ONLY AS A PERCENT OF MSV	[6] TOTAL DRI TRIPS AS A PERCENT OF MSV
NW/SW 137 Avenue											
NW 17 Street to NW 12 Street	4LD	D	34.70%	1,167	34.70%	145	1,312	34.70%	2,950	4.92%	44.49%
NW 12 Street to NW 6 Street	6LD	D	30.80%	1,036	27.70%	116	1,152	30.46%	4,450	2.60%	25.89%
NW 6 Street to SW 8 Street	6LD	D	25.30%	851	25.30%	106	957	25.30%	4,450	2.38%	21.50%
SW 8 Street to SW 24 Street	6LD	EE	13.80%	464	13.80%	58	522	13.80%	5,628	1.02%	9.27%
SW 24 Street to SW 40 Street	6LD	D	7.50%	252	7.50%	31	284	7.50%	4,450	0.70%	6.37%
SW 40 Street to SW 56 Street	6LD	D	5.80%	195	5.80%	24	219	5.80%	4,450	0.54%	4.93%
SW 56 Street to SW 72 Street	4LD	D	3.90%	131	3.90%	16	147	3.90%	2,950	0.55%	4.98%
SW 72 Street to SW 88 Street	6LD	D	2.30%	77	2.30%	10	87	2.30%	4,450	0.22%	1.95%
SW 88 Street to SW 96 Street	6LD	D	1.20%	40	1.20%	5	45	1.20%	4,680	0.11%	0.97%
SW 96 Street to SW 104 Street	6LD	D	0.20%	7	0.20%	1	8	0.20%	4,680	0.02%	0.16%
NW/SW 127 Avenue											
NW 25 Street to NW 17 Street	4LD	D	34.50%	1,161	34.50%	144	1,305	34.50%	2,950	4.89%	44.23%
NW 17 Street to NW 12 Street	4LD	D	30.40%	1,023	30.40%	127	1,150	30.40%	2,950	4.31%	38.97%
NW 12 Street to NW 6 Street	4LD	D	16.20%	545	16.20%	68	613	16.20%	2,950	2.30%	20.77%
NW 6 Street to SW 8 Street	4LD	D	14.40%	484	13.00%	54	539	14.25%	2,950	1.84%	18.26%
SW 8 Street to SW 24 Street	4LD	EE	10.80%	363	9.40%	39	403	10.65%	3,744	1.05%	10.75%
SW 24 Street to SW 40 Street	2LU	D	6.00%	202	4.60%	19	221	5.85%	1,590	1.21%	13.90%
SW 40 Street to SW 56 Street	4LD	D	2.90%	98	1.50%	6	104	2.75%	2,950	0.21%	3.52%
SW 56 Street to SW 72 Street	4LD	D	2.40%	81	1.00%	4	85	2.25%	2,950	0.14%	2.88%
SW 72 Street to SW 88 Street	4LD	D	1.20%	40	0.50%	2	42	1.12%	2,950	0.07%	1.44%
NW 122 Avenue											
NW 41 Street to NW 25 Street	2LU	C	12.40%	417	16.40%	69	486	12.84%	870	7.88%	55.83%
NW 112 Avenue											
NW 27 Street to NW 25 Street	3LD	D	0.50%	17	4.00%	17	34	0.89%	2,213	0.76%	1.52%
NW 25 Street to NW 17 Street	4LD	D	11.60%	390	5.80%	24	414	10.96%	2,950	0.82%	14.05%
NW 17 Street to NW 14 Street	4LD	D	11.60%	390	5.80%	24	414	10.96%	2,950	0.82%	14.05%
NW 14 Street to NW 12 Street	4LD	D	10.60%	357	4.80%	20	377	9.96%	2,950	0.68%	12.77%
NW/SW 107 Avenue											
NW 106 Street to NW 90 Street	2LU	D	1.30%	44	0.50%	2	46	1.21%	1,390	0.15%	3.30%
NW 90 Street to NW 74 Street	4LD	D	1.30%	44	2.50%	10	54	1.43%	2,950	0.35%	1.84%
NW 74 Street to NW 58 Street	4LD	D	1.30%	44	3.50%	15	58	1.54%	2,950	0.50%	1.98%
NW 58 Street to NW 41 Street	4LD	D	2.80%	94	4.50%	19	113	2.99%	2,950	0.64%	3.83%
NW 41 Street to NW 25 Street	4LD	D	2.90%	98	3.50%	15	112	2.97%	2,950	0.50%	3.80%
NW 25 Street to NW 12 Street	6LD	D	0.80%	27	1.50%	6	33	0.88%	4,450	0.14%	0.75%
NW 12 Street to SR 836 N. Ramps	8LD	HE = E	9.80%	330	3.00%	13	342	9.05%	6,360	0.20%	5.38%
SR 836 N. Ramps to S. Ramps	7LD	SUMA = E	6.50%	219	3.00%	13	231	6.11%	5,565	0.23%	4.15%
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	4.90%	165	2.40%	10	175	4.62%	5,565	0.18%	3.14%
NW 7 Street to Flagler Street	6LD	SUMA = E	2.10%	71	2.10%	9	79	2.10%	4,920	0.18%	1.61%
Flagler Street to SW 8 Street	6LD	SUMA = E	2.00%	67	2.00%	8	76	2.00%	4,920	0.17%	1.54%
SW 8 Street to SW 24 Street	6LD	SUMA = E	2.60%	87	2.00%	8	96	2.53%	4,920	0.17%	1.95%
SW 24 Street to SW 40 Street	4LD	SUMA = E	1.20%	40	1.80%	8	48	1.27%	3,270	0.23%	1.46%
SW 40 Street to SW 56 Street	4LD	SUMA = E	0.80%	27	1.60%	7	34	0.89%	3,270	0.20%	1.03%
SW 56 Street to SW 72 Street	4LD	SUMA = E	0.90%	30	1.40%	6	36	0.96%	3,270	0.18%	1.10%
SW 72 Street to SW 88 Street	4LD	SUMA = E	0.90%	30	1.00%	4	34	0.91%	3,270	0.13%	1.05%
NW/SW 97 Avenue											
NW 52 Street to NW 41 Street	4LD	D	0.10%	3	0.80%	3	7	0.18%	2,950	0.11%	0.23%
NW 41 Street to NW 25 Street	4LD	D	0.60%	20	1.00%	4	24	0.64%	2,950	0.14%	0.83%
NW 25 Street to NW 12 Street	4LD	D	0.60%	20	1.20%	5	25	0.67%	2,950	0.17%	0.85%
NW 12 Street to NW 7 Street	4LD	D	2.60%	87	2.60%	11	98	2.60%	2,950	0.37%	3.33%
NW 7 Street to Flagler Street	4LD	D	0.80%	27	2.00%	8	35	0.93%	2,950	0.28%	1.20%
Flagler Street to SW 8 Street	4LD	D	1.00%	34	1.00%	4	38	1.00%	2,950	0.14%	1.28%
SW 8 Street to SW 24 Street	2LD	D	0.70%	24	0.80%	3	27	0.71%	1,390	0.24%	1.93%
SW 24 Street to SW 40 Street	2LD	D	0.60%	20	0.60%	3	23	0.60%	1,390	0.18%	1.63%
SW 40 Street to SW 56 Street	2LD	D	0.50%	17	0.50%	2	19	0.50%	1,390	0.15%	1.36%
SW 56 Street to SW 72 Street	2LD	D	0.40%	13	0.40%	2	15	0.40%	1,390	0.12%	1.09%

Table 8
Beacon Lakes DRI Project Distribution
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	Beacon Lakes DRI [3] Project Distribution Percentage	Approved DRI PM Trips 3364	[3] Project Distribution Percentage	New DRI PM Trips 418	TOTAL TWO-WAY DRI PM TRIPS 3782	Total DRI Project Distribution Percentage	[4] [5] TWO-WAY PM PEAK HOUR MAX CAPACITY	NEW DRI TRIPS ONLY AS A PERCENT OF MSV	[6] TOTAL DRI TRIPS AS A PERCENT OF MSV
NWSW 87 Avenue											
Okeechobee Road to NW 58 Street	**4LD**	D	0.40%	13	0.40%	2	15	0.40%	2,950	0.06%	0.51%
NW 74 Street to NW 58 Street	**4LD**	D	0.40%	13	0.40%	2	15	0.40%	2,950	0.06%	0.51%
NW 58 Street to NW 41 Street	4LD	D	0.40%	13	0.40%	2	15	0.40%	2,950	0.06%	0.51%
NW 41 Street to NW 25 Street	6LD	EE	0.10%	3	0.10%	0	4	0.10%	5,628	0.01%	0.07%
NW 25 Street to NW 12 St/SR 836	6LD	D	0.10%	3	0.10%	0	4	0.10%	4,450	0.01%	0.08%
NW 12 St/SR 836 to Flagler St	6LD	SUMA = E	0.70%	24	0.70%	3	26	0.70%	4,920	0.06%	0.54%
Flagler Street to SW 8 Street	4LD	SUMA = E	0.40%	13	0.40%	2	15	0.40%	3,270	0.05%	0.46%
SW 8 Street to SW 24 Street	4LD	SUMA = E	0.40%	13	0.40%	2	15	0.40%	3,270	0.05%	0.46%
SW 24 Street to SW 40 Street	4LD	SUMA = E	0.30%	10	0.30%	1	11	0.30%	3,270	0.04%	0.35%
SW 40 Street to SW 56 Street	4LD	SUMA = E	0.30%	10	0.30%	1	11	0.30%	3,270	0.04%	0.35%
SW 56 Street to SW 72 Street	4LD	SUMA = E	0.20%	7	0.20%	1	8	0.20%	3,270	0.03%	0.23%
SW 72 Street to SW 88 Street	4LD	SUMA = E	0.10%	3	0.10%	0	4	0.10%	3,270	0.01%	0.12%
SR 821/HEFT											
Okeechobee Road to NW 106 Street	6LD	D	8.00%	269	4.00%	17	286	7.56%	10,050	0.17%	2.84%
NW 106 Street to NW 74 Street	6LD	D	8.00%	269	6.00%	25	294	7.78%	10,050	0.25%	2.93%
NW 74 Street to NW 41 Street	6LD	D	8.00%	269	8.00%	33	303	8.00%	10,050	0.33%	3.01%
NW 41 Street to NW 12 Street/SR 836	6LD	D	6.60%	222	1.00%	4	226	5.98%	10,050	0.04%	2.25%
NW 12 Street/SR 836 to SW 8 Street	8LD	D	3.40%	114	1.00%	4	119	3.13%	13,600	0.03%	0.87%
SW 8 Street to SW 40 Street	6LD	D	4.20%	141	1.00%	4	145	3.85%	10,050	0.04%	1.45%
SW 40 Street to SW 88 Street	6LD	D	6.20%	209	1.00%	4	213	5.63%	10,050	0.04%	2.12%
SR 826											
NW 154 Street to NW 138 Street	8LD	D	7.50%	252	7.50%	31	284	7.50%	13,420	0.23%	2.11%
NW 138 Street to NW 122 Street	8LD	D	7.50%	252	7.50%	31	284	7.50%	13,420	0.23%	2.11%
NW 122 Street to NW 103 Street	8LD	D	7.50%	252	7.50%	31	284	7.50%	13,420	0.23%	2.11%
NW 103 Street to Okeechobee Road	**10LD**	D	7.50%	252	7.50%	31	284	7.50%	16,980	0.18%	1.67%
Okeechobee Road to NW 74 Street	10LD	D	7.50%	252	7.50%	31	284	7.50%	16,980	0.18%	1.67%
NW 74 Street to NW 58 Street	10LD	D	7.50%	252	7.50%	31	284	7.50%	16,980	0.18%	1.67%
NW 58 Street to NW 41 Street	10LD	D	7.50%	252	7.50%	31	284	7.50%	16,980	0.18%	1.67%
NW 41 Street to NW 25 Street	10LD	D	7.50%	252	6.30%	26	279	7.37%	16,980	0.16%	1.64%
NW 25 Street to SR 836	8LD	D	7.50%	252	2.60%	11	263	6.96%	13,420	0.08%	1.96%
SR 836 to Flagler Street	8LD	D	3.20%	108	3.20%	13	121	3.20%	13,420	0.10%	0.90%
Flagler Street to SW 8 Street	**10LD**	D	3.30%	111	3.30%	14	125	3.30%	16,980	0.08%	0.74%
SW 8 Street to SW 24 Street	**10LD**	D	2.90%	98	2.90%	12	110	2.90%	16,980	0.07%	0.65%
SW 24 Street to SW 40 Street	**10LD**	D	2.60%	87	2.60%	11	98	2.60%	16,980	0.06%	0.58%
SW 40 Street to SR 874	8LD	D	2.60%	87	2.60%	11	98	2.60%	13,420	0.08%	0.73%
SW 874 Street to SW 72 Street	4LD	D	2.50%	84	2.50%	10	95	2.50%	6,250	0.17%	1.51%
SW 72 Street to SW 88 Street	6LD	D	2.50%	84	2.50%	10	95	2.50%	9,840	0.11%	0.96%
SR 836											
NW 137 Avenue to HEFT	4LD	D	9.40%	316	2.40%	10	326	8.63%	6,510	0.15%	5.01%
HEFT to NW 107 Avenue	8LD	D	15.00%	505	2.40%	10	515	13.61%	13,600	0.07%	3.78%
NW 107 Avenue to NW 87 Avenue	8LD	D	18.40%	619	2.40%	10	629	16.63%	13,600	0.07%	4.63%
NW 87 Avenue to SR 826	**8LD**	D	18.50%	622	2.40%	10	632	16.72%	13,600	0.07%	4.65%
SR 874											
HEFT to SW 104 Street	6LD	D	0.10%	3	0.00%	0	3	0.09%	10,050	0.00%	0.03%
SW 104 Street to SR 878	8LD	D	0.10%	3	0.00%	0	3	0.09%	13,600	0.00%	0.02%
SR 878 to SR 826	4LD	D	0.10%	3	0.00%	0	3	0.09%	6,510	0.00%	0.05%

NOTES:

[1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.

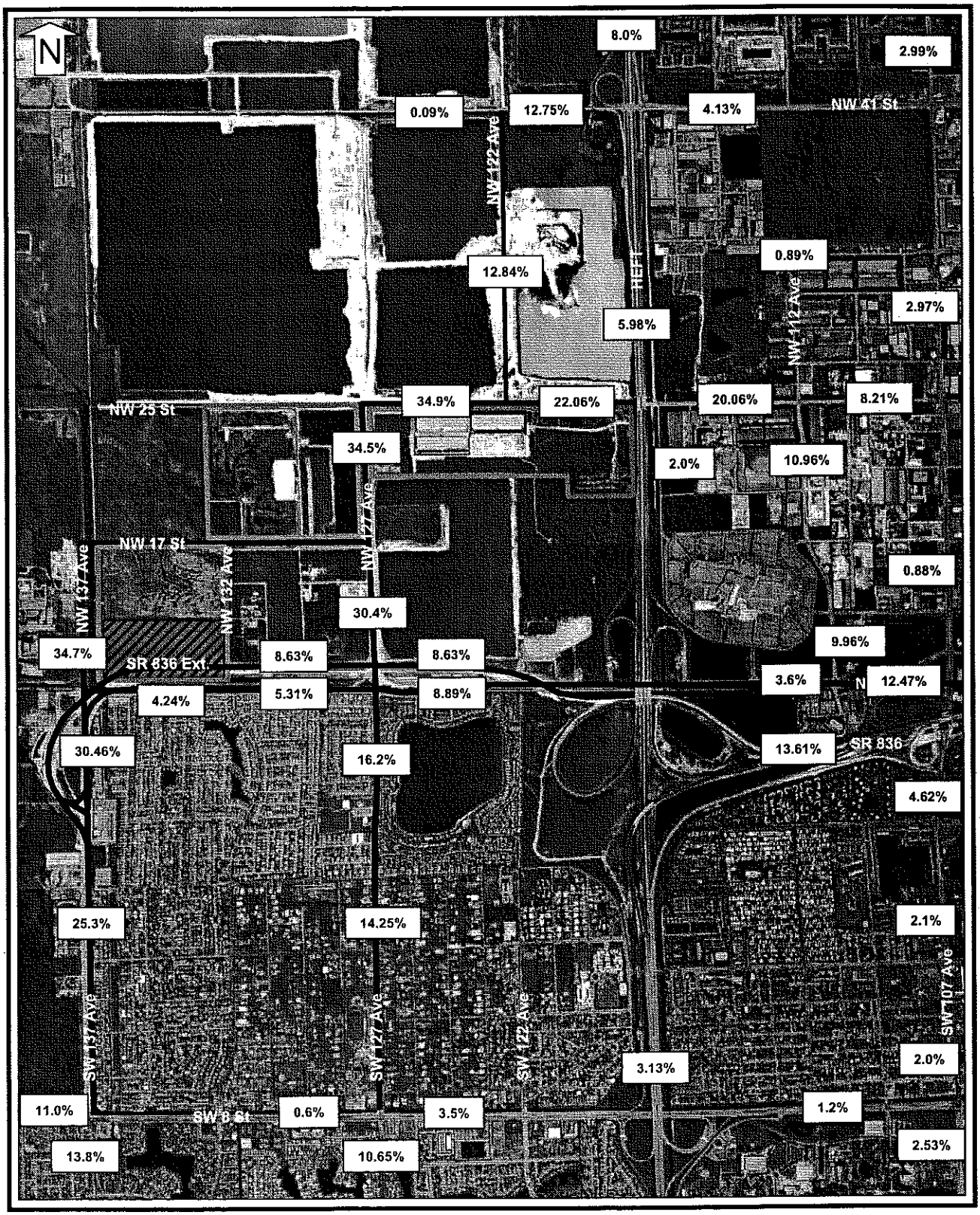
[2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.

[3] Project distribution is based upon the traffic assignment from the Approved Beacon Lakes DRI, with adjustments made to reassign traffic to and from the portion of the site containing the proposed land use change. See Figure 4A for the distribution of traffic onto the roadways surrounding the site. See Figure 4B for the distribution of traffic to the larger study area.

[4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.

[5] ArtPlan 2002 (released June 2004 by FDOT) has been used to calculate the MSV for portions of NW 12 Street, NW 25 Street and SW 127 Avenue (see Attachment III).

[6] The new and total DRI trips are evaluated using DRI standards to determine if the project impact is greater than 5.0% of the adopted MSV for study area roadways.



Legend

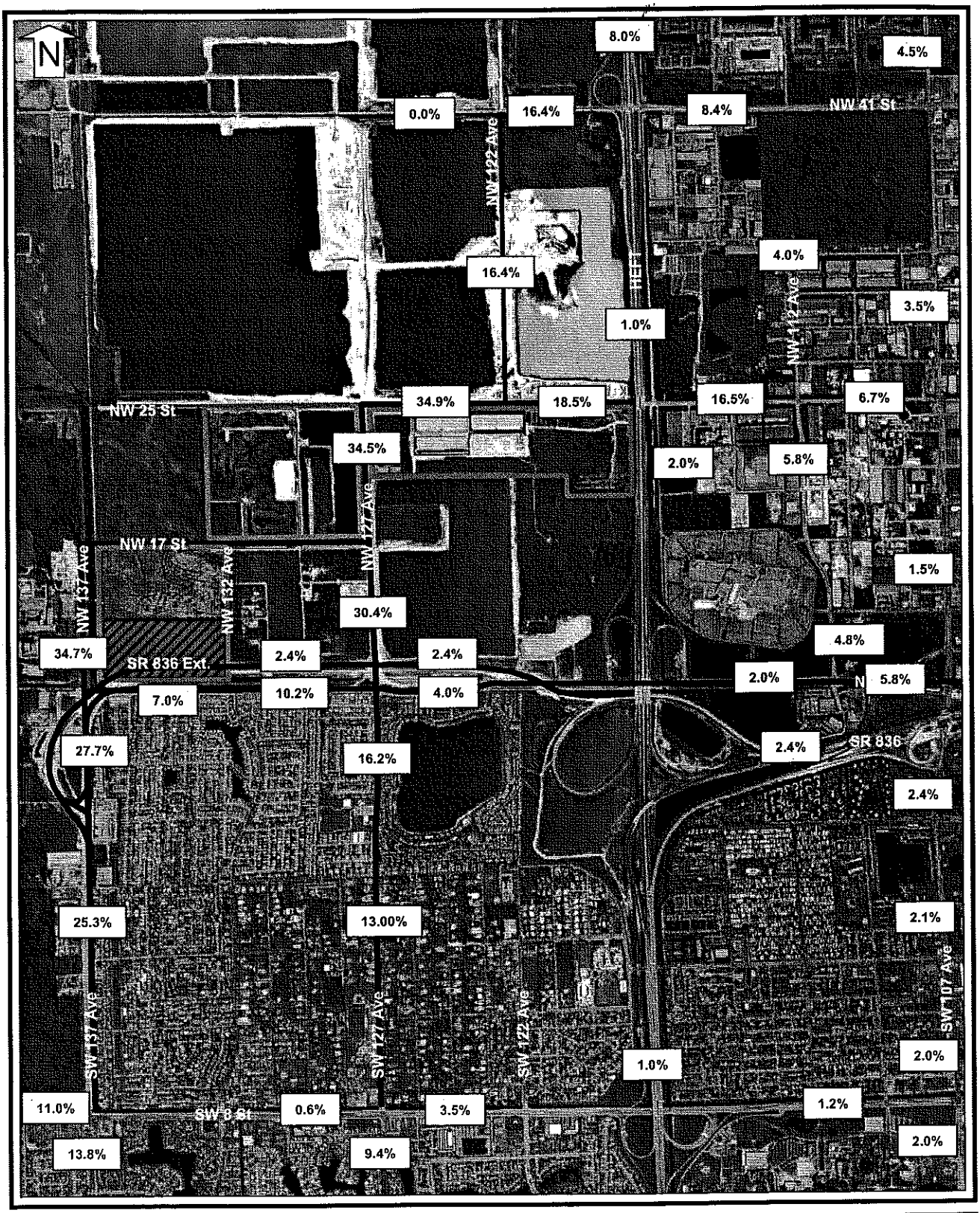
Approved DRI Boundary

42 Acre Amendment Site

X.X% Project Distribution

Figure 5A
DRI Project Distribution for the Approved and New Trips on the Adjacent Study Area Roadways
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates



Legend

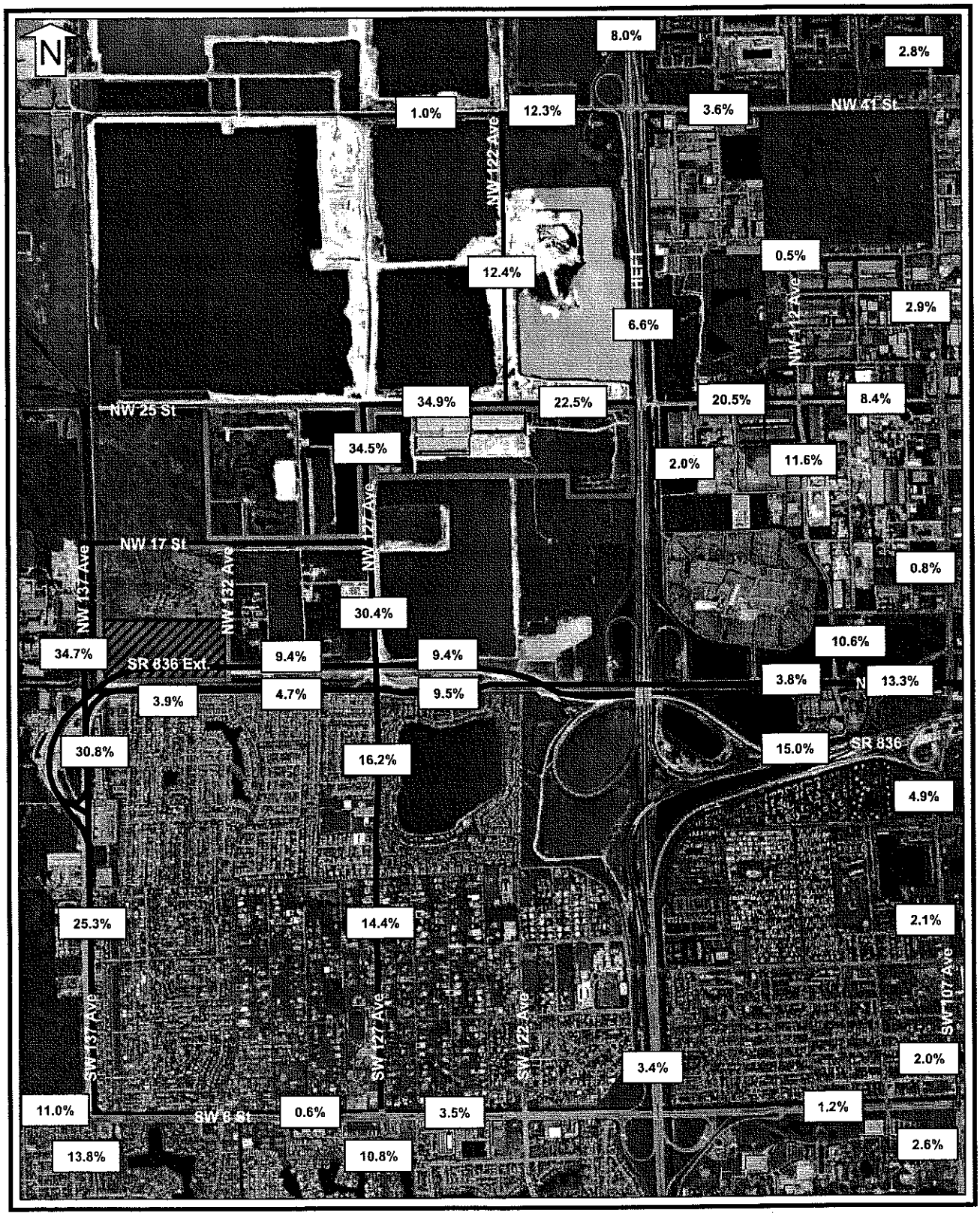
Approved DRI Boundary

42 Acre Amendment Site

X.X% Project Distribution

Figure 5B
DRI Project Distribution for the New DRI Trips on the Adjacent Study Area Roadways
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates



Legend

Approved DRI Boundary

42 Acre Amendment Site

X.X% Project Distribution

Figure 5C
DRI Project Distribution for the Approved Trips on the Adjacent Study Area Roadways
Beacon Lakes NOPC and CDMP Amendment
August 2007

Source: Cathy Sweetapple & Associates

Part 4 - Total Traffic Conditions for Year 2008

Table 9 has been prepared to provide the full DRI significance determination analysis for the original DRI build-out year 2008 to determine if additional regional impacts would exist after the addition of the total impact of the Approved and New DRI trips. The analysis presented in **Table 9** includes the following:

- The future lane geometry for study area roadways including improvements under construction and improvements funded in TIP 2008;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way PM peak hour future background plus committed traffic for the Year 2008 (from **Table 6**);
- The assignment of the two-way PM peak hour Approved DRI traffic as detailed in **Table 8**;
- The assignment of the two-way PM peak hour New DRI traffic as detailed in **Table 8**;
- The Year 2008 two-way PM peak hour total traffic, LOS and v/c with only the Approved DRI trips;
- The Year 2008 two-way PM peak hour total traffic, LOS and v/c after adding in the New DRI trips;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook;
- Detailed capacity calculations for portions of NW 12 St, NW 25 St and NW 127 Ave using ArtPlan software;
- An evaluation of the total DRI trips (Approved + New) pursuant to Rule 9J-2.045, F.S. to determine if the total DRI trips would significantly impact any state or regionally significant roadway operating below the adopted level of service standard.

5.0% Significance Determination Analysis

Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the approved trips for the DRI and the proposed new trips for the DRI) were to consume 5.0% or more of the adopted maximum service volume of the state and regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. For the year 2008, the cumulative impact of the DRI trips was found to exceed 5.0% of the adopted maximum service volume for those study area roadway segments outlined in **Table E** below and as shown in detail on **Table 9**. Many of these segments are not classified as "state or regionally significant roadways", however they are identified below to show that adopted levels of service are maintained with the impact of the new DRI trips. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new trips proposed for the DRI are not found to significantly impact the surrounding roadway network through the year 2008.

Table E – DRI Significance Determination Analysis – Year 2008

Roadway Segments where Project Trips ≥ 5.0% of MSV	Adopted LOS	DRI Trips as a % of MSV	2008 LOS with the Approved and New DRI Trips
NW 41 St – NW 122 Ave to HEFT	C	55.44%	C
NW 25 St – NW 127 Ave to NW 122 Ave	D	44.74%	C
NW 25 St – NW 122 Ave to NW 117 Ave	D	28.28%	C
NW 25 St – NW 117 Ave to NW 112 Ave	D	25.71%	C
NW 25 St – NW 112 Ave to NW 107 Ave	D	10.53%	D
NW 25 St – NW 107 Ave to NW 97 Ave	D	6.14%	C
NW 12 St – NW 137 Ave to NW 132 Ave	D	5.44%	C
NW 12 St – NW 132 Ave to NW 127 Ave	D	6.80%	D
NW 12 St – NW 127 Ave to HEFT	D	9.11%	C
NW 12 St – NW 111 Ave to NW 107 Ave	D	10.60%	D
NW 12 St – NW 107 Ave to NW 97 Ave	D	5.22%	C
SW 8 St – SW 177 Ave to SW 157 Ave	C	8.02%	B
SW 8 St – SW 157 Ave to SW 152 Ave	D	4.46%	B
SW 8 St – SW 152 Ave to SW 147 Ave	D	7.81%	B
SW 8 St – SW 147 Ave to SW 142 Ave	D	5.96%	B
SW 8 St – SW 142 Ave to SW 137 Ave	D	8.19%	B
SW 26 St – SW 147 Ave to SW 137 Ave	D	5.58%	D
NW 137 Ave – NW 17 St to NW 12 St	D	44.49%	C
NW 137 Ave – NW 12 St to NW 6 St	D	25.89%	C
NW 137 Ave – NW 6 St to SW 8 St	D	21.50%	C
SW 137 Ave – SW 8 St to SW 26 St	EE	13.94%	D
SW 137 Ave – SW 26 St to SW 40 St	D	6.37%	D
NW 127 Ave – NW 25 St to NW 17 St	D	44.23%	C
NW 127 Ave – NW 17 St to NW 12 St	D	38.97%	C
NW 127 Ave – NW 12 St to NW 6 St	D	20.77%	C
NW 127 Ave – NW 6 St to SW 8 St	D	18.62%	D
SW 127 Ave – SW 8 St to SW 26 St	EE	10.75%	D
SW 127 Ave – SW 26 St to SW 40 St	D	13.90%	D
NW 122 Ave – NW 41 St to NW 25 St	C	55.83%	C
NW 112 Ave – NW 25 St to NW 17 St	D	14.05%	D
NW 112 Ave – NW 17 St to NW 14 St	D	14.05%	D
NW 112 Ave – NW 14 St to NW 12 St	D	12.77%	D
NW 107 Ave – NW 12 St to SR 836	E	5.38%	D
SR 836 – NW 137 Ave to NW 107 Ave	D	5.01%	A

Table 9
Year 2008 Total Traffic Conditions and DRI Significance Determination Analysis for the New DRI Trips
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2008 LANES	[2] CDMP ADOPTED LOS STANDARD	[3] 2008 FUTURE BACKGROUND VOLUMES	Beacon Lakes Approved DRI PM Trips 3364	Beacon Lakes New DRI PM Trips 418	2008 WITH APPROVED DRI TRIPS: 2008 TOTAL WITH APPROVED DRI TRIPS	TWO-WAY PM PEAK HOUR MAX CAPACITY [4] [5]	2008 PM PEAK HOUR LOS	V/C	2008 WITH NEW DRI TRIPS: 2008 TOTAL WITH THE NEW DRI TRIPS	2008 PM PEAK HOUR LOS	V/C	[6] TOTAL DRI AS A PERCENT OF MSV	TOTAL DRI TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
NW 106 Street															
HEFT to NW 112 Avenue	4LD	D	2,085	17	8	2,101	2,950	D	0.71	2110	D	0.72	0.85%	NO	NO
NW 112 Avenue to NW 107 Avenue	6LD	D	2,357	17	8	2,374	4,450	C	0.53	2382	C	0.54	0.57%	NO	NO
NW 107 Avenue to NW 116 Way	6LD	D	2,819	17	6	2,836	4,450	C	0.64	2842	C	0.64	0.52%	NO	NO
NW 116 Way to Okeechobee Road	6LD	D	2,191	17	6	2,207	4,450	C	0.50	2214	C	0.50	0.52%	NO	NO
NW 74 Street															
HEFT to NW 107 Avenue	6LD - State	D	222	17	8	239	4,680	B	0.05	247	B	0.05	0.54%	NO	NO
NW 107 Avenue to NW 97 Avenue	6LD - State	D	577	17	6	594	4,680	B	0.13	600	B	0.13	0.49%	NO	NO
NW 97 Avenue to NW 87 Avenue	6LD - State	D	577	17	2	594	4,680	B	0.13	596	B	0.13	0.40%	NO	NO
NW 87 Avenue to NW 84 Avenue	6LD - State	D	2,492	17	2	2,509	4,680	C	0.54	2511	C	0.54	0.40%	NO	NO
NW 84 Avenue to SR 826	6LD - State	D	2,401	17	2	2,418	4,680	C	0.52	2420	C	0.52	0.40%	NO	NO
NW 58 Street															
NW 114 Avenue to NW 107 Avenue	4LD	D	1,648	47	10	1,695	2,950	C	0.57	1705	C	0.58	1.94%	NO	NO
NW 107 Avenue to NW 102 Avenue	4LD	D	2,220	7	9	2,227	2,950	D	0.75	2236	D	0.76	0.54%	NO	NO
NW 102 Avenue to NW 97 Avenue	4LD	D	2,345	7	8	2,351	2,950	D	0.80	2360	D	0.80	0.51%	NO	NO
NW 97 Avenue to NW 87 Avenue	4LD	D	3,599	10	1	3,609	2,950	F	1.22	3610	F	1.22	0.38%	NO	NO
NW 87 Avenue to SR 826	4LD	D	3,426	10	1	3,436	2,950	F	1.16	3437	F	1.17	0.38%	NO	NO
NW 41 Street															
NW 122 Avenue to HEFT	2LU	C	154	414	69	568	870	C	0.65	636	C	0.73	**55.44%**	YES	NO
HEFT to NW 107 Avenue	6LD	D	3,196	121	35	3,317	5,080	B	0.65	3352	B	0.66	3.08%	NO	NO
NW 107 Avenue to NW 97 Avenue	6LD	D	3,860	118	18	3,978	5,080	B	0.78	3998	B	0.79	2.68%	NO	NO
NW 97 Avenue to NW 87 Avenue	6LD	EE	4,028	94	10	4,122	6,096	B	0.68	4132	B	0.68	1.71%	NO	NO
NW 87 Avenue to NW 79 Avenue	6LD	EE	4,028	77	6	4,105	6,096	B	0.67	4111	B	0.67	1.37%	NO	NO
NW 79 Avenue to SR 826	6LD	EE	6,947	77	2	7,024	6,096	F	1.15	7026	F	1.15	1.30%	NO	NO
NW 25 Street															
NW 127 Avenue to NW 122 Avenue	4LD	D	268	1,174	146	1,442	2,950	C	0.49	1588	C	0.54	**44.74%**	YES	NO
NW 122 Avenue to NW 117 Avenue	4LD	D	268	757	77	1,025	2,950	C	0.35	1102	C	0.37	**28.28%**	YES	NO
NW 117 Avenue to NW 112 Avenue	4LD	D	534	690	69	1,224	2,950	C	0.41	1293	C	0.44	**25.71%**	YES	NO
NW 112 Avenue to NW 107 Avenue	4LD	D	2,103	283	28	2,386	2,950	D	0.81	2414	D	0.82	**10.53%**	YES	NO
NW 107 Avenue to NW 97 Avenue	4LD	D	2,598	185	14	2,783	3,250	C	0.86	2797	C	0.86	**6.13%**	YES	NO
NW 97 Avenue to NW 87 Avenue	4LD	D	2,855	138	8	2,993	3,250	D	0.92	3000	D	0.92	4.48%	NO	NO
NW 87 Avenue to NW 82 Avenue	5LD	D	3,782	118	6	3,900	3,700	E	1.05	3906	F	1.06	3.34%	NO	NO
NW 82 Avenue to SR 826	5LD	D	4,625	118	5	4,742	3,700	F	1.28	4747	F	1.28	3.32%	NO	NO
NW 12 Street															
NW 137 Avenue to NW 132 Avenue	4LD	D	1,753	131	29	1,885	2,950	C	0.64	1914	C	0.65	**5.44%**	YES	NO
NW 132 Avenue to NW 127 Avenue	4LD	D	2,345	158	43	2,503	2,950	D	0.85	2546	D	0.86	**6.80%**	YES	NO
NW 127 Avenue to HEFT	4LD	D	2,967	320	17	3,287	3,690	C	0.89	3304	C	0.90	**9.11%**	YES	NO
HEFT to NW 117 Avenue	6LD	D	2,908	128	8	3,036	4,450	C	0.68	3044	C	0.68	3.06%	NO	NO
NW 117 Avenue to NW 111 Avenue	6LD	D	2,908	128	8	3,036	4,450	C	0.68	3044	C	0.68	3.06%	NO	NO
NW 111 Avenue to NW 107 Avenue	6LD	D	3,165	447	24	3,612	4,450	D	0.81	3638	D	0.82	**10.60%**	YES	NO
NW 107 Avenue to NW 97 Avenue	4LD	D	1,637	148	6	1,785	2,950	C	0.61	1791	C	0.61	**5.22%**	YES	NO
NW 97 Avenue to NW 87 Avenue	4LD	D	2,768	64	4	2,832	2,950	D	0.96	2837	D	0.96	2.31%	NO	NO
NW 87 Avenue to SR 826	4LD	D	2,768	37	2	2,805	2,950	D	0.95	2807	D	0.95	1.31%	NO	NO
Flagler Street															
NW 118 Avenue to NW 114 Avenue	4LD	EE	2,167	7	1	2,173	2,950	D	0.74	2174	D	0.74	0.26%	NO	NO
NW 114 Avenue to NW 107 Avenue	6LD	EE	2,950	7	1	2,957	4,450	C	0.66	2957	C	0.66	0.17%	NO	NO
NW 107 Avenue to NW 97 Avenue	6LD	EE	2,749	30	4	2,779	4,450	C	0.62	2783	C	0.63	0.76%	NO	NO
NW 97 Avenue to NW 87 Avenue	6LD	EE	4,755	20	3	4,775	4,450	E	1.07	4777	E	1.07	0.51%	NO	NO
NW 87 Avenue to SR 826	6LD	EE	3,782	24	3	3,806	4,680	C	0.81	3809	C	0.81	0.57%	NO	NO
SW 8 Street															
SW 177 Avenue to SW 157 Avenue	4LD	C	1,069	235	29	1,305	3,300	B	0.40	1334	B	0.40	**8.02%**	YES	NO
SW 157 Avenue to SW 152 Avenue	4LD	D	2,013	135	17	2,147	3,390	B	0.63	2164	B	0.64	**4.46%**	YES	NO
SW 152 Avenue to SW 147 Avenue	4LD	D	2,013	235	29	2,248	3,390	B	0.66	2278	B	0.67	**7.81%**	YES	NO
SW 147 Avenue to SW 142 Avenue	6LD	D	2,956	269	33	3,225	5,080	B	0.63	3259	B	0.64	**5.96%**	YES	NO
SW 147 Avenue to SW 137 Avenue	6LD	D	2,956	370	46	3,326	5,080	B	0.65	3372	B	0.66	**8.19%**	YES	NO
SW 137 Avenue to SW 127 Avenue	6LD	D	3,965	20	3	3,986	4,680	D	0.85	3988	D	0.85	0.48%	NO	NO
SW 127 Avenue to HEFT	8LD	D	4,848	118	15	4,966	6,080	C	0.82	4981	C	0.82	2.18%	NO	NO
HEFT to SW 117 Avenue	6LD	D	3,826	40	5	3,866	4,680	D	0.83	3871	D	0.83	0.97%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	D	3,826	40	5	3,866	4,680	D	0.83	3871	D	0.83	0.97%	NO	NO
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,460	17	2	4,477	7,632	C	0.59	4479	C	0.59	0.25%	NO	NO
SW 97 Avenue to SW 87 Avenue	8LD	EE	3,775	20	3	3,795	7,632	C	0.50	3798	C	0.50	0.30%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,560	10	1	3,570	5,904	C	0.60	3571	C	0.60	0.19%	NO	NO
SW 24 Street															
SW 147 Avenue to SW 137 Avenue	4LD	D	1,981	155	19	2,136	3,120	D	0.68	2155	D	0.69	**5.58%**	YES	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,826	37	5	2,863	3,744	D	0.76	2868	D	0.77	1.11%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,416	47	6	3,463	3,744	E	0.92	3469	E	0.93	1.41%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	3,002	7	1	3,009	3,744	E	0.80	3009	E	0.80	0.20%	NO	NO
SW 107 Avenue to SW 92 Avenue	4LD	EE	2,879	20	3	2,900	3,744	D	0.77	2902	D	0.78	0.61%	NO	NO
SW 92 Avenue to SW 87 Avenue	6LD	EE	3,127	7	1	3,134	5,628	C	0.56	3135	C	0.56	0.13%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,447	3	0	3,450	5,628	D	0.61	3451	D	0.61	0.07%	NO	NO

Table 9
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Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2008 LANES	[2] CDMP ADOPTED LOS STANDARD	[3] 2008 FUTURE BACKGROUND VOLUMES	Beacon Lakes Approved DRI PM Trips 3364	Beacon Lakes New DRI PM Trips 418	2008 WITH APPROVED DRI TRIPS 2008 TOTAL WITH APPROVED DRI TRIPS	TWO-WAY PM PEAK HOUR MAX CAPACITY	2008 PM PEAK HOUR LOS	V/C	2008 WITH NEW DRI TRIPS 2008 TOTAL WITH THE NEW DRI TRIPS	2008 PM PEAK HOUR LOS	V/C	[6] TOTAL DRI AS A PERCENT OF MSV	TOTAL DRI TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SW 40 Street															
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,281	101	13	2,382	3,744	D	0.64	2395	D	0.64	3.03%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,815	10	1	2,825	3,744	D	0.75	2826	D	0.75	0.30%	NO	NO
SW 127 Avenue to HEFT	4LD	EE	3,792	84	10	3,877	3,744	F	1.04	3887	F	1.04	2.53%	NO	NO
HEFT to SW 107 Avenue	6LD	EE	3,685	7	1	3,692	5,904	C	0.63	3692	C	0.63	0.13%	NO	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	2,712	3	0	2,715	5,904	C	0.46	2716	C	0.46	0.06%	NO	NO
SW 97 Avenue to SW 87 Avenue	6LD	EE	3,519	7	1	3,526	5,904	C	0.60	3527	C	0.60	0.13%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	4,919	3	0	4,923	5,904	E	0.83	4923	E	0.83	0.06%	NO	NO
SW 56 Street															
SW 147 Avenue to SW 137 Avenue	4LD	D	2,507	37	5	2,544	2,950	D	0.86	2549	D	0.86	1.41%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,706	10	1	2,716	2,950	D	0.92	2717	D	0.92	0.38%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	3,072	30	4	3,102	2,950	E	1.05	3106	E	1.05	1.15%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	D	2,657	13	2	2,670	2,950	D	0.91	2672	D	0.91	0.51%	NO	NO
SW 107 Avenue to SW 97 Avenue	4LD	D	2,842	3	0	2,846	2,950	D	0.96	2846	D	0.96	0.13%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	D	2,943	3	0	2,946	2,950	D	1.00	2947	D	1.00	0.13%	NO	NO
SW 87 Avenue to SR 826	4LD	D	3,327	3	0	3,331	2,950	F	1.13	3331	F	1.13	0.13%	NO	NO
SW 72 Street															
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,239	17	2	2,256	3,744	D	0.60	2258	D	0.60	0.51%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	EE	2,874	7	1	2,880	3,744	D	0.77	2881	D	0.77	0.20%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	EE	3,146	13	2	3,159	3,744	E	0.84	3161	E	0.84	0.40%	NO	NO
SW 117 Avenue to SW 107 Avenue	4LD	EE	2,795	10	1	2,805	3,924	D	0.71	2806	D	0.72	0.29%	NO	NO
SW 107 Avenue to SW 97 Avenue	4LD	EE	3,166	3	0	3,170	3,924	E	0.81	3170	E	0.81	0.10%	NO	NO
SW 97 Avenue to SW 87 Avenue	4LD	EE	3,475	3	0	3,479	3,924	E	0.89	3479	E	0.89	0.10%	NO	NO
SW 87 Avenue to SR 826	4LD	EE	3,073	3	0	3,077	3,924	D	0.78	3077	D	0.78	0.10%	NO	NO
SW 88 Street															
SW 177 Avenue to SW 167 Avenue	4LD	D	1,272	17	2	1,289	3,110	C	0.41	1291	C	0.42	0.61%	NO	NO
SW 167 Avenue to SW 157 Avenue	4LD	EE	2,213	20	3	2,233	3,924	C	0.57	2235	C	0.57	0.58%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,429	24	3	3,453	3,924	E	0.88	3456	E	0.88	0.67%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,429	27	3	3,456	5,904	C	0.59	3460	C	0.59	0.51%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	2,424	7	1	2,431	5,904	C	0.41	2432	C	0.41	0.13%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	5,470	7	1	5,477	7,632	D	0.72	5477	D	0.72	0.10%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,344	30	4	4,374	5,904	D	0.74	4378	D	0.74	0.58%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,344	10	1	4,354	5,904	D	0.74	4355	D	0.74	0.19%	NO	NO
SW 107 Avenue to SR 874	6LD	EE	4,499	10	1	4,510	5,904	D	0.76	4511	D	0.76	0.19%	NO	NO
SR 874 to SW 87 Avenue	6LD	EE	4,242	7	1	4,248	5,904	D	0.72	4249	D	0.72	0.13%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,812	3	0	3,815	5,904	C	0.65	3816	C	0.65	0.06%	NO	NO
SW 177 Avenue															
US-27 to SW 8 Street	2LU	C	1,372	50	6	1,422	1,310	D	1.09	1428	D	1.09	4.33%	NO	NO
SW 8 Street to SW 88 Street	2LU	C	1,247	50	6	1,298	1,310	C	0.99	1304	C	1.00	4.33%	NO	NO
SW 88 Street to SW 136 Street	2LU	C	1,023	50	6	1,074	1,310	C	0.82	1080	C	0.82	4.33%	NO	NO
SW 147 Avenue															
SW 24 Street to SW 40 Street	4LD	D	2,002	104	13	2,106	2,950	D	0.71	2119	D	0.72	3.97%	NO	NO
SW 40 Street to SW 56 Street	4LD	EE	2,002	121	15	2,123	3,744	D	0.57	2138	D	0.57	3.64%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	1,912	77	10	1,989	2,950	C	0.67	1999	C	0.68	2.95%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	1,794	37	5	1,831	2,950	C	0.62	1835	C	0.62	1.41%	NO	NO
NW/SW 137 Avenue															
NW 17 Street to NW 12 Street	**4LD**	D	385	1,167	145	1,552	2,950	C	0.53	1697	C	0.58	**44.49%**	**YES**	**NO**
NW 12 Street to NW 6 Street	6LD	D	1,349	1,036	116	2,385	4,450	C	0.54	2501	C	0.56	**25.89%**	**YES**	**NO**
NW 6 Street to SW 8 Street	6LD	D	1,349	851	106	2,200	4,450	C	0.49	2306	C	0.52	**21.50%**	**YES**	**NO**
SW 8 Street to SW 24 Street	4LD	EE	2,077	464	58	2,541	3,744	D	0.68	2599	D	0.69	**13.94%**	**YES**	**NO**
SW 24 Street to SW 40 Street	6LD	D	3,193	252	31	3,445	4,450	D	0.77	3477	D	0.78	**6.37%**	**YES**	**NO**
SW 40 Street to SW 56 Street	6LD	D	2,892	195	24	3,087	4,450	C	0.69	3111	C	0.70	4.93%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	3,047	131	16	3,178	2,950	F	1.08	3195	F	1.08	4.98%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	2,216	77	10	2,293	2,950	D	0.78	2303	D	0.78	2.95%	NO	NO
SW 88 Street to SW 96 Street	6LD	D	2,980	40	5	3,020	4,680	C	0.65	3025	C	0.65	0.97%	NO	NO
SW 96 Street to SW 104 Street	6LD	D	3,059	7	1	3,066	4,680	C	0.66	3067	C	0.66	0.16%	NO	NO
NW/SW 127 Avenue															
NW 25 Street to NW 17 Street	**4LD**	D	385	1,161	144	1,545	2,950	C	0.52	1689	C	0.57	**44.23%**	**YES**	**NO**
NW 17 Street to NW 12 Street	**4LD**	D	385	1,023	127	1,407	2,950	C	0.48	1534	C	0.52	**38.97%**	**YES**	**NO**
NW 12 Street to NW 6 Street	4LD	D	1,268	545	68	1,813	2,950	C	0.61	1880	C	0.64	**20.77%**	**YES**	**NO**
NW 6 Street to SW 8 Street	4LD	D	1,827	484	54	2,311	2,950	D	0.78	2366	D	0.80	**16.26%**	**YES**	**NO**
SW 8 Street to SW 24 Street	4LD	EE	1,905	363	39	2,269	3,744	D	0.61	2308	D	0.62	**10.75%**	**YES**	**NO**
SW 24 Street to SW 40 Street	2LU	D	1,138	202	19	1,340	1,590	D	0.84	1359	D	0.85	**13.90%**	**YES**	**NO**
SW 40 Street to SW 56 Street	4LD	D	1,839	98	6	1,937	2,950	C	0.66	1943	C	0.66	3.62%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	1,823	81	4	1,903	2,950	C	0.65	1908	C	0.65	2.88%	NO	NO
SW 72 Street to SW 88 Street	4LD	D	1,725	40	2	1,765	2,950	C	0.60	1767	C	0.60	1.44%	NO	NO
NW 122 Avenue															
NW 41 Street to NW 25 Street	2LU	C	154	417	69	571	870	C	0.66	640	C	0.74	**55.83%**	**YES**	**NO**

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Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2008 LANES	[2] CDMP ADOPTED LOS STANDARD	[3] 2008 FUTURE BACKGROUND VOLUMES	Beacon Lakes Approved DRI PM Trips 3364	Beacon Lakes New DRI PM Trips 418	2008 WITH APPROVED DRI TRIPS 2008 TOTAL WITH APPROVED DRI TRIPS	2008 WITH APPROVED DRI TRIPS TWO-WAY PM PEAK HOUR MAX CAPACITY	2008 WITH APPROVED DRI TRIPS 2008 PM PEAK HOUR LOS	2008 WITH APPROVED DRI TRIPS V/C	2008 WITH NEW DRI TRIPS 2008 TOTAL WITH THE NEW DRI TRIPS	2008 WITH NEW DRI TRIPS 2008 PM PEAK HOUR LOS	2008 WITH NEW DRI TRIPS V/C	[6] TOTAL DRI AS A PERCENT OF MSV	TOTAL DRI TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
NW 112 Avenue															
NW 27 Street to NW 25 Street	3LD	D	1,476	17	17	1,493	2,213	C	0.67	1510	C	0.68	1.52%	NO	NO
NW 25 Street to NW 17 Street	4LD	D	1,750	390	24	2,141	2,950	D	0.73	2165	D	0.73	14.05%	YES	NO
NW 17 Street to NW 14 Street	4LD	D	1,714	390	24	2,105	2,950	D	0.71	2129	D	0.72	14.05%	YES	NO
NW 14 Street to NW 12 Street	4LD	D	2,190	357	20	2,547	2,950	D	0.86	2567	D	0.87	12.77%	YES	NO
NW/SW 107 Avenue															
NW 106 Street to NW 90 Street	2LU	D	1,205	44	2	1,249	1,390	D	0.90	1251	D	0.90	3.30%	NO	NO
NW 90 Street to NW 74 Street	4LD	D	1,205	44	10	1,249	2,950	C	0.42	1260	C	0.43	1.84%	NO	NO
NW 74 Street to NW 58 Street	4LD	D	1,115	44	15	1,159	2,950	C	0.39	1174	C	0.40	1.98%	NO	NO
NW 58 Street to NW 41 Street	4LD	D	1,798	94	19	1,892	2,950	C	0.64	1911	C	0.65	3.83%	NO	NO
NW 41 Street to NW 25 Street	4LD	D	2,952	98	15	3,050	2,950	E	1.03	3065	E	1.04	3.80%	NO	NO
NW 25 Street to NW 12 Street	6LD	D	3,548	27	6	3,575	4,450	D	0.80	3581	D	0.80	0.75%	NO	NO
NW 12 Street to SR 836 N. Ramps	6LD	HE = E	4,808	330	13	5,137	6,360	D	0.81	5150	D	0.81	5.38%	YES	NO
SR 836 N. Ramps to S. Ramps	7LD	SUMA = E	4,457	219	13	4,675	5,565	D	0.84	4688	D	0.84	4.15%	NO	NO
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	4,457	165	10	4,622	5,565	D	0.83	4632	D	0.83	3.14%	NO	NO
NW 7 Street to Flagler Street	6LD	SUMA = E	2,743	71	9	2,813	4,920	C	0.57	2822	C	0.57	1.61%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA = E	2,743	67	8	2,810	3,270	D	0.86	2818	D	0.86	2.31%	NO	NO
SW 8 Street to SW 24 Street	6LD	SUMA = E	3,667	87	8	3,755	4,920	C	0.76	3763	C	0.76	1.95%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,365	40	8	2,405	3,270	C	0.74	2413	C	0.74	1.46%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA = E	2,515	27	7	2,542	3,270	D	0.78	2549	D	0.78	1.03%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA = E	1,967	30	6	1,997	3,270	C	0.61	2003	C	0.61	1.10%	NO	NO
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,172	30	4	2,202	3,270	C	0.67	2206	C	0.67	1.05%	NO	NO
NW/SW 97 Avenue															
NW 52 Street to NW 41 Street	4LD	D	1,534	3	3	1,537	2,950	C	0.52	1541	C	0.52	0.23%	NO	NO
NW 41 Street to NW 25 Street	4LD	D	1,534	20	4	1,554	2,950	C	0.53	1558	C	0.53	0.83%	NO	NO
NW 25 Street to NW 12 Street	4LD	D	1,313	20	5	1,333	2,950	C	0.45	1338	C	0.45	0.85%	NO	NO
NW 12 Street to NW 7 Street	4LD	D	1,647	87	11	1,735	2,950	C	0.59	1746	C	0.59	3.33%	NO	NO
NW 7 Street to Flagler Street	4LD	D	1,571	27	8	1,598	2,950	C	0.54	1606	C	0.54	1.20%	NO	NO
Flagler Street to SW 8 Street	4LD	D	1,571	34	4	1,604	2,950	C	0.54	1609	C	0.55	1.28%	NO	NO
SW 8 Street to SW 24 Street	2LD	D	1,571	24	3	1,594	1,390	F	1.15	1598	F	1.15	1.93%	NO	NO
SW 24 Street to SW 40 Street	2LD	D	1,610	20	3	1,630	1,390	F	1.17	1633	F	1.17	1.63%	NO	NO
SW 40 Street to SW 56 Street	2LD	D	1,149	17	2	1,166	1,390	D	0.84	1168	D	0.84	1.36%	NO	NO
SW 56 Street to SW 72 Street	2LD	D	958	13	2	971	1,390	D	0.70	973	D	0.70	1.09%	NO	NO
NW 87/SW Avenue															
Okeechobee Roaod to NW 74 Street	4LD	D	769	13	2	783	2,950	C	0.27	784	C	0.27	0.51%	NO	NO
NW 74 Street to NW 58 Street	4LD	D	769	13	2	783	2,950	C	0.27	784	C	0.27	0.51%	NO	NO
NW 58 Street to NW 41 Street	4LD	D	2,974	13	2	2,988	2,950	E	1.01	2990	E	1.01	0.51%	NO	NO
NW 41 Street to NW 25 Street	6LD	EE	3,328	3	0	3,332	5,626	D	0.59	3332	D	0.59	0.07%	NO	NO
NW 25 Street to NW 12 St/SR 836	6LD	D	4,549	3	0	4,552	4,450	E	1.02	4553	E	1.02	0.08%	NO	NO
NW 12 St/SR 836 to Flagler St	6LD	SUMA = E	4,196	24	3	4,220	4,920	D	0.86	4223	D	0.86	0.54%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA = E	2,829	13	2	2,843	3,270	D	0.87	2844	D	0.87	0.46%	NO	NO
SW 8 Street to SW 24 Street	4LD	SUMA = E	2,114	13	2	2,127	3,270	C	0.65	2129	C	0.65	0.46%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,622	10	1	2,632	3,270	D	0.80	2633	D	0.81	0.35%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA = E	1,642	10	1	1,652	3,270	C	0.51	1654	C	0.51	0.35%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA = E	2,536	7	1	2,543	3,270	D	0.78	2544	D	0.78	0.23%	NO	NO
SW 72 Street to SW 88 Street	4LD	SUMA = E	1,975	3	0	1,978	3,270	C	0.60	1979	C	0.61	0.12%	NO	NO
SR 821/HEFT															
Okeechobee Road to NW 106 Street	6LD	D	9,249	269	17	9,518	10,050	D	0.95	9534	D	0.95	2.84%	NO	NO
NW 106 Street to NW 74 Street	6LD	D	9,997	269	25	10,266	10,050	E	1.02	10292	E	1.02	2.93%	NO	NO
NW 74 Street to NW 41 Street	6LD	D	9,997	269	33	10,266	10,050	E	1.02	10300	E	1.02	3.01%	NO	NO
NW 41 Street to NW 12 Street/SR 836	6LD	D	9,774	222	4	9,996	10,050	D	0.99	10000	D	1.00	2.25%	NO	NO
NW 12 Street/SR 836 to SW 8 Street	8LD	D	17,223	114	4	17,337	13,600	F	1.27	17342	F	1.28	0.87%	NO	NO
SW 8 Street to SW 40 Street	6LD	D	13,810	141	4	13,951	10,050	F	1.39	13955	F	1.39	1.45%	NO	NO
SW 40 Street to SW 88 Street	6LD	D	11,631	209	4	11,840	10,050	F	1.18	11844	F	1.18	2.12%	NO	NO
SR 826															
NW 154 Street to NW 138 Street	8LD	D	7,137	252	31	7,389	13,420	C	0.55	7420	C	0.55	2.11%	NO	NO
NW 138 Street to NW 122 Street	8LD	D	12,132	252	31	12,384	13,420	D	0.92	12415	D	0.93	2.11%	NO	NO
NW 122 Street to NW 103 Street	8LD	D	13,071	252	31	13,323	13,420	D	0.99	13354	D	1.00	2.11%	NO	NO
NW 103 Street to Okeechobee Road	8LD	D	12,289	252	31	12,541	13,420	D	0.93	12572	D	0.94	2.11%	NO	NO
Okeechobee Road to NW 74 Street	10LD	D	10,723	252	31	10,975	16,980	C	0.65	11006	C	0.65	1.67%	NO	NO
NW 74 Street to NW 58 Street	10LD	D	10,723	252	31	10,975	16,980	C	0.65	11006	C	0.65	1.67%	NO	NO
NW 58 Street to NW 41 Street	10LD	D	13,990	252	31	14,243	16,980	D	0.84	14274	D	0.84	1.67%	NO	NO
NW 41 Street to NW 25 Street	10LD	D	13,990	252	26	14,243	16,980	D	0.84	14269	D	0.84	1.64%	NO	NO
NW 25 Street to SR 836	8LD	D	10,631	252	11	10,883	13,420	D	0.81	10894	D	0.81	1.96%	NO	NO
SR 836 to Flagler Street	8LD	D	10,631	108	13	10,739	13,420	D	0.80	10752	D	0.80	0.90%	NO	NO
Flagler Street to SW 8 Street	8LD	D	11,915	111	14	12,026	13,420	D	0.90	12040	D	0.90	0.93%	NO	NO
SW 8 Street to SW 24 Street	8LD	D	11,399	98	12	11,497	13,420	D	0.86	11509	D	0.86	0.82%	NO	NO
SW 24 Street to SW 40 Street	10LD	D	11,399	87	11	11,487	16,980	C	0.68	11497	C	0.68	0.58%	NO	NO
SW 40 Street to SR 874	8LD	D	8,370	87	11	8,458	13,420	C	0.63	8469	C	0.63	0.73%	NO	NO
SW 874 Street to SW 72 Street	4LD	D	7,343	84	10	7,427	6,250	F	1.19	7437	F	1.19	1.51%	NO	NO
SW 72 Street to SW 88 Street	6LD	D	3,620	84	10	3,704	9,840	B	0.38	3714	B	0.38	0.96%	NO	NO

Table 9
Year 2008 Total Traffic Conditions and DRI Significance Determination Analysis for the New DRI Trips
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2008 LANES	[2] CDMP ADOPTED LOS STANDARD	[3] 2008 FUTURE BACKGROUND VOLUMES	Beacon Lakes Approved DRI PM Trips 3364	Beacon Lakes New DRI PM Trips 418	2008 WITH APPROVED DRI TRIPS: 2008 TOTAL WITH APPROVED DRI TRIPS	TWO-WAY PM PEAK HOUR MAX CAPACITY	2008 PM PEAK HOUR LOS	V/C	2008 WITH NEW DRI TRIPS: 2008 TOTAL WITH THE NEW DRI TRIPS	2008 PM PEAK HOUR LOS	V/C	[6] TOTAL DRI AS A PERCENT OF MSV	TOTAL DRI TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SR 836															
NW 137 Avenue to NW 107 Avenue	4LD	D	1,818	316	10	2,134	6,510	A	0.33	2144	A	0.33	5.01%	YES	NO
HEFT to NW 107 Avenue	8LD	D	6,945	505	10	7,450	13,600	B	0.55	7460	B	0.55	3.78%	NO	NO
NW 107 Avenue to NW 87 Avenue	8LD	D	8,528	619	10	9,147	13,600	C	0.67	9157	C	0.67	4.63%	NO	NO
NW 87 Avenue to SR 826	8LD	D	8,355	622	10	8,977	13,600	C	0.66	8987	C	0.66	4.65%	NO	NO
SR 874															
HEFT to SW 104 Street	6LD	D	5,166	3	0	5,169	10,050	B	0.51	5169	B	0.51	0.03%	NO	NO
SW 104 Street to SR 878	8LD	D	8,864	3	0	8,867	13,600	C	0.65	8867	C	0.65	0.02%	NO	NO
SR 878 to SR 826	4LD	D	4,877	3	0	4,881	6,510	C	0.75	4881	C	0.75	0.05%	NO	NO

NOTES:

[1] For the 2008 DRI Buildout significance analysis, the expanded lane geometry reflects only those projects under construction or funded in the current TIP.

[2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.

[3] Future background and committed traffic for the Year 2008 corresponds with the original buildout date for the Beacon Lakes DRI, in effect at the time the December 2006 NOPC Application was submitted.

[4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.

[5] ArtPlan 2002 (released June 2004 by FDOT) has been used to calculate the MSV for portions of NW 12 Street, NW 25 Street and SW 127 Avenue (see Attachment III).

[6] The combined impact of the Approved DRI Trips and the New DRI Trips are evaluated pursuant to Rule 9J-2.045, F.S. to determine if the DRI will significantly impact any state or regionally significant roadway operating below the adopted LOS. A significant impact can only be assigned to the DRI if the combined impact of the Approved DRI Trips and the New DRI Trips consume 5% or more of the maximum service volume of the roadway, and the roadway is operating below the adopted LOS.
No LOS deficiencies were found with the addition of the new DRI trips on roadways where the DRI trips are equal to or greater than 5.0% of the maximum service volume of the roadway.

Part 5 - Traffic Conditions for Year 2015

Table 10 has been prepared to analyze total traffic conditions for the year 2015 and to provide the full DRI significance determination analysis to evaluate whether or not additional regional impacts would exist during the 2015 Planning Horizon for the CDMP after the addition of the total impact of the Approved and New DRI trips. The analysis presented in **Table 10** includes the following:

- The future lane geometry for study area roadways inclusive of the improvements under construction, the improvements funded in TIP 2008 and the improvements from Priority I and II of the LRTP;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way PM peak hour future background plus committed traffic for the Year 2015 (from **Table 6**);
- The assignment of the two-way PM peak hour Approved DRI traffic as detailed in **Table 8**;
- The assignment of the two-way PM peak hour New DRI traffic as detailed in **Table 8**;
- The Year 2015 two-way PM peak hour total traffic, LOS and v/c with only the Approved DRI trips;
- The Year 2015 two-way PM peak hour total traffic, LOS and v/c after adding in the New DRI trips;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook;
- Detailed capacity calculations for portions of NW 12 St, NW 25 St and NW 127 Ave using ArtPlan software;
- An evaluation of the total DRI trips (Approved + New) pursuant to Rule 9J-2.045, F.S. to determine if the total DRI trips would significantly impact any state or regionally significant roadway operating below the adopted level of service standard.

5.0% Significance Determination Analysis

Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the approved trips for the DRI and the proposed new trips for the DRI) were to consume 5.0% or more of the adopted maximum service volume of the state and regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. For the year 2015, the cumulative impact of the DRI trips was found to exceed 5.0% of the adopted maximum service volume for those study area roadway segments outlined in **Table F** below and as shown in detail on **Table 10**. Many of these segments are not classified as "state or regionally significant roadways" however they are identified below to show that adopted levels of service are maintained with the impact of the new DRI trips. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new trips proposed for the DRI are not found to significantly impact the surrounding roadway network through the year 2015.

5.0% Increase in 2015 Traffic from the New DRI Trips

The analysis in **Table 10** also includes an evaluation of the percent impact of new DRI trips for the Year 2015, to determine if adopted levels of service are maintained when the Year 2015 traffic is increased by 5.0% or more with the new trips resulting from the proposed DRI change. Eight roadway segments are highlighted in **Table F** reflecting an increase in 2015 traffic by 5.0% or more from the New 418 DRI trips. Six of the eight roadway segments have been constructed, are under construction or will be constructed by the Beacon Lakes DRI. The remaining two roadway segments are located adjacent to roadways that have been or will be improved by the Beacon Lakes DRI. Adopted levels of service were found to be maintained for the Year 2015 for each of these eight roadway segments.

Table F – DRI Significance Determination Analysis – Year 2015

Roadway Segments where Project Trips ≥ 5.0% of MSV	Adopted LOS	DRI Trips as a % of MSV	2015 LOS with the Approved and New DRI Trips	5.0% or more Percentage Increase in the 2015 Volume with the New DRI Trips
NW 41 St – NW 122 Ave to HEFT	C	55.44%	C	10.776%
NW 25 St – NW 127 Ave to NW 122 Ave	D	44.74%	C	9.261%
NW 25 St – NW 122 Ave to NW 117 Ave	D	28.28%	C	6.378%
NW 25 St – NW 117 Ave to NW 112 Ave	D	25.71%	C	9.261%
NW 25 St – NW 112 Ave to NW 107 Ave	D	10.53%	D	
NW 25 St – NW 107 Ave to NW 97 Ave	D	6.13%	D	
NW 12 St – NW 137 Ave to NW 132 Ave	D	5.44%	D	
NW 12 St – NW 132 Ave to NW 127 Ave	D	6.80%	D	
NW 12 St – NW 127 Ave to HEFT	D	9.11%	D	
NW 12 St – NW 111 Ave to NW 107 Ave	D	10.60%	D	
NW 12 St – NW 107 Ave to NW 97 Ave	D	5.22%	D	
SW 8 St – SW 177 Ave to SW 157 Ave	C	8.02%	B	
SW 8 St – SW 157 Ave to SW 152 Ave	D	4.46%	B	
SW 8 St – SW 152 Ave to SW 147 Ave	D	7.81%	B	
SW 8 St – SW 147 Ave to SW 142 Ave	D	5.96%	B	
SW 8 St – SW 142 Ave to SW 137 Ave	D	8.19%	B	
SW 26 St – SW 147 Ave to SW 137 Ave	D	5.58%	D	
NW 137 Ave – NW 17 St to NW 12 St	D	44.49%	C	8.835%
NW 137 Ave – NW 12 St to NW 6 St	D	25.89%	C	
NW 137 Ave – NW 6 St to SW 8 St	D	21.50%	C	
SW 137 Ave – SW 8 St to SW 26 St	EE	9.27%	C	
SW 137 Ave – SW 26 St to SW 40 St	D	6.37%	D	
NW 127 Ave – NW 25 St to NW 17 St	D	44.23%	C	8.820%
NW 127 Ave – NW 17 St to NW 12 St	D	38.97%	C	8.488%
NW 127 Ave – NW 12 St to NW 6 St	D	20.77%	D	
NW 127 Ave – NW 6 St to SW 8 St	D	18.62%	D	
SW 127 Ave – SW 8 St to SW 26 St	EE	10.75%	D	
SW 127 Ave – SW 26 St to SW 40 St	D	13.90%	D	
NW 122 Ave – NW 41 St to NW 25 St	C	55.83%	C	11.715%
NW 112 Ave – NW 25 St to NW 17 St	D	14.05%	D	
NW 112 Ave – NW 17 St to NW 14 St	D	14.05%	D	
NW 112 Ave – NW 14 St to NW 12 St	D	12.77%	D	
NW 107 Ave – NW 12 St to SR 836	E	5.38%	D	
SR 836 – NW 137 Ave to NW 107 Ave	D	5.01%	A	

Table 10
Year 2015 Total Traffic Conditions and DRI Significance Determination Analysis for the New DRI Trips
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	[3] 2015 FUTURE BACKGROUND VOLUMES	Beacon Lakes Approved DRI PM Trips 3364	Beacon Lakes New DRI PM Trips 418	2015 WITH APPROVED DRI TRIPS: 2015 TOTAL WITH APPROVED DRI TRIPS	TWO-WAY PM PEAK HOUR MAX CAPACITY	2015 PM PEAK HOUR LOS	V/C	2015 WITH NEW DRI TRIPS: 2015 TOTAL WITH THE NEW DRI TRIPS	2015 PM PEAK HOUR LOS	V/C	[6] PERCENT INCREASE WITH NEW DRI TRIPS	[7] PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
NW/SW 107 Avenue																
NW 106 Street to NW 90 Street	2LU	D	1,330	44	2	1,374	1,390	D	0.99	1376	D	0.99	0.152%	3.30%	NO	NO
NW 90 Street to NW 74 Street	4LD	D	1,344	44	10	1,388	2,950	C	0.47	1398	C	0.47	0.763%	1.84%	NO	NO
NW 74 Street to NW 58 Street	4LD	D	1,286	44	15	1,330	2,950	C	0.45	1345	C	0.46	1.100%	1.98%	NO	NO
NW 58 Street to NW 41 Street	4LD	D	2,059	94	19	2,153	2,950	D	0.73	2172	D	0.74	0.874%	3.83%	NO	NO
NW 41 Street to NW 25 Street	4LD	D	3,347	98	15	3,445	2,950	F	1.17	3459	F	1.17	0.425%	3.80%	NO	NO
NW 25 Street to NW 12 Street	6LD	D	4,079	27	6	4,105	4,450	D	0.92	4112	D	0.92	0.153%	0.75%	NO	NO
NW 12 Street to SR 836 N. Ramps	8LD	HE = E	5,454	330	13	5,784	6,360	D	0.91	5796	D	0.91	0.217%	5.38%	YES	NO
SR 836 N. Ramps to S. Ramps	7LD	SUMA = E	5,045	219	13	5,264	5,566	D	0.95	5278	D	0.95	0.238%	4.15%	NO	NO
SR 836 S. Ramps to NW 7 Street	7LD	SUMA = E	5,029	165	10	5,194	5,565	D	0.93	5204	D	0.94	0.193%	3.14%	NO	NO
NW 7 Street to Flagler Street	6LD	SUMA = E	3,139	71	9	3,209	4,920	C	0.65	3218	C	0.65	0.274%	1.61%	NO	NO
Flagler Street to SW 8 Street	6LD	SUMA = E	3,096	67	8	3,164	4,920	C	0.64	3172	C	0.64	0.264%	1.54%	NO	NO
SW 8 Street to SW 24 Street	6LD	SUMA = E	4,079	87	8	4,167	4,920	D	0.85	4175	D	0.85	0.201%	1.95%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,643	40	8	2,684	3,270	D	0.82	2691	D	0.82	0.280%	1.46%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA = E	2,794	27	7	2,821	3,270	D	0.86	2828	D	0.86	0.237%	1.03%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA = E	2,181	30	6	2,211	3,270	C	0.68	2217	C	0.68	0.266%	1.10%	NO	NO
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,391	30	4	2,422	3,270	C	0.74	2426	C	0.74	0.173%	1.05%	NO	NO
NW/SW 97 Avenue																
NW 52 Street to NW 41 Street	4LD	D	1,689	3	3	1,693	2,950	C	0.57	1698	C	0.57	0.198%	0.23%	NO	NO
NW 41 Street to NW 25 Street	4LD	D	1,689	20	4	1,709	2,950	C	0.58	1714	C	0.58	0.245%	0.83%	NO	NO
NW 25 Street to NW 12 Street	4LD	D	1,448	20	5	1,468	2,950	C	0.50	1473	C	0.50	0.342%	0.85%	NO	NO
NW 12 Street to NW 7 Street	4LD	D	1,813	87	11	1,900	2,950	C	0.64	1911	C	0.65	0.572%	3.33%	NO	NO
NW 7 Street to Flagler Street	4LD	D	1,729	27	8	1,756	2,950	C	0.60	1765	C	0.60	0.476%	1.20%	NO	NO
Flagler Street to SW 8 Street	4LD	D	1,729	34	4	1,763	2,950	C	0.60	1767	C	0.60	0.237%	1.26%	NO	NO
SW 8 Street to SW 24 Street	2LD	D	1,729	24	3	1,753	1,390	F	1.26	1756	F	1.26	0.191%	1.93%	NO	NO
SW 24 Street to SW 40 Street	2LD	D	1,772	20	3	1,793	1,390	F	1.29	1795	F	1.29	0.140%	1.63%	NO	NO
SW 40 Street to SW 56 Street	2LD	D	1,269	17	2	1,286	1,390	D	0.93	1288	D	0.93	0.163%	1.36%	NO	NO
SW 56 Street to SW 72 Street	2LD	D	1,060	13	2	1,073	1,390	D	0.77	1075	D	0.77	0.156%	1.09%	NO	NO
NW 87 Avenue																
Okeechobee Road to NW 74 Street	4LD	D	840	13	2	854	2,950	C	0.29	855	C	0.29	0.196%	0.51%	NO	NO
NW 74 Street to NW 58 Street	4LD	D	840	13	2	854	2,950	C	0.29	855	C	0.29	0.196%	0.51%	NO	NO
NW 58 Street to NW 41 Street	4LD	D	3,263	13	2	3,276	2,950	F	1.11	3278	F	1.11	0.051%	0.51%	NO	NO
NW 41 Street to NW 25 Street	6LD	EE	3,649	3	0	3,653	5,628	D	0.65	3653	D	0.65	0.011%	0.07%	NO	NO
NW 25 Street to NW 12 St/SR 836	6LD	D	4,982	3	0	4,986	4,450	F	1.12	4986	F	1.12	0.008%	0.08%	NO	NO
NW 12 St/SR 836 to Flagler St	6LD	SUMA = E	4,598	24	3	4,621	4,920	D	0.94	4624	D	0.94	0.063%	0.54%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA = E	3,104	13	2	3,117	3,270	E	0.95	3119	E	0.95	0.054%	0.46%	NO	NO
SW 8 Street to SW 24 Street	4LD	SUMA = E	2,323	13	2	2,336	3,270	C	0.71	2338	C	0.71	0.072%	0.46%	NO	NO
SW 24 Street to SW 40 Street	4LD	SUMA = E	2,877	10	1	2,887	3,270	D	0.88	2889	D	0.88	0.043%	0.35%	NO	NO
SW 40 Street to SW 56 Street	4LD	SUMA = E	1,808	10	1	1,818	3,270	C	0.56	1819	C	0.56	0.069%	0.35%	NO	NO
SW 56 Street to SW 72 Street	4LD	SUMA = E	2,784	7	1	2,791	3,270	D	0.85	2792	D	0.85	0.030%	0.23%	NO	NO
SW 72 Street to SW 88 Street	4LD	SUMA = E	2,171	3	0	2,174	3,270	C	0.66	2175	C	0.67	0.019%	0.12%	NO	NO
SR 821/HEFT																
Okeechobee Road to NW 106 Street	6LD	D	12,225	269	17	12,494	10,050	F	1.24	12510	F	1.24	0.134%	2.84%	NO	NO
NW 106 Street to NW 74 Street	6LD	D	13,220	269	25	13,489	10,050	F	1.34	13515	F	1.34	0.186%	2.93%	NO	NO
NW 74 Street to NW 41 Street	6LD	D	13,248	269	33	13,517	10,050	F	1.34	13550	F	1.35	0.247%	3.01%	NO	NO
NW 41 Street to NW 12 Street/SR 836	6LD	D	12,913	222	4	13,135	10,050	F	1.31	13140	F	1.31	0.032%	2.25%	NO	NO
NW 12 Street/SR 836 to SW 8 Street	8LD	D	22,928	114	4	23,042	13,600	F	1.69	23047	F	1.69	0.018%	0.87%	NO	NO
SW 8 Street to SW 40 Street	6LD	D	18,363	141	4	18,524	10,050	F	1.84	18529	F	1.84	0.023%	1.45%	NO	NO
SW 40 Street to SW 88 Street	6LD	D	15,458	209	4	15,667	10,050	F	1.56	15671	F	1.56	0.027%	2.12%	NO	NO
SR 826																
NW 154 Street to NW 138 Street	8LD	D	7,436	252	31	7,689	13,420	C	0.57	7720	C	0.58	0.406%	2.11%	NO	NO
NW 138 Street to NW 122 Street	8LD	D	12,609	252	31	12,861	13,420	D	0.96	12893	D	0.96	0.244%	2.11%	NO	NO
NW 122 Street to NW 103 Street	8LD	D	13,581	252	31	13,834	13,420	E	1.03	13865	E	1.03	0.227%	2.11%	NO	NO
NW 103 Street to Okeechobee Road	10LD	D	12,772	252	31	13,024	16,980	C	0.77	13055	C	0.77	0.241%	1.67%	NO	NO
Okeechobee Road to NW 74 Street	10LD	D	11,150	252	31	11,402	16,980	C	0.67	11434	C	0.67	0.275%	1.67%	NO	NO
NW 74 Street to NW 58 Street	10LD	D	11,150	252	31	11,402	16,980	C	0.67	11434	C	0.67	0.275%	1.67%	NO	NO
NW 58 Street to NW 41 Street	10LD	D	14,534	252	31	14,786	16,980	D	0.87	14817	D	0.87	0.212%	1.67%	NO	NO
NW 41 Street to NW 25 Street	10LD	D	14,534	252	26	14,786	16,980	D	0.87	14812	D	0.87	0.178%	1.64%	NO	NO
NW 25 Street to SR 836	8LD	D	11,067	252	11	11,319	13,420	D	0.84	11330	D	0.84	0.096%	1.96%	NO	NO
SR 836 to Flagler Street	8LD	D	11,056	108	13	11,164	13,420	D	0.83	11177	D	0.83	0.120%	0.90%	NO	NO
Flagler Street to SW 8 Street	10LD	D	12,379	111	14	12,490	16,980	C	0.74	12504	C	0.74	0.110%	0.74%	NO	NO
SW 8 Street to SW 24 Street	10LD	D	11,838	98	12	11,936	16,980	C	0.70	11948	C	0.70	0.102%	0.65%	NO	NO
SW 24 Street to SW 40 Street	10LD	D	11,831	87	11	11,919	16,980	C	0.70	11930	C	0.70	0.091%	0.58%	NO	NO
SW 40 Street to SR 874	8LD	D	8,688	87	11	8,775	13,420	C	0.65	8786	C	0.65	0.124%	0.73%	NO	NO
SW 874 Street to SW 72 Street	4LD	D	7,617	84	10	7,702	6,250	F	1.23	7712	F	1.23	0.136%	1.51%	NO	NO
SW 72 Street to SW 88 Street	6LD	D	3,774	84	10	3,858	9,840	B	0.39	3868	B	0.39	0.271%	0.96%	NO	NO

Table 10
Year 2015 Total Traffic Conditions and DRI Significance Determination Analysis for the New DRI Trips
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	[3] 2015 FUTURE BACKGROUND VOLUMES	Beacon Lakes: Approved DRI PM Trips 3364	Beacon Lakes: New DRI PM Trips 418	2015 WITH APPROVED DRI TRIPS: 2015 TOTAL WITH APPROVED DRI TRIPS	TWO-WAY PM PEAK HOUR MAX CAPACITY	2015 PM PEAK HOUR LOS	V/C	2015 WITH NEW DRI TRIPS: 2015 TOTAL WITH THE NEW DRI TRIPS	2015 PM PEAK HOUR LOS	V/C	[6] PERCENT INCREASE WITH NEW DRI TRIPS	[7] PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
SR 836																
NW 137 Avenue to NW 107 Avenue	4LD	D	1,896	316	10	2,212	6,510	A	0.34	2222	A	0.34	0.463%	**5.91%**	**YES**	**NO**
HEFT to NW 107 Avenue	8LD	D	7,300	505	10	7,805	13,600	B	0.57	7815	B	0.57	0.129%	3.78%	NO	NO
NW 107 Avenue to NW 87 Avenue	8LD	D	8,967	619	10	9,586	13,600	C	0.70	9596	C	0.71	0.105%	4.63%	NO	NO
NW 87 Avenue to SR 826	8LD	D	8,788	622	10	9,410	13,600	C	0.69	9420	C	0.69	0.107%	4.65%	NO	NO
SR 874																
HEFT to SW 104 Street	6LD	D	5,363	3	0	5,366	10,050	B	0.53	5366	B	0.53	0.000%	0.03%	NO	NO
SW 104 Street to SR 878	8LD	D	9,192	3	0	9,196	13,600	C	0.68	9196	C	0.68	0.000%	0.02%	NO	NO
SR 878 to SR 826	4LD	D	5,064	3	0	5,067	6,510	C	0.78	5067	C	0.78	0.000%	0.05%	NO	NO

NOTES:

[1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.

[2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.

[3] See Table 6 for the Year 2015 future background and committed development traffic in the study area.

[4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.

[5] ArtPlan 2002 (released June 2004 by FDOT) has been used to calculate the MSV for portions of NW 12 Street, NW 25 Street and SW 127 Avenue (see Attachment III).

[6] This calculation has been made to determine the percent increase with the amendment trips (ie. the New DRI trips) to determine which roadways will absorb an increase in traffic by 5.0% or more with the New Amendment Trips. No LOS deficiencies were found with the addition of the new DRI trips on roadways where the new DRI trips caused an increase in traffic by 5.0% or more.

[7] The combined impact of the Approved DRI Trips and the New DRI Trips are evaluated pursuant to Rule 9J-2.045, F.S. to determine if the DRI will significantly impact any state or regionally significant roadway operating below the adopted LOS. A significant impact can only be assigned to the DRI if the combined impact of the Approved DRI Trips and the New DRI Trips consume 5% or more of the maximum service volume of the roadway, and the roadway is operating below the adopted LOS. No LOS deficiencies were found with the addition of the new DRI trips on roadways where the DRI trips are equal to or greater than 5.0% of the maximum service volume of the roadway.

Conclusions

Access to Regional Roadways

Access to and from the Amendment Site located within the Beacon Lakes DRI will be provided through driveway connections to NW 137 Avenue on the west, NW 14 Street on the north and NW 132 Avenue on the east. Each of these roadway segments directly serving the amendment site will be constructed by the existing DRI and plat obligations. Most of the transportation improvements in the immediate study area have been or are already being funded by the Beacon Lakes DRI to improve the roadway network and complete the grid as outlined below:

Roadway Improvement Location	Type of Improvement	Status
NW 25 Street – NW 117 Avenue to NW 127 Avenue	New 4LD	Construction Completed by Beacon Lakes DRI
NW 127 Avenue – NW 25 Street to NW 17 Street	New 4LD	Construction Completed by Beacon Lakes DRI
NW 127 Avenue – NW 17 Street to NW 12 Street	New 4LD	Construction Underway by Beacon Lakes DRI
NW 127 Avenue – NW 12 Street to SW 8 Street	New 5 lane roadway	Construction Underway by Beacon Lakes DRI
NW 122 Avenue – NW 25 Street to NW 41 Street	New 2 lane roadway	Design Underway by Beacon Lakes DRI
NW 137 Avenue – NW 17 Street to NW 12 Street	New 4LD	Design Underway by Beacon Lakes DRI
NW 17 Street - NW 127 Avenue to NW 132 Avenue	New 4LD	Construction Completed by Beacon Lakes DRI
NW 17 Street – NW 132 Avenue to NW 137 Avenue	New 4LD	Design/Construction Underway by Beacon Lakes DRI
NW 127 Avenue at NW 12 Street	Intersection Improvements	Construction Underway by Beacon Lakes DRI
NW 14 Street – NW 137 Avenue to NW 132 Avenue	New 3 lane roadway	Design Underway by Beacon Lakes DRI
NW 132 Avenue – NW 17 Street to SR 836	New 2 lane roadway	Design Underway by Beacon Lakes DRI

Access to Transit

The Amendment Site is located in the study area for the East-West premium transit corridor which is currently under study by Miami-Dade Transit. The Amendment Site is also located adjacent to existing Miami-Dade Transit Service with Route 147 connecting to the southeast corner of the Amendment Site at NW 12 Street and NW 132 Avenue.

Traffic Concurrency Standards

Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to the Amendment Site have been found to operate at acceptable levels of service during the PM peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the traffic from the proposed Amendment Site. Available capacity and acceptable levels of service are maintained for the adjacent count stations and the study area roadway segments, meeting the traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan.

Year 2008 Traffic Conditions

An evaluation of the Year 2008 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the build-out date of the DRI. Year 2008 traffic conditions incorporate the funded TIP roadway improvements, future background traffic conditions reflecting growth in background traffic and committed development, and the traffic impact of the Approved and New DRI Trips. Since the changes to the Amendment Site are being processed with a companion NOPC Application for the underlying DRI, a significance determination analysis has been provided ensure that those roadways carrying significant DRI traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2008. Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the Approved DRI trips and the New DRI trips) were to consume 5.0% or more of the adopted maximum service volume of the state or regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. Many of the study segments meeting the 5.0% rule are not classified as "state or regionally significant roadways", however they have been analyzed to show that adopted levels of service are maintained with the impact of the new DRI trips. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new trips proposed for the DRI are not found to significantly impact the surrounding roadway network through the year 2008.

Year 2015 Traffic Conditions

An evaluation of the Year 2015 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the 2015 planning horizon for the CDMP. Year 2015 traffic conditions incorporate the funded TIP roadway improvements, Priority I and II improvements from the LRTP, future background traffic conditions reflecting growth in background traffic and committed development, and the traffic impact of the Approved and New DRI Trips. Since the changes to the Amendment Site are being processed with a companion NOPC Application for the underlying DRI, a significance determination analysis has been provided ensure that those roadways carrying significant DRI traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2015.

Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the Approved DRI trips and the New DRI trips) were to consume 5.0% or more of the adopted maximum service volume of the state or regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. Many of the study segments meeting the 5.0% rule are not classified as "state or regionally significant roadways" however they have been analyzed to show that adopted levels of service are maintained with the impact of the new DRI trips. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new trips proposed for the DRI are not found to significantly impact the surrounding roadway network through the year 2015.

An evaluation of the percent impact of new DRI trips for the Year 2015 has been provided to determine if adopted levels of service are maintained when the Year 2015 traffic is increased by 5.0% or more with the new trips resulting from the proposed DRI change. Eight roadway segments reflect an increase in 2015 traffic by 5.0% or more from the New 418 DRI trips. Six of the eight roadway segments have been constructed, are under construction or will be constructed by the Beacon Lakes DRI. The remaining two roadway segments are located adjacent to roadways that have been or will be improved by the Beacon Lakes DRI. Adopted levels of service were found to be maintained for the Year 2015 for each of these eight roadway segments.

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CHAPTER 4

CONSISTENCY WITH CDMP GOALS, OBJECTIVES, POLICIES, AND CONCEPTS

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CHAPTER 4

CONSISTENCY WITH CDMP GOALS, OBJECTIVES, POLICIES, AND CONCEPTS

The following CDMP Goals, Objectives, Policies, and Concepts will be furthered should the Application be adopted:

LU-1H: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or isolated spots.

LU-1H: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.

The following CDMP Goals, Objectives, Policies, and Concepts will be impeded should the Application be adopted:

LU-3B: Natural resources and systems shall be protected from incompatible land use.

LU-4-A: When evaluating compatibility among proximate land uses, the County shall consider such factors as noise,...vibration, odor, runoff, access, traffic, safety and other issues, as applicable.

LU-4B: Uses designated on the LUP and interactive text, which generate or cause to generate significant noise, dust, odor,...shall be protected from damaging encroachment by future approval of new incompatible uses...

LU-6A: Miami-Dade County shall continue to identify,...and protect properties of historic, architectural and archeological significance.

LU-8D: The maintenance of internal consistency among all Elements of the CDMP...unless facilities necessary to serve the area are included in the plan.

LU-8E Amendments to the CDMP shall be evaluated based on the following:

(i): Satisfies deficiency in Plan map to accommodate projected population or economic growth

(ii): Enhances or impedes provision of services and LOS;...

(iii): Demonstrates compatibility with abutting and nearby uses

(iv): Enhances or degrades environmental or historical resources

TC-1A: Minimum Traffic LOS standard for roadways

Objective CON-3: Regulations within wellfield protection areas shall be strictly enforced.

CON-3E: The area west of the Turnpike, east of the Dade-Broward Levee, north of 12th Street and south of Okeechobee Road shall be reserved for limestone mining and approved ancillary uses as provided for in Chapter 24 and 23 of the Miami-Dade County Code...

CIE-1: CIE maintain adopted level of service standards

CIE-3: Land use decisions will not degrade adopted LOS

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APPENDICES

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APPENDICES

Appendix A Map Series

Appendix B Beacon Lakes DRI: Notice of Proposed Change

Appendix C Development Order Conditions: Resolution No. Z-11-02

Appendix D Covenant Running with the Land in Favor of Miami-Dade County

Appendix E Table E-1: Allowable Land Uses Within the Northwest Wellfield Subarea 1 or Within the Northwest Wellfield Protection Area and Within the West Wellfield Interim Protection Area

Appendix F Fiscal Impact Analysis

Appendix G Photos of Application Site and Surroundings

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APPENDIX A

Map Series

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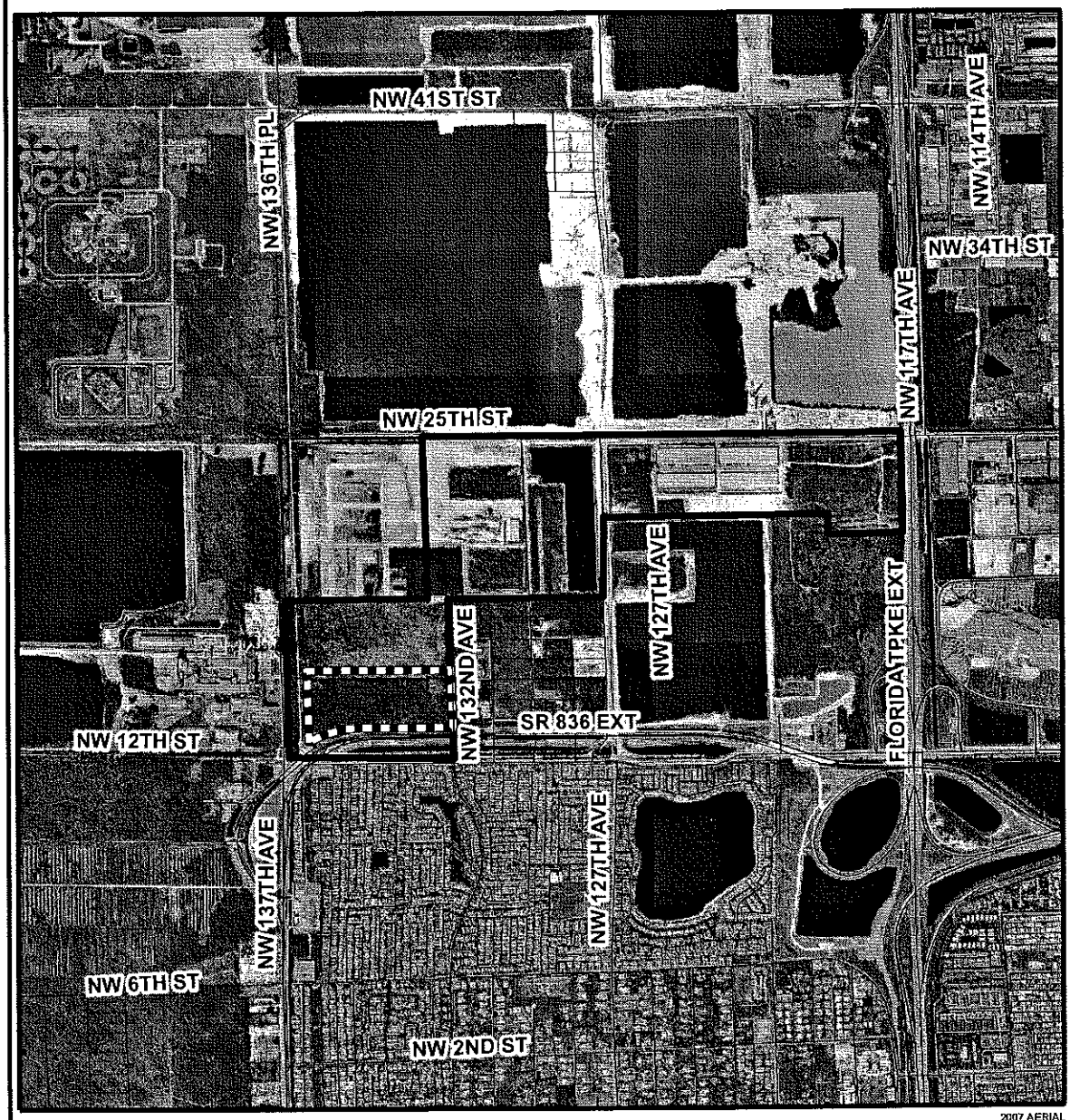
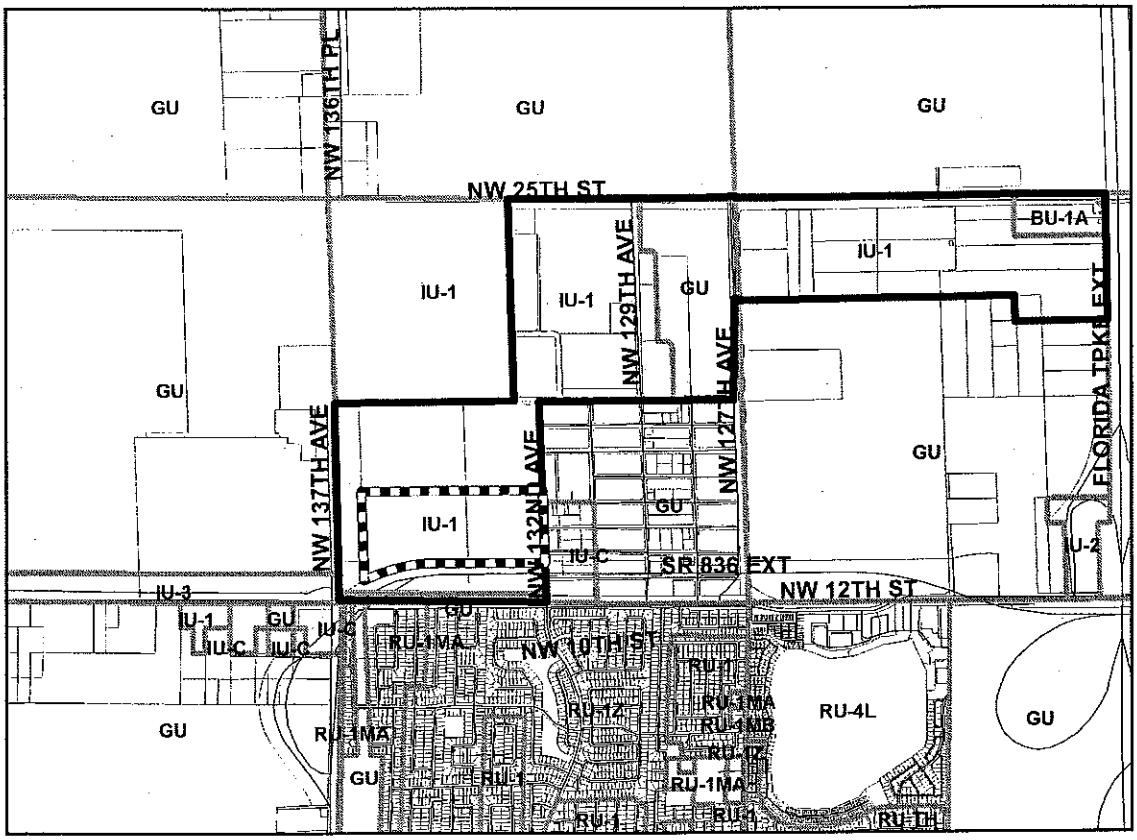
AERIAL PHOTO: BEACON LAKES DRI AND CDMP AMENDMENT SITE



CURRENT ZONING MAP: BEACON LAKES DRI CDMP AMENDMENT SITE



APPLICATION AREA ORIGINAL DRI BOUNDARY

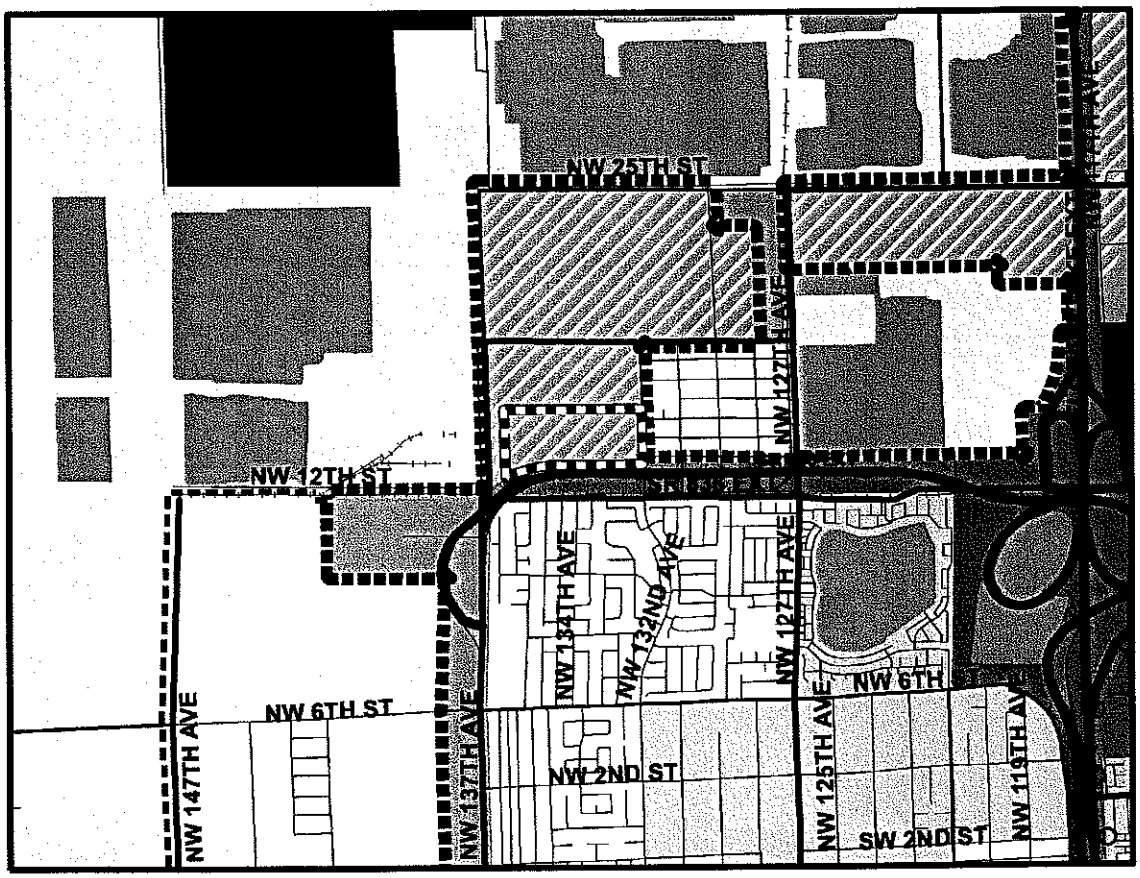
MIAMI-DADE ZONING DISTRICTS

GU	INTERIM DISTRICT - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
RU-1	SINGLE-FAMILY RESIDENTIAL DISTRICT ON 7,500 SQ. FT. NET LOT
RU-1Z	SINGLE-FAMILY ZERO LOT LINE ON 4,500 SQ. FT. NET LOT
RU-1M(A)	SINGLE-FAMILY MODIFIED RESIDENTIAL DISTRICT ON 5,000 SQ. FT. NET LOT
RU-1M(B)	SINGLE-FAMILY MODIFIED RESIDENTIAL DISTRICT ON 6,000 SQ. FT. NET LOT
RU-TH	TOWNHOUSE DISTRICT - 8.5 UNITS/NET ACRE
RU-4L	LIMITED APARTMENT HOUSE DISTRICT - 23 UNITS/NET ACRE
BU-1A	LIMITED BUSINESS DISTRICT
IU-1	INDUSTRY-LIGHT
IU-2	HEAVY INDUSTRIAL MANUFACTURING DISTRICT
IU-3	UNLIMITED INDUSTRIAL MANUFACTURING DISTRICT
IU-C	INDUSTRY-CONTROLLED

0 0.2 0.4 0.8 Miles N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, SEPTEMBER 2007

2015 - 2025 CDMP LAND USE PLAN:
BEACON LAKES DRI CDMP AMENDMENT SITE



LEGEND

APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES
ESTATE DENSITY RESIDENTIAL (EDR) 1 TO 2.5 DU/AC
LOW DENSITY RESIDENTIAL (LDR) 2.5 TO 6 DU/AC
LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 6 TO 13 DU/AC
MEDIUM DENSITY RESIDENTIAL (MDR) 13 TO 25 DU/AC
INDUSTRIAL AND OFFICE
RESTRICTED INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
OFFICE/RESIDENTIAL
INSTITUTIONAL AND PUBLIC FACILITY
OPEN LAND
WATER

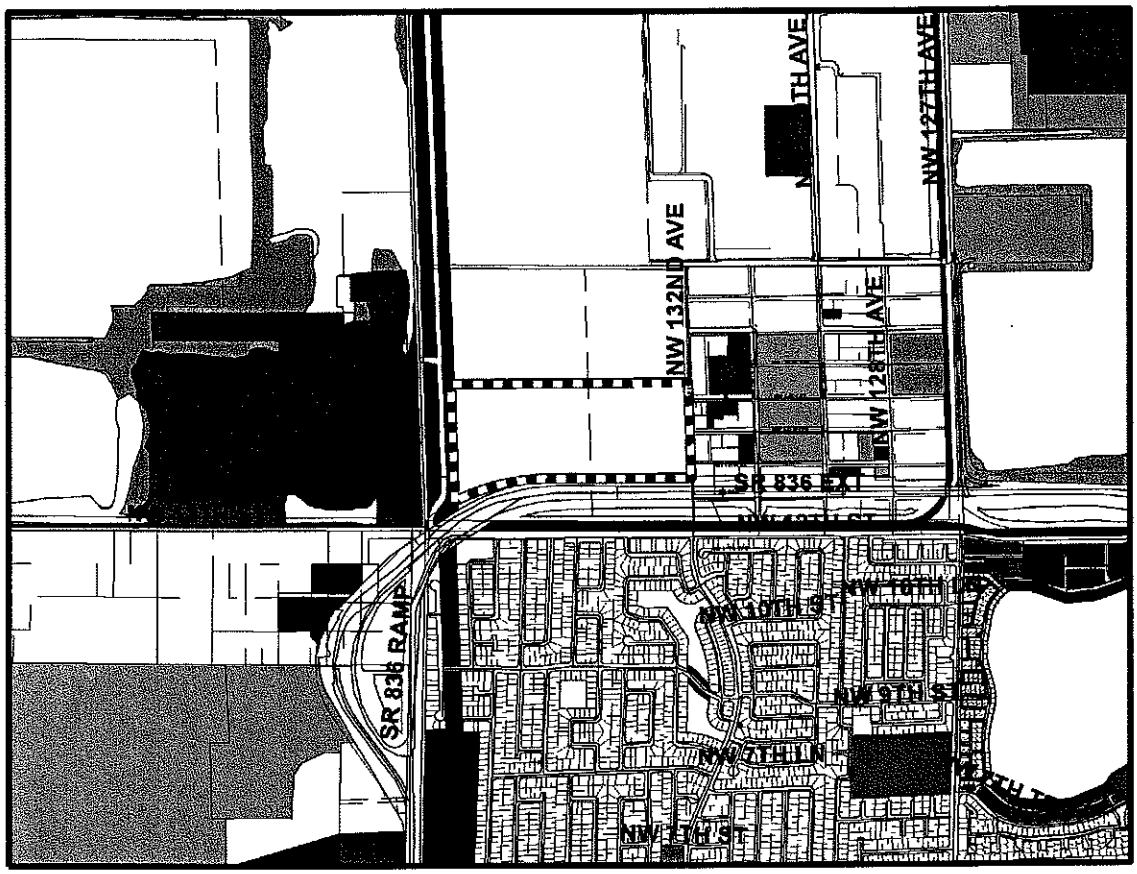
TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
EXPRESSWAYS
MAJOR ROADWAY
MINOR ROADWAY
RAIL
2015 URBAN DEVELOPMENT BOUNDARY
2025 EXPANSION AREA BOUNDARY

0 0.2 0.4 0.8
Miles

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, SEPTEMBER 2007

EXISTING LAND USE MAP: BEACON LAKES DRI CDMP AMENDMENT SITE



LEGEND

APPLICATION AREA

EXISTING LAND USE

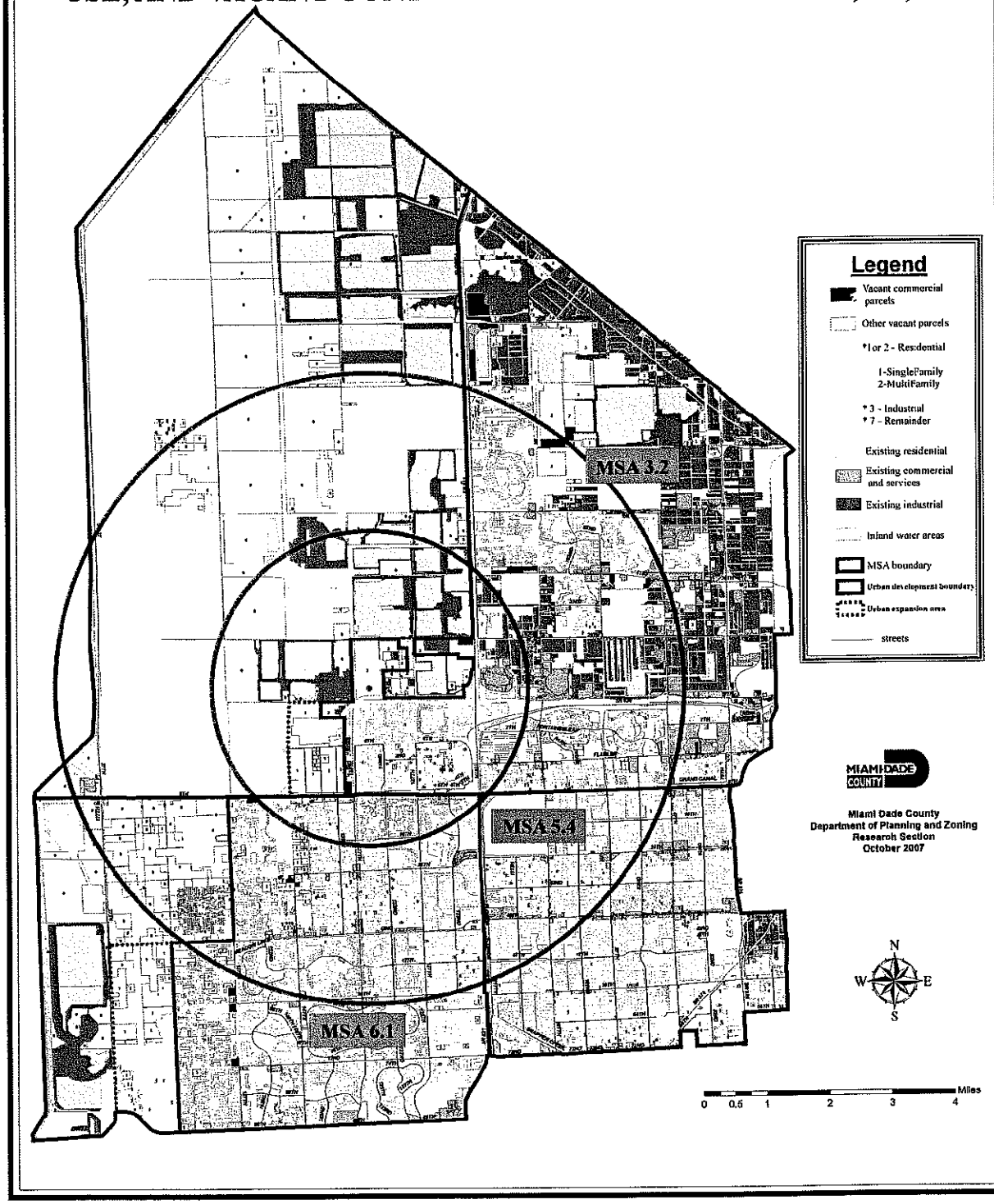
- SINGLE-FAMILY
- LOW-DENSITY MULTI-FAMILY
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL, TRUCK STORAGE
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- SWALES, RIGHTS OF WAY
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- VACANT - UNPROTECTED
- INLAND WATERS

0 0.15 0.3 0.6 N

Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, SEPTEMBER 2007

EXISTING (RESIDENTIAL, COMMERCIAL, INDUSTRIAL) LAND USE, AND VACANT COMMERCIAL LANDS FOR MSA 3.2, 5.4, 6.1



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APPENDIX B

Beacon Lakes DRI: Notice of Proposed Change

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South
Florida
Regional
Planning
Council

February 27, 2007

Mr. Joseph G. Goldstein, Esq.
Holland and Knight LLP
701 Brickell Avenue, Suite 3000
Miami, FL 33131

RE: Beacon Lakes DRI (aka Beacon Lakes CDMP NOPC)
Notice of Proposed Change (NOPC) Comments

Dear Mr. Goldstein:

Council staff has reviewed the Notice of Proposed Change (NOPC) for the Beacon Lakes Development of Regional Impact (DRI) submitted to this office on December 22, 2006 along with Annual Reports for 2002 through 2006, received on January 22, 2007, and revised Map H dated February6, 2007. This is the second of two NOPCs for this DRI undergoing simultaneous review.

Proposed Change
The proposal change would modify the Development Order to accommodate a revised development program with increased retail and office uses and a reduction in warehouse use.

The proposed NOPC would be the second amendment to the Development Order (presuming that the other NOPC being simultaneously reviewed is adopted prior to this one).

Background
Beacon Lakes DRI was established in 2002 by adoption of Miami-Dade County Resolution Z-11-02. The original Development Order has not been amended.

Analysis
Chapter 380.06 (19) provides that: "Any proposed change to a previously approved DRI... which either individually or cumulatively with other changes exceeds any of the following criteria shall constitute a substantial deviation...

5. An increase...of office development by... 10 percent or 66,000 sq. ft., whichever is greater ...

8. An increase in commercial development by.... 10 percent...

15. A 15 percent increase in the number of external vehicle trips..."

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Broward (954) 985-4416, State (800) 985-4416
SunCom 473-4416, FAX (954) 985-4417, Sun Com FAX 473-4417
email: sfadmin@sfrpc.com, website: www.sfrpc.com

The NOPC shows an increase in office of 25,000 sq. ft. (17%) and an increase in retail of 420,000 sq. ft. (560%), and a net decrease in warehouse use.

	Approved	Proposed	Net Change	Percent Change
Warehouse	6,600,000 sq. ft.	5,300,000 sq. ft.	- 1,300,000 sq. ft.	-20%
Office	150,000 sq. ft.	175,000 sq. ft.	+ 25,000 sq. ft.	+17%
Retail	75,000 sq. ft.	495,000 sq. ft.	+ 420,000 sq. ft.	560%

The net increase in trips generated by the proposed change is 418 external PM trips (12.4%).

The applicant has indicated that the proposed change will require and land use plan amendment to the Miami-Dade CDMP, to accommodate the proposed retail land use.

Findings

Staff review has identified significant regional issues associated with the proposed change and has the following comments:

- The proposed changes, specifically the addition of 420,000 sq. ft. of retail space, are presumed to be a substantial deviation because they exceed the substantial deviation determination criteria in 380.06(19), F.S. However, the applicant may rebut this presumption by demonstrating that the change will not create any additional adverse regional impacts.
- The applicant is advised that the CDMP amendment must be adopted prior to amendment of the Development Order, in order that the DRI remains consistent with the adopted Comprehensive plan.

In addition, comments from review agencies are attached.

Pursuant to Chapter 380.06(19)(f) 4, F.S., this letter is to inform you of the potential for the Council to participate at the public hearing concerning the proposed changes to the existing DRI.

Should you have any questions, please call me or Ms. Jo Sesodia of Council staff.

Sincerely,

Carolyn A. Dekle
Executive Director

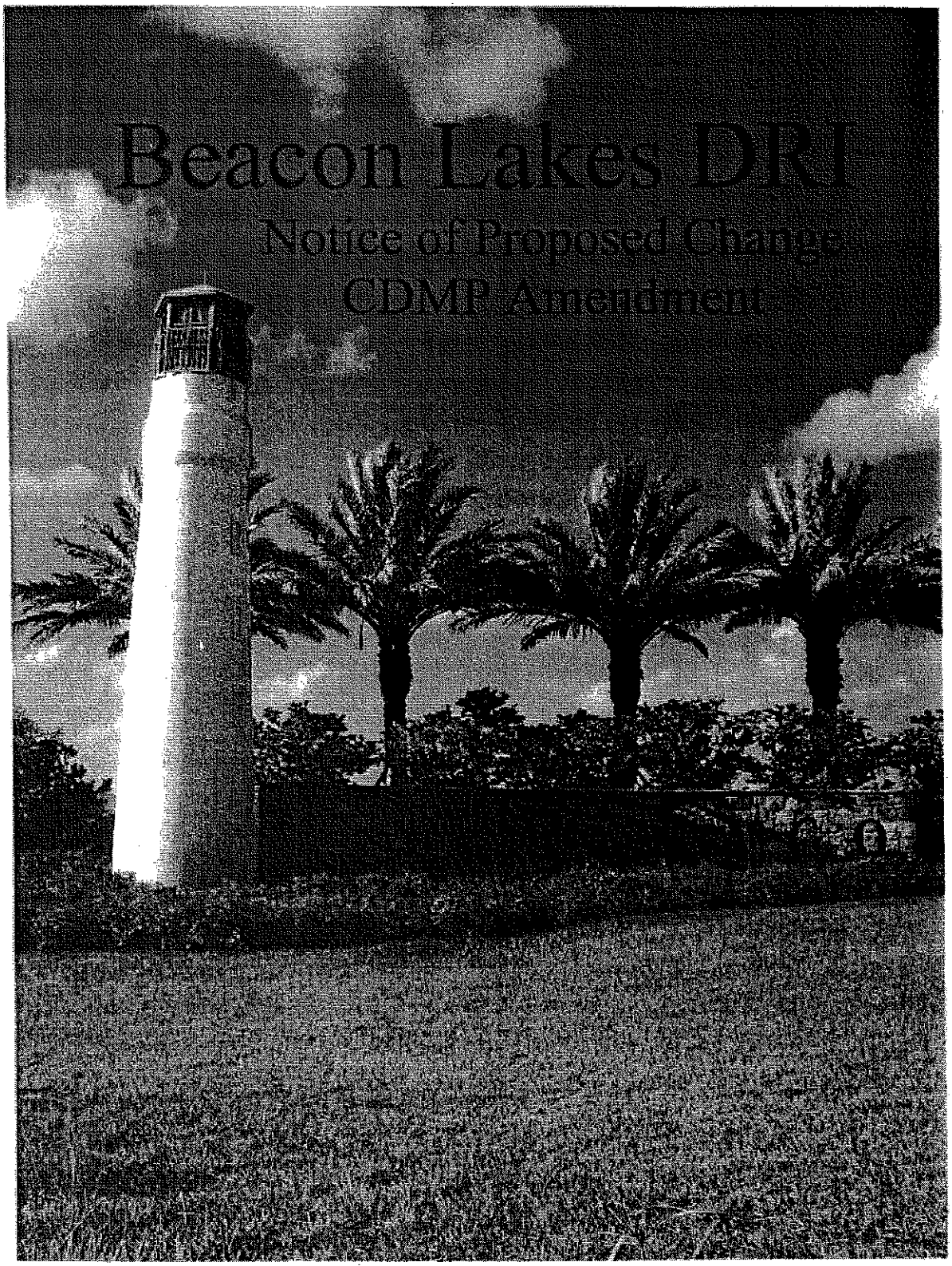
CAD/tnb

Attachments (2)

cc: Paul Darst, Florida Department of Community Affairs
Phil Steinmiller, FDOT District VI
Nick Nitti, Miami-Dade County
Paula Church, Miami-Dade County

Beacon Lakes DRI

Notice of Proposed Change
CDMP Amendment



FORM RPM-BSP-PROPCHANGE-1

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF COMMUNITY PLANNING
BUREAU OF LOCAL PLANNING
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399
850/488-4925

NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT (DRI) SUBSECTION 380.06(19), FLORIDA STATUTES

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

1. I, **Joseph G. Goldstein,** the undersigned authorized representative of **AMB Codina Beacon Lakes, LLC** hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the **Beacon Lakes DRI** development, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to Miami Dade County, to the South Florida Regional Planning Council, and to the Bureau of Local Planning, Department of Community Affairs.

12/20/06
Date

Joseph G. Goldstein, Esq.

2. Applicant (name, address, phone).

AMB Codina Beacon Lakes LLC
355 Alhambra Circle
Suite 900
Coral Gables, Florida 33134-5058

3. Authorized Agent (name, address, phone).

Joseph G. Goldstein, Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

Unincorporated Miami-Dade County
Sections 35 and 36, Township 53, Range 39

5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build-out date, development order conditions and requirements, or to the representations contained in either the development order or the Application for Development Approval.

Indicate such changes on the project master site plan, supplementing with other detailed maps, as appropriate. Additional information may be requested by the Department or any reviewing agency to clarify the nature of the change or the resulting impacts.

The Applicant seeks several changes to the Beacon Lakes DRI, as outlined below:

I. Modification of the Development Program and Developer. Simultaneous increase/decrease to the development program reducing the industrial/warehouse square footage from 6.6 million sf to 5.3 million sf and increasing the proposed commercial use from 75,000 sf to 495,000 sf and the office use from 150,000 sf to 175,000 sf.

II. Modification of Map H (DRI Exhibit 1) to reflect the proposed changes in the development program.

III. Modification of Exhibit 2 of Miami-Dade County Resolution Z-11-02 (the "Development Order"), as amended, to reflect additional project access

points.

IV. Modification of Exhibit 3 of the Development Order to revise the net external PM Peak Hour Trip Generation Rates to reflect the proposed changes in the development program and the corresponding changes to the trip generation calculations.

V. Modification of Exhibit 4 of the Development Order as provided in Attachment 1, attached hereto. Specifically:

a. Modify the intersection improvement shown on Exhibit 5 and referenced in Item B, Exhibit 4 of the Development Order to reflect an additional northbound through lane, an additional southbound through lane, and a single westbound left turn lane at N.W. 12th Street and N.W. 127th Avenue.

b. Modify the configuration of the proposed segment of N.W. 127th Avenue from a 4-lane roadway, as provided in Item E, Exhibit 4 to a 5-lane roadway as recommended by the Miami-Dade County Public Works Department.

Reason for Requests

The Beacon Lakes DRI has been under development for several years. At this time, the property is now within a Community Development District, has been partially platted and major conditions of development have been met. In addition, almost 15% of the building construction is either underway or subject to permitting.

At the time of the original approval of the DRI, certain factors existed which defined the development program. The extension of SR 836 was planned and under design, but construction was not funded. Since that time, the extension of this significant roadway has become a reality with construction underway, and the extension of N.W./S.W. 137th Avenue between N.W. 12th Street to S.W. 8th Street is also under construction as a more significant arterial improvement than contemplated at the time of the approval of the Development Order. In addition, the Miami-Dade County Public Works Department has determined that it would prefer a 5-lane cross section (as opposed to a 4-lane cross section) for the segment of N.W. 127th Avenue to be constructed south of N.W. 12th Street. The combined result of these improvements is greater connectivity throughout the area, including improved connectivity to the residential neighborhoods to the south.

It has also become clear that certain commercial needs for those residents to the south have not been met in the general area. For example, there has been

identified (by the residents) an areawide need for several retail outlets. Meanwhile, almost 1,100 ± acres of additional warehouse land which is easily accessible to I-75, the HEFT and SR 836 has been identified and added to the urbanized area of the County (in the City of Hialeah and in Unincorporated Miami-Dade County) which is expected to serve distribution needs. As a result of these changed circumstances and to address a commercial need, the Applicant is seeking to provide a 49± acre commercial and office development in the southwestern corner of the Beacon Lakes DRI, which is intended to address the needs of those residents of the area. This requires changes to the Development Order development program and Master Development Plan, and changes to the project access points (currently, principal access is not reflected as arriving from the south). An economic analysis of the surrounding area confirmed that the change in land use to the DRI is in fact justified. The results of the analysis are provided in Attachment 2. Accordingly, the Applicant is proposing a reduction of Industrial/Warehouse use by 1.3 million sq. ft., with simultaneous increases of Office use by 25,000 sq. ft. and Commercial use by 420,000 sq. ft.

Since the approval of the Development Order, the Institute of Transportation Engineers has updated its trip generation manual. This application seeks to amend Exhibit 3 of the Development Order to reflect the updated generation rates provided by ITE and the updated trip generation calculations necessary to accommodate the modification to the development program.

Finally, as the development has proceeded, it has become clear that new roadway connections now allow traffic to be distributed in a manner that does not require certain improvements and requires other new or different network modifications. Changes to Exhibits 4 and 5 of the Development Order are requested to reflect these changed circumstances.

An NOPC Application Traffic Study evaluating the trip impacts of the revised development program, the simultaneous increases and decreases to the proposed DRI use and the changes to the transportation network are provided in Attachment 3. This traffic study has maintained the conservative analysis assumptions built into the approved DRI trip generation methodology. The analysis demonstrates that the proposed changes to the net external PM peak hour trips for the DRI will reflect a 12.41% increase above the previously approved DRI trip generation, staying within the allowable 15% limit provided under Chapter 380.06(19)(b)15, Florida Statutes. The analysis demonstrates that the changes to the proposed roadway improvements can accommodate the additional net external PM peak hour trips resulting from this NOPC, and that acceptable levels of service are maintained on the adjacent roadway network as analyzed pursuant to the Miami-Dade County Concurrency Management System. In addition, the impacts of the proposed changes upon other infrastructure (water, sewer, solid waste) are analyzed within Attachment 4.

6. Complete the attached Substantial Deviation Determination Chart for all land use types approved in the development. If no change is proposed or has occurred, indicate no change.

The Substantial Deviation Chart is provided as Attachment 5.

7. List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e., any information not already addressed in the Substantial Deviation Determination Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI development order for the project?

The Beacon Lakes DRI was approved on May 30, 2002 pursuant to Miami-Dade County Resolution No. Z-11-02. There have been no subsequent changes to the approved Development Order. An application to amend Exhibit 4, Item A, (to remove the requirement to construct a westbound right turn lane at the intersection of N.W. 112th Avenue and N.W. 25th Street) as referenced in Conditions 36 and 37 of the Beacon Lakes DRI Development Order is pending. This notice of proposed change assumes that the pending application will have been approved prior to this application being considered by the Miami-Dade County Commission.

8. Describe any lands purchased or optioned within 1/4 mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, intended use, and adjacent non-project land uses within ½ mile on a project master site plan or other map.

A 17± acre parcel has been purchased by the Applicant which is located within 1/2 mile of the original DRI property. A copy of the legal description of this parcel is provided in Attachment 6. This parcel is located outside of the County's Urban Development Boundary and is not currently subject to any development plan.

9. Indicate if the proposed change is less than 40% (cumulatively with other previous changes) of any of the criteria listed in Paragraph 380.06(19)(b), Florida Statutes.

Do you believe this notification of change proposes a change which meets the criteria of Subparagraph 380.06(19)(e)2., F.S.	
YES _____	NO __X__

10. Does the proposed change result in a change to the buildout date or any phasing date of the project? If so, indicate the proposed new buildout or phasing dates.

No change to the buildout date or phasing dates will result from the proposed change.

11. Will the proposed change require an amendment to the local government comprehensive plan?

The proposed change <u>will</u> require a comprehensive plan amendment. An application to amend the Miami-Dade County Comprehensive Development Master Plan ("CDMP") Land Use Plan Map is being filed with the Miami-Dade County Planning Department concurrently with this Notification of Proposed Change (the "CDMP Amendment"). A copy of the proposed CDMP Amendment application form is attached hereto as <u>Attachment 7</u>. The proposed CDMP Amendment seeks to redesignate a 49± acre parcel on the CDMP Land Use Map (located in the southwest corner of the Beacon Lakes DRI) from "Industrial and Office" to "Business and Office".

Provide the following for incorporation into such an amended development order, pursuant to Subsections 380.06 (15), F.S., and 9J-2.025, Florida Administrative Code:

12. An updated master site plan or other map of the development portraying and distinguishing the proposed changes to the previously approved DRI or development order conditions.

A proposed revised Map H, which is intended to replace Exhibit 1 and a revised plan showing primary project access points, which is intended to replace Exhibit 2 of the Beacon Lakes DRI Development Order, are provided as <u>Attachments 8 and 9</u>, respectively.

13. Pursuant to Subsection 380.06(19)(f), F.S., include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

    a. All proposed specific changes to the nature, phasing, and build-out date of the development; to development order conditions and requirements; to

commitments and representations in the Application for Development Approval; to the acreage attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;

1) *The Applicant proposes to amend recital (4) of the Development Order, as follows:*

FROM:

(4) General Description of Proposed Development: The applicant is requesting approval of a multi-use development entitled "Beacon Lakes," consisting of: 6,600,000 square feet for warehouses, 150,000 sq. ft. of office space, and 75,000 square feet of development serving retail space. The applicant is also requesting to rezone the subject property (excluding the existing lake, which is intended to be used for stormwater management) from GU (Interim District) to BU-1A (Limited Business District) and IU-1 (Light Industrial Manufacturing District).

TO:

(4) General Description of Proposed Development: The applicant is requesting approval of a multi-use development entitled "Beacon Lakes," consisting of: 5,300,000 square feet for warehouses, 175,000 sq. ft. of office space, and 495,000 square feet of development serving retail space. The applicant is also requesting to rezone the subject property (excluding the existing lake, which is intended to be used for stormwater management) from GU (Interim District) to BU-1A (Limited Business District), BU-2 (Special Business District) and IU-1 (Light Industrial Manufacturing District).

2) *The Applicant proposes to amend the portion of the recitals of the Development Order defining the Developer, as follows:*

FROM:

Developer Name: C/WDL, LTD.

TO:

Developer Name: AMB Codina Beacon Lakes, LLC.

3) *The Applicant proposes to amend Exhibit 1, Master Development Plan, of the Development Order as provided in Attachment 8, attached hereto.*

4) *The Applicant proposes to amend Exhibit 2, referred to in condition 35 of the Development Order as provided in Attachment 9, attached hereto.*

5) *The Applicant proposes to amend Exhibit 3, referred to in conditions 36-45 of the Development Order as provided in Attachment 10, attached hereto.*

6) *The Applicant is requesting the following modifications to Exhibits 4 and 5 as referenced in Conditions 36-43 of the Development Order, as amended, as follows:*

FROM:

EXHIBIT 4 – BEACON LAKES DRI TRANSPORTATION IMPROVEMENTS

A. *Construct NW 25 Street from NW 117th Avenue to theoretical NW 127th Avenue as a four-lane roadway.*

B. *Construct NW 127th Avenue from NW 25th Street to NW 12th Street as a four-lane roadway including intersection improvements and signal modifications at NW 12th Street as depicted in Exhibit 5.*

C. *Construct NW 17th Street from NW 127th Avenue to theoretical NW 137th Avenue as a four-lane roadway.*

D. *Construct NW 137th Avenue from NW 17th Street to NW 12th Street as a four-lane roadway.*

E. *Widen NW 127th Avenue from NW 12th Street to SW 8th Street to a four-lane roadway or an alternative cross section that adequately mitigates project impacts as acceptable to Miami-Dade County Public Works Department.*

F. *Construction by others of the Extension of State Road 836 from the H.E.F.T. to NW 137th Avenue.*

G. *Construct NW 122nd Avenue from NW 25th Street to theoretical NW 41st Street as a two lane roadway.*

TO:

EXHIBIT 4 – BEACON LAKES DRI TRANSPORTATION IMPROVEMENTS

A. *Construct NW 25 Street from NW 117th Avenue to theoretical NW 127th Avenue as a four-lane roadway.*

B. *Construct NW 127th Avenue from NW 25th Street to NW 12th Street as a four-lane roadway including intersection improvements and signal modifications at NW 12th Street as depicted in Exhibit 5.*

C. *Construct NW 17th Street from NW 127th Avenue to theoretical NW 137th Avenue as a four-lane roadway.*

D. *Construct NW 137th Avenue from NW 17th Street to NW 12th Street as a four-lane roadway.*

E. *Widen NW 127th Avenue from NW 12th Street to SW 8th Street to a five-lane roadway.*

F. *Construction by others of the Extension of State Road 836 from the H.E.F.T. to NW 137th Avenue.*

G. *Construct NW 122nd Avenue from NW 25th Street to theoretical NW 41st Street as a two lane roadway.*

The Applicant proposes to amend Exhibit 5, as referred to in Exhibit 4 of the Development Order as provided in Attachment 11, attached hereto. The modifications to Exhibit 4 are provided in Attachment 1.

b. An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;

No change to the project boundaries or acreage is proposed.

c. A proposed amended development order deadline for commencing physical development of the proposed changes, if applicable;

Development has already commenced and no change is proposed.

d. A proposed amended development order termination date that reasonably

reflects the time required to complete the development;

No changes to the buildout or termination dates are proposed.

e. A proposed amended development order date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, if applicable; and

No change to condition 58 of the Development Order, which provides a limitation on Miami-Dade County's ability to down-zone or reduce intensity is proposed.

f. Proposed amended development order specifications for the annual report, including the date of submission, contents, and parties to whom the report is submitted as specified in Subsection 9J-2.025 (7), F.A.C.

No changes to condition 46 or Exhibit 6 of the Development Order are proposed.

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APPENDIX C

Development Order Conditions: Resolution No. Z-11-02

(Page intentionally left blank.)

Approved: _____ Mayor

Veto: _____

Override: _____

RESOLUTION NO. Z-11-02

WHEREAS, pursuant to §380.06, Florida Statutes, **STEVEN D. ROBINSON, ET AL** had filed an application for development approval of a Development of Regional Impact as follows:

If approved, the applicant wishes to develop the following:

(1) Type of Development: A multi-use development: A multi-use development consisting of a mixture of warehouse, office and business uses.

(2) Size of Project: 480.04 gross acres (436 +/- gross developable acres and a 43 +/- acre existing lake).

(3) Location of Project: Lying west of the Homestead Extension of Florida's Turnpike between NW 12 Street and NW 25 Street, Miami-Dade County, Florida.

(4) General Description of Proposed Development: The applicant is requesting approval of a multi-use development project entitled "Beacon Lakes," consisting of: 6,600,000 square feet for warehouses, 150,000 sq. ft. of office space, and 75,000 square feet of development serving retail space. The applicant is also requesting to rezone the subject property (excluding the existing lake, which is intended to be used for stormwater management) from GU (Interim District) to BU-1A (Limited Business District) and IU-1 (Light Industrial Manufacturing District)

Project Name: Beacon Lakes DRI

Developer Name: C/WDL, LTD.

Authorized Agent/Party responsible for submitting Annual Status Report:

Rafael Rodon, P.E., President
Codina Consulting, Inc.
Two Alhambra Plaza, Penthouse II
Coral Gables, FL 33134
(305) 520-2396

SUBJECT PROPERTY: EXHIBIT "B": PARCEL I: A portion of the SW ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

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Commence at the south ¼ corner of said Section 35; thence run S89°42'12"W, along the south line of said Section 35, for 1,154.54' to the Point of beginning; thence continue S89°42'12"W, along said south line of Section 35, for 1,490.78' to the Southwest corner of Section 35; thence N1°43'26"W, along the west line of said Section 35, for 2,641.50' to the west ¼ corner of said Section 35; thence N89°47'8"E, along the north line of the SW ¼ of said Section 35, for 1,652.68'; thence S1°44'27"E, along the west line of the east ½ of the west ½ of the east ½ of said SW ¼ of Section 35, for 2,028.68' to a Point of curvature of a circular curve to the right having for its elements a central angle of 37°57'44" and a radius of 375'; thence run in a SE/ly to a SW/ly direction, along the arc of said curve, for a distance of 248.46' to a Point of reverse curvature with a circular curve to the left, said curve having for its elements a central angle of 36°31'5" and a radius of 375'; thence run in a SW/ly to a SE/ly direction, along the arc of said curve for a distance of 239.01' to a Point of tangency; thence run S0°17'48"E for 155' to the Point of beginning. LESS: The south 130' and the west 35' thereof. AND: The east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, LESS the east 100' thereof; and LESS the north 50' thereof; and LESS the following described portion thereof: 1) A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

Commence at the east ¼ corner of said Section 35; thence run west along the south line of the NE ¼ of said Section 35, for 889'; thence N1°32'48"W for 50.02' to the Point of beginning; thence continue N1°32'48"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of Section 35, for 636.67' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left, having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 85'; thence N1°32'48"W along a line 248' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 1,084' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left, having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 98'; thence N32'48"W along a line 50' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 575.93'; thence S89°55'10"E along a line 100' south of and parallel to the north line of the NE ¼ of said Section 35 for 1,121.86'; thence S1°33'10"E along a line 150' west of and parallel to the east line of the NE ¼ of said Section 35 for 2,484.69'; thence west along a line 50' north of and parallel to the south line of the NE ¼ of said Section 35 for 738.95' to the Point of beginning. AND LESS the following described portion thereof: (2) A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

Commence at the east ¼ corner of said Section 35; thence run S89°46'1"W along the south line of the NE ¼ of said Section 35 for 889.06'; thence N1°48'25"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 686.69' to a Point of curvature; thence NW/ly and angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°11'35"W for 85'; thence N1°48'25"W along a line 248' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 1,084' to the Point of beginning; thence S88°11'35"W for 248'; thence N1°48'25"W along said west line of the east ½ of the NE ¼ of Section 35 for 728.36'; thence N89°50'6"E along a line 50'

south of and parallel to the north line of said east ½ of the NE ¼ of Section 35, for 1,221.8'; thence S1°48'59"E along a line 100' west of the east line of said Section 35 for 2,585.71'; thence S89°46'1"W along the south line of the NE ¼ of said Section 35 for 543.06'; thence N1°48'25"W along a line 678.87' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 50.02'; thence N89°46'1"E along a line 50' north of and parallel to said south line of the NE ¼ of Section 35 for 493.03'; thence N1°48'59"W along a line 150' west of and parallel to said east line of Section 35, for 2,485.73'; thence S89°50'6"W along a line 100' south of the north line of said east ½ of the NE ¼ of Section 35, for 1,121.77'; thence S1°48'25"E along a line 50' east of and parallel to the west line of said east ½ of the NE ¼ of Section 35, for 576.9'; thence N88°11'35"E for 98' to a Point of curvature; thence E/ly and S/ly along a circular curve to the right, having a radius of 100' and a central angle of 90°0'0" for an arc of 157.08' to the Point of beginning.
TOGETHER WITH: (3) A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

Commence at the east ¼ corner of said Section 35; thence run S89°46'1"W along the south line of the NE ¼ of said Section 35 for 889.06'; thence N1°48'25"W along a line 433' east of and parallel to the west line of said east ½ of the NE ¼ of Section 35 for 50.02' to the Point of beginning; thence continued N1°48'25"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35, for 636.67' to a Point of curvature; thence NW/ly and W/ly along a circular curve to the left having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°11'35"W for 85'; thence N1°48'25"W along a line 248' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 1,084'; thence N88°11'35"E for a distance of 42.33'; thence N44°49'13"E for 38.61'; thence N89°49'16"E for 360.62'; thence S1°48'25"E along a line 678.87' east of and parallel to said west line of the east ½ of the NE ¼ of Section 35 for 1,813.7'; thence S89°46'1"W along a line 50' north of and parallel to the south line of the NE ¼ of said Section 35 for 245.96' to the Point of beginning. TOGETHER WITH: A parcel of land lying in the west ½ of Section 35, Township 53 South, Range 39 East and being more particularly described as follows:

Begin at the south ¼ corner of said Section 35; thence run S89°42'12"W along the south line of said Section 35 for a distance of 1,154.54'; thence run N0°17'48"W for a distance of 155' to a Point of curvature of a circular curve to the right having for its elements a central angle of 36°31'5" and a radius of 375'; thence run in a NW/ly to a NE/ly direction along the arc of said curve for a distance of 239.01' to a Point of reverse curvature with a circular curve to the left having for its elements a central angle of 37°54'44" and a radius of 375'; thence run in a NE/ly to a NW/ly direction along the arc of said curve for a distance of 248.46' to the Point of tangency; thence run N1°44'27"W, along the west line of the east ½ of the west ½ of the east ½ of the SW ¼ of the aforementioned Section 35 for a distance of 2,028.68' thence run N89°47'8"E along the north line of said SW ¼ of Section 35 for a distance of 661.05' thence run N1°44'52"W along the west line of the east ½ of the SE ¼ of the SE ¼ of the NW ¼ of said Section 35 for a distance of 457.93'; thence run N89°48'20"E for a distance of 330.49'; thence run S1°45'5"E along the east line of the aforementioned west ½ of Section 35 for a distance of 3,096.05' to the aforementioned south ¼ corner of Section 35, to the Point of beginning. LESS the south 130'. TOGETHER

WITH: The west ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East. AND: The east 1/8 of the NW ¼ of Section 35, Township 53 South, Range 39 East LESS: The north 49' thereof, and LESS: the following described parcel:

Begin at the center of said Section 35; thence S89°45'54"W, along the south line of the NW ¼ of Section 35, for 330.53'; thence N1°46'22"W, along the west line of the east 1/8 of the NW ¼ of said Section 35, for 457.93'; thence N89°46'32"E for 330.55'; thence S1°46'33"E along the east line of the NW ¼ of said Section 35 for 457.87' to the Point of beginning. AND: The NE ¼ of the NW ¼; and the east ½ of the east ½ of the NW ¼ of the NW ¼ of Section 36, Township 53 South, Range 39 East. AND: The north ½ of the south ½ of the north ½ of the NE ¼ of Section

36 Township 53 South, Range 39 East, LESS the following 2 parcels: PARCEL "A": Commence at the Northeast corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run S1°44'29"E (hearings derived from Florida State System of Plane Coordinates), along the east line of said NE¼, for a distance of 660.08' to the Point of beginning of herein described parcel; thence from said Point of beginning, continues S1°44'29"E, along the east line of said NE ¼, for a distance of 330.04' to a Point of intersection with the south boundary of the north ½ of the south ½ of the north ½ of said NE ¼; thence run S89°35'7"W, along the said south boundary, for a distance of 106.42' to a point; thence run N1°44'13"W, for a distance of 330.02' to a Point of intersection with the north boundary of the north ½ of the south ½ of the north ½ of said NE ¼; thence N89°34'38" along said north boundary, for a distance of 106.39' to the Point of beginning. AND: PARCEL "B": Commence at the Northeast corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run S1°44'29"E (hearings derived from Florida State System of Plane Coordinates), along the east line of said NE ¼, for a distance of 660.09' to a Point of intersection with the south boundary of the north ½ of the north ½, of said NE ¼; thence run S89°34'38"W, along said south line, for a distance of 106.39' to the Point of beginning of the herein described parcel; thence from said Point of beginning, run S1°44'13"E, for a distance of 330.02' to a Point of intersection with the south boundary of the north ½ of the south ½ of the north ½, of said NE ¼; thence run S89°35'7"W, along said south boundary, for a distance of 323.28' to a point; thence run N0°18'17"W for a distance of 100.66' to the beginning of a curve concave to the west; thence run N/ly along the arc of said curve, having for its elements a central angle of 0°34'37" and a radius of 22,768.26' for an arc distance of 229.27' to a point on said curve and a point of intersection with the north boundary of the north ½ of the south ½ of the north ½ of said NE ¼; thence from a tangent bearing of N0°52'54"W, run N89°34'38"E, along said north boundary, for a distance of 316.2' to the Point of beginning. The south ½ of the north ½ of the north ½ of the NE ¼ of Section 36, Township 53 South, Range 39 East, less and except the following two portions thereof:

1. Commence at the Northwest corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run N89°33'41"E (Bearings derived from the Florida State System of Plane Coordinates) 2,642.08' along the north line of the NE ¼ of said Section 36 to the Northeast corner of said Section 36; thence run S1°44'29"E, 330.04' along the east line of the NE ¼ of said Section 36 to the Point of beginning; thence continue S1°44'29"E, 330.04'

to a point; thence S89°34'38"W, 106.39' to a point; thence N1°44'13"W 330.02' to a point; thence N89°34'9"E, 106.37' to the Point of beginning.

2. Commence at the Northwest corner of the NE ¼ of Section 36, Township 53 South, Range 39 East; thence run N89°33'41"E (Bearings derived from the Florida State System of Plane Coordinates) 2,642.08' along the north line of the NE ¼ of said Section 36; thence run S1°44'29"E, 330.04' along the east line of the NE ¼ of said Section 36 to a point; thence S89°34'9"W, 106.37' to the Point of beginning; thence S1°44'13"E 330.02' to a point; thence S89°34'38"W, 316.2' to a point on a curve concave to the Southwest and having a radius of 22,768.26'; thence from a tangent bearing N0°52'54"W, run NW/ly along said curve 329' through a central angle of 0°49'48" to a point; thence N89°34'9"E, 313.67' to the Point of beginning. AND: The north ½ of the north ½ of the SE ¼ of the NE ¼; and the north ½ of the north ½ of the east ½ of the east ½ of the SW ¼ of the NE ¼; and the south ½ of the south ½ of the north ½ of the NE ¼ LESS the right-o-way for the Florida Turnpike, Section 36, Township 53 South, Range 39 East. The west ½ of the NW ¼ of the NW ¼ and the west ½ of the east ½ of the NW ¼ of the NW ¼, all in Section 36, Township 53 South, Range 39 West. The north ½ of the north ½ of the north ½ of the NE ¼ of Section 36, Township 53 South, Range 39 East, less the following parcel:
Begin at the Northeast corner of said NE ¼; thence S89°33'41"W along the north line of said NE ¼ for 520.12'; thence S1°44'13"E for 135.65'; thence N89°33'41"E for 100.03'; thence S1°45'8"E for 178.29' to a Point of a curve of a circular curve to the right; thence S/ly along the arc of said curve having a radius of 22,768.26' (22,918.26' deed) through a central angle of 0°2'26" for 16.04'; thence N89°34'10"E (S89°34'10"W deed) for 420.04'; thence N1°44'13"W for 330.03' to the Point of beginning. EXHIBIT "D": A portion of the east ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, being more particularly described as follows:

Commence at the east ¼ corner of said Section 35; thence run west along the south line of the NE ¼ of the said Section 35 for 889'; thence N1°32'48"W for 50.02' to the Point of beginning; thence continue N1°32'48"W along a line 433' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 636.67' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left, having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 85'; thence N1°32'48"W along a line 248' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 1,084' to a Point of curvature; thence NW/ly, W/ly and SW/ly along a circular curve to the left, having a radius of 100' and a central angle of 90°0'0" for an arc distance of 157.08' to a Point of tangency; thence S88°27'12"W for 98'; thence N1°32'48"W along a line 50' east of and parallel to the west line of the east ½ of the NE ¼ of said Section 35 for 575.93'; thence S89°55'10"E along a line 100' south and parallel to the north line of the NE ¼ of said Section 35 for 1,121.86'; thence S1°33'10"E along a line 150' west of and parallel to the east line of the NE ¼ of said Section 35 for 2,484.69'; thence west along a line 50' north of and parallel to the south line of the NE ¼ of said Section 35 for 738.95' to the Point of beginning.

COMMERCIAL BU-1A: A portion of the NE ¼ of Section 36, Township 53 South, Range 39 East, being more particularly described as follows:

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Commence at the Northeast corner of said Section 36; thence run S89°34'40"W, along the north line of the NE ¼ of said Section 36, for 520.12', to the Point of beginning of the following described parcel of land; thence S1°43'10"E, for 135.64'; thence N89°34'55"E, for 100.04'; thence S1°44'7"E for 178.29', to a Point of curvature; thence S/ly, along a circular curve to the right, having a radius of 22,768.26' and a central angle of 00°34'45", for an arc distance of 230.15', to a point on said curve, last mentioned two courses being along the limited access line of the Florida's Turnpike Extension; thence S89°34'40"W, for 1,223.27'; thence N0°25'20"W, at right angles to the last and next mentioned courses, for 544'; thence N89°34'40"E, along the north line of the NE ¼ of said Section 36, for 1,111.96' to the Point of beginning.

WHEREAS, a public hearing of Community Zoning Appeals Board 9 was advertised and held, as required by law, and all interested parties concerned in the matter were given an opportunity to be heard, and upon due and proper consideration having been given to the matter and to the recommendation of the Developmental Impact Committee, it was the opinion of Community Zoning Appeals Board 9 that this project is in conformance with all applicable state and local land use regulations and the Comprehensive Development Master Plan; does not unreasonably interfere with any of the considerations and objectives set forth in Chapter 380, Florida Statues; and is in conformance with all other applicable state and local laws, and that Board recommended to the Board of County Commissioners that they reach the same conclusions of law, and said application was recommended for approval by Resolution No. CZAB9-9-02, and

WHEREAS, a public hearing of the Board of County Commissioners, Miami-Dade County, Florida was advertised and held, as required by law, and all interested parties concerned in the matter were given an opportunity to be heard, and

WHEREAS, the Board of County Commissioners, Miami-Dade County, Florida has been advised that the subject application has been reviewed for compliance with concurrency requirements for levels of services and, at this stage of the request, the same was found to comply with the requirements, and

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WHEREAS, having considered Section 380.06 Florida Statutes, the Board of County Commissioners, Miami-Dade County, Florida makes the following findings of fact and conclusions of law:

1. The development does not unreasonably interfere with the achievement of the objectives of an adopted state land development plan applicable to the area;

2. The development is consistent with the State Comprehensive Plan;

3. The development is consistent with the local land development regulations and the adopted local comprehensive plan;

4. The development will be consistent with the recommendations of the SFRPC DRI Assessment pursuant to s. 380.06(12), F.S.; and

5. The development makes "adequate provisions for the public facilities needed to accommodate the impacts of the proposed development."

Upon due and proper consideration having been given to the matter and to the recommendations of the Developmental Impact Committee and Community Zoning Appeals Board 9, it is the opinion of this Board that this project is in conformance with all applicable state and local land use regulations and the Comprehensive Development Master Plan; does not unreasonably interfere with any of the considerations and objectives set forth in Chapter 380, Florida Statues; and is in conformance with all other applicable state and local laws, and

WHEREAS, a motion to approve the application was offered by Commissioner Jose "Pepe" Cancio Sr., seconded by Commissioner Gwen Margolis, and upon a poll of the members present, the vote was as follows:

Bruno A. Barreiro	aye	Dennis C. Moss	nay
Jose "Pepe" Cancio Sr.	aye	Dorrin D. Rolle	absent
Barbara M. Carey-Shuler	aye	Natacha Seijas	aye
Betty T. Ferguson	aye	Katy Sorenson	nay
Joe A. Martinez	aye	Rebeca Sosa	aye
Jimmy L. Morales	aye	Javier D. Souto	aye

Corrected 6/28/02
To clarify third
Page of Exhibit 6
(Annual Staff Report)

Chairperson Gwen Margolis aye

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Miami-Dade County, Florida, that the requested application be and the same is hereby approved to redesignate the subject property from Open Land to Restricted Industrial and Office, subject to the following conditions:

THE APPLICANT, ITS SUCCESSORS, AND/OR ASSIGNS, JOINTLY AND SEVERALLY, SHALL:

1. The applicant shall obtain Restricted Industrial and Office, or Business and Office land use designation for the subject property on the Comprehensive Development Master Plan Land Use Plan Map and the corresponding zoning classifications. The DRI development order shall only take effect upon the final effective date of the concurrent comprehensive plan land use and text amendments.

2. Design, construct and maintain the stormwater management system for the project and any additions, expansions, or replacements to the stormwater management system to meet the following standards:

   a. Comply with the regulations and requirements of the South Florida Water Management District (SFWMD), Miami-Dade County Department of Environmental Resources Management (DERM), Miami-Dade County Public Works and applicable local government comprehensive plan drainage level of service requirements for surface water management in effect at that time.

   b. Install pollutant retardant structures to treat all stormwater runoff at each of the new project outfall structures in accordance with the stormwater drainage permit master drainage plan, and periodically remove pollutant accumulations.

   c. Use silt screens and aprons during any phase of project construction that may increase turbidity in adjacent surface waters.

   d. Mulch, spray, or grass exposed areas to prevent soil erosion, minimize air pollution and storm water runoff.

3. Design, construct, and maintain the onsite irrigation system for the project, expansions, or replacements to the onsite irrigation system to minimize excessive irrigation in accordance with SFWMD guidelines. When practicable,

use water conserving techniques to reduce the demand on the region's potable water supply; including the installation of rain sensors on irrigation timers, and compliance with any Miami-Dade County Code restrictions on irrigation timing.

4. Incorporate, as practicable, the use of water sensors, ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, and other water conserving devices/methods to reduce the demand on the region's potable water supply. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to Miami-Dade County by the SFWMD.

5. Remove Melaleuca, Casuariana, Schinus and all other invasive exotic vegetation, if any, as recognized by the Florida Exotic Pest Plant Council in each phase of the development. Monitor common areas including but not limited to, roadways, rights-of-way, easements and public open spaces to ensure that invasive exotic plants do not become reestablished.

6. Relocate the listed plants to an organization or dedicated nature area, suitable for their survival as described in Part III. Question 12.d. Page DCA-5 of the Response to the First Round Statement of Information Needed. Preserve no less than 27.8 acres of quality wetlands on site.

7. Landscaping on the site shall be consistent with Miami-Dade County Code chapters 18-A (Landscape Ordinance) and 24-60 (Tree Protection Ordinance). Additional species may be used in project landscaping only if written approval is provided by Miami-Dade County Department of Planning and Zoning. Such approval will be based on the following criteria for plant materials:

    a) does not require excessive irrigation or fertilizer,

    b) is not prone to insect infestation or disease,

    c) follows xeriscape principles in design and planting,

    d) does not have invasive root systems, and

    e) other criteria as may be appropriate.

8. Contribute to a wetlands mitigation bank or Regional Offsite Mitigation Area (ROMA) within the Everglades ecosystem an amount to be specified in accordance with permits to be issued by the U.S. Army Corps of Engineers, South Florida Water Management District and Miami-Dade County Department of Environmental Resources Management.

9. The applicant shall submit to DERM a properly executed covenant running with the land in favor of Miami-Dade County, which shall provide that

notwithstanding the zoning classification(s) on the subject property, that hazardous materials shall not be used, generated, handled, disposed of, discharged or stored on the subject property.

10. Within sixty (60) days of the effective date of this development order, the applicant shall submit to DERM engineering plans, signed and sealed by a registered engineer, which shall include the timetable for the modifications to the N.W. 25th Street canal to provide the hydrologic divide, which shall remove the subject property from the one-quarter foot (1/4) drawdown contour of the Northwest Wellfield protection area. The N.W. 25th Street canal shall commence at the Snapper Creek Extension (SCE) canal and extend westward for a minimum of two miles to theoretical N.W. 137th Avenue. The aforesaid plans shall include the proposal to submit, for DERM review and approval, the results of the analysis of core samples obtained along the transect of the subject canal, which shall demonstrate that the modified canal shall provide the hydrologic divide through the hydrogeology (appropriate transmissivity zone and sediment conductivity), and that canal sediment from any portion of the canal utilized for the subject project shall not contain industrial contaminants. The applicant shall obtain all necessary written approvals and permits from the South Florida Water Management District and DERM prior to the modifications to the N.W. 25th Street canal.

11. Upon the submittal to DERM of detailed cross-sections for the modifications to the subject canal, DERM shall determine whether additional canal right-of-way will be needed either north or south of the existing canal. To the extent that additional canal right-of-way is required, the applicant shall be responsible for obtaining such additional canal right-of-way. All necessary canal right of way and maintenance easements shall be dedicated to Miami-Dade County. The applicant shall be financially responsible for maintaining the modified N.W. 25th Street canal and the proposed control structure.

12. Within sixty (60) days of the effective date of this development order, the applicant shall submit, for DERM review and approval, engineering plans, signed and sealed by a registered engineer, which include the timetable for installation of the subject control structure at the eastern terminus of the modified N.W. 25th Street canal, at the intersection with the Snapper Creek Extension Canal. The aforesaid control structure shall control the flow of water to and from the N.W. 25th Street canal and the Snapper Creek Extension (SCE) canal and allow the County to manage the canal flows during wet and dry conditions. The applicant shall also provide a plan, subject to DERM approval, for emergency gate operation in the event of an accidental or illegal spill of hazardous material into the Snapper Creek Extension canal north of N.W. 25 Street. The applicant shall obtain all necessary written approvals and permits from the South Florida Water Management District and DERM prior to the construction of the proposed control structure.

13. Full compliance with the Cut and Fill Criteria for the North Trail Basin shall be required. Storm water storage features shall be designed to provide additional well field buffering or greatest preservation of the hydrologic divide; whichever provides the greatest benefit, with DERM approval. Full on-site retention of storm water shall be required. No off-site discharge shall be allowed to the secondary canal system. Any discharge to the existing or proposed on-site lakes shall only be allowed, after initial treatment, and with secondary treatment within designated littoral areas.

14. Within sixty (60) days of the effective date of this development order for the project, the applicant shall submit to DERM for review and approval engineering plans, signed, and sealed by a professional engineer, which include a timetable for the installation and activation of four continuous water level recorder monitoring stations. Three monitoring stations shall be located along a north to south transect, as follows: one canal stage monitoring station in the N.W. 25th Street canal, and two groundwater level monitoring stations; one to the north, subject to the consent of the owner of the property to the north, and one on the subject property to the south of the monitoring station in the N.W. 25th Street canal. The applicant shall use best efforts to obtain the consent of the property owner north of the subject canal for the installation of the groundwater level recording station on the north side of the canal. However, if permission is not obtained, the north monitoring station shall be located within the canal reservation easement. The subject monitoring stations shall provide continuous data of canal stages in the N.W. 25th Street canal and adjacent groundwater levels to verify that the hydrologic divide is being maintained. The fourth continuous water level recorder monitoring station shall be in the Snapper Creek Extension canal north of the NW 25 Street right-of -way. The aforesaid monitoring station shall provide continuous data to ensure that canal stages are not lowered in a way that would compromise effectiveness of SCE by water delivery to the NW 25th Street canal. In order that the subject assessment is made accurately, the SCE monitoring site shall be established and baseline data collected prior to the N.W. 25th Street canal modifications. The data shall be submitted to DERM for review at a frequency to be determined by DERM.

15. Prior to DERM approval of any building permit application for development on the subject property, the applicant shall have completed the permitting process for the modifications to the N. W. 25th Street canal and the proposed control structure, as referenced herein above. Prior to the DERM approval of any certificates of use and occupancy for the subject property, the applicant shall have completed the modifications to the N.W. 25th Street canal and the construction of the proposed control structure as referenced in Conditions 11 and 12 herein.

16. If the DERM determines at any time during the monitoring of the stages of the Snapper Creek Extension Canal and the N.W. 25th Street canal and the adjacent groundwater levels that a hydrologic divide is not being maintained in the N.W.

25th Street canal or in the Snapper Creek Extension Canal (for reasons that are attributable to the applicant's enhancement of the N.W. 25th Street canal), DERM will advise the applicant in writing of same and the applicant shall submit formal engineering plans to DERM within forty-five (45) days to restore the divide.

17. Within sixty (60) days of the effective date of this development order for the project, the applicant shall submit to DERM formal engineering plans, which include a timetable for implementation, for the construction and location of a minimum of three groundwater monitoring wells on the subject property at locations to be established by DERM.

18. Groundwater monitoring wells shall be installed prior to the issuance of a certificate of occupancy for any portion of the property. Within thirty (30) days of construction of the monitoring wells and once a year thereafter, the monitoring wells shall be sampled for oil and grease, FLO-PRO, halogenated volatile organic compounds, volatile organic aromatics, solvent scan, and Total Recoverable Metals (Arsenic, Lead, Copper, Chromium, Zinc, Iron). Said samples shall be analyzed by a laboratory certified by the Florida Department of Health for each of the parameters required. Sample results shall be submitted to DERM within thirty (30) days of sample completion. As necessary, DERM may modify the sampling frequency and parameters. The initial sampling shall establish baseline conditions.

19. The applicant shall conduct random sampling of the modified NW 25th Street Canal bottom sediments at least once a year for metals (normalized against aluminum) and for method 8270 parameters (normalized against organic carbon). Changes to future sampling protocol and frequency are subject to DERM evaluation of sample results. The initial sampling shall establish baseline conditions.

20. DERM shall be notified seventy-two (72) hours in advance of any sampling event in order to give DERM the opportunity to split samples as deemed necessary.

21. The applicant shall allow DERM access to all monitoring locations on the subject property.

22. The applicant shall establish a 135-foot wide land use buffer along the property frontage of N. W. 25th Street. The uses within the aforesaid buffer shall be restricted to one or more of the following: landscaping, off-street parking, ingress and egress for the balance of the subject property, rights-of-way, utility facilities, and any use or structure that may be permitted under the BU-1, BU-1A, BU-2, and OPD zoning classifications. The subject land use buffer shall also be subject to the terms of the covenants which shall limit the development and use of the property to those uses that are permitted under Table E-1 of Section 24-

12.1 of the Code of Miami-Dade County, and shall prohibit the use, generation, handling, disposal of, discharge or storage of hazardous materials on the subject property.

23. The applicant shall apply for and obtain all permits and approvals required by local, state, and federal rules and regulations before the start of construction of any portion of the proposed canal, control structure and Industrial and Office park.

24. The subject property shall be connected to, and served by public water mains and public sanitary sewers.

25. Prior to the issuance of any certificate of use and occupancy, the applicant shall obtain the required annual operating permits from DERM.

26. Utilize economic development enhancement resource agencies and programs designed to involve small and minority businesses in the development and expansion of permanent job opportunities within the project. Examples of such agencies and programs include, but are not limited to, those contained in the *South Florida Small and Minority Business Resource Directory*. The Applicant will attempt to access the range of job skills available in the region and promote greater labor force enhancement. At a minimum, the Applicant is encouraged to provide potential commercial tenants with information about employment and training agencies that maintain a database of trained/skilled workers to consider in meeting the project's employment needs. This information shall be annually updated and submitted as part of the Annual Status Report contained in Condition 46.

27. Hazardous materials shall not be used, generated, handled, disposed of, discharged or stored on the subject property as is provided within Chapter 24 of the Miami-Dade County Code and Rule 9J-2044(2)(f) and (5)(a) of the Florida Administrative Code.

28. The developer agrees to dedicate and deed by Warranty Deed, at no cost, the two-acre mutually agreed upon parcel to the Miami-Dade Fire Rescue Department for a fire rescue station. The site will be platted at the time of platting any abutting portion of the parent tract. It will be filled to 12" above crown of the road, compacted and stabilized to 3,000 pounds per square foot ("psf") with all utilities to the site (water, sewer, electrical, telephone) ready for connection and of sufficient quality and quantity to support a fire station. Engineering certifications will be provided attesting to the compacting and stabilization to 3,000 psf and that fill and subsoil are clean and free of hazardous materials. DERM certification will be provided that DERM requirements have been met and that the site is free of hazardous materials and/or gases. Final transfer will occur by Warranty Deed free of all encumbrances and liens subsequent to the verification that all site work is

complete and meets the standards set forth in this paragraph. The developer will provide an Opinion of Title and a topological survey prior to final transfer.

29. Continue to coordinate with the Miami-Dade Police Department on future public safety needs to ensure adequate provisions of police service are maintained in the Beacon Lakes project area.

30. Incorporate energy conservation measures into the design and operation of the project. At a minimum, construct all development in conformance with the specifications of the applicable building code at the time of the issuance of the building permit and the Florida Energy Code. Consider using natural gas and/or renewable energy sources (e.g., solar heating) for water heating, space heating, air cooling and lighting control. Monitor design review procedures and electrical energy conservation measures, proposed in the application for development approval (ADA), during the project construction phase to assess the effectiveness of same.

31. Assure that any fill material utilized at the site, whether from onsite excavation activities or from offsite sources, meets the clean soils criteria of the FDEP and DERM, as applicable.

32. Upon application of first building permit notify state archeological officials at the Division of Historical Resources of the Florida Department of State of commencement of construction. Delay construction up to three months in any area where potentially significant historical or archeological artifacts are uncovered, and permit state and local historical preservation officials to survey and excavate the site.

33. Incorporate the following into the project design and operation:

    a. Actively encourage transit use, carpooling and vanpooling by disseminating rideshare and transit information to tenants and employees, or provision of other amenities to increase ridership, and utilizing the services and programs of such agencies as the Florida Department of Transportation's South Florida Commuter Services;

    b. For Office and ancillary Office uses, designate three percent of employee parking spaces, conveniently located, for exclusive high occupancy and alternative fuel vehicle use;

    c. Provide for the design and location of pedestrian and bicycle facilities to maximize transportation access onsite and connecting to adjacent facilities, including onsite bicycle storage facilities to encourage the use of alternative modes of transportation;

    d. Encourage transit use by provision of bus shelters, development of turnout lanes, or provision of other amenities to increase ridership, in

coordination with Miami-Dade Transit, and provide transit route and schedule information, as available, in convenient locations throughout the project;

e. Provide on-site bicycle storage facilities, along with consideration for shower facilities, to encourage use of alternative modes of transportation, and;

f. Regularly schedule vacuum sweeping of all parking lots of eleven or more parking spaces.

34. At least 120 days prior to the issuance of the first certificate of occupancy, meet with DERM, the FDEP, the SFRPC and the Miami-Dade County to discuss an air quality modeling study for parking and intersections. The Applicant shall submit a Carbon Monoxide (CO) air quality analysis for any surface parking area of 1,500 (or greater) vehicle trips/hour or any parking garage of 750 (or greater) trips. The analysis shall be reviewed and approved by DERM, the FDEP, the SFRPC and the Miami-Dade County, prior to the issuance of the first certificate of occupancy. It shall incorporate the methodology of the latest FDEP guidelines. The study should include, if necessary, mitigation measures for which the Applicant shall be responsible.

35. Limit primary project vehicle access points to the off-site roadway network to the locations shown in Exhibit 2 herein. Locations and number of project driveways may be adjusted upon approval by appropriate review agencies with jurisdiction over same.

36. The Developer shall not request the issuance of building permits for development that generates more than 400 trips as calculated from Exhibit 3 until contracts have been let or construction has been caused and construction permits have been issued for improvements A and E, described in Exhibit 4.

37. The Developer shall not request certificates of use and occupancy for development that generates more than 400 trips as calculated from Exhibit 3 until improvements A and E, described in Exhibit 4, have been substantially completed and open to traffic as determined by the Director of the Public Works Department.

38. The Developer shall not request the issuance of building permits for development that generates more than 1,780 trips as calculated from Exhibit 3 until contracts have been let or construction has been caused and construction permits have been issued for improvement F, described in Exhibit 4.

39. The Developer shall not request the issuance of building permits for development that generates more than 1,780 trips as calculated from Exhibit 3

until contracts have been let or construction has been caused and construction permits have been issued for improvements B, C, and D, described in Exhibit 4.

40. The Developer shall not request certificates of use and occupancy for development that generates more than 1780 trips as calculated from Exhibit 3 until improvements A, B, C, D, and E, described in Exhibit 4, have been substantially completed and open to traffic as determined by the Director of the Public Works Department.

41. The Director shall not request the issuance of building permits for development that generates more than 2,690 trips as calculated from Exhibit 3 until contracts have been let or construction has been caused and construction permits have been issued for improvement G, described in Exhibit 4.

42. The Developer shall not request certificates of use and occupancy for development that generates more than 2,690 trips as calculated from Exhibit 3 until improvements A, B, C, D, E, F, and G, described in Exhibit 4, have been completed as determined by the Director of the Public Works Department

43. The Developer's minimum estimated roadway proportionate share contribution is currently estimated to be $6.4 million. This proportionate share shall be used for items A-G identified in Exhibit 4, and other in-kind or monetary contributions towards traffic improvements within the traffic impact area, or such comparable, alternative improvements as may be selected by the Director of Public Works Department.

44. The Developer shall not request the issuance of building permits for development that generates more than 3,364 trips as calculated from Exhibit 3 until contracts have been let or construction has been caused and construction permits have been issued for improvements identified in Condition 43.

45. The Developer shall not request certificates of use and occupancy for development that generates 3,364 trips as calculated from Exhibit 3 until Condition 43 has been satisfied.

46. Submit an annual report to the Miami-Dade County, the SFRPC, the DCA, and the Florida Department of Transportation (District 6) on each anniversary date of the effective date of the development order. The annual report shall include, at a minimum, a complete response to each question in Exhibit 6.

47. Within 30 days of the effective date of the development order, record notice of the adoption of the development order with the Clerk of the Miami-Dade County Circuit Court pursuant to Section 380.06(15), F.S., specifying that the development order runs with the land and is binding on the Applicant, its successors, and assigns, jointly or severally.

48. The applicant shall cooperate with the Inspector General's office in its monitoring of the project identified in Condition 57.

MIAMI-DADE COUNTY SHALL:

49. Withhold the issuance of building permits or certificates of occupancy, or both, if the Applicant fails to meet the requirements of Conditions 1 – 48.

50. Withhold the issuance of building permits or certificates of occupancy, or both, if potable water and wastewater treatment demand exceeds capacity adequate to serve that demand.

51. Review project landscape plans to ensure that landscape plans are consistent with Miami-Dade County Code Chapters 18-A (Landscape Ordinance) and 24-60 (Tree Protection Ordinance) and that xeriscape principles are utilized in such landscape plans as are feasible.

52. Monitor site development to ensure that invasive, exotic plant species are removed from the site, and that native trees with trunks greater than 3" in diameter at 4' above the ground are preserved where possible. Ensure that listed plant species be relocated to a dedicated natural area in a manner suitable for their survival.

53. For the purposes of Concurrency Review, and based upon the analysis contained in the ADA together with review and further study by Miami-Dade County, it is hereby found that throughout the buildout period (December 31, 2008) sufficient infrastructure capacities will be available to service this project. All subsequent development orders or permits pursuant to this development order, are hereby found to meet concurrency requirements set forth in Comprehensive Development Master Plan Ordinance No. 89-66 and Chapter 33G of the Miami-Dade County Code and A.O. 4-85 (concurrency regulations) as amended from time to time and to be consistent with local development regulations so long as the Developer is developing in compliance with the terms and conditions of this Development Order. Furthermore, Miami-Dade County shall not issue any subsequent development orders as defined in Section 33G-3(2) Miami-Dade County Code, which would degrade such level of service below minimum acceptable levels as may be applicable in the Comprehensive Development Master Plan and the above ordinance, as may be amended from time to time. In the event that: (a) the actual impacts of this project and other committed development are greater than those projected in the ADA, and (b) the issuance of further local development orders (as defined in Chapter 33G, Miami-Dade County Code) authorizing further construction or development pursuant to this DRI Development Order would violate the aforesaid concurrency regulations, the following shall occur: Such further local development order shall not be issued unless and until the Applicant shall make provisions for necessary services and facilities to meet the County's concurrency

requirements as determined by the County. The issuance of development orders which have been found to be vested pursuant to Chapter 2-114, 33-315 or 33-316 of the Code of Miami-Dade County, as adopted pursuant to Section 163.3167(8) Florida Statutes, shall not be considered for purposes of determining concurrency as to this project, nor shall this Development Order be construed or applied to prohibit the issuance of said Development orders under any circumstances. However, modifications or changes to this Development Order regardless of whether such change or modification is found to constitute a substantial deviation, may require this development to comply with those concurrency requirements or local development regulations in effect at the time such modification or change occurs including but not limited to the recognition of trips previously vested which are permitted or complete.

54. Withhold the issuance of building permits or certificates of occupancy for any use that will generate/use hazardous materials, unless provided for within Chapter 24 of the Miami-Dade County Code, or that will have a significant hazardous materials generation/usage impact as defined in Rule 9J-2044(2)(f) and (5)(a) of the Florida Administrative Code.

43. In the event the Applicant, its successors, or assigns violate any of the conditions of the development order or otherwise fails to act in substantial compliance with the development order (hereinafter "violator"), stay the effectiveness of the development order as to the tract, or portion of the tract, in which the violation or conduct has occurred and withhold further permits, approvals, and services for development in said tract, or portion of the tract, upon passage of any appropriate resolution by the local governments of jurisdiction, adopted in accordance with this section, finding that such violation has occurred. The violator will be given written notice by the local government of jurisdiction that states: 1) the nature of the purported violation, and 2) that unless the violation is cured within 15 days of said notice, the local government of jurisdiction will hold a public hearing to consider the matter within 30 days of the date of said notice.

    If the violation is not curable in 15 days, the violator's diligent good faith efforts to cure the violation within that period will obviate the need to hold a public hearing and the development order will remain in effect unless the violator does not diligently pursue the curative action to completion within a reasonable time, in which event the local government of jurisdiction will give 15 days notice to the violator of its intention to stay the effectiveness of the development order and withhold further permits, approvals, and services as to the tract, or portion of the tract, in which the violation has occurred and until the violation is cured. For purposes of this paragraph, the word "tract" shall be defined to mean any area of development identified on the Beacon Lakes Development Plan (Exhibit 1). In addition, the phrase "portion of a tract" means a division of a tract into more than one ownership as created by deed or plat.

56. The Director of the Department of Planning and Zoning or its successor entity shall be designated as the official to monitor and enforce compliance with all conditions of the development order (the "County Monitoring Official") and specify monitoring procedures that, at a minimum, require development order conditions to be reviewed by the local government of jurisdiction prior to issuance of any local development permit. Upon the written request of the owner(s) or developer of the property or tract, the County Monitoring Official shall certify in writing to the owner(s), developer, mortgagees, and potential mortgagees or other designees of the above, the compliance status of the conditions of this order relative to the stated property or tract. If all conditions of this development order are being satisfied or are otherwise in compliance, the certification shall provide that the development order is in full compliance. If all conditions are not being complied with, the County Monitoring Official shall specify in writing, which conditions are not in compliance. Upon receipt and review by all applicable departments of the Annual Status Report, the County Monitoring Official shall report to the Board of County Commissioners on the compliance with the conditions of this order and forward a copy of the annual report along with the departmental responses to the Inspector General of Miami Dade County.

57. Request that the Inspector General of Miami-Dade County assign staff to participate in the monitoring of the compliance with the conditions of this order.

GENERAL CONDITIONS:

58. December 31, 2008 is hereby established as the build-out date for this project and is the date until which the local government of jurisdiction agrees that the Beacon Lakes DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, unless a local government of jurisdiction can demonstrate that substantial changes made by the developer in the facts or circumstances underlying the approval of the DRI development order have occurred, or that the DRI development order was based on substantially inaccurate information provided by the Applicant, or that the change is clearly essential to the public health, safety, or welfare.

59. The deadline for commencement of physical development shall be two (2) years from the effective date of the development order. For purposes of this paragraph, physical development means development as defined in Section 380.04, F.S. The termination date for completing physical development shall be December 31, 2008. This termination date may only be modified in accordance with Section 380.06(19)(c), F.S.

60. December 31, 2013 is hereby established as the expiration date for the development order.

61. Integrate all original and supplemental ADA information into a Consolidated Application for Development Approval (CADA) and submit two copies of the CADA to the SFRPC, one copy to Miami-Dade County and one copy to the Florida Department of Community Affairs (DCA) within 30 days of the effective date of the development order. The CADA shall be prepared as follows:

    a. Where new, clarified, or revised information was prepared subsequent to submittal of the ADA but prior to issuance of the development order, whether in response to a formal statement of information needed or otherwise, the original pages of the ADA will be replaced with revised pages.

    b. Revised pages will have a "Page Number (R) – Date" notation, with "Page Number" being the number of the original page, "(R)" indicating that the page was revised, and "Date" stating the date of the revision.

62. The DRI shall only take effect upon the final effective date of the concurrent comprehensive plan land use and text amendments and 45 days from transmittal of the development order to the Florida Department of Community Affairs, the South Florida Regional Planning Council, and the Applicant; provided however that if the development order or comprehensive plan amendments are appealed, the development order will take effect on the day after all appeals have been withdrawn or finally resolved pursuant to Section 380.07(2), F.S.

63. Pursuant to Rule 9j-2.025, Section (3)(b)9, F.A.C., the Consolidated Application for Development Approval (as prepared pursuant to Condition 63, herein) and the South Florida Regional Planning Council DRI Assessment Report are incorporated herein by reference and relied upon by the parties in discharging their statutory duties under Chapter 380, F.S., and local ordinances. Substantial compliance with the representations contained in the Application for Development Approval is a condition for approval unless waived or modified by agreement among the local governments of jurisdiction, the South Florida Regional Planning Council, and the Applicant, its successors, or assigns.

64. Within 30 days after the DRI public hearing is concluded a certified completed copy of this Order are to be sent via first class certified U.S. mail to the South Florida Regional Planning Council; the Florida Department of Community Affairs (Division of Resources and Planning Management) and the Applicant (C/WDL, LTD.).

The Director is hereby authorized to make the necessary notations upon the maps and records of the Miami-Dade County Department of Planning and Zoning.

Corrected 6/28/02
To clarify third
Page of Exhibit 6
(Annual Staff Report)

THIS RESOLUTION HAS BEEN DULY PASSED AND ADOPTED this 30TH day of May, 2002, and shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

No. 02-4-CZ9-3

MIAMI-DADE COUNTY, FLORIDA, BY ITS BOARD OF COUNTY COMMISSIONERS

KAY SULLIVAN

by Harvey Ruvin, Clerk
Deputy Clerk

This resolution was transmitted to the Clerk of the Board of County Commissioners ON THE 14TH DAY OF JUNE, 2002.

Corrected 6/28/02
To clarify third
Page of Exhibit 6
(Annual Staff Report)
35/36-53-39/02-40

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

I, Harvey Ruvin, Clerk of the Circuit Court in and for Miami-Dade County, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. Z-11-02, adopted by the said Board of County Commissioners at its meeting held on the 30TH day of May, 2002.

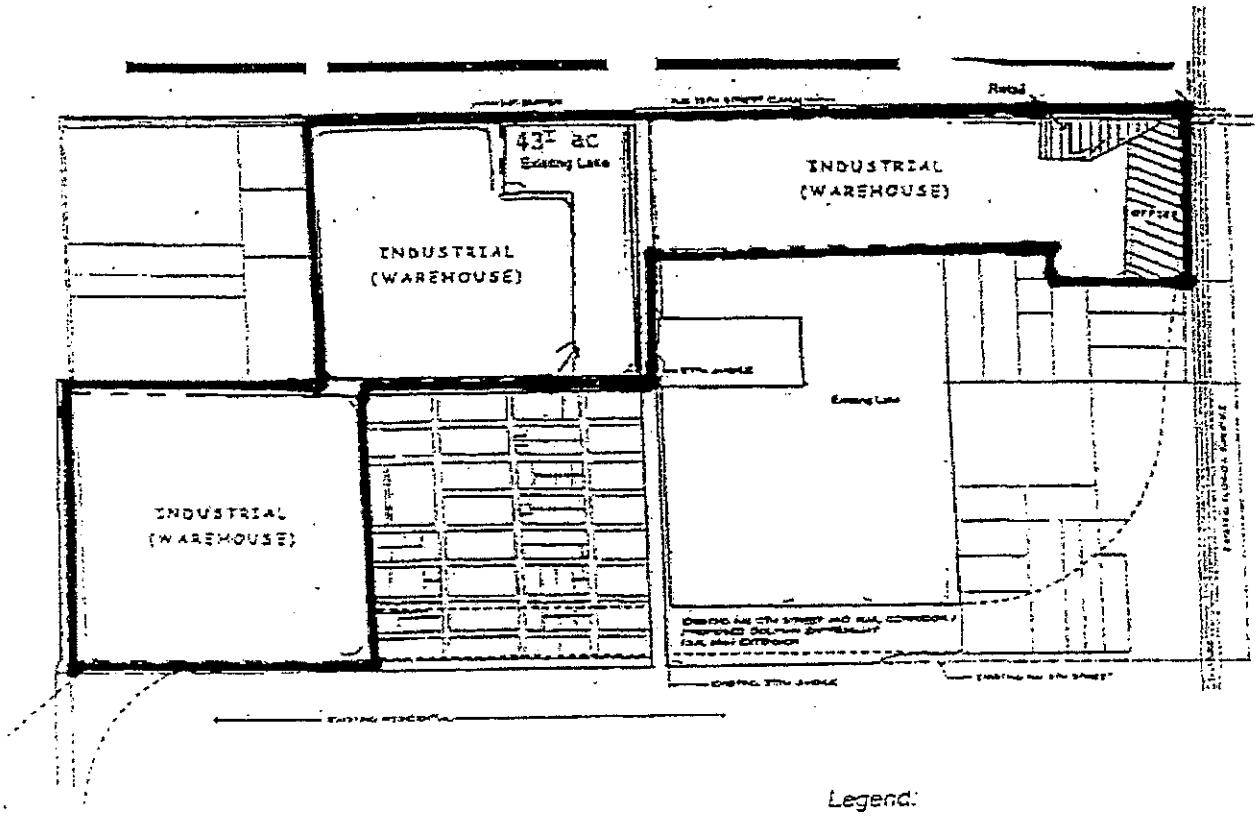
IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this the 14th day of June, 2002.

KAY SULLIVAN

Harvey Ruvin, Clerk
Board of County Commissioners
Miami-Dade County, Florida

By _____
Deputy Clerk

SEAL



Legend:

- Industrial
- Office
- Commercial

South Florida Regional Planning Council

BEACON LAKES DRI

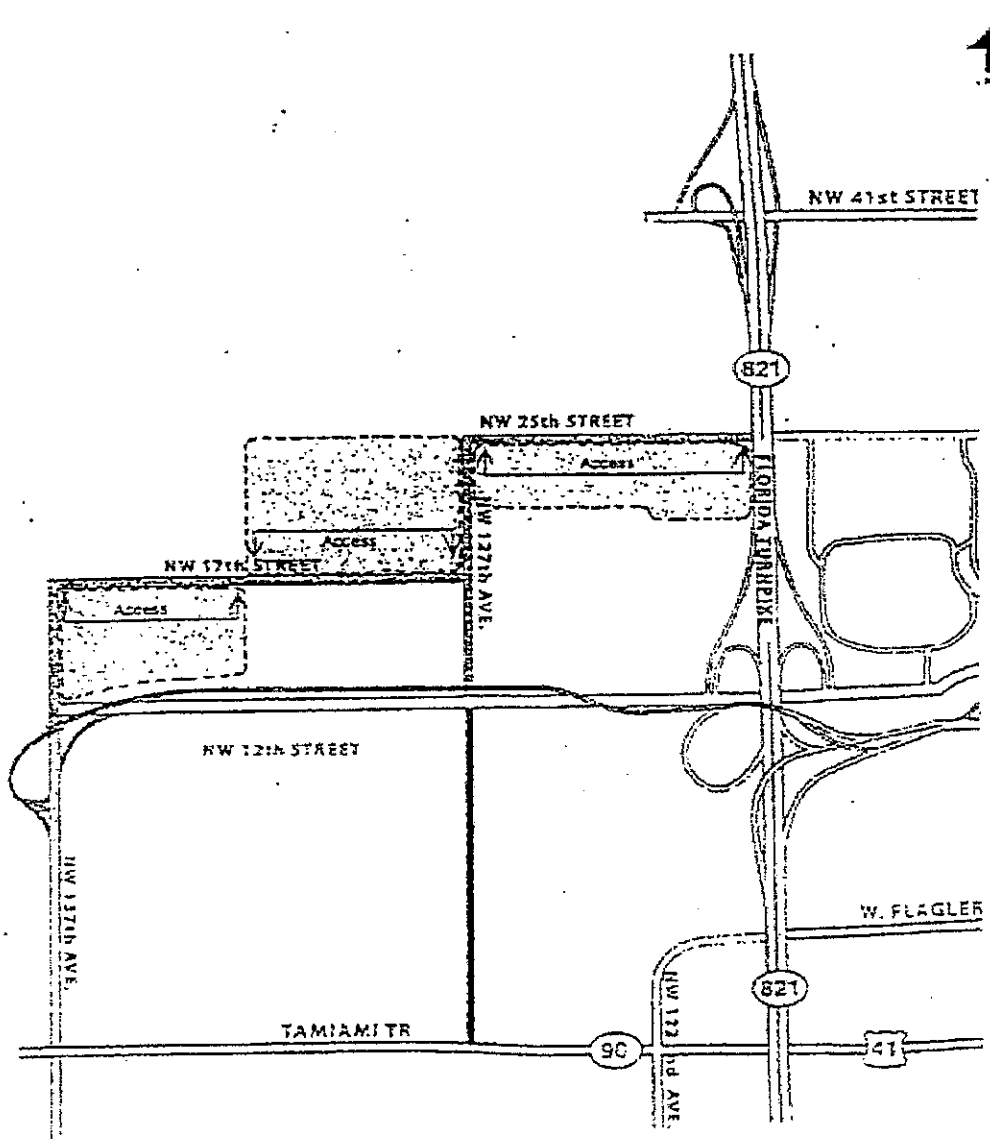
Master Development Plan

Source: ADA

EXHIBIT 1

N

Not to Scale



South Florida Regional Planning Council

BEACON LAKES

Vehicle Access Points to Offsite Roadway Network

Source: ADA

EXHIBIT 2

Not to Scale

BEACON LAKES DRI
TRIP GENERATION RATES

Land Use	Unit	P.M Peak Hour Trip Generation Rates
Warehouse	1,000 sq. ft. GFA	0.418
Office	1,000 sq. ft. GFA	1.540
Commercial/Retail	1,000 sq. ft. GLA	4.973
Communications Facilities	1,000 sq. ft. GFA	0.288

GFA = Gross Floor Area
GLA = Gross Leaseable Area

South Florida Regional Planning Council

BEACON LAKES DRI

Project Trip Generation Rates

Source: ADA

EXHIBIT 3

N

Not to Scale

EXHIBIT 6

FORM RPM-BSP-ANNUAL REPORT-1

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF COMMUNITY PLANNING
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399
850/487-4545

DEVELOPMENT OF REGIONAL IMPACT
ANNUAL REPORT

Subsection 380.06(18), Florida Statutes, (F.S.) places the responsibility on the developer of an approved development of regional impact (DRI) for submitting an annual report to the local government, the regional planning agency, the Department of Community Affairs, and to all affected permit agencies, on the date specified in the development order. The failure of a developer to submit the report on the date specified in the development order may result in the temporary suspension of the development order by the local government until the annual report is submitted to the review agencies. This requirement applies to all developments of regional impact which have been approved since August 6, 1980. If you have any questions about this required report, call the DRI Planner at (850) 487-4545.

Send the original completed annual report to the designated local government official stated in the development order with one copy to each of the following:

a) The regional planning agency of jurisdiction;

b) All affected permitting agencies;

c) Division of Resource Planning and Management
Bureau of Community Planning
2555 Shumard Oak Blvd.
Tallahassee, Florida 32399
850/487-4545

APPENDIX D

Corrected Covenant Running with the Land in Favor of Miami-Dade County

(Page intentionally left blank.)

CFN 2006R1290812
OR Bk 25156 Pgs 1372 - 1390; (19pgs)
RECORDED 12/05/2006 10:16:19
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

CORRECTED COVENANT RUNNING WITH THE LAND IN FAVOR OF MIAMI-DADE COUNTY

The undersigned, Jorge San Miguel, as the Executive Vice President of Florida East Coast Industries, Inc., as the Member of FEC Lakes, LLC, as the Member of AMB Codina Beacon Lakes LLC, which is the present owner of the following real property (hereinafter called "the Property"):

(Space Reserved for Clerk of the Court)

See Composite Exhibit "A," attached herewith and made a part hereof.

Located between N. W. 12th Street and N. W. 25th Street, and from the Homestead Extension of the Florida Turnpike, to N. W. 137th Avenue; pursuant to a variance granted by the Miami-Dade County Environmental Quality Control Board, hereby submit this executed Corrected Covenant Running With The Land In Favor Of Miami-Dade County which supersedes and corrects the previously submitted Covenant Running With The Land In Favor Of Miami-Dade County, which is recorded in ORB 20562, from page 5019 to page 5042, of the Public Records of Miami-Dade County :

The undersigned agree and covenant to the following:

1. Notwithstanding the zoning classification(s) on the Property, the development and use of the same shall be limited to those uses that are permitted under Table E-1 of Section 24-43(10) of the Code of Miami-Dade County, as may be amended from time to time.

2. Prior to the entry into a landlord-tenant relationship with respect to the Property, the undersigned agree to notify in writing all proposed tenants of the Property of the existence and contents of this Covenant.

3. The undersigned agree and covenant that this Covenant and the provisions contained herein may be enforced by the Director of Environmental Resources Management by preliminary, permanent, prohibitory, and mandatory injunctions as well as otherwise provided for by law or ordinance.

4. This Covenant shall be recorded in the Public Records of Miami-Dade County, Florida and the provisions hereof shall constitute a Covenant Running With The Land and shall remain in full force and effect and be binding upon the undersigned, their heirs, legal representatives, estates, successors, grantees and assigns.

5. The attached three (3) affidavits of Members, Managing Members, and Managers of Non-Florida (Foreign) Limited Liability Company are incorporated herein by reference hereto as is fully set forth herein.

IN WITNESS WHEREOF, the undersigned have caused this Covenant to be executed this 1st day of September, 2006.

AMB Codina Beacon Lakes, LLC, a Delaware limited liability

By: FEC Lakes, LLC a Florida Limited Liability company, Member

By: Florida East Coast Industries, Inc., Member

By: _____
Jorge San Miguel
Executive Vice President

Signatures _____

Print Name _____

Signatures _____

Print Name _____

Addresses 355 Alhambra Circle, Suite 900
Coral Gables, FL 33134

STATE OF FLORIDA,
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this 1st day of September, 2006, by Jorge San Miguel, as Executive Vice President of Florida East Coast Industries, Inc., Member of FEC Lakes, LLC, a Florida Limited Liability Company, as Member of AMB Codina Beacon Lakes, LLC, a Delaware limited liability company, on behalf of the aforesaid limited liability company. He or she is personally known to me or has produced _____ as identification and did take an oath.

NOTARY _____
Print Name _____
Notary Public, State of Florida
My Commission Expires: August 27, 2008

[NOTARY SEAL]

ESTRELLA L MANSO
MY COMMISSION # DD 349102
EXPIRES: August 27, 2008
Bonded Thru Notary Public Underwriters

THIS INSTRUMENT PREPARED BY:
MIAMI-DADE COUNTY DEPARTMENT OF ENVIRONMENTAL RESOURCES MANAGEMENT
33 SW 2nd AVENUE, SUITE 500
MIAMI, FLORIDA 33130

JOINDER BY MORTGAGEE
CORPORATION

The undersigned, Wells Fargo Bank, National Association, as mortgagee under that certain Mortgage from Wells Fargo Bank, National Association, to AMB Codina Beacon Lakes, LLC, recorded in Official Records Book 21474, Page 842, in the Public Records of Miami-Dade County, Florida, covering all/or a portion of the property described in the foregoing Covenant, does hereby consent to the execution of this Covenant by AMB Codina Beacon Lakes, LLC, a Delaware limited liability company, and agree that in the event Mortgagee or any other party shall obtain title to the property through foreclosure or deed-in-lieu of foreclosure, this Covenant shall be binding upon the entity obtaining title as the then owner of such property.

IN WITNESS WHEREOF, these presents have been executed this 8th day of September, 2006.

WITNESSES:

Eleanor Hancock
ELEANOR HANCOCK
Print or Type Name

Priscilla A. Cantu
PRISCILLA A. CANTU
Print or Type Name

WELLS FARGO BANK, National Association.

By: _____
Title: James Patrick Greathouse
Print name: Vice President
Address: 420 Montgomery St., 6th Floor
San Francisco, CA 94104

(Corporate Seal)

STATE OF CALIFORNIA)
)SS
COUNTY OF SAN FRANCISCO)

The foregoing instrument was acknowledged before me this 8th day of September, 2006 by James Patrick Greathouse, of Wells Fargo Bank, on behalf of the corporation. He/~~She~~ is personally known to me or has produced _____, as identification and did/~~did not~~ take an oath.

_____
Notary Public -State of California
Print Name Nellie Jose
My Commission Expires: December 9, 2007

NELLIE JOSE
Commission # 1455306
Notary Public - California
San Francisco County
My Comm. Expires Dec 9, 2007

AFFIDAVIT OF MEMBERS, MANAGING MEMBERS, AND MANAGERS OF NON- FLORIDA (FOREIGN) LIMITED LIABILITY COMPANY

WE, (print full name(s) and all title(s) of person(s) or entity(s) in the following spaces; if more space needed print additional names and title(s) on separate paper marked as Exhibit A and attach Exhibit A to this Affidavit)

Full name	Title(s)
FEC Lakes LLC	Member
AMB/IMDH Beacon Lakes, LLC	Member

hereby swear or affirm that :

1. The foregoing persons or entities set forth above and on Exhibit A, if applicable, which Exhibit A is attached hereto and incorporated herein by reference hereto, constitute and are all of the Members, Managing Members, and Managers, as those terms are defined in Section 608.402, Fla. Stat.(2004), as same may be amended from time to time, or the equivalent* thereof, of the Non-Florida (Foreign) Limited Liability Company known as AMB Codina Beacon Lakes LLC (Print name of the Non-Florida (Foreign) Limited Liability Company as the name appears in the Articles of Organization, as that term is defined by Section 608.402, Fla. Stat.(2004), as same may be amended from time to time, or the equivalent* thereof, currently filed with the Secretary of State of the State of Delaware) (Print name of State where Articles of Organization, or the equivalent* thereof, creating the Non-Florida (Foreign) Limited Liability Company are filed) or other jurisdiction, to wit, _____(Print the name of the country or other jurisdiction where the Articles of Organization, or the equivalent* thereof, creating the Non-Florida (Foreign) Limited Liability Company are filed;
2. There are no Members, Managing Members or Managers, or the equivalent* thereof, of the aforesaid Non-Florida (Foreign) Limited Liability Company other than the persons or entities set forth above and on Exhibit A, if applicable.

---

* **The term "equivalent" shall mean for the purposes of this Affidavit, with respect to "persons" or "entities", any person or entity which has or may have any one or more of the duties or powers or obligations or responsibilities or authorities, real or apparent, of a Member, Managing Member, or Manager, as those terms are defined in Section 608.402, Fla. Stat. (2004), as same may be amended from time to time. The term "equivalent" shall mean for the purposes of this Affidavit, with respect to instruments or documents or articles of organization or operating agreements or written agreements or oral agreements, any written agreement or oral agreement or instrument or document which has or may have any one or more of the functions or purposes of any instrument, document, operating agreement, written agreement or oral agreement described or mentioned in this Affidavit.**

3. There are no provisions in any Articles of Organization, or the equivalent* thereof, of the aforesaid Non-Florida (Foreign) Limited Liability Company or in any operating agreement, written or oral, or the equivalent* thereof, of the aforesaid Non-Florida (Foreign) Limited Liability Company, as those terms are defined in Section 608.402, Fla. Stat.(2004), as same may be amended from time to time, which prohibit, restrict or limit in any way or in any manner the execution of the instrument or document attached hereto and incorporated herein by reference hereto, to wit, Agreement Between Beacon Lakes Community Development District, Pan American West, Ltd., Pan American West Property Owners' Association, Inc., and Miami-Dade County (Print the title of the instrument or document) by any of the foregoing persons or entities set forth above and on Exhibit A, if applicable, for and on behalf of the aforesaid Non-Florida (Foreign) Limited Liability Company and to bind and obligate the aforesaid Non-Florida (Foreign) Limited Liability Company as set forth in the foregoing instrument or document.
4. All of the foregoing persons or entities set forth above and on Exhibit A, if applicable, are authorized by the aforesaid Non-Florida(Foreign) Limited Liability Company, to execute the instrument or document attached hereto and incorporated herein by reference hereto, to wit, Agreement Between Beacon Lakes Community Development District, Pan American West, Ltd., Pan American West Property Owners' Association, Inc., and Miami-Dade County (Print the title of the instrument or document) for and on behalf of the aforesaid Non-Florida (Foreign) Limited Liability Company and to bind and obligate the aforesaid Non-Florida (Foreign) Limited Liability Company as set forth in the foregoing instrument or document.
5. All of the provisions of this Affidavit shall be construed in accordance with the laws of the State of Florida.

AMB CODINA BEACON LAKES, LLC, a Delaware limited liability company

By: AMB/IMDH BEACON LAKES, LLC, a Delaware limited liability company, Member

By: AMB PROPERTY, L.P., a Delaware limited partnership Member

By: AMB PROPERTY CORPORATION, a Maryland corporation, General Partner

By: _____
Name: Jay Comforth
Title: Senior Vice President
Managing Director, East Region

By: FEC Lakes, LLC, a Florida limited liability company, Member

By: Florida East Coast Industries, Inc., Member

By: _____
Jorge San Miguel, Executive Vice President

STATE OF Massachusetts)
Boston) SS:
COUNTY OF Suffolk)

The foregoing instrument was acknowledged before me this 28 day of September, 2006 by Jay Cowarth, as Senior Vice President of AMB Property Corporation, a Maryland corporation, as general partner of AMB Property, L.P., a Delaware limited partnership, a member of AMB/IMDH Beacon Lakes, LLC, a Delaware limited liability company, as a member of AMB Codina Beacon Lakes, LLC, a Delaware limited liability company, who executed the foregoing instrument on behalf of said entity for the purposes therein expressed. He/She personally appeared before me and is either (✓) personally known to me or ( ) has produced _____ as identification.

[NOTARY SEAL]

Notary: Denise N. Rooney
Print Name: _____
Notary Public, State of _____
My commission expires:

DENISE N. ROONEY
Notary Public
Commonwealth of Massachusetts
My Commission Expires
February 26, 2013

STATE OF FLORIDA)
) SS:
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 1 day of September, 2006 by Jorge San Miguel, as Executive Vice President of Florida East Coast Industries, Inc., a Florida corporation, as Member of FEC LAKES, LLC, a Florida limited liability company, a Member of AMB CODINA BEACON LAKES, LLC, a Delaware limited liability company, who executed the foregoing instrument on behalf of said entity for the purposes therein expressed. He/She personally appeared before me and is either (✓) personally known to me or ( ) has produced _____ as identification.

[NOTARY SEAL]

Notary: _____
Print Name: Estrella Manso
Notary Public, State of Florida
My commission expires: August 27, 2008

ESTRELLA L. MANSO
MY COMMISSION # DD 349102
EXPIRES: August 27, 2008
Bonded Thru Notary Public Underwriters

AFFIDAVIT OF MEMBERS, MANAGING MEMBERS, AND MANAGERS OF FLORIDA LIMITED LIABILITY COMPANY

WE, (Print full name(s) and all title(s) of person(s) or entity(s) in the following spaces; if more space needed print additional names and title(s) on separate paper marked as Exhibit A and attach Exhibit A to this Affidavit; the list of names and titles shall include all names on the list required by Section 608.4101(1)(a),Fla. Stat. (2004), as same may be amended from time to time)

Full name	Title(s)
Florida East Coast Industries, Inc.	Member

hereby swear or affirm that :

1. The foregoing persons or entities set forth above and on Exhibit A, if applicable, which Exhibit A is attached hereto and incorporated herein by reference hereto, constitute and are all of the Members, Managing Members, and Managers, as those terms are defined in Section 608.402, Fla. Stat.(2004), as same may be amended from time to time, of the Florida Limited Liability Company known as FEC Lakes, LLC (Print name of the Florida Limited Liability Company as the name appears in the Articles of Organization currently filed with the Secretary of State of the State of Florida);
2. There are no Members, Managing Members or Managers of the aforesaid Florida Limited Liability Company other than the persons or entities set forth above and on Exhibit A, if applicable.
3. There are no provisions in any Articles of Organization of the aforesaid Florida Limited Liability Company or in any operating agreement, written or oral, of the aforesaid Florida Limited Liability Company, as those terms are defined in Section 608.402, Fla. Stat.(2004), as same may be amended from time to time, which prohibit, restrict or limit in any way or in any manner the execution of the instrument or document attached hereto and incorporated herein by reference hereto, to wit, Agreement Between Beacon Lakes Community Development District, Pan American West, Ltd., Pan American West Property Owners' Association, Inc., and Miami-Dade County by any of the foregoing persons or entities set forth above and on Exhibit A, if applicable, for and on behalf of the aforesaid Florida Limited Liability Company and to bind and obligate the aforesaid Florida Limited Liability as set forth in the foregoing instrument or document.
4. All of the foregoing persons or entities set forth above and on Exhibit A, if applicable, are authorized by the foregoing Florida Limited Liability Company, to execute the instrument or document attached hereto and incorporated herein by reference hereto, to wit,

Agreement Between Beacon Lakes Community Development District, Pan American West, Ltd., Pan American West Property Owners' Association, Inc., and Miami-Dade County for and on behalf of the aforesaid Florida Limited Liability Company and to bind and obligate the aforesaid Florida Limited Liability Company as set forth in the foregoing instrument or document.

5. All of the provisions of this Affidavit shall be construed in accordance with the laws of the State of Florida.

FEC Lakes, LLC, a Florida limited liability company and Member

By: Florida East Coast Industries, Inc., Member

By: _____

Jorge San Miguel, Executive Vice President

STATE OF FLORIDA)
) SS:
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 1 day of September, 2006 by Jorge San Miguel, Executive Vice President as Florida East Coast industries, Inc., a Florida corporation, as Member of FEC LAKES, LLC, a Florida limited liability company, who executed the foregoing instrument on behalf of said entity for the purposes therein expressed. He/She personally appeared before me and is either ( ) personally known to me or ( ) has produced _____ as identification.

[NOTARY SEAL]

Notary: _____
Print Name: ESTRELLA MANSO
Notary Public, State of Florida
My commission expires: August 27, 2008

ESTRELLA L MANSO
MY COMMISSION # DD 349102
EXPIRES: August 27, 2008
Bonded Thru Notary Public Underwriters

AFFIDAVIT OF MEMBERS, MANAGING MEMBERS, AND MANAGERS OF NON- FLORIDA (FOREIGN) LIMITED LIABILITY COMPANY

WE, (print full name(s) and all title(s) of person(s) or entity(s) in the following spaces; if more space needed print additional names and title(s) on separate paper marked as Exhibit A and attach Exhibit A to this Affidavit)

Full name	Title(s)
AMB PROPERTY, L.P.	Member

hereby swear or affirm that :

1. The foregoing persons or entities set forth above and on Exhibit A, if applicable, which Exhibit A is attached hereto and incorporated herein by reference hereto, constitute and are all of the Members, Managing Members, and Managers, as those terms are defined in Section 608.402, Fla. Stat.(2004), as same may be amended from time to time, or the equivalent* thereof, of the Non-Florida (Foreign) Limited Liability Company known as AMB/IMDH Beacon Lakes, LLC (Print name of the Non-Florida (Foreign) Limited Liability Company as the name appears in the Articles of Organization, as that term is defined by Section 608.402, Fla. Stat.(2004), as same may be amended from time to time, or the equivalent* thereof, currently filed with the Secretary of State of the State of Delaware) (Print name of State where Articles of Organization, or the equivalent* thereof, creating the Non-Florida (Foreign) Limited Liability Company are filed) or other jurisdiction, to wit, _____(Print the name of the country or other jurisdiction where the Articles of Organization, or the equivalent* thereof, creating the Non-Florida (Foreign) Limited Liability Company are filed;
2. There are no Members, Managing Members or Managers, or the equivalent* thereof, of the aforesaid Non-Florida (Foreign) Limited Liability Company other than the persons or entities set forth above and on Exhibit A, if applicable.
3. There are no provisions in any Articles of Organization, or the equivalent* thereof, of the aforesaid Non-Florida (Foreign) Limited Liability Company or in any operating agreement, written or oral, or the equivalent* thereof, of the aforesaid Non-Florida (Foreign) Limited Liability Company, as those terms are defined in Section 608.402, Fla.

---

* **The term "equivalent" shall mean for the purposes of this Affidavit, with respect to "persons" or "entities", any person or entity which has or may have any one or more of the duties or powers or obligations or responsibilities or authorities, real or apparent, of a Member, Managing Member, or Manager, as those terms are defined in Section 608.402, Fla. Stat. (2004), as same may be amended from time to time. The term "equivalent" shall mean for the purposes of this Affidavit, with respect to instruments or documents or articles of organization or operating agreements or written agreements or oral agreements, any written agreement or oral agreement or instrument or document which has or may have any one or more of the functions or purposes of any instrument, document, operating agreement, written agreement or oral agreement described or mentioned in this Affidavit.**

Stat.(2004), as same may be amended from time to time, which prohibit, restrict or limit in any way or in any manner the execution of the instrument or document attached hereto and incorporated herein by reference hereto, to wit, Agreement Between Beacon Lakes Community Development District, Pan American West, Ltd., Pan American West Property Owners' Association, Inc., and Miami-Dade County (Print the title of the instrument or document) by any of the foregoing persons or entities set forth above and on Exhibit A, if applicable, for and on behalf of the aforesaid Non-Florida (Foreign) Limited Liability Company and to bind and obligate the aforesaid Non-Florida (Foreign) Limited Liability Company as set forth in the foregoing instrument or document.

4. All of the foregoing persons or entities set forth above and on Exhibit A, if applicable, are authorized by the aforesaid Non-Florida(Foreign) Limited Liability Company, to execute the instrument or document attached hereto and incorporated herein by reference hereto, to wit, Agreement Between Beacon Lakes Community Development District, Pan American West, Ltd., Pan American West Property Owners' Association, Inc., and Miami-Dade County (Print the title of the instrument or document) for and on behalf of the aforesaid Non-Florida (Foreign) Limited Liability Company and to bind and obligate the aforesaid Non-Florida (Foreign) Limited Liability Company as set forth in the foregoing instrument or document.
5. All of the provisions of this Affidavit shall be construed in accordance with the laws of the State of Florida.

AMB/IMDH BEACON LAKES, LLC, a Delaware limited liability company, Member

By: AMB Property, L.P., a Delaware limited partnership, Member

By: AMB Property Corporation, a Maryland corporation, General Partner

By: _____
Name: Jay Comforth
Title: ~~Senior Vice President~~ Managing Director, East Region

STATE OF Massachusetts)
Suffolk) SS:
COUNTY OF _____)

The foregoing instrument was acknowledged before me this 28 day of August, 2006 by Jay Comforth, as ~~Senior Vice President~~ of AMB Property Corporation, a Maryland corporation, as general partner of AMB Property, L.P., a Delaware limited partnership, a member of AMB/IMDH Beacon Lakes, LLC, a Delaware limited liability company, who executed the foregoing instrument on behalf of said entity for the purposes therein expressed. ~~He/She~~ personally appeared before me and is either (✓) personally known to me or ( ) has produced _____ as identification.

_____
Notary Public, State of Massachusetts
Print Name: Denise N. Rooney

My commission expires:

DENISE N. ROONEY
Notary Public
Commonwealth of Massachusetts
My Commission Expires
February 26, 2011

COMPOSITE EXHIBIT "A"

LEGAL DESCRIPTION (PARENT TRACTS):

A PORTION OF SECTION 36, TOWNSHIP 53 SOUTH, RANGE 39 EAST IN MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 36; THENCE S89°34'40"W ALONG THE NORTH LINE OF SAID SECTION 36, AS A BASIS OF BEARING FOR A DISTANCE OF 520.12 FEET TO THE POINT OF BEGINNING; THENCE S01°43'10"E FOR A DISTANCE OF 135.64 FEET; THENCE N89°34'55"E FOR A DISTANCE OF 100.04 FEET; THENCE S01°44'07"E FOR A DISTANCE OF 178.29 FEET TO A POINT OF CURVATURE; THENCE 16.04 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 22,768.26 FEET, AND A CENTRAL ANGLE OF 00°02'25"; THENCE CONTINUE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°49'49", A DISTANCE OF 329.93 FEET; THENCE CONTINUE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°34'37", A DISTANCE OF 229.24 FEET TO A POINT OF TANGENCY; THENCE S00°17'16"E FOR A DISTANCE OF 100.65 FEET; THENCE CONTINUE S00°17'16"E FOR A DISTANCE OF 659.74 FEET; THENCE S89°36'44"W FOR A DISTANCE OF 1,204.13 FEET; THENCE N01°45'41"W FOR A DISTANCE OF 329.71 FEET; THENCE S89°36'44"W FOR A DISTANCE OF 990.40 FEET; THENCE S89°36'13"W FOR A DISTANCE OF 2640.80 FEET; THENCE N01°50'23"W FOR A DISTANCE OF 1,317.45 FEET; THENCE N89°34'22"E FOR A DISTANCE OF 2,642.45 FEET; THENCE N89°34'40"E FOR A DISTANCE OF 2,121.83 FEET TO THE POINT OF BEGINNING. CONTAINING 155.89 ACRES, MORE OR LESS.

PARENT TRACT LEGAL DESCRIPTION INCLUDES 5.35-ACRE PROP. CANAL R/W

TOGETHER WITH

COMMENCE AT THE NORTHEAST CORNER OF SECTION 35, TOWNSHIP 53 SOUTH, RANGE 39 EAST IN MIAMI-DADE COUNTY, FLORIDA; THENCE S01°50'23"E ALONG THE EAST LINE OF SAID SECTION 35, AS BASIS OF BEARING, FOR 50.02 FEET; THENCE S89°49'08"W ALONG A LINE 50.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID SECTION 35 FOR 100.04 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND; THENCE S01°50'23"E ALONG A LINE 100 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SAID SECTION 35 FOR 2585.00 FEET; THENCE S89°45'12"W ALONG THE SOUTH LINE OF THE NORTHEAST ¼ OF SAID SECTION 35 FOR 2546.65 FEET TO THE CENTER OF SAID SECTION 35; THENCE S89°46'04"W ALONG THE SOUTH LINE OF THE NORTHWEST ¼ OF SAID SECTION 35 FOR 330.53 FEET; THENCE N01°46'58"W ALONG THE WEST LINE OF THE EAST 1/8 OF THE NORTHWEST ¼ OF SAID SECTION 35 FOR 2589.17 FEET; THENCE N89°50'59"E ALONG A LINE 49 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE NORTHWEST ¼ OF SAID SECTION 35 FOR 329.28 FEET; THENCE N01°46'49"W ALONG THE EAST LINE OF THE NORTHWEST ¼ OF SAID SECTION 35 FOR 49.02 FEET TO THE NORTH ¼ OF SAID SECTION 35; THENCE N89°49'08"E ALONG THE NORTH LINE OF THE NORTHEAST ¼ OF SAID SECTION 35 FOR 1321.93 FEET; THENCE S01°48'31"E FOR 50.02 FEET; THENCE N89°49'08"E ALONG A LINE 50 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE NORTHEAST ¼ OF SAID SECTION 35 FOR 1221.91 FEET TO THE POINT OF BEGINNING. CONTAINING 172.26 ACRES, MORE OR LESS.

TOGETHER WITH

BEGIN AT THE CENTER OF SECTION 35, TOWNSHIP 53 SOUTH, RANGE 39 EAST IN MIAMI-DADE COUNTY, FLORIDA; THENCE S01°46'33"E ALONG THE EAST LINE OF THE SOUTHWEST ¼ OF SAID SECTION 35, AS BASIS OF BEARING, FOR 2090.28 FEET TO A POINT ON THE FUTURE SR 836 LIMITED ACCESS R/W LINE; THENCE S01°46'41"E FOR 418.33 FEET; THENCE S89°42'09"W ALONG A LINE 130 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF SAID SECTION 35 FOR 2610.22 FEET TO A POINT 35 FEET EAST OF THE WEST LINE OF SAID

SECTION 35; THENCE N01°45'25"W ALONG A LINE 35 FEET EAST OF AND PARALLEL TO THE WEST LINE OF SAID SECTION 35 FOR A DISTANCE OF 2511.55 FEET; THENCE N89°46'04"E ALONG THE NORTH LINE OF THE SOUTHWEST ¼ OF SAID SECTION 35 FOR 2609.42 FEET TO THE POINT OF BEGINNING. CONTAINING 150.33 ACRES, MORE OR LESS.

LESS COUNTY (PER P.B. 162, PG. 52)

LEGAL DESCRIPTION
NW 25TH STREET (PARTIAL) IN BLOCK A
BEACON LAKES SECTION 36-53-39

A portion of Section 36, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:
Commence at the Northeast corner of said Section 36; thence S89°34'40"W along the North line of said Section 36, as basis of bearing, for 520.12 feet; thence S01°43'10"E for 49.01 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence continue S01°43'10"E for 86.63 feet; thence N89°34'55"E for 100.04 feet; thence S01°44'07"E for 10.39 feet; thence S89°34'40"W along a line 146 feet south of and parallel to the North line of Section 36 for 2225.17 feet; thence S89°34'22"W along a line 146 feet south of and parallel to the North line of Section 36 for 1883.69 feet; thence N00°25'38"W for 97.00 feet; thence N89°34'22"E along a line 49 feet South of and parallel to the North line of Section 36 for 1883.69 feet; thence N89°34'40"E along a line 49 feet South of and parallel to the North line of Section 36 for 2122.94 feet to the POINT OF BEGINNING. Containing 8.95 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
N.W. 117TH PLACE IN BLOCK A
BEACON LAKES SECTION 36-53-39

A portion of Section 36, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:
Commence at the Northeast corner of said Section 36; thence S89°34'40"W along the North line of said Section 36, as basis of bearing, for 520.12 feet; thence S01°43'10"E, a distance of 135.64 feet; thence N89°34'55"E, a distance of 100.04 feet; thence S01°44'07"E, a distance of 10.39 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence continue S01°44'07"E along the limited access R/W of the Florida Turnpike Extension for 167.90 feet to a point of curvature; thence 575.21 feet along the arc of a curve to the right, said curve having a radius of 22,768.26 feet, a central angle of 01°26'51" to a point of tangency; thence S00°17'16"E for 760.39 feet; thence S89°36'44"W along the South line of the North ½ of the North ½ of the Southeast ¼ of the Northeast ¼ of Section 36 for 70.00 feet; thence N00°17'16"W for 760.53 feet to a point of curvature; thence 573.44 feet along the arc of a curve to the left, said curve having a radius of 22,698.26 feet, a central angle of 01°26'51" to a point of tangency; thence N01°44'07"W for 152.47 feet; thence N38°02'50"W for 21.51 feet; thence N89°34'40"E for 82.76 feet to the POINT OF BEGINNING. Containing 2.42 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
ENTRY FEATURE IN BLOCK A
BEACON LAKES SECTION 36-53-39

A portion of Section 36, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:
Commence at the Northeast corner of said Section 36; thence S89°34'40"W along the North line of said Section 36, as basis of bearing, for 520.12 feet; thence S01°43'10"E, a distance of 135.64 feet; thence N89°34'55"E, a distance of 100.04 feet; thence S01°44'07"E, a distance of 10.39 feet; thence S89°34'40"W for 82.76 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence

S38°02'50"E for 21.51 feet; thence S01°44'07"E for 82.99 feet; thence S89°34'40"W for 100.03 feet; thence N01°44'07"W for 100.03 feet; thence N89°34'40"E for 87.29 feet to the POINT OF BEGINNING. Containing 0.23 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
NW 25TH STREET (PARTIAL) AND 127TH AVENUE IN BLOCK A
BEACON LAKES SECTION 36-53-39

A portion of Section 36, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:
Commence at the Northwest corner of said Section 36; thence S01°50'23"E along the West line of Section 36 for 49.01 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence N89°34'22"E along a line 49 feet south of and parallel to the North line of Section 36 for 757.55 feet; thence S00°25'38"E for 97.00 feet; thence S89°34'22"W along a line 146 feet south of and parallel to the North line of Section 36 for 657.31 feet to a point of curvature; thence 85.36 feet along the arc of a curve to the left, said curve having a radius of 53.50 feet, a central angle of 91°24'44" to a point of tangency; thence S01°50'23"E along a line 43 feet East of and parallel to the West line of Section 36 for 1116.62 feet; thence S89°36'14"W along the South line of the North ½ of the Northeast ¼ of Section 36 for 43.01 feet; thence N01°50'23"W along the West line of Section 36 for 1268.46 feet to the POINT OF BEGINNING. Containing 2.89 acres, more or less.

AND LESS COUNTY (WASD)

LEGAL DESCRIPTION
PUMP STATION
BEACON LAKES SECTION 36-53-39

A portion of Section 36, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:
Commence at the Northeast corner of said Section 36; thence S89°34'40"W along the North line of said Section 36, as basis of bearing, for 2404.12 feet; thence S00°25'20"E for 610.61 feet; thence S89°34'40"W for 30.00 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence S00°25'20"E for 36.37 feet; thence S89°34'22"W for 50.00 feet; thence N00°25'20" for 50.00 feet; thence N89°34'22"E for 37.79 feet; thence S42°16'37" for 18.30 feet to the POINT OF BEGINNING. Containing 0.06 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
CANAL R/W DEDICATION
BEACON LAKES SECTION 36-53-39

The North 49 feet of Section 36, Township 53 South, Range 39 East, less the East 520.12 feet. Containing 5.35 acres, more or less.

LESS BEACON VILLAGE, LLC.

LEGAL DESCRIPTION
BEACON VILLAGE, LLC.
BEACON LAKES SECTION 35-53-39

A portion of the North ½ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the East 1/4 corner of said Section 35; thence S89°45'12"W along the South line of the Northeast ¼ of Section 35, as basis of bearing, for 1317.62 feet; thence N01°48'31"W for 873.84 feet; thence S89°45'18"W for 35.01 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence continue S89°45'18"W for 998.80 feet to a point on a non-tangent curve, a radial line to said point bears N47°56'41"E; thence 88.31 feet along the arc of a curve to the left, said curve having a radius of 105.00 feet, a central angle of 48°11'23" to a point of tangency; thence S89°45'18"W for 478.97 feet to a point of curvature; thence 54.04 feet along the arc of a curve to the right, said curve having a radius of 35.00 feet, a central angle of 88°27'44" to a point of tangency; thence N01°46'58"W for 1225.71 feet; thence N89°45'18"E for 320.00 feet; thence N00°14'42"W for 340.00 feet; thence N89°49'08"E for 1215.61 feet to a point of curvature; thence 69.41 feet along the arc of a curve to the right, said curve having a radius of 45.00 feet, a central angle of 88°22'21" to a point of tangency; thence S01°48'31"E for 1589.79 feet to the POINT OF BEGINNING. Containing 56.59 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
MITIGATION AREA NO. 2
BEACON LAKES SECTION 35-53-39

A portion of the North ½ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the Center of said Section 35; thence S89°46'04"W along the South line of the Northwest ¼ of said Section 35, as basis of bearing, for 330.53 feet; thence N01°46'58"W along the West line of the East 1/8 of the Northwest ¼ of said Section 35 for 56.02 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence continue N01°46'58"W along the West line of the East 1/8 of the Northwest ¼ of said Section 35 for 782.76 feet; thence N89°45'18"E for 546.18 feet to a point of curvature; thence Southeasterly and South along a circular curve to the right, having a radius of 35.00 feet and a central angle of 88°27'53" for an arc distance of 54.04 feet to a point of tangency; thence S01°46'49"E along a line 249.60 feet East of and parallel to the East line of the Northwest 1/4 of said Section 35 for 714.53 feet to a point of curvature; thence Southwesterly and West along a circular curve to the right, having a radius of 45.00 feet and a central angle of 48°42'01" for an arc distance of 38.25 feet to a point on a non-tangent line, a radial line to said point bears S43°04'48"E; thence S89°45'12"W along a line 56 feet North of and parallel to the South line of the Northeast 1/4 of said Section 35 for 232.88 feet; thence S89°46'04"W along a line 56 feet North of and parallel to the South line of the Northwest 1/4 of said Section 35 for 332.03 feet to the POINT OF BEGINNING. Containing 10.41 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
FLORIDA ROCK LAKE
BEACON LAKES SECTION 35-53-39

A portion of the East ½ of the Northeast ¼ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the Northeast corner of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida; thence S01°50'23"E along the East line of said Section 35, as basis of bearing, for 129.05 feet; thence S89°49'08"W along a line 129.00 feet South of and parallel to the North line of said Section 35 for 100.04 feet to the POINT OF BEGINNING of the following described parcel of land; thence S01°50'23"E along a line 100.00 feet West of and parallel to the East line of Section 35 for 2402.25 feet; thence S88°09'37"W for 81.63 feet; thence S01°50'23"E for 45.44 feet; thence S89°45'12"W along a line 56.00 feet North of and parallel to the South line of the Northeast ¼ of Section 35 for 462.07 feet; thence N01°48'31"W along a line 678.87 feet East of and parallel to the West line of the East ½ of the Northeast ¼ of Section 35 for 1836.98 feet; thence S89°55'29"W for 360.54 feet; thence S44°57'14"W for 38.72 feet;

thence S88°11'29"W for 53.29 feet; thence N01°48'31"W for 37.24 feet to a point of curvature; thence Northwesterly and Westerly along a circular curve to the left, having a radius of 50.00 feet and a central angle of 88°26'11" for an arc distance of 77.18 feet to a point of tangency; thence S89°45'18"W for 98.10 feet; thence N01°48'31"W for 25.00 feet; thence S88°11'29"W for 50.00 feet; thence N01°48'31"W for 486.13 feet to a point of curvature; thence Northeasterly and Easterly along a circular curve to the right, having a radius of 45.00 feet and a central angle of 91°37'41" for an arc distance of 71.96 feet to a point of tangency; thence N89°49'08"E along a line 129.00 feet South of and parallel to the North line of Section 35 for 1134.95 feet to the POINT OF BEGINNING. Containing 39.20 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
MITIGATION AREA NO. 1
BEACON LAKES SECTION 35-53-39

A portion of the East ½ of the Northeast ¼ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the East 1/4 corner of said Section 35; thence S89°45'12"W along the South line of the Northeast ¼ of said Section 35, as basis of bearing, for 889.76 feet; thence N01°48'31"W along a line 433.00 feet East of and parallel to the West line of the East ½ of the Northeast ¼ of said Section 35 for 56.02 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence continue N01°48'31"W along a line 433.00 feet East of and parallel to the West line of the East ½ of the Northeast ¼ of said Section 35 for 630.66 feet to a point of curvature; thence Northwesterly and Westerly along a circular curve to the left, having a radius of 100.00 feet and a central angle of 90°00'00" for an arc distance of 157.08 feet to a point of tangency; thence S88°11'29"W for 85.00 feet; thence N01°48'31"W along a line 248.00 feet East of and parallel to the West line of the East ½ of the Northeast ¼ of Section 35 for 1084.00 feet; thence N88°11'29"E for 42.29 feet; thence N44°57'14"E for 38.72 feet; thence N89°55'29"E for 360.54 feet; thence S01°48'31"E along a line 678.87 feet East of and parallel to the West line of the East ½ of the Northeast ¼ of Section 35 for 1836.98 feet; thence S89°45'12"W along a line 56 feet North of and parallel to the South line of the Northeast ¼ of said Section 35 for 245.96 feet to the POINT OF BEGINNING. Containing 15.10 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
100-FOOT ENVIRONMENTAL CORRIDOR
BEACON LAKES SECTION 35-53-39

A portion of the Northeast ¼ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the East ¼ corner of said Section 35; thence S89°45'12"W along the South line of the Northeast ¼ of Section 35, as basis of bearing, for 1369.48 feet; thence N00°14'48"W for 56.00 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence S89°45'12"W along a line parallel to and 56 feet North of the South line of the Northeast ¼ of Section 35 for 945.45 feet to a point on a non-tangent curve, a radial line to said point bears S42°35'13"W; thence 35.84 feet along the arc of a curve to the right, said curve having a radius of 45.00 feet, a central angle of 45°37'59" to a point of tangency; thence N01°46'49"W along a line parallel to and 319.60 feet East of the East line of the Northwest ¼ of Section 35 for 68.23 feet; thence N89°45'12"E along a line parallel to and 156 feet North of the South line of the Northeast ¼ of Section 35 for 974.26 feet; thence S01°48'31"E along a line parallel to and 30.00 feet West of the West line of the East ½ of the Northeast ¼ of Section 35 for 65.80 feet to a point of curvature; thence 38.27 feet along the arc of a curve to the right, said curve having a radius of 45.00 feet, a central angle of 48°43'43" to a point on a non-tangent line, a radial line to said curve bearing S43°04'48"E, also being the POINT OF BEGINNING. Containing 2.23 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
PUMP STATION
SECTION 35-53-39

A portion of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the Northeast corner of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida; thence S89°49'08"W along the North line of said Section 35, as basis of bearing, for 1281.22 feet; thence S01°48'31"E for 661.47 feet to the POINT OF BEGINNING of the following described parcel; thence N88°11'29"E for 50.00 feet; thence S01°48'31"E for 55.00 feet; thence S88°11'29"W for 50.00 feet; thence N01°48'31"W for 55.00 feet to the POINT OF BEGINNING. Containing 0.06 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
CANAL R/W DEDICATION

The North 49 feet of the West ½ of the NE ¼ of Section 35, Township 53 South, Range 39 East, Miami-Dade County, Florida. Containing 1.48 acres, more or less.

AND LESS CDD

12-FOOT UTILITY TRACT NORTH OF N.W. 17 STREET
BEACON LAKES SECTION 35-53-39

A portion of the North ½ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the East ¼ corner of said Section 35; thence S89°45'12"W along the South line of the Northeast ¼ of Section 35, as basis of bearing, for 101.26 feet; thence N00°14'48"W for 44.00 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence S89°45'12"W along a line parallel to and 44 feet North of the South line of the Northeast ¼ of Section 35 for 1138.76 feet to a point of curvature; thence 33.64 feet along the arc of a curve to the right, said curve having a radius of 45.00 feet, a central angle of 42°50'00" to a point on a non-tangent line, a radial line to said curve bears S42°35'13"W; thence N89°45'12"E along a line parallel to and 56 feet North of the South line of the Northeast ¼ of Section 35 for 1087.36 feet; thence N01°50'23"W for 45.44 feet; thence N38°09'37"E for 81.63 feet; thence S01°50'23"E along a line parallel to and 100 feet West of the East line of Section 35 for 59.71 feet to the POINT OF BEGINNING. Containing 0.41 acres, more or less;

Together with the following described parcel:

Commence at the East ¼ corner of said Section 35; thence S89°45'12"W along the South line of the Northeast ¼ of Section 35, as basis of bearing, for 1400.08 feet; thence N00°14'48"W for 44.00 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence S89°45'12"W along a line parallel to and 44 feet North of the South line of the Northeast ¼ of Section 35 for 884.26 feet to a point of curvature; thence 33.64 feet along the arc of a curve to the right, said curve having a radius of 45.00 feet, a central angle of 42°50'00" to a point on a non-tangent line, a radial line to said curve bearing S42°35'13"W; thence N89°45'12"E along a line parallel to and 56 feet North of the South line of the Northeast ¼ of Section 35 for 945.45 feet to a point on a non-tangent curve, a radial line to said point bears S43°04'48"E; thence 33.64 feet along the arc of a curve to the right, said curve having a radius of 45.00 feet, a central

angle of 42°50'00" to a point of tangency, also being the POINT OF BEGINNING. Containing 0.26 acres, more or less;

Together with the following described parcel:

Commence at the East ¼ corner of said Section 35; thence S89°45'12"W along the South line of the Northeast ¼ of Section 35, as basis of bearing, for 2444.39 feet; thence N00°14'48"W for 44.00 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence S89°45'12"W along a line parallel to and 44 feet North of the South line of the Northeast ¼ of Section 35 for 202.29 feet; thence S89°46'04"W along a line parallel to and 44 feet North of the South line of the Northwest ¼ of Section 35 for 331.72 feet; thence N01°46'58"W for 12.00 feet; thence N89°46'04"E along a line parallel to and 56 feet North of the South line of the Northwest ¼ of Section 35 for 332.03 feet; thence N89°45'12"E along a line parallel to and 56 feet North of the South line of the Northeast ¼ of Section 35 for 232.88 feet to a point on a non-tangent curve, a radial line to said point bears S43°04'48"E; thence 33.64 feet along the arc of a curve to the right, said curve having a radius of 45.00 feet, a central angle of 42°50'00" to a point of tangency, also being the POINT OF BEGINNING. Containing 0.15 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
ROADS IN BLOCK B
BEACON LAKES SECTION 35-53-39

A portion of the North ½ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the Center of said Section 35; thence N89°45'12"E along the South line of the Northeast ¼ of said Section 35, as basis of bearing, for 202.29 feet; thence N00°14'48"W for 44.00 feet to a point on a non-tangent curve, a radial line to said curve bears S00°14'48"E, also being the POINT OF BEGINNING of the parcel of land hereinafter described; thence 71.89 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, a central angle of 91°32'01" to a point of tangency; thence N01°46'49"W for 714.53 feet to a point of curvature; thence 54.04 feet along the arc of a curve to the left, said curve having a radius of 35.00 feet, a central angle of 88°27'53" to a point of tangency; thence S89°45'18"W for 546.18 feet; thence N01°46'58"W along the West line of the East 1/8 of the Northwest ¼ of Section 35 for 1750.53 feet; thence N89°50'59"E along a line 49.00 feet South of and parallel to the North line of the Northwest ¼ of Section 35 for 329.28 feet; thence N89°49'08"E along a line 49.00 feet South of and parallel to the North line of the Northeast ¼ of Section 35 for 1364.22 feet; thence S01°48'31"E for a distance of 1.00 feet; thence N89°49'08"E along a line 50 feet South of and parallel to the North line of the Northeast ¼ of Section 35 for 1181.20 feet; thence S01°50'23"E along a line 100.00 feet West of and parallel to the East line of Section 35 for 79.04 feet; thence S89°49'08"W along a line 129.00 feet South of and parallel to the North line of the Northeast ¼ of Section 35 for 1134.95 feet to a point of curvature; thence 71.96 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, a central angle of 91°37'39" to a point of tangency; thence S01°48'31"E for 2373.19 feet to a point of curvature; thence 69.46 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, a central angle of 88°26'17" to a point of cusp, a radial line to said point bears S00°14'48"E; thence S89°45'12"W along a line 44.00 feet North of and parallel to the South line of the Northeast ¼ of Section 35 for 160.06 feet to a point of to a point of cusp, a radial line to said point bears S00°14'48"E; thence 71.91 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, a central angle of 91°33'43" to a point of tangency; thence N01°48'31"W for 2373.37 feet to a point of curvature; thence 69.41 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, a central angle of 88°22'21" to a point of tangency; thence S89°49'08"W along a line 129.00 feet South of the North line of the Northeast ¼ of Section 35 for 1252.71 feet; thence S89°50'59"W along a line 129.00 feet South of the North line of the Northwest ¼ of Section 35 for 249.34 feet a point of curvature; thence 71.97 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, a central angle of 91°37'57" to a point of tangency; thence S01°46'58"E along a line 35.00 feet East of and parallel to the West line of the East 1/8 of the Northwest ¼ of Section 35 for 1520.06 feet to a point of curvature; thence 54.04 feet along the arc of a curve to the left, said curve having a radius of 35.00 feet, a

central angle of 88°27'44" to a point of tangency; thence N89°45'18"E for 478.97 feet a point of curvature; thence 162.12 feet along the arc of a curve to the right, said curve having a radius of 105.00 feet, a central angle of 88°27'53" to a point of tangency; thence S01°46'49"E for 718.82 feet to a point of curvature; thence 69.48 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, a central angle of 88°27'59" to a point on a non-tangent line, a radial line to said point bears S00°14'48"E; thence S89°45'12"W along a line 44.00 feet North of and parallel to the South line of the Northeast quarter of Section 35 for 160.06 feet to the POINT OF BEGINNING. Containing 12.85 acres, more or less.

Together with the following described parcel:

Commence at the East 1/4 corner of said Section 35; thence S89°45'12"W along the South line of the Northeast ¼ of said Section 35, as basis of bearing, for 100.04 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence continue S89°45'12"W along the South line of the Northeast ¼ of Section 35 for 2546.65 feet to the Center of Section 35; thence S89°46'04"W along the South line of the Northwest ¼ of Section 35 for 330.53 feet; thence N01°46'58"W for 44.02 feet; thence N89°46'04"E along a line 44.00 feet North of and parallel to the South line of the Northwest ¼ of Section 35 for 331.72 feet; thence N89°45'12"E along a line 44.00 feet North of and parallel to the South line of the Northeast ¼ of Section 35 for 2545.42 feet; thence S01°50'23"E along a line 100.00 feet West of and parallel to the East line of Section 35 for 44.02 feet to the POINT OF BEGINNING. Containing 2.91 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
ROADS IN BLOCK C
BEACON LAKES SECTION 35-53-39

A portion of the Southwest ¼ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the West ¼ Corner of said Section 35; thence N89°46'04"E along the North line of the Southwest ¼ of Section 35 for 35.01 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence continue N89°46'04"E along the North line of the Southwest ¼ of Section 35 for 2609.42 feet to the Center of Section 35; thence S01°46'33"E along the East line of the Southwest ¼ of Section 35 for 2090.28 feet to a point on the future SR 836 limited access R/W line; thence S89°46'43"W along the future SR 835 limited access R/W line for 35.01 feet; thence N01°46'33"W along a line 35 feet West of and parallel to the East line of the Southwest ¼ of Section 35 for 2010.45 feet to a point of curvature; thence 69.47 feet along the arc of a curve to the left, said curve having a radius of 45.00 feet, and a central angle of 88°27'23" to a point of tangency; thence S89°46'04"W along a line 36 feet South of and parallel to the North line of the Southwest ¼ of Section 35 for 2530.61 feet; thence N01°45'25"W along a line 35 feet East of and parallel to the West line of Section 35 for 36.01 feet to the POINT OF BEGINNING. Containing 3.82 acres, more or less.

AND LESS CDD

LEGAL DESCRIPTION
MITIGATION AREA NO. 3
BEACON LAKES SECTION 35-53-39

A portion of the Southwest ¼ of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the West ¼ Corner of said Section 35; thence N89°46'04"E along the North line of the Southwest ¼ of Section 35 for 35.01 feet; thence S01°45'25"E along a line 35 feet East of and parallel to the West line of Section 35 for 36.01 feet to the POINT OF BEGINNING of the parcel of land hereinafter described; thence N89°46'04"E along a line 36 feet South of and parallel to the North line of the Southwest ¼ of Section 35 for 265.09 feet; thence S01°45'25"E along a line 300 feet East of and parallel to the West

line of Section 35 for 2352.35 feet to a point on a non-tangent curve, a radial line to said curve bears N31°35'21"W; thence 217.83 feet along the arc of a curve to the left, said curve having a radius of 2042.00 feet, a central angle of 6°06'43" to a point on a non-tangent line, a radial line to said point bears N37°42'04"W; thence S89°42'09"W along a line 130 feet North of and parallel to the South line of Section 35 for 82.20 feet; thence N01°45'25"W along a line 35 feet East of and parallel to the West line of Section 35 for 2475.54 feet to the POINT OF BEGINNING. Containing 14.79 acres, more or less.

AND LESS MDX

LEGAL DESCRIPTION
MDX RIGHT-OF-WAY
BEACON LAKES SECTION 35-53-39

A portion of Section 35, Township 53 South, Range 39 East in Miami-Dade County, Florida, being more particularly described as follows:

Commence at the Southwest corner of said Section 35; thence N89°42'09"E for a distance of 113.88 feet; thence N00°17'51"W for a distance of 129.99 feet to the POINT OF BEGINNING of the following described parcel of land and also a point of intersection with a non-tangent curve, a radial line to that point bears N37°42'05"W; thence 1,335.77 feet along the arc of a curve to the right, said curve having a radius of 2,042.00 feet, and a central angle of 37°28'47" to a point of tangency; thence N89°46'43"E for a distance of 1,274.10 feet; thence S01°46'41"E for a distance of 418.33 feet; thence S89°42'09"W for a distance of 2,527.98 feet to the POINT OF BEGINNING. Containing 20.48 acres, more or less.

Revised 6/22/06

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APPENDIX E

Table E-1: Allowable Land Uses Within the Northwest Wellfield Subarea 1 or Within the Northwest Wellfield Protection Area and Within the West Wellfield Interim Protection Area

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TABLE E-1

Allowable Land Uses Within the Northwest Wellfield Subarea 1 or Within the Northwest Wellfield Protection Area and Within the West Wellfield Interim Protection Area

Land Use

Abstract title

Accounts, bookkeeping

Actuaries

Advertising office only; no printing

Agricultural use

Alcoholic beverage district, sales

Amusement, game room

Animals, birds, and tropical fish, retail only

Antique shops

Apparel sales, rentals

Apartment house

Appliance and fixture sales (no service)

Appraisers (no merchandise)

Archery range

Art gallery

Art goods and bric-a-brac shops

Artist studios

Auction sales (no hazardous materials)

Auditoriums

Bait and tackle shop

Bakeries, retail

Bakeries, wholesale

Banks

Barbecue restaurants, stands, pits (wood for cooking) drive-in theaters

Barbershop

Bars

Baseball field

Bath and massage parlors

Bathing beaches

Bicycle sales (no service)

Billiard parlor/pool hall

Bindery (books, publications, etc.)

Bingo

Boat piers, docks

Book store (new and used)

Bottled gas storage (liquefied petroleum gas and natural gas only)

Bowling alleys

Box lunches--Wholesale and retail with delivery trucks (no truck maintenance)

Broadcasting studios (radio and TV, including transmitting station and tower, incidental electrical generation by LP or natural gas only)

Business machines sales (typewriters, calculators, etc.) (no service)

Camps

Card club/public

Card shops

Carpet sales

Caterers

Churches

Cigar making and sales

Cigarette vending

Clubs (private)

Coin laundries (no dry cleaning machines)

Coin shop

Cold storage warehouses and pre-cooling plants

Colleges (no hazardous materials)

Computer service

Concrete, cement, clay products--Storage and sales (no vehicle maintenance; no on-site fuel storage)

Confectionery (and ice cream stores)

Conservatories

Convent

Convention halls

Costuming shops

Curio stores

Dance halls, schools, academies

Day camp

Day care, nursery

Department store

Dependent children (home for)

Drive shop

Docks, piers--Boat

Dog obedience training, training tracks, schools

Dormitories

Drapery stores, drapery making

Dressed poultry and sea food stores

Drive-through banks and restaurants

Drug store

Dry cleaning (no cleaning on premises)

Dynamite storage

Electric substations

Electrolysis office (removal of hair by electrolytic process)

Employment agencies

Entrance gates

Escort service

Farms

Fire station (no hazardous materials)

Fishing camps

Fish houses, market, smoking

Fish, tropical, aquariums (retail sales only)

Flea market

Florist shops

Flower importers

Food distribution (no on-site vehicle maintenance)

Food sales

Foster home

Fraternities

Fruit packing, fruit stores, fruit stands

Furniture sales, rental and storage (no restoration, no manufacturing)

Furriers (sales and storage)

Garment manufacturing (no dyeing)

Gas (natural gas, LP gas including distribution system and bottling plant)

Gift stores

Glass blowing

Golf course, clubhouse

Golf driving range

Grocery store

Gun shop

Haberdashery

Hall for hire

Handball court

Health spa

Homes for dependent children

Hotels, motels

Houses of worship

Ice cream stores

Ice manufacturing, distributing (emergency electrical generation by LP or natural gas only)

Import-export office

Insurance office

Interior decorators office, showroom

Jai alai

Jewelry sales (no manufacturing)

Judo and karate instructions

Key shop

Kindergartens, day care

Lake excavation

Laundries (all types, no dry cleaning)

Leather goods stores (retail)

Libraries (public)

Limestone quarrying, rock crushing and aggregate plants ancillary to section in connection with limestone quarrying (no on-site fuel storage except that the use of fuels and lubricants and LP and natural gas storage are permitted)

Liquefied petroleum (LP) gas

Liquor package stores

Livery stable

Lodges (private)

Lounges

Luggage sales

Lunches (packaging, catering)

Mail order office

Massage parlor

Meat market

Men's store

Messenger office

Milk store (drive-in)

Miniature golf course

Mission

Mobile homes

Mobile homes, sales (no manufacturing or repair; and no motor homes or recreational vehicles)

Monastery

Motel

Modeling (agencies, schools)

Motion picture studio (no film developing)

Motion picture theatre, indoor and outdoor

Motion pictures and equipment, sales and rental (no equipment servicing, no film developing)

Moving and storage company (no on-site vehicle maintenance)

Municipal recreation building

Museums, public

Music stores, teaching

Newsstand

Night club

Notions sales

Office building

Office, professional

Open air theaters

Optical stores

Package stores

Palmistry

Paneling (wall/retail sales)

Paper salvage

Park or playground, public or private

Parking lot, parking garage (no auto pound, no tow yard, no on-site vehicle repair)

Passenger stations (railroad, bus)

Pawn shops (swap shops)

Pet shops, retail sales only (in air conditioned building)

Pharmaceuticals (retail)

Photographic studio (no developing, no printing)

Pillow renovating

Plant sales (no propagation)

Plaster products

Plasterers, storage area

Police station

Pool rooms

Post office

Pottery (retail sales only/no manufacturing)

Private clubs

Produce or fruit market

Professional and semiprofessional offices (no medical laboratory or clinic)

Public art galleries, museums

Racquet ball clubs

Radio, broadcasting station, studio, transmitting station/tower (emergency electrical power by LP or natural gas only)

Railroad and bus passenger stations (no freight terminal, no vehicle maintenance)

Real estate office

Recording studios

Recreational facilities

Rentals (household equipment, appliances, tools, hardware, etc.) (no hazardous materials)

Residential uses

Restaurants, including outdoor patios and service

Retirement villages

Rifle, pistol range

Rock and sand yards

Rock yards (crushing)

Saloons and bars

Savings and loan associations

Schools (no hazardous materials)

Seafood stores

Secondhand stores (inside only)

Shoe store (no manufacturing)

Shooting gallery

Shooting range, trap and skeet

Shopping center (no hazardous materials)

Showrooms, salesrooms (no hazardous materials)

Skating rink

Sororities

Souvenir stores

Sporting goods store

Stationery stores

Storage warehouse (no hazardous materials)

Swap shops

Swimming pools

Synagogues

Tailor shops

Tattoo parlor

Telegraph stations (emergency electrical power by LP or natural gas only)

Telephone answering service

Telephone exchange

Television (broadcasting studio)

Tennis courts

Textile sales

Theaters

Tile sales (no manufacturing)

Tourist attractions (no hazardous materials)

Trading post

Trailer park

Travel agency

Upholstery shop

Utilities: Public and private water production, treatment and distribution facilities; and sewage except that wastewater treatment plants are not permitted (emergency electrical power by LP or natural gas only)

Vegetable stands

Wall paper, paneling (retail sales)

Warehouses (storage of food, fodder, apparel, and other nonhazardous materials)

Watchman's quarters

Water tanks or towers

Water treatment plants (emergency electrical power by LP or natural gas only)

Wearing apparel stores (sales, rentals)

Wholesale salesrooms and attendant storage rooms (no hazardous materials)

APPENDIX F

Fiscal Impact Analysis

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FISCAL IMPACTS
ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 5 to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

The agencies used various methodologies to make their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants; federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates.

Solid Waste Services

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds that standard by nearly four (4) years.

Waste Disposal Capacity and Service

The incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of $56.05 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is $73.90. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Assuming the CDMP Amendment Application is developed as proposed, with 420,000 sq. ft. of retail space, the fees paid by the developer would be $29,190 for water impact fee, $117,600 for sewer impact fee, $1,300 for connection fee[1], and $19,488 for annual operating and maintenance costs based on approved figures through September 30,2006.

If approved, the modifications to the development program for entire DRI site, which includes reducing the total amount of warehouse space from 6.6 million sq. ft. to 5.3 million sq. ft. and simultaneously increasing the retail space from 75,000 sq. ft. to 420,000 sq. ft. and the office space from 150,000 sq. ft. to 175,000 sq. ft, would generate the following fees: $206,076 for water impact fee, $830,234 for sewer impact fee, and $137,583 for annual operating and maintenance costs based on approved figures through September 30,2006.

The estimated cost for water and sewer infrastructure in the public right-of-way for the proposed project would be $1,209,909. This includes a 12-inch water main for the potable water system. For the sewer system, the projected costs include an 8-inch sanitary sewer force main and a public pump station.

Flood Protection

The Department of Environmental Resources Management (DERM) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development.

The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of

[1] Connection fee is based on a 1" service line and 1" meter. (New $100 service meter installation fee with approved 2005-2006 budget.)

the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Fire Rescue

The Application site is expected to generate approximately 106.26 annual alarms. Based on data provided by the Fire Rescue Department, the cost to service the alarms will result in a total fiscal impact of $138,350. In comparison, the projected Fire Rescue Tax Revenue is expected to be $141,330.[2] Thus, the Application will be a donor site.

Public Schools

The proposed amendment calls for non-residential development, therefore the fiscal impact of public schools is not applicable.

Mass Transit

A Trip generation analysis was performed in the Traffic Analysis Zone number 832 (TAZ # 832) where the Application is requested. If approved, this Application will warrant additional improvements to transit service beyond those already programmed for the area. Adding service to the Application site will require an analysis to determine the feasibility and cost effectiveness of realigning existing transit services. Prior to the adoption of the CDMP amendment, the analysis will need to be completed and the Applicant will need to work with Miami-Dade Transit to develop a transit service plan for the Application site, including cost estimates and funding sources.

[2] The figures were provided by the Miami-Dade County Fire Rescue Department based on data provided by the Miami-Dade Department of Planning and Zoning, Research Section.

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APPENDIX G

Photos of Application Site and Surroundings

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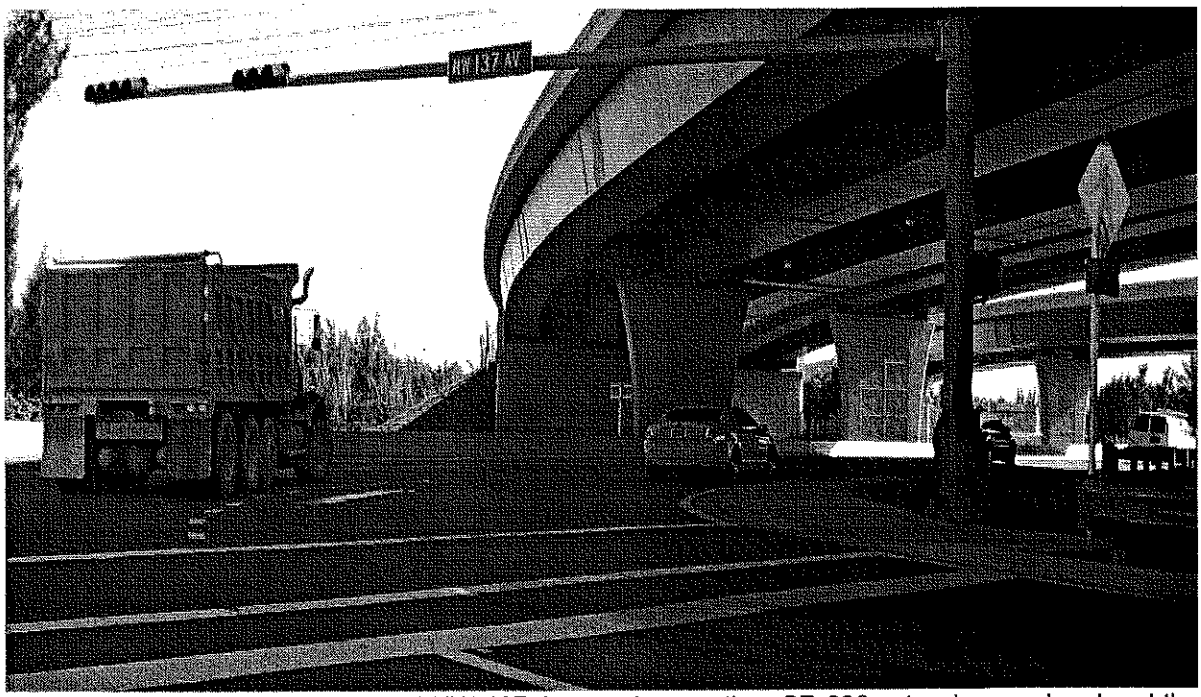
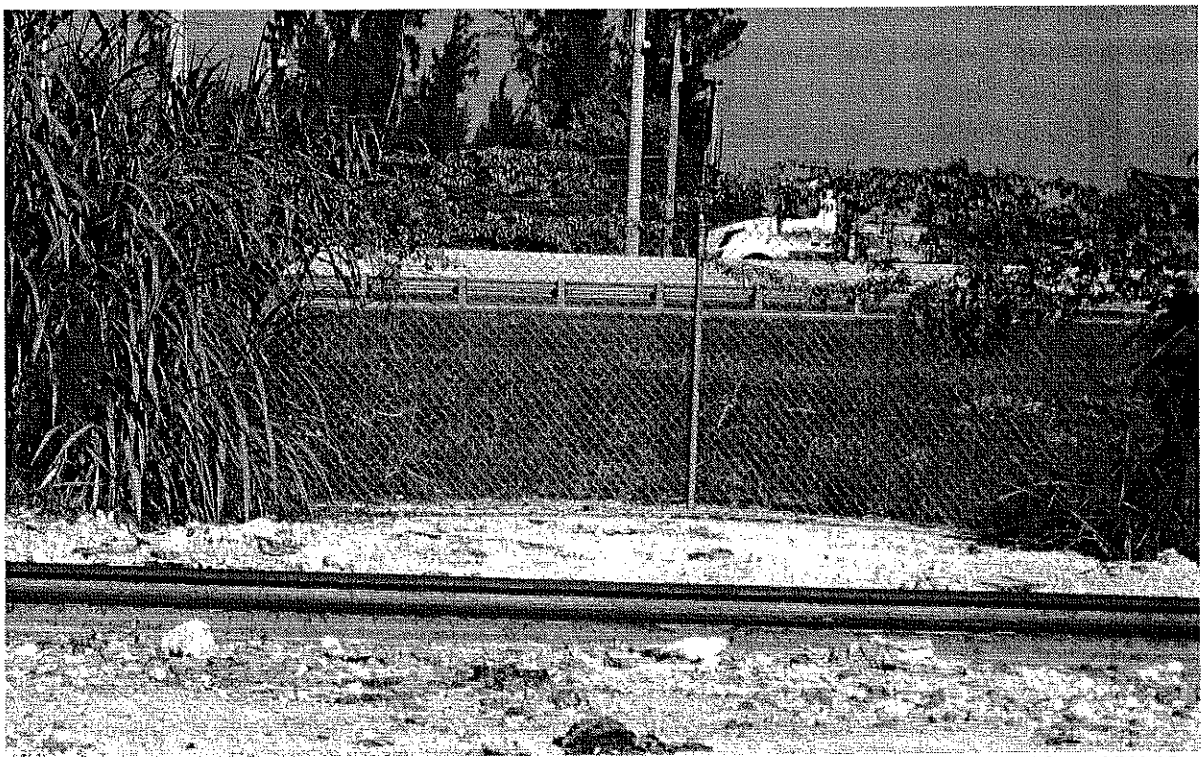
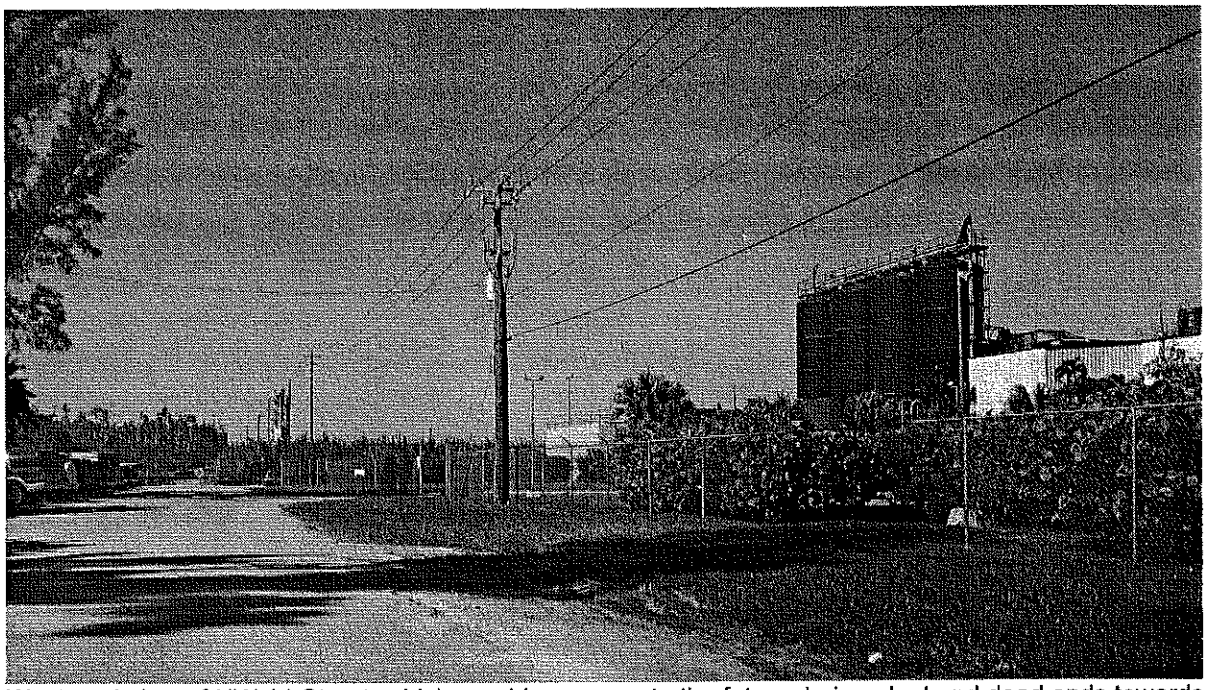


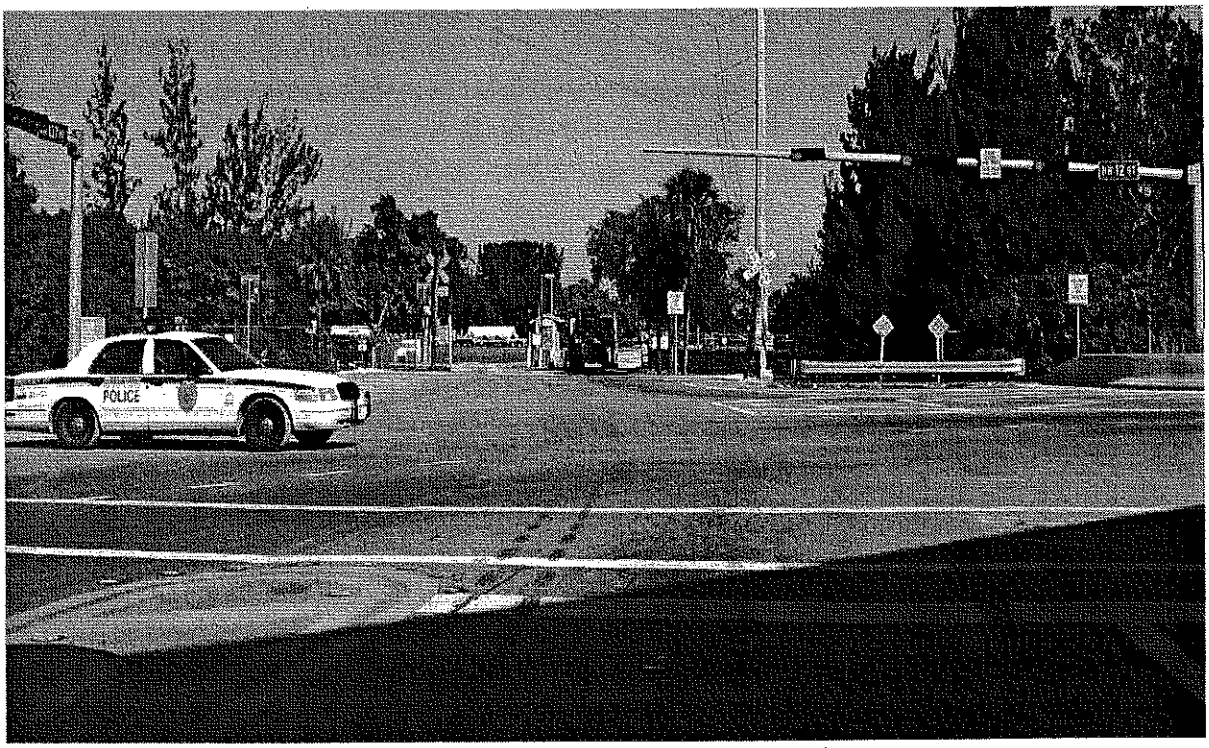
Northeast view of NW 12 street and NW 137 Avenue Intersection; SR 836 extension overhead and the application site in the backdrop.



CSX railroad tracks with SR836 extension and application site in the backdrop, viewed from NW 12 Street just east NW 32 Avenue



Westward view of NW 14 Street, which provides access to the fat rendering plant and dead ends towards the northeast corner of the application site.



Northward view of NW 137 Avenue at the NW 12 Street intersection.