



COMPREHENSIVE DEVELOPMENT MASTER PLAN

Board of County Commissioners

May 6, 2009

Prepared by: Jovel Shaw

EXHIBITS LIST

NO.	DATE	ITEM #	DESCRIPTION
1	05/06/2009	-	Speaker's Cards for Application Nos. 8, 9 and 13.
2	05/06/2009	-	A letter from Mr. Andrew Dolkart, President, Miami Economics Associates, Inc. to Mr. Juan Mayol, Esquire, Holland & Knight dated April 13, 2009, regarding Commercial Needs Analysis Proposed CDMP Amendment No. 9 April 2008 Cycle.
3	05/06/2009	-	A bound booklet dated May 6, 2009 prepared by Holland & Knight entitled, "Gold River Corporation CDMP Application No. 9 (April 2008 Cycle).
4	05/06/2009	-	An email regarding the CDMP Amendment #13
5	05/06/2009	-	Clerk of the Board's Roll Call Vote Sheet

FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5/19/09 BCC Mtg. Date: _____ Agenda Item#: F # 8

Subject: _____

Name: George Gaston

Address: 9410 Fortale Blvd # 304 MIA FL 33172

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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

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If yes, please list name: _____
Organization _____ Firm _____ Client MAY 06 2009

Have you registered with the Clerk of the Board? Yes No
Item _____
Exhibit _____
Meeting _____

Do you require an interpreter?
 Necesita un intérprete? Spanish/Español Eske w bezwen yon Entèprèt? Creole/Kreyol

FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: _____ BCC Mtg. Date: _____ Agenda Item#: **RECEIVED**
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Subject: Application 8

Name: JESUS CARREASSES MAY 06 2009

Address: 380 NW 99 PL
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Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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: KEEP de Bleu Green [Signature] Leiden J
Organization _____ Firm _____ Client _____

Have you registered with the Clerk of the Board? Yes No

Do you require an interpreter?
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AGAINST

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Speaker's Card

(For Appearance Before the Board of County Commission)

Item
Exhibit
Meeting

Today's Date 5.6.09 BCC Mtg. Date _____ Agenda Item # Application #9

Subject: Camp Plan Amendment #9

Name: Stephen Helfman

Address: 2525 Ponce de Leon, Coral Gables

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: SL. MOTA
FLAyer SS. LLC
Organization Firm Client

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

FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5-6-09 BCC Mtg. Date: _____ Agenda Item#: 9

Subject: _____

Name: Hellen Villarreal

Address: 10254 NW 95th circle #207 Miami FL 33172

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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 you registered with the Clerk of the Board? Yes No

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Meeting

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FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5-6-09 BCC Mtg. Date: _____ Agenda Item#: 9

Subject: _____

Name: ANDRE ORAN

Address: 10241 NW 9th St cir Apt. 213

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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.")

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

If yes, please list name: _____

Organization	Firm	Item	Client
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Do you require an interpreter?

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FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5-6-09 BCC Mtg. Date: 5-6-09 Agenda Item#: 9

Subject: _____

Name: Margarita Porras

Address: 10845 NW 7 st #14 miami Fl. 33172

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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.")

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

If yes, please list name: _____

Organization	Firm	Item	Client
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Have you registered with the Clerk of the Board? Yes No

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Meeting _____

Do you require an interpreter?

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FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5-6-09 BCC Mtg. Date: 5-6-09 Agenda Item#: 9

Subject: RAFAEL BORDABUENAS

Name: _____

Address: 10259 NW 9th Circle #213

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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

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If yes, please list name: _____
Organization _____ Firm _____ Client MAY 06 2009

Have you registered with the Clerk of the Board? Yes No

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Exhibit _____
Meeting _____

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¿Necesita un intérprete? Spanish/Español *Èske w bezwen yon Entèprèt?* Creole/Kreyol

FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: _____ BCC Mtg. Date: _____ Agenda Item#: RECEIVED

Subject: Application #9 By the Clerk for the record.

Name: JENS CANOASSES Client MAY 06 2009

Address: 580 NW 99th Item _____
Exhibit _____
Meeting _____

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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: KBGC Organization _____ Firm [Signature] Client Resident

Have you registered with the Clerk of the Board? Yes No

Do you require an interpreter?
¿Necesita un intérprete? Spanish/Español *Èske w bezwen yon Entèprèt?* Creole/Kreyol

FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5-6-09 BCC Mtg. Date: 5-6-09 Agenda Item#: 8 & 9

Subject: Adgenda 8 & 9

Name: SOL DOMINGUEZ

Address: 1545 West Park Dr

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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 you registered with the Clerk of the Board? Yes No

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MAY 06 2009

Item _____
Exhibit _____
Meeting _____

Do you require an interpreter?
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FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5/6/09 BCC Mtg. Date: 5/6/09 Agenda Item#: 8, 9

Subject: AGENDA ITEMS 8 + 9

Name: CLAUDE FABRE

Address: 10464 NW 5 TER, MIAMI, FL 33172

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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 you registered with the Clerk of the Board? Yes No

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Item _____
Exhibit _____
Meeting _____

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FOR Speaker's Card *(For Appearance Before the Board of County Commission)*

Today's Date: 5/6/09 BCC Mtg. Date: _____ Agenda Item#: 13

Subject: _____

Name: ROBERT MOEHLING

Address: 34815 SW 202 AV.

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Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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 you registered with the Clerk of the Board? Yes No

Do you require an interpreter?

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FOR Speaker's Card *(For Appearance Before the Board of County Commission)*

Today's Date: 6/6 BCC Mtg. Date: _____ Agenda Item#: 13

Subject: ADM #13

Name: Peter Schnibly

Address: 30205 SW 217 Ave.

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Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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: Redland Tropical / Schnibly Redlands Winery
Organization Firm Client

Have you registered with the Clerk of the Board? Yes No

Do you require an interpreter?

Necesita un intérprete? Spanish/Español Eske w bezwen yon Entèprèt? Creole/Kreyol

FOR Speaker's Card (For Appearance Before the Board of County Commission)

Today's Date: 5-7-9 BCC Mtg. Date: _____ Agenda Item#: 13

Subject: _____

Name: Gabriel BERLYER

Address: 25905 SW 197th Ave Homestead FL 33031

Lobbyist information: (According to Section 2-11(s) of the Code of Metropolitan Dade County, Florida, a lobbyist is defined as, "all person, 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: GABY'S FARM, INC.
Organization Firm

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MAY 06 2009
Client

Item _____
Exhibit _____
Meeting _____

Have you registered with the Clerk of the Board? Yes No

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**Miami Economic
Associates, Inc.**

MAY 06 2009

Item _____
Exhibit 2
Meeting BCC CDMP

April 13, 2009

Juan Mayol, Esq.
Holland & Knight
Miami, Florida

**Re: Commercial Needs Analysis
Proposed CDMP Amendment No. 9
April 2008 Cycle**

Dear Mr. Mayol:

Miami Economic Associates, Inc. (MEAI) has reviewed the above-captioned application filed by Gold River Corporation in the April 2008 Cycle to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) to re-designate 39 net acres of property from Low-medium Density Residential to Business and Office Use. The subject property has frontage on West Flagler Street at N.W. 102nd Avenue. The purpose of our study was to evaluate whether a need exists for additional land designated for Business and Office Use within the study area identified below.

We understand that the property, if re-designated, would be developed with a maximum of 400,000 square feet of retail and office space. The retail space, which would be the dominant use within the project, is expected to primarily serve the daily shopping needs of the of the Fontainebleau Park neighborhood, which is located immediately south of State Road (S.R.) 836, also known as the Dolphin Expressway, and north of Flagler Street between N.W. 87th Avenue and N.W. 107th Avenue. Secondary market support for the proposed project is expected to come from the households that do not live in Fontainebleau Park but that reside in the remainder of the area defined by S.R. 836 on the north, S.R. 826 (the Palmetto Expressway) on the east, the canal along the north frontage of S.W. 8th Street on the south and Florida's Turnpike on the west. The Fontainebleau Park area is a specific neighborhood within these boundaries, which also contains the City of Sweetwater.

The purpose of this report is to apprise you of the findings of our analysis. We understand that it will be submitted to the Miami-Dade County Department of Planning and Zoning (DP&Z) in support of the proposed CDMP amendment.

Summary of Findings

MEAI concludes that the proposed amendment should be adopted because a need exists for additional land designated for Business and Office Use at the location

6861 S.W. 89th Terrace Miami, Florida 33156
Tel: (305) 669-0229 Fax: (866) 496-6107 Email: meaink@bellsouth.net

identified above. We base this conclusion on the information provided below, which is organized as shown below:

Section	Page
Methodology	2
Localized Sub-Area Geography	3
Needs Analysis	6
Other Considerations	8
Closing	9

Methodology

The conclusions reached by MEAI are based on analysis using the methodology adopted by the Miami-Dade County Comprehensive Development Master Plan (the "CDMP") to determine the adequacy of supply for non-residential land. The methodology set forth in the CDMP requires an analysis of the following:

I: Relevant Geographic Measure

CDMP Policy LU-8F states that the adequacy of neighborhood and community-oriented business and office uses "shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSA's) and combinations thereof." Based on the reasons set forth in below in the section labeled "Localized Subarea Geography", MEAI concludes that the appropriate localized subarea geography includes: (i) the census tracts constituting the primary market (census tracts 90.11, 90.12, and 90.15) and (ii) the census tracts constituting the secondary market (census tracts 90.06, 90.13, 90.14, 90.16, 90.17, 90.18, and 90.19).

II: Needs Analysis

Upon establishing the relevant study area, the Miami-Dade County 2003 Evaluation and Appraisal Report indicates on pages I-47 through 48 that a determination of the adequacy of land supply for commercial uses will be based on the following two factors: (i) projected commercial land depletion year and (ii) the commercial acres per 1,000 population ratio in a given geographic area. It further establishes a countywide average of commercial land equal to 6.1 acres of commercial land per 1000 population. As set forth in the section below labeled "Needs Analysis", commercial land in the primary and secondary market areas is essentially depleted and both the primary and secondary market areas maintain a commercial land/population ratio significantly below the countywide average.

III: Other Factors

The EAR indicates that if a local area registers a commercial land/population ratio below the established countywide average, "it does not necessarily indicate an undesirable condition" and other factors should be considered. It indicates that the need for

additional commercial land would reflect in low vacancy rates. It further suggests that the potential for redevelopment of industrial land should also be considered in determining the adequacy of supply and emphasizes that "population serving" retail, such as that proposed by this amendment, "should be distributed throughout the community with consideration for convenience to the residential population." As set forth in the section below labeled "Other Considerations", the primary and secondary markets have occupancy rates above 90%, which is particularly strong considering the current recessionary environment and the very recent bankruptcy of several retailers and a level of occupancy that is generally considered favorable for additional development. Further, a field study conducted by MEAI concludes that much of the existing vacancies within the primary and secondary markets are likely attributable to specific factors related to the centers where the occupancy exists rather than to strength of market. The primary and secondary market areas contain no industrially designated properties and, therefore, there is no opportunity for the redevelopment of industrially designated property in the study area. In addition, the existing commercially-designated property in the primary and secondary market is inefficiently distributed and, thus, exacerbating the traffic impact on existing arterial roadways, making such retail inconvenient to the population centers within the study area.

Localized Sub-Area Geography

As discussed in the introduction to this report, the Applicant is seeking the re-designation of the subject property for Business and Office use in order to develop a commercial project containing retail and office uses. The retail space, which would be the dominant use within the project, would primarily serve the daily shopping needs of residents of the Fontainebleau Park neighborhood, which extends from S.R. 836 south to Flagler Street between N.W. 87th Avenue and N.W. 107th Avenue. Secondary market support for the proposed development is expected to be drawn from the households that do not live in Fontainebleau Park but that reside in the remainder of the area bounded by S.R. 836, the Dolphin Expressway, on the north, S.R. 826, the Palmetto Expressway, on the east, the canal fronting S.W. 8th Street on the south and Florida's Turnpike on the west. The Fontainebleau Park area is a distinct neighborhood within these boundaries, which also contains the City of Sweetwater.

Definition of primary and secondary market areas just outlined is based on the following considerations:

- Fontainebleau Park was historically developed as a single planned community containing a number of individual projects. It has remained distinguishable from the areas that comprise the defined secondary market area as result of a number of factors including signage that clearly announces when you are within the confines of the original planned community and the fact all of the housing projects within Fontainebleau Park are associated with an active master community association that does not include any residential developments other than those developed within the boundaries of the original planned community.

Furthering distinguishing Fontainebleau Park from the defined secondary market area is the density at which Fontainebleau Park is developed. It occupies a land area approximating three-quarters of a section of land in size --- less than 500 acre --- and contains 3 census tracts (90.11, 90.12 and 90.15). At the time of the 2000 Census, the 3 census tracts comprising Fontainebleau Park had a combined population exceeding 25,400 people, or more than 50 people per acre. Even with the removal of the mobile home park on the property subject to proposed CDMP Amendment 9, the population still approximates 25,000 people. At the present time, there is new residential development underway within Fontainebleau Park, including more than 1,480 units being developed by Shoma on land that was original golf courses as well as two high-rise multi-family projects. When these developments are completed and occupied, the population of the Fontainebleau Park area will increase by more than 6,000 residents to 31,000 people.

The density of population per acre in the Fontainebleau Park area is the highest in Unincorporated Miami-Dade County, being exceeded only by that in portions of County's most urbanized municipal areas such as Downtown Miami, Aventura and portions of the barrier island cities of Miami Beach and Sunny Isles Beach. The defined secondary market area had a density of population per acre in 2000 which, while relative high for Unincorporated Miami-Dade County, was less than half that in Fontainebleau Park.

To put these figures in perspective, the population in Fontainebleau Park at the time of the 2000 Census exceeded that of the Town of Miami Lakes by approximately 3,000 people; however, Miami Lakes occupies more than 6 sections of land, resulting in a density of population approximating 5 people per acre. In fact, the population of Fontainebleau Park in 2000 was greater than that of 25 of Miami-Dade County's 35 municipalities. Only 4 municipalities in Miami-Dade County --- Miami, Miami Beach, Hialeah and Miami Gardens --- had populations in 2000 greater in size than that living in combined primary and secondary market defined above, which approximated 73,800 people (Census tracts 90.06, 90.11, 90.12, 90.13, 90.14, 90.15, 90.16, 90.17, 90.18 and 90.19). When the units currently being developed in Fontainebleau Park are completed, the combined population of the primary and secondary market area, approximately 80,000 people, will be 90 percent of that living in Miami Beach, the County's fourth largest City.

- The outer boundaries of the combined primary and secondary market areas are comprised of 3 major highways --- S.R. 836, S.R. 826 and Florida's Turnpike --- and a canal. As a result, the area does not fully integrate into the County's street grid pattern; rather, access to and egress from the area is confined to less than 1 dozen specific points, generally either section line or half section line roadways. During peak workday hours, these arterials carry heavy traffic that is either attempting to access the enumerated highways or, in the case of N.W. 87th Avenue, N.W. 97th Avenue and N.W. 107th Avenue, moving into and out of the Doral area located immediately north of S.R. 836. The Doral area is the County's single largest employment center, having surpassed Downtown Miami a decade or more ago. Accordingly, the combined primary and secondary market areas represent a

community that is distinctly-defined physically within the broader Miami-Dade County context.

- MEAI recognizes that the combined primary and secondary markets areas are located in Minor Statistical Area (MSA) 3.2, which, according to Miami-Dade County Planning and Zoning Department (DP&Z), has the highest concentration of commercial acres (both vacant and in-use) among Miami-Dade County's MSA's. It estimates that MSA 3.2 contained a total of approximately 1900 commercially-designated acres, including approximately 1,587 acres in use and 313 vacant acres. Based on this estimate, it calculated that MSA 3.2 had 11.3 acres of land designated for commercial use per 1,000 residents as compared to a countywide average approximating 6 acres per 1,000 residents.

MEAI considers this calculation misleading because it does not take into account the fact MSA 3.2 contains the Doral area with large workforce. Significant portions of the commercial acreage within the MSA is either currently developed with office buildings that house that workforce while the area also contains retail space designed to serve the shopping and dining needs of that workforce.

The ratio of commercial acreage to population in MSA 3.2 also does not take into account the fact that it is the only MSA within the County traversed by 3 major highways, S.R. 836, S.R. 826 and Florida's Turnpike. The presence of these highways underlies the emergence of the Doral area as the County's largest single employment center. It is also the reason that the MSA contains significant amounts of the retail development designed to attract customers from areas well beyond its boundaries. Regional retail uses within MSA 3.2 include International Mall and Dolphin Mall as well as Mall of the Americas, which is located in the secondary market area defined above. The area also contains a number of major automobile dealerships.

- Less than 250 of the 1900 commercially-designated acres MSA 3.2 are located in the combined primary and secondary market areas, inclusive of 22.6 in the primary market area and approximately 225 acres in the secondary market area. Less than 2 of the 313 vacant acres of land in MSA 3.2 are located in the combined primary and secondary market areas. The remainder of the commercially-designated acres in MSA 3.2 as well as the MSA's vacant acres is located north of S.R. 836.

The greatest concentration of commercially-designated acres in MSA 3.2 are located in the area bounded by S.R. 836 on the south, Florida's Turnpike on the west, N.W. 36th/41st Street on the north and S.R. 826 on the east. The area just delineated, comprised of approximately 8 sections of land, is generally referred to as Doral, although a small portion in the southwest corner of the area is not actually within the limits of the City of Doral while portions of the City extend north of the northern boundary of the delineated area. As discussed above, it contains the County's largest single employment center. As result, the area is notorious for its traffic not only at rush hour but during non-peak hours when there is significant truck traffic moving through it.

Less than 1 section of land in the so-called Doral area delineated above is developed with residential uses. Accordingly, the retail development within the area is either the local workforce or regional in orientation. Major regional uses include International Mall and Dolphin Mall as well as automobile dealerships along the northern frontage of S.R. 836 to the east of International Mall. Evidence of the fact that the retail uses in the so-called Doral area are not intended to cater to the daily shopping needs of a local residential population is the fact that they do not house even 1 supermarket. There is a supermarket located on the north side of N.W. 41st Street at N.W. 97th Avenue in a center that is tenanted by a number of additional establishments intended to serve the daily needs of local residents. This center, together with retail centers along N.W. 58th Street, was developed to serve the needs of the approximately 35,000 people who live in the portions of the City of Doral located north of N.W. 36th/41st Street. For residents of the primary and secondary market described above, the center at the intersection of N.W. 41st and N.W. 97th Avenue is least 2 miles away. A person traveling to it would like encounter significant car and truck traffic getting there even in non-peak hours.

Consistent with Land Use Policy 8F, MEAI concludes that the determination of need with respect to the proposed land use amendment should be made in the context of the conditions that exist in the localized sub-area geography that defines the primary and secondary market area described above and not MSA 3.2 as a whole.

Needs Analysis

The EAR provides that the appropriate measurements for determining the adequacy of non-residential land supplies should be based on the following:

- The timeframe that will be required to fully deplete the existing supply of vacant commercially-designated land; and
- The ratio of commercially-designated land within the area, inclusive of developed and vacant property, to population.

With respect to these measurements, MEAI's analysis found the following:

Depletion Year

- Based on data provided by Miami-Dade County, the combined primary and secondary market areas defined above contain a total of 248 commercially-designated acres. There are 5 scattered vacant parcels, totaling 1.4 acres, one of which, 0.4 acres in size, is in the primary market area defined above. Given the size of the individual vacant parcels and in some instances their configuration, it is quite likely that several (and possibly all) of the vacant commercially-designated land may never be developed. Accordingly, MEAI concludes that the commercially-designated land within both the primary and secondary market areas is effectively fully depleted. MEAI also notes that, based on a review of the County's Future Land Use Map, there

is no land in either primary or secondary market area designated for Industrial and Office and, therefore, there is no property that may be redeveloped with ancillary commercial or office use.

Population Ratio

- The primary market area contains a total of 22.6 acres of commercially-designated land, which equates to less than 0.9 acres per 1,000 based on the area's population in 2000. When the development currently underway is completed and occupied, the ration will decrease to 0.73 acres per 1,000 residents. This figure is clearly below the countywide ratio of commercially-designated land to population, which equals 6.1 acres per 1,000 and will approximate 5.5 acres per 1,000 in 2025. The combined primary and secondary markets contain a total of 248 commercially-designated acres. Included in this figure are approximately 70 acres occupied by regionally-oriented retail uses including the Mall of the Americas and a nearby automobile dealership. Also included in this figure is the 16-acre site occupied by office complex that houses the headquarters of national home builder Lennar and 20 acres occupied by a major regional office of Florida Power & Light. Based on the 2000 population in the combined primary and secondary market areas, approximately 73,800 people, the ratio of commercial acreage to population is 3.36 acres per 1,000 residents. When the development currently underway in Fontainebleau Park is completed and occupied, the ratio will approximate 3.0 acres per 1,000 residents, which is essentially half the existing ratio countywide.
- Reflecting the current inadequacy of commercial acreage in the combined primary and secondary market areas --- particularly, the former --- the April 2008 CDMP amendment cycle includes two amendments that would add commercially-designated acreage to the primary market area, Amendment 9, which is the subject of this report, and Amendment 8. In combination, they would add 74 acres of commercially-designated land. If both are adopted, the ratio of commercially-designated acreage to population in the primary market area would be 3.1 acres per 1,000 residents after the units in Fontainebleau Park currently being developed are occupied, a figure still well-below the countywide ratio. The ratio in the combined primary and secondary market areas would increase from 3.0 to 4.0 acres per 1,000 residents, also a figure considerably below the countywide ratio.

MEAI concludes that the analysis summarized above establishes that, based on the adopted methodology, the primary objective indicators of need (depletion year and commercial/population ratio) establishes the inadequacy of the current supply of commercially-designated properties within the defined primary and secondary market areas. MEAI analysis further demonstrates that the amount of land that would be added if both Amendments 8 and 9 in the April 2008 Cycle were adopted would not produce an oversupply of commercially-designated acreage in the areas.

Other Considerations

As set forth in the methodology section, the EAR suggests that, upon establishing a need for additional commercially-designated land based on the factors set forth above, other factors should be analyzed to verify the existence of need. MEAI has analyzed the following relevant other factors:

Vacancy Rates

- MEAI estimates based on its survey work that the existing developed commercial space in the combined primary and secondary market areas is currently operating at an occupancy rate exceeding 90 percent, an rate which is generally considered to reflect a market of sufficient strength to justify new development. The significant vacancy's noted in the area were as follows:
 - Space in two small shopping centers that were either recently completed or still partially under construction. Attempts to reach the leasing agents for these properties to determine whether any of the apparent vacant space has in fact been committed and just not yet occupied were unsuccessful; accordingly, for the purpose of this analysis, this space has been assumed to be vacant.
 - A store of approximately 30,000 square feet in Flagler Shopping Center at the intersection of Flagler Street and N.W. 84th Street that was tenanted by Linen N Things until that retailer recent liquidation.
 - Approximately 60,000 square feet in the Mall of the Americas, a physically obsolescent property that has struggled for many years as a result of competition from International Mall, loss of its anchors, in part as a result of that competition and in part because of problems specific to those retailers, and its own obsolescence. MEAI understands that the current owners of the property, who acquired it approximately 4 to 5 years ago, have plans to re-develop it as a power center anchored by big box retailers not currently operating in this market area.
 - Approximately 15,000 square feet in the Park Hill Plaza, which is located at the intersection of Flagler Street and N.W. 97th Avenue. This center, which is anchored by Winn Dixie, is the most significant retail facility in the primary market area currently. MEAI believes that its vacancy problem relates to issues specific to its particular location and design. With respect to location, it is immediately across the street from 2 public schools. As a result, traffic on both its access roads is reduced to 15 miles per hour for nearly 3 hours each weekday afternoon, causing traffic congestion immediately in front and on the side of it. Further, parents picking up their children at the elementary school frequently park in the center's parking lot, adding to the congestion that already exists there because of a poor parking layout. In this regard, it is believed that the center probably has the amount of parking required by code;

however, a substantial number of its spaces go unused even at the center's peak hours because they are located in the rear of the stores and there is inadequate passageway provided to allow people who park there to get to the front of the stores.

In summary, MEAI found that commercial real estate market in the combined to primary and secondary market areas to be operating at a relatively strong level of occupancy. Further, we believe that the most significant vacancies existing in the area relate to specific issues other than strength of market.

Redevelopment Opportunities

- As set forth above, there is no land in either primary or secondary market area designated for Industrial and Office and, therefore, there is no property that may be redeveloped with ancillary commercial or office use. Further, as the needs analysis indicates this market area needs more the "ancillary" retail and office uses.

Distribution of Commercially-designated Acreage

- The existing supply of commercially-designated land within the combined primary and secondary market areas is not only inadequate in quantity but also poorly distributed within the approximately 4-square mile area. Approximately 128 of the total 248 acres --- over 50 percent ---- is located in the northeast corner of the area within the one-half square mile area bounded by S.R. 836 on the north, S.R. 826 on the east, Flagler Street on the south and N.W. 87th Avenue on the west. Accordingly, all but a very small portion of the 80,000 people who will live in the combined primary and secondary market areas after the development currently underway in the Fontainebleau Park is completed and occupied, will be required to travel on Flagler Street to reach more than half of the commercial opportunities available to them in them in their community, placing a significant traffic burden on that arterial. If the proposed Amendment is adopted, significant portions of the population of the area, i.e. the approximately 40,000 people living north of Flagler Street between N.W. 87th Avenue and N.W. 107th Avenue, will be able to reach it without driving on Flagler Street, alleviating traffic on that arterial roadway.

Closing

Based on the preceding findings, MEAI concludes that CDMP Amendment 9 of the April 2008 cycle should be approved based on the existing deficiency in commercially-designated property in the applicable study area.

Sincerely,
Miami Economic Associates, Inc.



Andrew Dolkart
President

RECEIVED
By the Clerk for the record.

MAY 06 2009

Item _____
Exhibit 3
Meeting BCC CDMP

**BEFORE THE
MIAMI-DADE COUNTY
BOARD OF COUNTY COMMISSIONERS**

GOLD RIVER CORPORATION

**CDMP APPLICATION NO. 9
(APRIL 2008 CYCLE)**

May 6, 2009

Holland & Knight

701 Brickell Avenue
Suite 3000
Miami, Florida 33131
(305) 374-8500 Phone
(305) 789-7799 Fax

**GOLD RIVER CORPORATION
CDMP APPLICATION NO. 9
(April 2008 Cycle)**

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LEGEND

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- ③ PLAZA 10500
- ④ CENTRO COMMERCIAL MANAGUA
- ⑤ BILTMORE PLAZA
- ⑥ WOMAN'S PARK
- ⑦ DIVINE PROVIDENCE CATHOLIC CHURH
- ⑧ PLAZA DEL REY
- ⑨ CHURCH OF JESUS CHRIST/LATTER-DAY SAINTS
- ⑩ RUBEN DARIO PARK
- ⑪ E W F STIRRUP ELEMENTARY SCHOOL
- ⑫ RUBEN DARIO MIDDLE SCHOOL





Department of Planning and Zoning
 Stephen P. Clark Center
 111 NW 1st Street • Suite 1210
 Miami, Florida 33128-1902
 T 305-375-2800

miamidade.gov

September 23, 2008

- ADA Coordination
- Agenda Coordination
- Animal Services
- Art in Public Places
- Audit and Management Services
- Aviation
- Building
- Building Code Compliance
- Business Development
- Capital Improvements
- Citizens' Independent Transportation Trust
- Commission on Ethics and Public Trust
- Communications
- Community Action Agency
- Community & Economic Development
- Community Relations
- Consumer Services
- Corrections & Rehabilitation
- Cultural Affairs
- Elections
- Emergency Management
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- Enterprise Technology Services
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- Homeless Trust
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- Housing Finance Authority
- Human Services
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- Procurement Management
- Property Appraisal
- Public Library System
- Public Works
- Safe Neighborhood Parks
- Seaport
- Solid Waste Management
- Strategic Business Management
- Team Metro
- Transit
- Task Force on Urban Economic Revitalization
- Vizcaya Museum And Gardens
- Water & Sewer

Juan J. Mayol, Jr. Esq.
 Holland & Knight, LLP
 701 Brickell Avenue, Suite 3000
 Miami, Florida 33131-2847

Re: Request for Zoning Verification Letter / Tracts 8, 9, 10 and 11 of Block 11 of Richardson- Kellet Lando Co. Subdivision according to the Plat thereof as recorded in Plat Book 1, at page 19 of the Public Records of Miami-Dade County, Florida / Folio: 30-4005-001-0080 ("The Property").

Dear Mr. Mayol:

In response to your letter regarding the subject matter, this letter shall confirm that the mobile home park use previously approved and established on the Property may be reestablished in accordance with the resolutions running with the land and in conformity to the requirements of Section 33-174(B)(Minimum yard areas/setbacks for mobile homes on mobile home space) of the Code of Miami-Dade County (the "Code"). Zoning records indicate that said Mobile Home Park was established in the late 1950's. In accordance with Section 33-169 of the Code, mobile home parks in existence prior to January 25, 1971 are permitted provided they conform to the requirements of Section 33-174 (B) (Minimum yard areas/setbacks for mobile homes on mobile home space) of the Code.

Enclosed for your reference is a copy of Section 33-174(B)(Minimum yard areas/setbacks for mobile homes on mobile home space) of the Code. Should you have any further questions or concerns, please do not hesitate to contact me at (305) 375-1806.

Sincerely,

Damon Holness, Coordinator
 Zoning Information Section

BILTMORE PLAZA



CENTRO COMERCIAL
MANAGUA



HOLIDAY PLAZA



PLAZA 10500



PLAZA DEL REY



RUBEN DARIO PARK



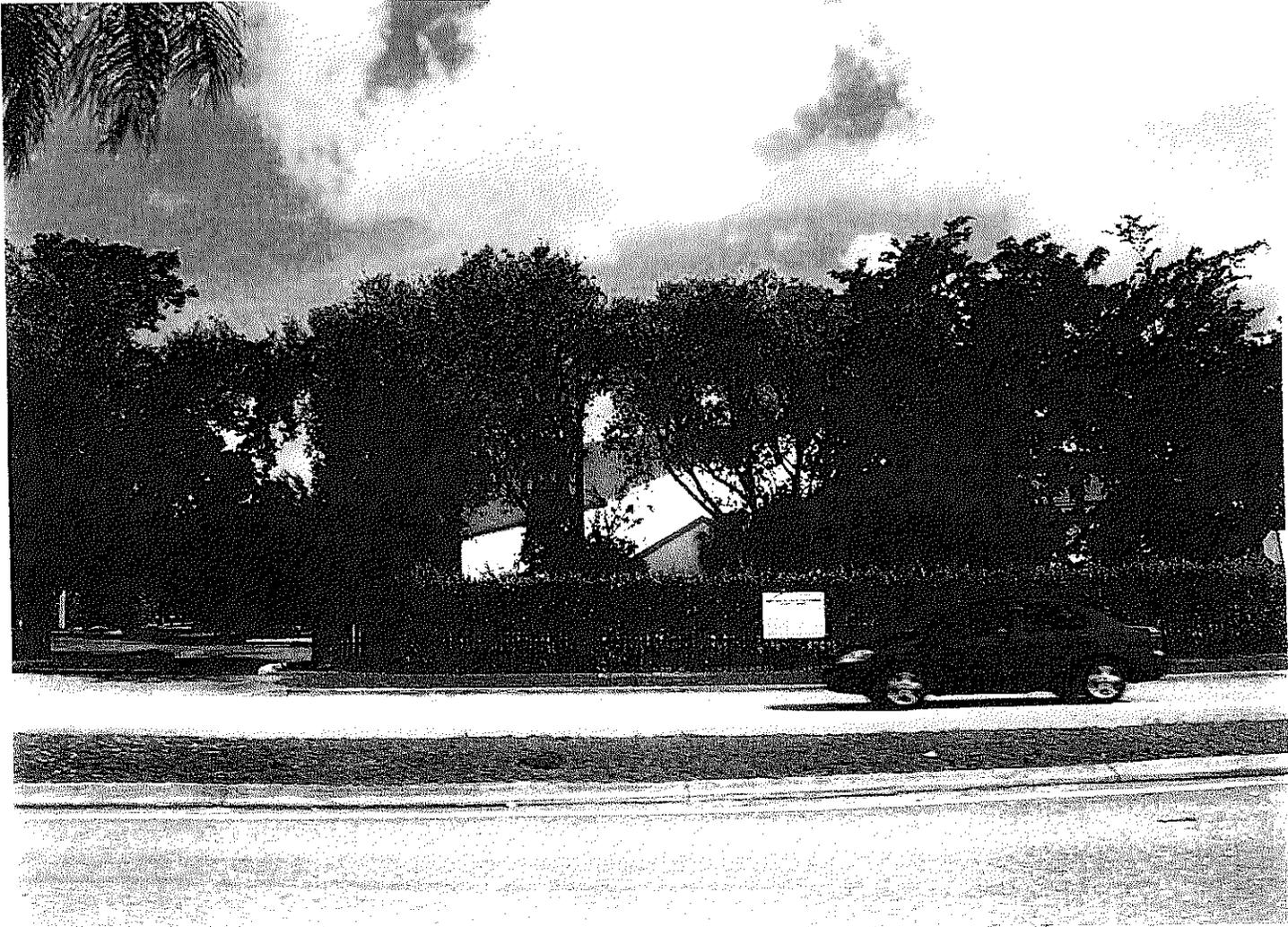
FIU SCHOOL
OF ENGINEERING



WOMEN'S PARK



DIVINE PROVIDENCE
CATHOLIC CHURCH



CHURCH OF JESUS CHRIST /
LATTER DAY SAINTS



E.W.F. STIRRUP
ELEMENTARY SCHOOL



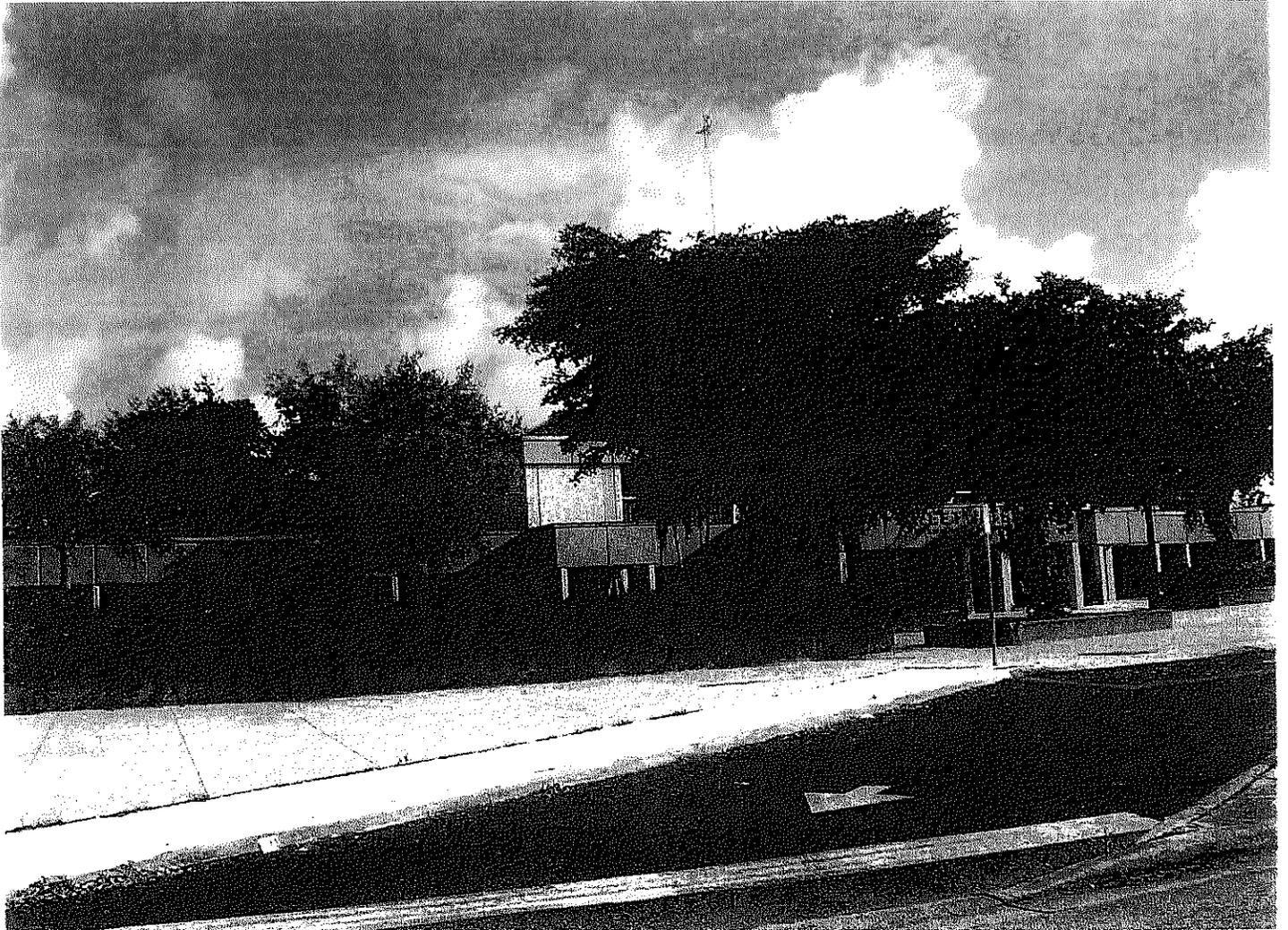
RUBEN DARIO
MIDDLE SCHOOL



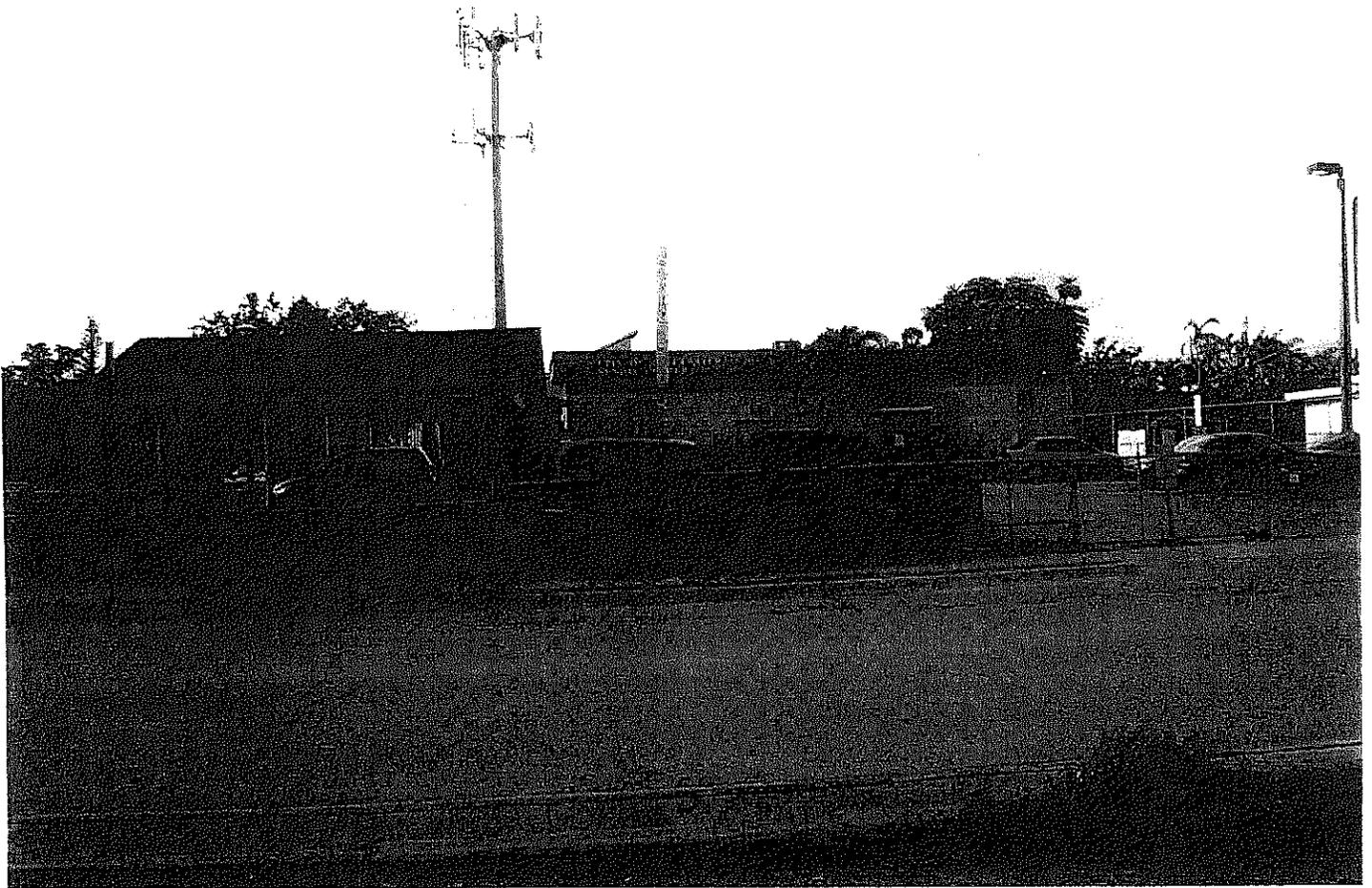
MIAMI-DADE COUNTY
FIRE STATION



SWEETWATER
ELEMENTARY SCHOOL



SWEETWATER
SENIOR CENTER



Objective LU-8

Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map consistent with the adopted Goals, Objectives and Policies of this plan, which will provide that the Land use Plan Map accommodates projected countywide growth.

Policies

- LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- LU-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.
- LU-8C. Through its planning, capital improvements, cooperative extension, economic development, regulatory and intergovernmental coordination activities, Miami-Dade County shall continue to protect and promote agriculture as a viable economic use of land in Miami-Dade County.
- LU-8D. The maintenance of internal consistency among all Elements of the CDMP shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan. Among other considerations, the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.
- LU-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
 - ii) Enhance or impede provision of services at or above adopted LOS Standards;
 - iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
 - iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and

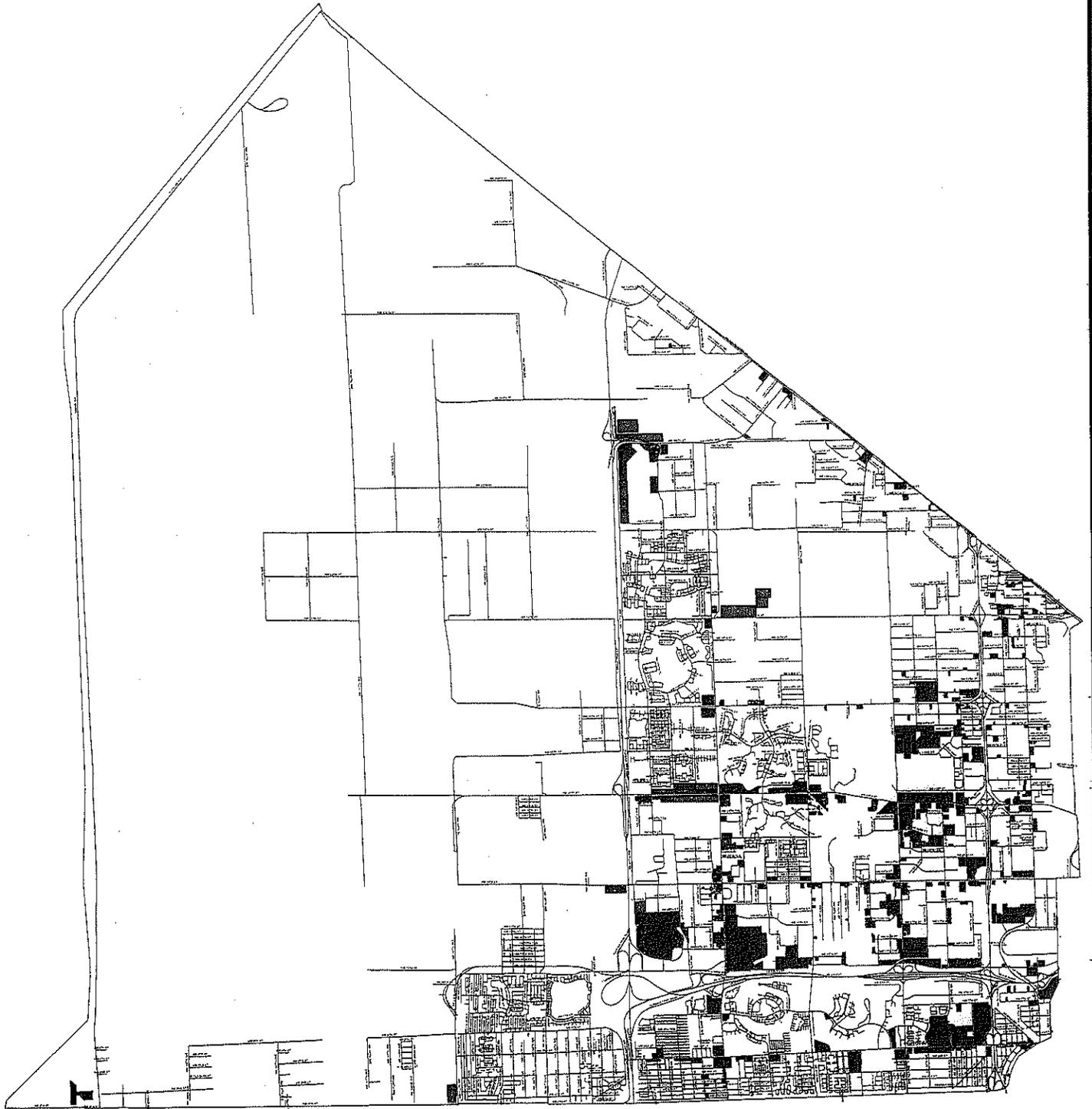
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

LU-8F. The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5-year surplus (a total 15-year Countywide supply beyond the date of EAR adoption). The estimation of this capacity shall include the capacity to develop and redevelop around transit stations at the densities recommended in policy LU-7F. The adequacy of non-residential land supplies shall be determined on the basis of land supplies in subareas of the County appropriate to the type of use, as well as the Countywide supply within the UDB. The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof. Tiers, Half-Tiers and combinations thereof shall be considered along with the Countywide supply when evaluating the adequacy of land supplies for regional commercial and industrial activities.

LU-8G. When considering land areas to add to the UDB, after demonstrating that a need exists, in accordance with foregoing Policy LU-8F:

- i) The following areas shall not be considered:
 - a) The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 25 Street and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;
 - b) Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;
 - c) The Redland area south of Eureka Drive; and
- ii) The following areas shall be avoided:
 - a) Future Wetlands delineated in the Conservation and Land Use Element;
 - b) Land designated Agriculture on the Land Use Plan map;
 - c) Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge;
 - d) Comprehensive Everglades Restoration Plan project footprints delineated in Tentatively Selected Plans and/or Project Implementation Reports; and
- iii) The following areas shall be given priority for inclusion, subject to conformance with Policy LU-8F and the foregoing provision of this policy:

EXISTING AND VACANT COMMERCIAL LAND FOR MSA 3.2



Legend

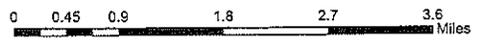
- Existing Commercial Properties
- Vacant Commercial Properties
- Streets

LABELS FOR EXISTING
- Polygon ID

LABELS FOR VACANT



Miami Dade County
Department of Planning and Zoning
Research Section
April 2008



Report on Suitability of Commercial Vacant Parcels in Minor Statistical Area (MSA) 3.2

This report examines the suitability of the parcels of land within Minor Statistical Area 3.2 (the "Parcels") identified by the Miami-Dade County Department of Planning and Zoning (the "Department") in connection with Comprehensive Development Master Plan (CDMP) Amendment April 2007 Cycle, as being vacant and suitable for commercial development. In March 2008, the Department identified one-hundred and eight (108) parcels equaling 361.7 acres within MSA 3.2 (Exhibit "A") of vacant land that the Department believed could be suitable for commercial development.

In April, 2008, the Department reexamined the aforementioned parcels of vacant land based upon the MSA data as updated. As a result of its reexamination, the Department identified ninety-five (95) parcels equaling 285.81 acres within MSA 3.2 (the MSA 3.2 Parcels) (Exhibit "B"), of vacant commercially designated land. As such the Department's findings reduced the amount of vacant commercially designated lands within MSA 3.2 by 75.89 acres.

It is hereby noted that thirty-five (35) of the MSA 3.2 Parcels identified are located within the City of Doral and one (1) parcel is located in the City of Sweetwater. The overall premise of the Department's findings during the April 2007 Cycle was that there are a number of vacant sites within MSA 3.2 that were commercially designated and vacant and, therefore, suitable for commercial development. However, a more detailed analysis of the parcels identified by the Department reveals that the majority of the Parcels do not serve the target trade area (± 3 -mile radius) because they are inconveniently located north of S.R. 836 or west of S.R. 821. These limited access highways make it difficult for residents of the target trade area to access the commercial goods and services that are frequently needed by the community within the target trade area. Additionally, the majority of the Parcels are unsuitable for commercial development because: they are not designated for commercial development on the land use component of the County or municipal master plan and, therefore, cannot be rezoned to a business zoning classification; or are too small to allow any meaningful commercial development; or already developed or partially developed.

A detailed review of the MSA 3.2 Parcels indicates that the majority ninety (90) of the MSA 3.2 Parcels totaling approximately one-hundred eighty-four (184) acres are smaller than ten (10) acres in size. A number of these parcels are designated for uses other than commercial as indicated in the attached Exhibits. The remaining approximately one-hundred and two (102) acres identified by the Department are subject to certain limiting factors which would impede the commercial development.

The following is a more detailed analysis of the MSA 3.2 Parcels:

MSA 3.2 Parcels (Exhibit "B")

As previously mentioned, several of the MSA 3.2 Parcels (Parcels 100, 101, 103 – 107) are the subject of CDMP Application #5 / April 2007 Cycle which is pending final approval by the State of Florida Department of Community Affairs (DCA). Forty-two

(42) parcels (Parcels 20, 24, 30, 38, 44, 45, 55 – 57, 59 – 62, 64 -72, 74 – 87, 91, 95 – 99, and 102) contain less than 1-acre in size. Another forty (40) parcels (Parcels 6 – 15, 18, 19, 22, 25 – 29, 31 – 37, 40 – 43, 50 – 54, 58, 63, 73, 88, 89, 93, and 94) contain between 1-acre and 10 acres. Only five (5) parcels (Parcels 2, 17, 21, 23, and 39) contain ten (10) acres or more.

In accordance with Exhibit "B", seventy-eight (78%) of the acreage is master planned by either the City of Doral or Miami-Dade County, depending upon municipal jurisdiction, for uses other than business uses. The majority of the parcels are designated for either Industrial / Office, Restricted Industrial / Office, Office / Residential, Office, or Open Land use. A request to rezone any parcel that is designated for a use other than Business and Office to a business zoning classification would be inconsistent with the Master Plan.

The following parcels have already been granted governmental development approvals and are developed or partially developed, hence, would impede the development of a commercial center:

Parcel 2 contains 36.69 acres and is designated for Industrial / Office and Restricted Industrial / Office uses on the LUP map component of the CDMP. An attempt to rezone this parcel to a business zoning classification would be inconsistent with the CDMP. This parcel is already developed with a large concrete plant and resource based activities. In addition, this parcel is well outside the target trade area.

Parcels 6 – 15 cover 36.47 acres and form part of an approved Development of Regional Impact (DRI) for an industrial park under construction. These parcels are designated for Restricted Industrial and Office uses. An attempt to rezone these parcels to a business zoning classification would be inconsistent with the CDMP. In addition, these parcels are well outside the target trade area.

Parcel 17 is located in the City of Doral and contains 10.23 acres. However, this parcel is designated for Office / Residential and Water Body use and is improved with a large lake excavation. An application to rezone the parcel to a business zoning classification would be inconsistent with the city's master plan. In addition, these parcels are well outside the target trade area.

Parcels 20 - 23, located in the City of Doral, combine for 35.15 acres but are partially designated for Industrial and Business use. These parcels have been granted site plan approval for a mixed-use type development. Ongoing development must remain in substantial compliance with the public hearing approved plans. In addition, these parcels are well outside the target trade area.

Parcels 33 – 36 are located in the City of Doral some 3.5 miles from the target trade area. The parcels combine for 24.42 acres and are designated for Business use. However, the City of Doral Council has already granted site plan approval for a neighborhood sensitive plan and development must remain in strict compliance with the approved plans. In addition, these parcels are well outside the target trade area.

Parcel 53 is located in the City of Doral and contains 3.69 acres. Though designated for Business use, the area surrounding this parcel is developed including an adjoining lake excavation on 5.2 acres which is needed for storm water management. Parcel 53 is too small to accommodate a commercial center. In addition, these parcels are located north of the S.R. 836, outside the target trade area.

Parcel 55, located in the City of Doral, contains 0.15 acres. This parcel is 100% developed with a condominium / warehouse development. Even if the parcel were vacant it would be too small for a commercial center. In addition, this parcel is located north of the S.R. 836, outside the target trade area.

Parcels 58 and 59 combine for 5 acres. Though designated Business and Office, the site is tied to a DRI and site plan approval for a small shopping center with retail restricted to uses that serve only firms and workers. In addition, these parcels are located west of S.R. 821, outside the target trade area.

Parcel 62 contains 0.72 acres and is designated for Business and Office. Development of this parcel is tied to a public hearing approved plan for a gasoline service station. Development must remain in substantial compliance with the public hearing approved plans. In addition, this parcel is located north of the S.R. 836, outside the target trade area.

Parcel 63 contains 5.91 acres and is designated for Restricted Industrial / Office use. This parcel is subject to a DRI and tied to a public hearing approved plan. Development must remain in substantial compliance with the public hearing approved plans and the retail uses are restricted to uses that only serve firms and workers. In addition, this parcel is located north of the S.R. 836 and west of S.R. 821, outside the target trade area.

Parcels 64 – 72 combine for 1.40 acres and are designated for Restricted Industrial / Office use. An attempt to rezone these parcels to a business zoning classification would be inconsistent with the CDMP. These parcels are partially developed. Limited commercial uses are restricted to uses that only serve firms and workers. Even if the parcels were undeveloped, their small size makes it unsuitable for a commercial center. In addition, these parcels are located north of the S.R. 836, outside the target trade area.

Parcel 73 contains 8.80 acres but is designated Industrial and Office. This parcel is also subject to a DRI and tied to a public hearing approved plan. Development must remain in substantial compliance with the public hearing approved plans. In addition, this parcel is located north of the S.R. 836, outside the target trade area.

Parcels 74 – 87 combine for 4.45 acres and are designated for Restricted Industrial / Office use. An attempt to rezone these parcels to a business zoning classification would be inconsistent with the CDMP. Limited commercial uses

are restricted to uses that only serve firms and workers. In addition, these parcels are located north of the S.R. 836, outside the target trade area.

Parcel 88 contains 2.40 acres. This parcel is also subject to a DRI and tied to a public hearing approved plan. Development must remain in substantial compliance with the public hearing approved plans. Moreover, this parcel is unsuitable for a commercial center due to its small size. In addition, this parcel is located north of the S.R. 836, outside the target trade area.

Parcel 89, located in the City of Doral, contains 8.77 acres. This parcel is already undergoing development. In addition, this parcel is located north of the S.R. 836, outside the target trade area.

Parcel 91 contains 0.45 acres. This parcel is designated for Industrial and Office use. It is already 2/3 developed. In addition, this parcel is located north of the S.R. 836, outside the target trade area.

Parcel 95 contains 0.4 acres. This parcel is designated Open Land and is entirely designated rights-of-way. Most of the parcel is located outside the Urban Development Boundary (UDB) line. In addition, this parcel is located outside the target trade area.

Parcel 96 contains 0.15 acres. This parcel is improved with a parking lot that serves the adjoining use. It is unsuitable for a neighborhood shopping center due to its small size.

Parcel 97 contains 0.25 acres. This parcel is tied to a public hearing approved plan. Development must remain in substantial compliance with the public hearing approved plans. The size of the parcel is unsuitable for a commercial center.

The following parcels are not yet developed and of considerable size (9 acres or more) but are subject to certain restrictions which would impede the development of a home improvement retail store:

Parcels 31 and 32, located in the City of Doral, combine for 9.73 acres but are designated for Office use. The rezoning of the parcels to a business zoning classification would be inconsistent with the city's master plan. In addition, this parcel is located north of the S.R. 836, well outside the target trade area.

Parcels 39 and 40, located in the City of Doral, combine for a total of 28 acres. However, only 5.8 acres are designated for Business use. The remainder of the site is designated for Office / Residential and Industrial and Office. The commercially designated area on the southwest corner of N.W. 107th Avenue and N.W. 41st Street is located north of the S.R. 836, well outside the target trade area.

In conclusion, there is no parcel, or group of parcels, within MSA 3.2 which is designated for a Business use, unencumbered with any prior governmental approval and/or ongoing development, ideally situated, and of sufficient size to accommodate a commercial

center. Many of the Parcels are either too small or not designated by their respective land use plans for Business and Office use. Instead, many of the parcels, including the larger parcels or groups of parcels containing ten (10) or more acres, are designated for uses other than business such as, but not limited to, Industrial / Office, Restricted Industrial / Office, Office / Residential, or Office uses. As such, any attempt to rezone such parcels to a business zoning designation would be inconsistent with the CDMP. Hence, while the data identified by the Department may be useful in providing a gross inventory of "vacant commercial properties" which may be put to some non-residential use, the data is inherently misleading in terms of the implied consistency between the underlying land use designation of the various parcels and retail development, the size of the majority of the parcels and their location in relation to the target trade area. Moreover, many of the Parcels are expected to conform to specific plans of development approved by the appropriate local government. Some are already developed or in the process of development.

Attachments

5425455_v2

EXHIBIT "B"

Analysis of Vacant Commercial Designated Land for MSA 3.2 / April 2008

Parcel ID*	Folio No.	Acres	Development Limitations	Suitability of the Site
2	3020310010050	36.69	Tarmac Florida, Inc.; parcels developed with plant, resource recovery activity; Outside Target Trade Area; CDMP - Industrial / Office and Restricted Industrial / Office uses; Rezoning to BU would be inconsistent with CDMP.	Inadequate
6 7 8 9	3030060060110 3030060060120 3030060060130 3030060060121	3.51 1.29 1.27 1.52	Flagler Dev. Co.; parcels lie within an approved DRI for an industrial park; Parcels too small even if combined; Outside Target Trade Area; CDMP - Restricted Industrial / Office use; Rezoning to BU would be inconsistent with CDMP.	Inadequate
10	3030060010138	1.53	Flagler Dev. Co.; parcels lie within an approved DRI for an industrial park; Parcel too small; parcels do not front a Major Roadway; Outside Target Trade Area; CDMP - Restricted Industrial / Office use; Rezoning to BU would be inconsistent with CDMP.	Inadequate
11 12 13 14 15	3030060060060 3030060060070 3030060060080 3030060060090 3030060060100	3.88 7.79 3.94 3.90 7.84	Flagler Dev. Co.; parcels lie within an approved DRI for an industrial park; Parcels do not front a Major Roadway; Outside Target Trade Area; CDMP - Restricted Industrial / Office use; Rezoning to BU would be inconsistent with CDMP.	Inadequate

EXHIBIT "B"

17	3530080000030	10.23	<p>City of Doral; parcel shape (long and narrow) is incompatible with proposed Lowe's development; site encumbered by existing lake excavation;</p> <p>Poor accessibility to Major Roads; internal location; not near a business node;</p> <p>Outside Target Trade Area;</p> <p>CDMP - Office / Residential and Water Body use;</p> <p>Rezoning to BU zoning would be inconsistent with CDMP.</p>	Inadequate
18	3530080000042	6.18	<p>City of Doral; parcel size too small even when combined;</p> <p>Outside Target Trade Area;</p> <p>CDMP - partially designated for Office / Residential and for Industrial use;</p> <p>Rezoning to Commercial zoning would be inconsistent with CDMP;</p>	Inadequate
19	3530080000042	3.88		Inadequate
20	3530080000040	0.44	<p>City of Doral; parcels tied to an approved development master plan;</p> <p>The Business designated area is tied to a hearing approved plan for a mixed-use project / multiple buildings; commercial uses serve a different market;</p> <p>Outside Target Trade Area;</p> <p>CDMP - partially Industrial and Business use;</p> <p>Rezoning to BU of the Industrial designated area would be inconsistent with CDMP.</p>	Inadequate
21	3530080000040	12.53		
22	3530080000040	2.09		
23	3530080000040	20.09		
24	3530170010400	0.35	<p>City of Doral; parcel too small even if combined;</p> <p>Outside Target Trade Area;</p> <p>CDMP – Business use.</p>	Inadequate
25	3530170010402	1.32		
26	3530170010404	1.64		
27	3530170010403	1.15		
28	3530220070015	1.29	<p>City of Doral; Parcels too small even if combined;</p> <p>Outside Target Trade Area;</p> <p>CDMP – Downtown Mixed Use; Urban Central Business District.</p>	Inadequate
29	3530220070010	1.55		
30	3530220200010	0.92	<p>City of Doral; parcel size too small; narrow access point;</p> <p>Outside Target Trade Area;</p>	Inadequate

EXHIBIT "B"

			<p>CDMP - Industrial / Office use;</p> <p>Rezoning to BU would be inconsistent with CDMP.</p>	
31 32	3530190010500 3530190010500	4.88 4.85	<p>City of Doral; parcel size too small and narrow;</p> <p>Outside Target Trade Area;</p> <p>CDMP - Office use;</p> <p>Rezoning to BU would be inconsistent with CDMP.</p>	Inadequate
33 34 35 36	3530190010531 3530190010530 3530190010520 3530190010370	4.88 4.89 7.30 7.35	<p>City of Doral; Aran Properties, NV; parcels tied to a <i>neighborhood sensitive</i> public hearing approved plan;</p> <p>Outside Target Trade Area;</p> <p>CDMP - Business</p>	Inadequate
37	3530280070030	6.94	<p>City of Doral; parcel too small;</p> <p>Zoned IU-C;</p> <p>Site lies north of S.R. 836;</p> <p>Outside Target Trade Area;</p> <p>CDMP – Office / Residential;</p> <p>Rezoning to BU would be inconsistent with CDMP.</p>	Inadequate
38	3530291060020	0.61	<p>City of Doral; parcel too small even if combined with Parcel 41;</p> <p>Zoned IU-C;</p> <p>Site lies north of S.R. 836;</p> <p>Outside Target Trade Area;</p> <p>CDMP – Business</p>	Inadequate
39 40	3530300000020 3530300000020	22.17 5.81	<p>City of Doral; Lemon property; owner unwilling to sell property despite numerous attempts by developers to acquire it;</p> <p>Site lies north of S.R. 836;</p> <p>Outside Target Trade Area;</p> <p>CDMP – Industrial, Business, and Office Residential;</p> <p>Parcel designated Business (5.8 acres) is too small.</p>	Inadequate
41	3530290870010	3.68	<p>City of Doral; parcel too small even if combined with Parcel 38;</p>	Inadequate

EXHIBIT "B"

			CDMP – Business.	
42	3530280260020	4.94	City of Doral; parcel too small; Zoned IU-C; Site lies north of S.R. 836; Outside Target Trade Area; CDMP – Office / Residential; Downtown Mixed Use Opportunity Area.	Inadequate
43	3530280260010	1.42	City of Doral; parcel too small and already developed; Site lies north of S.R. 836; Outside Target Trade Area; CDMP – Office / Residential; Downtown Mixed Use Opportunity Area.	Inadequate
44	3030260000047	0.38	City of Doral; parcel size too small; frontage on local road / poor accessibility; Site lies north of S.R. 836; Outside Target Trade Area.	Inadequate
45	3530280150020	0.79	City of Doral; parcel size too small; frontage on local road / poor accessibility; Zoned IU-C; Site lies north of S.R. 836; Outside Target Trade Area; CDMP – Office / Residential; Downtown Mixed Use Opportunity Area.	Inadequate
50	3530270360015	1.31	City of Doral; parcel too small; Zoned IU-2; Site lies north of S.R. 836; Outside Target Trade Area; CDMP – Industrial; Community Mixed Use Opportunity.	Inadequate
51	3530270390030	3.91	City of Doral; parcel too small; Zoned IU-3; Site lies north of S.R. 836; Outside Target Trade Area;	Inadequate

EXHIBIT "B"

			CDMP – Industrial; Community Mixed Use Opportunity.	
53	3530270370020	3.69	City of Doral; "Incredible Universe site"; Parcel too small; Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Business	Inadequate
54	3530300340010	3.40	City of Doral; parcel too small; frontage on local road; poor accessibility; Zoned IU-C; Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Business.	Inadequate
55	3530300290001	0.15	City of Doral; parcel too small and already developed with a condominium warehouse; frontage on local road; poor accessibility; Parcel not vacant; Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Business.	Inadequate
56	3030310010030	0.14	Parcel size too small even if combined with Parcels 57, 60 and 61; Site lies north of S.R. 836; Outside Target Trade Area.	Inadequate
57	3030310010010	0.17	Parcel size too small even if combined with Parcels 56, 60 and 61; Site lies north of S.R. 836; Outside Target Trade Area.	Inadequate
58 59	3039360000011 3039360010070	4.77 0.23	Beacon Lakes; parcel size too small; site tied to DRI / hearing approved plan; Restricted to limited retail uses that serve firms and workers; Site lies west of the S.R. 821; Outside Target Trade Area; CDMP - Restricted Industrial / Office use.	Inadequate
60	3030310010170	0.13	Parcel size too small even if combined with Parcels 56, 57 and 61;	Inadequate

EXHIBIT "B"

			Site lies north of S.R. 836; Outside Target Trade Area.	
61	3030310010180	0.14	Parcel size too small even if combined with Parcels 56, 57, and 60.	Inadequate
62	3030310011640	0.72	Parcel size too small; site tied to a hearing approved plan for a gasoline station; Site lies north of S.R. 836; Outside Target Trade Area.	Inadequate
63	303936000024	5.91	Beacon Lakes; parcel size too small; site tied to DRI / hearing approved plan; Restricted to limited retail uses that serve firms and workers; Site lies north of S.R. 836 and west of the S.R. 821; Outside Target Trade Area; CDMP - Restricted Industrial / Office use.	Inadequate
64	3030310010630	0.15	Parcels too small even when combined; parcels partially developed; Restricted to limited retail uses that serve firms and workers; Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Restricted Industrial / Office use.	Inadequate
65	3030310010620	0.14		
66	3030310010610	0.14		
67	3030310010600	0.14		
68	3030310010590	0.13		
69	3030310010580	0.15		
70	3030310010680	0.14		
71	3030310010740	0.13		
72	3030310010750	0.28		
73	3030310290014	8.80	Lightspeed at Beacon Tradeport; parcel size too small; site tied to a DRI / hearing approved plan; frontage on private drives / poor accessibility; Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Industrial / Office use; Rezoning to BU would be inconsistent with CDMP.	Inadequate

EXHIBIT "B"

74	3030310000100	0.55	Parcels too small even when combined; theoretical N.W. 19 th Street bisects the combined parcels; Several parcels tied to Declaration of Restrictions which restricts most business uses; Restricted to limited retail uses that serve firms and workers; Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Restricted Industrial / Office use.	Inadequate
75	3030310000131	0.36		
76	3030310000132	0.32		
77	3030310000335	0.34		
78	3030310000330	0.71		
79	3030310000341	0.23		
80	3030310000340	0.24		
81	3030310000380	0.25		
82	3030310000320	0.28	Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Restricted Industrial / Office use.	Inadequate
83	3030310000310	0.22		
84	3030310000370	0.24	Dolphin Mall; parcel size too small; site tied to DRI / hearing approved plan; Site lies north of S.R. 836; Outside Target Trade Area.	Inadequate
85	3030310000381	0.23		
86	3030310000360	0.24		
87	3030310000350	0.24		
88	3030310270030	2.40	Site being developed; Site lies north of S.R. 836; Outside Target Trade Area.	Inadequate
89	3530320000121	8.77		
91	3030310000640	0.45	Parcel too small; Site developed; Site lies north of S.R. 836; Outside Target Trade Area; CDMP - Industrial / Office; Rezoning to BU would be inconsistent with the CDMP.	Inadequate
93	3530320000170	1.99		
94	3530320000170	1.03	Site lies north of S.R. 836; Outside Target Trade Area.	Inadequate
95	3049030030670	0.38		
96	3040020091760	0.15	Parcel size too small and narrow; Parcel consists of <i>zoned road rights-of- way</i> ; Parcel mostly outside the UDB; Outside Target Trade Area; CDMP - Open Land.	Inadequate
97	3040020080130	0.25		
97	3040020080130	0.25	Parcel size too small; Parcel not vacant; utilized for parking for adjacent use.	Inadequate

EXHIBIT "B"

			hearing approved plan.	
98	3040030060320	0.32	Parcel size too small;	Inadequate
99	3040030060330	0.33	CDMP - Office / Residential; Rezoning to BU would be inconsistent with CDMP.	
100	3049030030301	3.42	CDMP Application #5 / Aril 2007	Subject Parcel
101	3049030030450	7.73	Cycle; Pending DCA final approval; Outside Target Trade Area.	
102	2540060010232	0.36	City of Sweetwater; parcel size too small; Parcel not vacant.	Inadequate
103	3049030030470	0.20	CDMP Application #5 / Aril 2007	Subject Parcel
104	3049030030480	0.25	Cycle;	
105	3049030030490	0.24	Pending DCA final approval;	
106	3049030030500	0.25		
107	3049030030510	0.27	Outside Target Trade Area; Parcels subject to Water Management District canal reservation.	

* Parcels retain their original numbering.

5429368_v1

EXISTING AND VACANT COMMERCIAL LAND FOR MSA 5.4



Legend

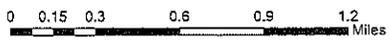
- Existing Commercial Properties
- Vacant Commercial Properties
- Streets

LABEL FOR EXISTING
• Polygon ID

LABEL FOR VACANT

MIAMI-DADE COUNTY

Miami Dade County
Department of Planning and Zoning
Research Section
April 2008



SWEETWATER

TAMIAMI CANAL (C-4)

SW 24 ST

**Miami Economic
Associates, Inc.**

June 22, 2008

Juan Mayol, Esq.
Holland & Knight
Miami, Florida

**Re: Proposed CDMP Amendment No. 9
April 2008 Cycle**

Dear Mr. Mayol:

Miami Economic Associates, Inc. (MEAI) has reviewed the application filed by Gold River Corporation in the April 2008 Cycle to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) to re-designate 39 net acres of property from Low-medium Density Residential to Business and Office Use. The subject property has frontage on West Flagler Street at N.W. 102nd Avenue. The purpose of our review was to evaluate whether a need exists for additional land designated for Business and Office Use at the location just indicated.

The purpose of this letter is to apprise you of the findings of our analysis. We understand that it will be submitted to the Miami-Dade County Department of Planning and Zoning (DP&Z) in support of the proposed CDMP amendment.

Summary of Findings

MEAI believes that the proposed amendment should be adopted because a need exists for additional land designated for Business and Office Use at the location identified above. We base this belief on the following considerations:

- According to DP&Z, the area of the County in which the subject property is located, Minor Statistical Area (MSA) 3.2, has the highest concentration of commercial acres (both vacant and in-use) among Miami-Dade County's MSA's. It estimated that MSA 3.2 contained a total of approximately 1900 commercially-designated acres, including approximately 1,587 acres in use and 313 vacant acres. Based on this estimate, it calculated that MSA 3.2 had 11.3 acres of land designated for commercial use per 1,000 residents. However, a number of points should be considered with respect to this estimate, which are as follows:

- o The fact that MSA 3.2 contains such large quantities of commercially-designated property reflects that fact that it is the MSA within Miami-Dade

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County in which the largest number of workers are employed. This fact is, in turn, a function of the fact that it is the only MSA within the County through which 3 major highways pass. DP&Z analysis does not explicitly recognize either of these factors and, perhaps more significantly, the demand for retail goods generated by the area's large workforce. Therefore, to compare the amount of commercially-designated acreage in MSA 3.2 with that which may exist in other MSA's that are predominantly developed with residential uses is misleading.

- o Approximately one-third of the approximately 1,587 commercial acres currently in use are occupied by office buildings. Further, a substantial portion of the acres that are occupied by office buildings are designated for Industrial and Office — not Business and Office — use. Land designated for Industrial and Office use can not be developed with retail facilities except to the extent that the retail uses are ancillary to the industrial and office uses. Gold River Corporation proposes to develop retail uses on part or all of the subject parcel that will be designed to serve households that reside within its immediate area including the Fontainebleau Park community. Currently, there are approximately 1,484 new residential units being developed in Fontainebleau Park.
- o Approximately 100 of the commercial acres currently in use that DP&Z considers retail use within MSA 3.2 are occupied by automobile, truck and tractor/construction equipment dealerships, the preponderance on land designated for Industrial and Office rather than Business and Office use. It should be further noted that, contrary to DP&Z's evaluation, truck, tractor and construction equipment dealers are not involved in retail trade. Further, the automobile dealers located within MSA 3.2 serve a market that extends well beyond its boundaries, reflecting the accessibility provided by the highway network that runs through it and the fact that project approvals could be obtained without the normal opposition encountered when such uses attempt to locate near residential uses.
- o Nearly 100 acres of the commercially-designated land in use within MSA 3.2 that DP&Z considers retail use are located in areas where there are no nearby residential communities including in the area bounded by N.W. 72nd Avenue, State Road 836, the east side of the Palmetto Expressway and Okeechobee Road as well as in the Town of Medley and at the Beacon Station project at N.W. 106th Street and the Turnpike.
- o Included in DP&Z's estimate of commercially-designated land within MSA 3.2 are the sites of International Mall and Dolphin Mall, both which are located north of State Road 836, as compared to the subject property which is located south of that artery. Both sites enjoy excellent accessibility from S.R. 836 and/or Florida's Turnpike. Also within in MSA 3.2 is the Mall of the Americas, which is located south of State Road 836 at the intersection of the Palmetto Expressway and Flagler Street. These 3 projects combined occupy

approximately 250 acres, which account for more than 25 percent of all land currently in use within the MSA that is in retail use. All 3 projects serve areas that extend well beyond the limits of MSA 3.2. They are located within it to take advantage of the highly-developed highway network within it. MEAI further notes that Dolphin Mall's tenants include a substantial number of factory outlet stores not found anywhere else in Miami-Dade County other than a few instances in Homestead. Thus, it serves a market area that essentially extends countywide.

- o More than 100 of the acres currently in retail use within MSA 3.2 not otherwise referred to in the preceding paragraphs are contained in parcels less than 5 acres in size, the preponderance in parcels 2 acres or less in size and in significant proportion occupied by fast food restaurants and gas stations. Approximately half of this acreage is also located in areas within MSA 3.2 characterized by non-residential uses, hence predominately serving a market comprised of workers rather than area residents.

As discussed above, the County calculates that MSA 3.2 has more than 11 acres of commercial land per 1,000 residents, inclusive of both land in use and vacant land designated for commercial use. However, when the acres currently in office use as well as those occupied by vehicle dealerships and those located in areas in which there is no residential development are subtracted, that ratio drops to below 5 acres per 1,000 residents.

Ultimately, the amount of retail development supportable is a function of income. The residential communities within MSA 3.2 are relatively affluent. Other affluent areas of the County such as MSA's 5.6 and 5.7 contain 6.3 and 9.3 acres per 1000 residents, respectively, which means that MSA 3.2 has considerably less land either currently or prospectively in retail use than those areas. It should be further noted that those two MSA's do not contain 250 acres of land occupied by retail facilities serving regional market areas. When that acreage is also eliminated from the equation, MSA 3.2 contains less than 3 acres per 1,000 residents. Only 2 of Miami-Dade County's 31 urbanized MSA's have fewer than 3 acres of commercial land per 1,000 residents.

- Not all areas within MSA 3.2 that contain substantial amounts of residential are equally well-served in terms of retailing. Our analysis shows that portion, consisting of the more than 3 square mile area located south of State Road 836 between S.W. 87th Avenue and Florida's Turnpike, is particularly poorly served. It contains fewer than 60 acres of land designated for Business and Office Use, hence capable of accommodating retail development. DP&Z guidelines for urban form envision the development of approximately 40 acres of commercially-designated land per square mile. In an area of 3 square miles, that would total 120 acres, essentially twice the amount with the 3 square mile study area just delineated. On this basis, the area's supply of land for retail development could appropriately be augmented by the subject property.

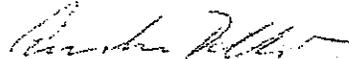
Juan Mayol, Esq.
Holland & Knight
June 22, 2008
Page 4

- MEAI also notes that the DP&Z's guideline for urban form applies to all areas of the County including those that exist in the County's South Central and Southern Tier where development is generally less dense than in the delineated study area. The Study area contains substantial amounts of medium density development including the garden and mid-rise rental apartment and condominium projects within the Fontainebleau Park area. Finally, it is noted that the delineated study area contains less than 0.4 acres of vacant land designated for Business and Office Use. Meanwhile, as indicated above, 1,484 new residential units are being developed in the Fontainebleau Park area by the Applicant.
- MEAI recognizes that DP&Z's guidelines for urban form propose that the 40 acres of commercial development with a square mile be located in parcels approximating 10 acres at size at the four points where the section line roads intersect. The subject property is not located at the intersection of section line roads. However, given the fact that the delineated study area, except for the properties owned by Fontainebleau Lakes, LLC, has been substantially developed, the ideal situation reflected in the guidelines for urban form can no longer be achieved. MEAI does not believe that the quality of life of County residents should be sacrificed to adherence to a guideline that in this instance is unrealistic given the conditions "on the ground".
- MEAI also recognizes that a substantial concentration of retail uses exists in the vicinity of the Mall of Americas, in addition to the mall itself, which can serve to augment retailing within the designated study area, thereby helping to address the needs of the residents of the delineated study area. However, we note that the segment of Flagler Street between the Palmetto Expressway and S.W. 87th Avenue is frequently congested, being unduly burdened by the fact that there is no ramp connecting the northbound Palmetto Expressway to State Road 836 westbound. Residents of the 3 square mile area west of S.W. 87th Avenue delineated above should not need to confront that traffic congestion when attending to their daily retail needs.

Closing

Based on the preceding findings, MEAI strongly believes that CDMP Amendment 9 of the April 2008 cycle should be approved.

Sincerely,
Miami Economic Associates, Inc.



Andrew Dolkart
President

Miami Economic Associates, Inc.

October 21, 2008

Juan Mayol, Esq.
Holland & Knight
Miami, Florida

**Re: Proposed CDMP Amendment No. 9
April 2008 Cycle**

Dear Mr. Mayol:

Miami Economic Associates, Inc. (MEAI) has reviewed the application filed by Gold River Corporation in the April 2008 Cycle to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) to re-designate 39 net acres of property from Low-medium Density Residential to Business and Office Use. The subject property has frontage on West Flagler Street at N.W. 102nd Avenue. The purpose of our review was to evaluate whether a need exists for additional land designated for Business and Office Use at the location just indicated. We understand that the property, if re-designated, would be developed with a maximum of 400,000 square feet of retail and office space.

The purpose of this letter is to apprise you of the findings of our analysis. We understand that it will be submitted to the Miami-Dade County Department of Planning and Zoning (DP&Z) in support of the proposed CDMP amendment.

Summary of Findings

MEAI believes that the proposed amendment should be adopted because a need exists for additional land designated for Business and Office Use at the location identified above. We base this belief on the following considerations:

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County in which the largest number of workers are employed. This fact is, in turn, a function of the fact that it is the only MSA within the County through which 3 major highways pass. DP&Z analysis does not explicitly recognize either of these factors and, perhaps more significantly, the demand for retail goods generated by the area's large workforce. Therefore, to compare the amount of commercially-designated acreage in MSA 3.2 with that which may exist in other MSA's that are predominantly developed with residential uses is misleading.

- o Approximately one-third of the approximately 1,587 commercial acres currently in use are occupied by office buildings. Further, a substantial portion of the acres that are occupied by office buildings are designated for Industrial and Office — not Business and Office — use. Land designated for Industrial and Office use can not be developed with retail facilities except to the extent that the retail uses are ancillary to the industrial and office uses. Gold River Corporation proposes to develop retail uses on part or all of the subject parcel that will be designed to serve households that reside within its immediate area including the Fontainebleau Park community. Currently, there are approximately 1,484 new residential units being developed in Fontainebleau Park.
- o Approximately 100 of the commercial acres currently in use that DP&Z considers retail use within MSA 3.2 are occupied by automobile, truck and tractor/construction equipment dealerships, the preponderance on land designated for Industrial and Office rather than Business and Office use. It should be further noted that, contrary to DP&Z's evaluation, truck, tractor and construction equipment dealers are not involved in retail trade. Further, the automobile dealers located within MSA 3.2 serve a market that extends well beyond its boundaries, reflecting the accessibility provided by the highway network that runs through it and the fact that project approvals could be obtained without the normal opposition encountered when such uses attempt to locate near residential uses.
- o Nearly 100 acres of the commercially-designated land in use within MSA 3.2 that DP&Z considers retail use are located in areas where there are no nearby residential communities including in the area bounded by N.W. 72nd Avenue, State Road 836, the east side of the Palmetto Expressway and Okeechobee Road as well as in the Town of Medley and at the Beacon Station project at N.W. 106th Street and the Turnpike.
- o Included in DP&Z's estimate of commercially-designated land within MSA 3.2 are the sites of International Mall and Dolphin Mall, both which are located north of State Road 836, as compared to the subject property which is located south of that artery. Both sites enjoy excellent accessibility from S.R. 836 and/or Florida's Turnpike. Also in MSA 3.2 is the Mall of the Americas, which is located south of State Road 836 at the intersection of the Palmetto Expressway and Flagler Street. These 3 projects combined occupy

approximately 250 acres, which account for more than 25 percent of all land currently in use within the MSA that is in retail use. All 3 projects serve areas that extend well beyond the limits of MSA 3.2. They are located within it to take advantage of the highly-developed highway network within it. MEAI further notes that Dolphin Mall's tenants include a substantial number of factory outlet stores not found anywhere else in Miami-Dade County other than a few instances in Homestead. Thus, it serves a market area that essentially extends countywide.

- o More than 100 of the acres currently in retail use within MSA 3.2 not otherwise referred to in the preceding paragraphs are contained in parcels less than 5 acres in size, the preponderance in parcels 2 acres or less in size and in significant proportion occupied by fast food restaurants and gas stations. Approximately half of this acreage is also located in areas within MSA 3.2 characterized by non-residential uses, hence predominately serving a market comprised of workers rather than area residents.

As discussed above, the County calculates that MSA 3.2 has more than 11 acres of commercial land per 1,000 residents, inclusive of both land in use and vacant land designated for commercial use. However, when the acres currently in office use as well as those occupied by vehicle dealerships and those located in areas in which there is no residential development are subtracted, that ratio drops to below 5 acres per 1,000 residents.

Ultimately, the amount of retail development supportable is a function of income. The residential communities within MSA 3.2 are relatively affluent. Other affluent areas of the County such as MSA's 5.6 and 5.7 contain 6.3 and 9.3 acres per 1000 residents, respectively, which means that MSA 3.2 has considerably less land either currently or prospectively in retail use than those areas. It should be further noted that those two MSA's do not contain 250 acres of land occupied by retail facilities serving regional market areas. When that acreage is also eliminated from the equation, MSA 3.2 contains less than 3 acres per 1,000 residents. Only 2 of Miami-Dade County's 31 urbanized MSA's have fewer than 3 acres of commercial land per 1,000 residents.

- Not all areas within MSA 3.2 that contain substantial amounts of residential are equally well-served in terms of retailing. Our analysis shows that portion, consisting of the more than 3 square mile area located south of State Road 836 between S.W. 87th Avenue and Florida's Turnpike, is particularly poorly served. It contains fewer than 60 acres of land designated for Business and Office Use, hence capable of accommodating retail development. DP&Z guidelines for urban form envision the development of approximately 40 acres of commercially-designated land per square mile. In an area of 3 square miles, that would total 120 acres, essentially twice the amount with the 3 square mile study area just delineated. On this basis, the area's supply of land for retail development could appropriately be augmented by the subject property. In fact, the 400,000 square feet of commercial space proposed for the subject site and 240,000 square being proposed for the property that is subject to

Juan Mayol, Esq.
Holland & Knight
October 21, 2008
Page 4

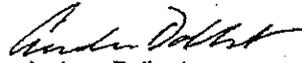
Amendment 8 of April 2008 together represent the quantity of development that would typically be feasible on the 60-acre shortfall in commercially-designated land that currently exists within 3-mile study area.

- MEAI also notes that the DP&Z's guideline for urban form applies to all areas of the County including those that exist in the County's South Central and Southern Tier where development is generally less dense than in the delineated study area. The Study area contains substantial amounts of medium density development including the garden and mid-rise rental apartment and condominium projects within the Fontainebleau Park area. Finally, it is noted that the delineated study area contains less than 0.4 acres of vacant land designated for Business and Office Use. Meanwhile, as indicated above, 1,484 new residential units are being developed in the Fontainebleau Park area by the Applicant.
- MEAI recognizes that DP&Z's guidelines for urban form propose that the 40 acres of commercial development with a square mile be located in parcels approximating 10 acres at size at the four points where the section line roads intersect. The subject property is not located at the intersection of section line roads. However, given the fact that the delineated study area, except for the properties owned by Fontainebleau Lakes, LLC, has been substantially developed, the ideal situation reflected in the guidelines for urban form can no longer be achieved. MEAI does not believe that the quality of life of County residents should be sacrificed to adherence to a guideline that in this instance is unrealistic given the conditions "on the ground".
- MEAI also recognizes that a substantial concentration of retail uses exists in the vicinity of the Mall of Americas, in addition to the mall itself, which can serve to augment retailing within the designated study area, thereby helping to address the needs of the residents of the delineated study area. However, we note that the segment of Flagler Street between the Palmetto Expressway and S.W. 87th Avenue is frequently congested, being unduly burdened by the fact that there is no ramp connecting the northbound Palmetto Expressway to State Road 836 westbound. Residents of the 3 square mile area west of S.W. 87th Avenue delineated above should not need to confront that traffic congestion when attending to their daily retail needs.

Closing

Based on the preceding findings, MEAI strongly believes that CDMP Amendment 9 of the April 2008 cycle should be approved.

Sincerely,
Miami Economic Associates, Inc.


Andrew Dolkart
President

Miami Economic Associates, Inc. 6861 S.W. 89th Terrace Miami, Florida 33156
Tel: (305) 669-0229 Fax: (305) 669-8534 Email: meaink@bellsouth.net

Miami Economic Associates, Inc.

March 26, 2009

Juan Mayol, Esq.
Holland & Knight
Miami, Florida

**Re: Proposed CDMP Amendment No. 9
April 2008 Cycle**

Dear Mr. Mayol:

Miami Economic Associates, Inc. (MEAI) has reviewed the application filed by Gold River Corporation in the April 2008 Cycle to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) to re-designate 39 net acres of property from Low-medium Density Residential to Business and Office Use. The subject property has frontage on West Flagler Street at N.W. 102nd Avenue. The purpose of our review was to evaluate whether a need exists for additional land designated for Business and Office Use at the location just indicated. We understand that the property, if re-designated, would be developed with a maximum of 400,000 square feet of retail and office space.

The purpose of this letter is to apprise you of the findings of our analysis. We understand that it will be submitted to the Miami-Dade County Department of Planning and Zoning (DP&Z) in support of the proposed CDMP amendment.

Summary of Findings

MEAI believes that the proposed amendment should be adopted because a need exists for additional land designated for Business and Office Use at the location identified above. We base this belief on the following considerations:

- According to DP&Z, the area of the County in which the subject property is located, Minor Statistical Area (MSA) 3.2, has the highest concentration of commercial acres (both vacant and in-use) among Miami-Dade County's MSA's. It estimated that MSA 3.2 contained a total of approximately 1900 commercially-designated acres, including approximately 1,587 acres in use and 313 vacant acres. Based on this estimate, it calculated that MSA 3.2 had 11.3 acres of land designated for

commercial use per 1,000 residents. However, a number of points should be considered with respect to this estimate, which are as follows:

- o The fact that MSA 3.2 contains such large quantities of commercially-designated property reflects that fact that it is the MSA within Miami-Dade County in which the largest number of workers are employed. This fact is, in turn, a function of the fact that it is the only MSA within the County through which 3 major highways pass. DP&Z analysis does not explicitly recognize either of these factors and, perhaps more significantly, the demand for retail goods generated by the area's large workforce. Therefore, to compare the amount of commercially-designated acreage in MSA 3.2 with that which may exist in other MSA's that are predominantly developed with residential uses is misleading.
- o Approximately one-third of the approximately 1,587 commercial acres currently in use are occupied by office buildings. Further, a substantial portion of the acres that are occupied by office buildings are designated for Industrial and Office --- not Business and Office --- use. Land designated for Industrial and Office use can not be developed with retail facilities except to the extent that the retail uses are ancillary to the industrial and office uses. Gold River Corporation proposes to develop retail uses on part or all of the subject parcel that will be designed to serve households that reside within its immediate area including the Fontainebleau Park community. Currently, there are approximately 1,484 new residential units being developed in Fontainebleau Park.
- o Approximately 100 of the commercial acres currently in use that DP&Z considers retail use within MSA 3.2 are occupied by automobile, truck and tractor/construction equipment dealerships, the preponderance on land designated for Industrial and Office rather than Business and Office use. It should be further noted that, contrary to DP&Z's evaluation, truck, tractor and construction equipment dealers are not involved in retail trade. Further, the automobile dealers located within MSA 3.2 serve a market that extends well beyond its boundaries, reflecting the accessibility provided by the highway network that runs through it and the fact that project approvals could be obtained without the normal opposition encountered when such uses attempt to locate near residential uses.
- o Nearly 100 acres of the commercially-designated land in use within MSA 3.2 that DP&Z considers retail use are located in areas where there are no nearby residential communities including in the area bounded by N.W. 72nd Avenue, State Road 836, the east side of the Palmetto Expressway and Okeechobee Road as well as in the Town of Medley and at the Beacon Station project at N.W. 106th Street and the Turnpike.
- o Included in DP&Z's estimate of commercially-designated land within MSA 3.2 are the sites of International Mall and Dolphin Mall, both which are located

north of State Road 836, as compared to the subject property which is located south of that artery. Both sites enjoy excellent accessibility from S.R. 836 and/or Florida's Turnpike. Also in MSA 3.2 is the Mall of the Americas, which is located south of State Road 836 at the intersection of the Palmetto Expressway and Flagler Street. These 3 projects combined occupy approximately 250 acres, which account for more than 25 percent of all land currently in use within the MSA that is in retail use. All 3 projects serve areas that extend well beyond the limits of MSA 3.2. They are located within it to take advantage of the highly-developed highway network within it. MEAI further notes that Dolphin Mall's tenants include a substantial number of factory outlet stores not found anywhere else in Miami-Dade County other than a few instances in Homestead. Thus, it serves a market area that essentially extends countywide.

- o More than 100 of the acres currently in retail use within MSA 3.2 not otherwise referred to in the preceding paragraphs are contained in parcels less than 5 acres in size, the preponderance in parcels 2 acres or less in size and in significant proportion occupied by fast food restaurants and gas stations. Approximately half of this acreage is also located in areas within MSA 3.2 characterized by non-residential uses, hence predominately serving a market comprised of workers rather than area residents.

As discussed above, the County calculates that MSA 3.2 has more than 11 acres of commercial land per 1,000 residents, inclusive of both land in use and vacant land designated for commercial use. However, when the acres currently in office use as well as those occupied by vehicle dealerships and those located in areas in which there is no residential development are subtracted, that ratio drops to below 5 acres per 1,000 residents.

Ultimately, the amount of retail development supportable is a function of income. The residential communities within MSA 3.2 are relatively affluent. Other affluent areas of the County such as MSA's 5.6 and 5.7 contain 6.3 and 9.3 acres per 1000 residents, respectively, which means that MSA 3.2 has considerably less land either currently or prospectively in retail use than those areas. It should be further noted that those two MSA's do not contain 250 acres of land occupied by retail facilities serving regional market areas. When that acreage is also eliminated from the equation, MSA 3.2 contains less than 3 acres per 1,000 residents. Only 2 of Miami-Dade County's 31 urbanized MSA's have fewer than 3 acres of commercial land per 1,000 residents.

- Not all areas within MSA 3.2 that contain substantial amounts of residential are equally well-served in terms of retailing. Our analysis shows that portion, consisting of the more than 3 square mile area located south of State Road 836 between S.W. 87th Avenue and Florida's Turnpike, is particularly poorly served. Reflecting the density development in the study area, it is comprised of 5 census tracts (90.11, 90.12, 90.15, 90.16 and 90.17) which had an aggregate population of nearly 40,500 people in 2000. With population within the area exceeding 2000 people per acre, it

was at the time of the 2000 Census --- and continues to be --- one of Dade County's more densely populated areas outside the Cities of Miami, Miami Beach and Hialeah. Additional residents have been added since 2000 and will continue to be as a result of an on-going residential project at Fontainebleau Park.

The 3-square mile area contains fewer than 60 acres of land designated for Business and Office Use, hence capable of accommodating retail development. This means that the commercially-designated land supply within the 3-square mile area equates to less than 1.5 acres per 1,000 residents. Reflecting the paucity of retail land in the 3-square mile study area is the fact that it does not contain even a single supermarket. There is also only 1 major pharmacy of the Walgreen/CVS-type.

- DP&Z guidelines for urban form envision the development of approximately 40 acres of commercially-designated land per square mile. In an area of 3 square miles, that would total 120 acres, essentially twice the amount within the study area. MEAI also notes that the DP&Z's guideline for urban form applies to all areas of the County including those that exist in the County's South Central and Southern Tier where development is generally less dense than in the delineated study area. As discussed above, the study area contains substantial amounts of medium density development including the garden and mid-rise rental apartments and condominium projects within the Fontainebleau Park area, making it one of the most densely-populated areas within the County outside the Cities of Miami, Miami Beach and Hialeah.

Finally, it is noted that the study area contains less than 0.4 acres of vacant land designated for Business and Office and development, which is an insufficient quantity to add the business establishments that will be needed to satisfy the demand of the new residents being added to the area by the on-going new construction.

- MEAI recognizes that DP&Zs guidelines for urban form propose that the 40 acres of commercial development with a square mile be located in parcels approximating 10 acres at size at the four points where the section line roads intersect. The subject property is not located at the intersection of section line roads. However, given the fact that the delineated study area, except for the properties owned by Fontainebleau Lakes, LLC, has been substantially developed, the ideal situation reflected in the guidelines for urban form can no longer be achieved. MEAI does not believe that the quality of life of County residents should be sacrificed to adherence to a guideline that in this instance is unrealistic given the conditions "on the ground".
- MEAI also recognizes that a substantial concentration of retail uses exists in the vicinity of the Mall of Americas, in addition to the mall itself, which can serve to augment retailing within the designated study area, thereby helping to address the needs of the residents of the delineated study area. However, we note that the segment of Flagler Street between the Palmetto Expressway and S.W. 87th Avenue is frequently congested, being unduly burdened by the fact that there is no ramp connecting the northbound Palmetto Expressway to State Road 836 westbound. Residents of the 3 square mile area west of S.W. 87th Avenue delineated above

Juan Mayol, Esq.
Holland & Knight
March 26, 2009
Page 5

should not need to confront that traffic congestion when attending to their daily retail needs.

Closing

Based on the preceding findings, MEAI strongly believes that CDMP Amendment 9 of the April 2008 cycle should be approved.

Sincerely,
Miami Economic Associates, Inc.



Andrew Dolkart
President

March 30, 2009

Marc C. LaFerrier
Director
Miami-Dade County
Department of Planning and Zoning
111 N.W. 1st Street
Suite 1210
Miami, Florida 33128

RE: Response to Florida Department of Community Affairs Objections, Recommendations and Comments Report / Application No. 9 (Gold River Corp.)

Dear Mr. LeFerrier:

We are in receipt of the Department of Community Affairs ("DCA") Objections, Recommendations, and Comments to Miami-Dade County Amendment 09-1 (the "ORC"). Please accept this letter as our formal response to objections raised as Objection No. 1 by DCA to Application No. 9 as filed by Gold River Corp. (the "Application"). Objection No. 2 will be addressed directly by the applicant's traffic consultant, Cathy Sweetapple, by separate memorandum.

Objection No. 1

DCA objected to the Application because of the lack of sufficient data and analysis regarding the need for the future land use change proposed by the Application. DCA's objection is based solely on the fact that the supply depletion year for commercial development in the study area is anticipated to occur after the depletion year for residential uses. As a result thereof, DCA concludes that replacing a land use that has a constrained supply with a land use that has ample supply is inconsistent with FLUE Policy LU-8F.

Response:

DCA Uses the Wrong Standard to Evaluate the Application

Without any reasonable basis for an objection, DCA has decided to simply change the rules of the game. In its objection, DCA pronounces a standard that does not exist in the Miami-Dade Comprehensive Development Master Plan ("CDMP") and, then, propounds an objection to the Application based on an inconsistency with this non-existing standard. Specifically, DCA indicates that, even if no deficiency exists as measured by the applicable criteria in the CDMP, a

County cannot amend its plan to re-designate a property if the new designation has a depletion year that occurs after the depletion year for the existing designation. This conclusion finds no support in FLUE Policy LU-8F or any other provision of the CDMP.

(a) Relevant Standard

Contrary to the position taken by DCA, FLUE Policy LU-8F does not establish the criteria for evaluating applications requesting amendments to the CDMP Land Use Plan. As appropriately identified by your staff in its initial recommendations, the applicable criteria for evaluating the Application is found in FLUE Policy LU-8D and LU-8E. FLUE Policies LU-8D and LU-8E provide as follows:

The maintenance of internal consistency among all Elements of the CDMP shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan.

Applications requesting amendments to the CDMP Land Use Plan map *shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements*, other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods;
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

(emphasis added)

As clearly set forth above, the requirement to be satisfied by the Application is consistency with all elements of the CDMP, while considering factors such as the satisfaction of a deficiency in the Plan to accommodate projected population. In determining consistency, no one factor is dispositive in evaluating a proposed amendment, but rather all elements of the CDMP are considered as a whole. In undertaking such an evaluation, Section 2-114(c)(6), Miami-Dade County Code of Ordinances, recognizes the difficult task undertaken by staff because "a particular application may bring into conflict, and necessitate a choice between, different goals, priorities, objectives, and provisions of the Comprehensive Development Master Plan." The implementing legislation of the CDMP goes on to recognize that the County "will be required to balance competing policies and objectives of the Comprehensive Development Master Plan," and, therefore, the County should "consider the overall intention of the

Comprehensive Development Master Plan as well as portions particularly applicable to a matter under consideration."

(b) Analysis

FLUE Policy LU-8E does ask the County to evaluate issues such as the extent to which the Application, if approved, would satisfy a deficiency in the Plan map to accommodate projected population or economic growth. However, this provision does not go so far as to create a bright line rule requiring the County to affirmatively prove that the Application is needed to address a deficiency in land supply. To read into the provision such an affirmative obligation would inappropriately tie the hands of all future County Commissions to make decisions regarding the direction of land use policy. For example, the County could only re-designate a brownfield area from industrial to mixed-use if the County could prove that there was a need for additional residential and commercial uses. Of course, it is a relevant inquiry, but may not necessarily be dispositive, to analyze whether the Application exacerbates an existing deficiency or fails to address a deficiency in the CDMP.

Existing Deficiency: DCA does not make the case that the Plan has a current deficiency in residential land supplies. Instead, DCA indicates that the residential land supplies are "constrained." This concept does not exist in the CDMP. FLUE Policy LU-8F (as applicable) provides as follows:

- The Urban Development Boundary (UDB) should contain developable land having capacity to sustain projected countywide residential demand for a period of 10 years after adoption of the most recent Evaluation and Appraisal Report (EAR) plus a 5- year surplus (a total 15-year Countywide supply beyond the date of EAR adoption); and
- The adequacy of land supplies for neighborhood- and community-oriented business and office uses shall be determined on the basis of localized subarea geography such as Census Tracts, Minor Statistical Areas (MSAs) and combinations thereof.

There is no intermediate category set forth in FLUE Policy LU-8F to determine whether the CDMP has a "constrained" supply of residential land. Certainly, your staff has not taken this position. As set forth in the *Recommendations for the April 2007 Cycle Applications to Amend the Comprehensive Development Master Plan*, the County staff concluded that the depletion year for both single and multi-family residential units countywide is 2019, which is a 16 year supply from the date of the Evaluation Appraisal Report (2003) and, therefore, based on FLUE Policy LU-8F there is no inadequacy of supply for residential units. The analysis provided by staff, and, at the time, accepted by DCA served as the primary rationale for rejecting all applications seeking to amend the Urban Development Boundary to add residential lands. Considering the many battles fought over expansion of the Urban Development Boundary, a change in policy to focus on this new criteria – "constrained supply" -- would be welcome by many developers. However, we suspect that, upon reflection, DCA does not have the appetite to support such a fundamental change in the analysis of residential land supply. The County and DCA can not

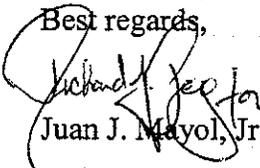
have it both ways: the County has adequate residential land to reject all expansions of the CDMP, but the inadequacy of the supply warrants rejection of all applications that seek to insignificantly and marginally reduce the amount of residential land.

Existing Need: As set forth above, FLUE Policy LU-8F measures the adequacy of residential supplies based on *countywide residential demand* and *countywide supply*, while measuring the adequacy of land supplies for neighborhood- and community-oriented business and office uses on *localized subarea geography*. Simply put, the inquiry calls for an analysis of whether there is sufficient land available within a localized geographic area to satisfy an area underserved by commercial land. The obvious question is how to determine the relevant localized subarea geography by which to measure the need for neighborhood serving business and office uses. We posit that a common sense approach be adopted by the County and DCA: the area, as defined by physical or man-made barriers, that constitutes the logical and convenient parameters for identifying a neighborhood.

Based on that definition and the express language of FLUE Policy LU-8F, we believe that the appropriate local subarea geography for this Application includes all of the following census tracts: 90.11, 90.12, 90.15, 90.16, and 90.17. The areas included in these census tracts have been commonly recognized to constitute the neighborhood of Fontainebleau Park. As set forth in the attached report by Andrew Dolkart, these census tracts have a combined population of 40,500 people based on the 2000 census, a density of development of more than 2,000 people per acre, less than 60 acres of land designated for Business and Office, less than 0.4 acres of vacant land designated Business and Office, and a ratio of less than 1.5 acres of land designated Business and Office per 1000 residents. In addition, the area continues to face the pressure of increased residential development as thousands of new units have been approved within the last 2 years. Therefore, if the appropriate local subarea geography is considered by DCA, we believe that the need for additional Business and Office designated land becomes self-evident.

For the reasons set forth above, we respectfully request that the Department of Planning and Zoning consider recommending approval of the Application.

Best regards,


Juan J. Mayol, Jr.

Miami Economic Associates, Inc.

March 26, 2009

Juan Mayol, Esq.
Holland & Knight
Miami, Florida

**Re: Proposed CDMP Amendment No. 9
April 2008 Cycle**

Dear Mr. Mayol:

Miami Economic Associates, Inc. (MEAI) has reviewed the application filed by Gold River Corporation in the April 2008 Cycle to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) to re-designate 39 net acres of property from Low-medium Density Residential to Business and Office Use. The subject property has frontage on West Flagler Street at N.W. 102nd Avenue. The purpose of our review was to evaluate whether a need exists for additional land designated for Business and Office Use at the location just indicated. We understand that the property, if re-designated, would be developed with a maximum of 400,000 square feet of retail and office space.

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commercial use per 1,000 residents. However, a number of points should be considered with respect to this estimate, which are as follows:

- o The fact that MSA 3.2 contains such large quantities of commercially-designated property reflects that fact that it is the MSA within Miami-Dade County in which the largest number of workers are employed. This fact is, in turn, a function of the fact that it is the only MSA within the County through which 3 major highways pass. DP&Z analysis does not explicitly recognize either of these factors and, perhaps more significantly, the demand for retail goods generated by the area's large workforce. Therefore, to compare the amount of commercially-designated acreage in MSA 3.2 with that which may exist in other MSA's that are predominantly developed with residential uses is misleading.
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Ultimately, the amount of retail development supportable is a function of income. The residential communities within MSA 3.2 are relatively affluent. Other affluent areas of the County such as MSA's 5.6 and 5.7 contain 6.3 and 9.3 acres per 1000 residents, respectively, which means that MSA 3.2 has considerably less land either currently or prospectively in retail use than those areas. It should be further noted that those two MSA's do not contain 250 acres of land occupied by retail facilities serving regional market areas. When that acreage is also eliminated from the equation, MSA 3.2 contains less than 3 acres per 1,000 residents. Only 2 of Miami-Dade County's 31 urbanized MSA's have fewer than 3 acres of commercial land per 1,000 residents.

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Finally, it is noted that the study area contains less than 0.4 acres of vacant land designated for Business and Office and development, which is an insufficient quantity to add the business establishments that will be needed to satisfy the demand of the new residents being added to the area by the on-going new construction.

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Holland & Knight
March 26, 2009
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Closing

Based on the preceding findings, MEAI strongly believes that CDMP Amendment 9 of the April 2008 cycle should be approved.

Sincerely,
Miami Economic Associates, Inc.



Andrew Dolkart
President

CDMP AMENDMENT TRANSPORTATION ANALYSIS

2008 CDMP Amendment Application No. 9

Revised April 2009
March 2009

Prepared for:
Gold River Corporation

Lisa S. Bernstein, P.E.
Florida Registration Number 54770

CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

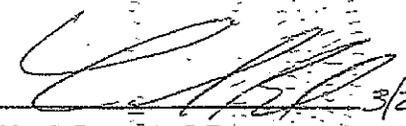
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954-463-8878 office 954-525-4303 fax Email: csweet@bellsouth.net

CDMP AMENDMENT TRANSPORTATION ANALYSIS

2008 CDMP Amendment Application No. 9

March 2009

Prepared for:
Gold River Corporation


Lisa S. Bernstein, P.E.
Florida Registration Number 54770

CATHY SWEETAPPLE & ASSOCIATES
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CATHY SWEETAPPLE & ASSOCIATES
TRANSPORTATION AND MOBILITY PLANNING

April 3, 2009

Mr. Napoleon Somoza
Principal Planner
Miami-Dade County Department of Planning and Zoning
111 Northwest 1st Street, Suite 1220
Miami, Florida 33128

RE: **2008 Cycle - CDMP Amendment Application No. 9**
Response to the DCA Recommendations for Application No. 9

Dear Mr. Somoza,

This letter has been prepared to address the recommendations for **CDMP Amendment Application No. 9** made by the Florida Department of Community Affairs (DCA) in their March 13, 2009 ORC Report for Miami-Dade County Amendment 09-1. DCA recommends the following:

"The Applicant should demonstrate how the County will achieve and maintain its adopted level of service standards through the 5-year planning time frame, including the incorporation into the 6-year capital improvement schedule in the Capital Improvements Element of roadway improvements needed to achieve and maintain adopted level of service standards during the 5-year planning time frame. The schedule shall include estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities. The applicant should also depict on the Future Transportation Map and in the Transportation Element the roadway improvements needed to achieve and maintain adopted LOS standards because of the development allowed by Application 9, in order for this application to be consistent with the Comprehensive Development Master Plan."

CDMP Amendment Transportation Analysis for the Year 2015

Pursuant to DCA's recommendations, the Applicant has provided a *CDMP Amendment Transportation Analysis* for the Year 2015 (which actually covers a 6-year planning horizon) to identify future traffic conditions with the impact of the development allowed by **Application No. 9**. The Applicant has provided a detailed analysis of existing and Year 2015 future traffic conditions on the roadway network serving the Amendment Site and has provided an updated Traffic Concurrency Analysis for the Amendment Site using the Traffic Concurrency Database published by Miami-Dade County Public Works on March 26, 2009. The Applicant has also included the assignment of net new trips for **CDMP Amendment Application No. 8** in the Year 2015 Analysis to evaluate the cumulative effects of both land use plan amendments upon the adopted level of service standards for the study area roadway network. The *CDMP Amendment Transportation Analysis* includes the following:

- The study area roadway network identified by Miami-Dade County in their Initial Recommendations Report;
- Year 2007 traffic counts collected by Miami-Dade County and FDOT for the study area roadways;
- Year 2008 traffic counts collected by Florida's Turnpike for affected the study area roadways (see **Attachment I**);
- Year 2009 traffic counts collected by the Applicant for NW 7 Street, NW 102 Avenue, West Park Drive, NW 107 Avenue and Flagler Street (see **Attachment I**);
- Historical growth rates for the study area based upon five years of actual traffic data from 2002 to 2007;

- Unbuilt committed development traffic for the study area roadways using the committed development information published by Miami-Dade County Public Works on March 26, 2009 in their most recently updated Traffic Concurrency Database;
- Transportation network improvements either under construction, funded in the current TIP or which are included in Priority I or Priority II of the Long Range Transportation Plan (LRTP);
- An evaluation of future traffic conditions for the Year 2015 without the Amendment Site to document compliance with adopted level of service standards;
- Project Trip Generation for **Application No. 9** based upon 400,000 square feet of retail use pursuant to the Covenant proffered by the Applicant to Miami-Dade County, reducing the allowable development by 40% and resulting in a 33% reduction in net external PM peak hour traffic;
- The distribution of net new traffic for **Application No. 8** onto the surrounding roadway network using the distribution included in the *Application No. 8 Traffic Impact Study* dated March 30, 2009 (see Attachment II);
- The distribution of project traffic for **Application No. 9** onto the surrounding roadway network using the cardinal distribution for project zone 813 as obtained from Interim Year 2015 of the LRTP; and
- An evaluation of future traffic conditions for the Year 2015 with both **Application No. 8** and **Application No. 9** to document compliance with adopted level of service standards.

The following information is provided herein to support the *CDMP Amendment Transportation Analysis*:

- **Table 1A** – Trip Generation for the Proposed Use based upon 400,000 SF of Retail Use (per the Covenant)
- **Table 1B** – Trip Generation for the Proposed Use based upon 679,536 SF of Retail Use (estimated by Staff)
- **Table 1C** – Change in Trips based upon the Retail Square Foot Limitation
- **Table 2A** – Traffic Concurrency Analysis based upon 400,000 SF of Retail Use (per the Covenant)
- **Table 2B** – Traffic Concurrency Analysis based upon 679,536 SF of Retail Use (estimated by Staff)
- **Table 3** – Existing Year 2007/2008/2009 Traffic Conditions on Study Area Roadways
- **Table 4** – 2015 Future Background and Committed Development Traffic Conditions in the 6 Year Planning Horizon
- **Table 5** – Traffic Growth Rate Calculations
- **Table 6** – Assignment of Unbuilt Committed Development Traffic
- **Table 7** – Application No. 8 and Application No. 9 – Project Distribution
- **Table 8** – Year 2015 Total Traffic Conditions with both Amendment No. 8 and No. 9 in the 6 Year Planning Horizon
- **Figure 1A** – Site Location
- **Figure 1B** – Surrounding Study Area Roadways
- **Figure 2** – Existing Transit Service in the Study Area (Flagler Max travels adjacent to this Site)
- **Figure 3A** – Location of Project Zone 813
- **Figure 3B** – Cardinal Distribution for Zone 813 from Interim Year 2015
- **Figure 3C** – Cardinal Distribution and Project Traffic Assignment for Zone 813
- **Figure 4A** – First Directly Accessed Traffic Concurrency Count Stations
- **Figure 4B** – Traffic Concurrency Project Distribution at the First Directly Accessed Count Stations
- **Figure 4C** – Year 2015 Project Distribution for the 6 Year Planning Horizon

Compliance with Adopted Levels of Service through the 6 Year Planning Horizon

The results of the *CDMP Amendment Transportation Analysis* for the Year 2015 (inclusive of a 6 Year Planning Horizon and inclusive of the cumulative impacts of **Application No. 8**) demonstrate that adopted levels of service are met on the surrounding study area roadways pursuant to the Miami-Dade County CDMP to support the development proposed for **Application No. 9**. The analysis incorporates the following:

- Existing Year 2007/2008/2009 traffic on study area roadways;
- Background growth for 8/7/6 years applied to 2007/2008/2009 counts to create 2015 traffic conditions;
- Unbuilt committed development traffic for each count station added to background growth using the committed development information from the 3-26-09 Traffic Concurrency Database prepared by Miami-Dade County Public Works;
- Transportation improvement projects in the current TIP or in Priority I and II of the LRTP;
- Project Traffic from **Application No. 8** based upon 611 net new trips as obtained from the *Application No. 8 Traffic Impact Study* dated March 30, 2009; and
- Project Traffic from **Application No. 9** based upon 400,000 SF of retail use (per the Covenant).

The attached **Table 8** demonstrates compliance with adopted levels of service in the Year 2015 with the development proposed for **Application No. 8** and **Application No. 9** (at 400,000 SF of retail use). **Table 9** below provides a summary of each study area roadway using the year 2015 traffic conditions from **Table 8**. All study area roadways are projected to operate within adopted level of service standards after incorporating the development proposed by both **Application No. 8** and **Application No. 9**.

Table 9 – Summary of Year 2015 Levels of Service for the 6 Year Planning Horizon

Study Roadway	Study Limits	Adopted LOS	2015 LOS with Application No. 8 and Application No. 9
NW 12 Street	HEFT to SR 826	D	D
NW 7 Street	NW 110 Avenue to NW 87 Avenue	E	C, E, D
Flagler Street	NW 114 Avenue to SR 826	EE	D, E
SW 8 Street	HEFT to SR 826	EE	D, B
NW/SW 107 Avenue	NW 12 Street to SW 8 Street	E	D, C
NW 102 Avenue	NW 7 Street to Flagler Street	D	C
NW/SW 97 Avenue	NW 12 Street to SW 8 Street	D	D, C
NW/SW 87 Avenue	NW 12 Street to SW 8 Street	E	D
HEFT	SR 836 to SW 8 Street	D	D
SR 826	SR 836 to SW 8 Street	D	D, C
SR 836	HEFT to SR 826	D	B, C

During the development process for the Application No. 9 Amendment Site, this property will be assessed up to \$1,506,400 in roadway impact fees for 400,000 SF of retail use. The Applicant will work with Miami-Dade County to determine how to best allocate these resources so they may benefit the regional roadway network in the surrounding study area. Pursuant to the findings from this *CDMP Amendment Transportation Analysis*, no additional changes are proposed at this time to the Capital Improvements Element or the Transportation Map Series.

Trip Generation Reduction based upon the Proposed Covenant

A trip generation comparison has been performed for the proposed land use designation for Application No. 9 based upon the proposed development limitations proffered by the Applicant. The results of the trip generation comparison are provided in attached **Tables 1A, 1B and 1C** which are summarized below.

- **Table 1A** identifies the AM peak hour and PM peak hour net external trip generation for the Amendment Site based upon the proposed land use designation as Business and Office, with a retail square footage limitation of 400,000 square feet as proposed by the Applicant.
- **Table 1B** identifies the AM peak hour and PM peak hour net external trip generation for the Amendment Site based upon the proposed land use designation as Business and Office and an FAR lot coverage of 0.40. This results in the allowable development of 679,536 square feet of retail use as estimated by DP&Z.

The trip generation analysis for the retail use reflects the following:

- 400,000 SF of retail use generates 1,157 net external PM peak hour trips;
- 679,536 SF of retail use generates 1,723 net external PM peak hour trips;
- The proposed limitation to 400,000 SF of retail results in a 40% reduction in development square footage;
- The proposed limitation to 400,000 SF of retail results in a 33% reduction in net external PM peak hour trips.

Updated Traffic Concurrency Analysis

As part of the roadway network adequacy determination for the 5 year planning time frame, the Applicant has updated the traffic concurrency analysis prepared for the Amendment Site to ensure that adequate roadway capacity exists on the surrounding roadway system to accommodate the trips generated by the proposed Business and Office land use designation. Attached **Tables 2A and 2B** have been prepared to update the findings from the Initial Staff Recommendations using the most recently updated traffic concurrency database prepared by the Miami-Dade County Public Works Department and dated March 26, 2009. The following information is provided herein to support the updated traffic concurrency analysis:

- **Table 2A** – Traffic Concurrency Analysis based upon 400,000 SF of Retail Use (per the Covenant)
- **Table 2B** – Traffic Concurrency Analysis based upon 679,536 SF of Retail Use (estimated by Staff)

The maximum service volumes, the peak hour period counts and the approved development order trips are obtained from the March 26, 2009 Traffic Concurrency Database. Pursuant to the Miami-Dade County Concurrency Management System, all study area traffic count stations on roadways adjacent to and surrounding the project site were found to operate at acceptable levels of service during the peak hour period, accounting for existing traffic, previously approved committed development traffic and the project traffic for Application No. 9 at either 400,000 SF of retail use or 679,536 SF of retail use. Acceptable levels of service were found to be maintained at all affected count stations and on the roadways adjacent to the project site, demonstrating that the proposed development program meets all applicable traffic concurrency standards from the Miami-Dade County Comprehensive Development Master Plan for the short term planning horizon.

Mr. Napoleon Somoza
CDMP Amendment Application No. 9
Response to the DCA Recommendations for Application No. 9
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Please do not hesitate to contact me if you have any questions or concerns with the information provided herein.

Sincerely,

Cathy Sweetapple & Associates
Transportation and Mobility Planning



Cathy S. Sweetapple, AICP
Principal Transportation Planner

cc: Juan Mayol, Holland & Knight, LLP

TABLE 1A TRIP GENERATION FOR THE PROPOSED USE - LIMITED TO 400,000 SF OF RETAIL									
LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
RETAIL	AM Peak Hour	400,000 SQ. FT.	820	$\ln(T) = 0.60 \ln(X) + 2.29$	360	61%	220	39%	140
PASS BY REDUCTION			25.98%	$\ln(TP) = -0.291 \ln(X) + 5.001$	94	61%	57	39%	37
NET EXTERNAL TRIPS					266	61%	163	39%	103
RETAIL	PM Peak Hour	400,000 SQ. FT.	820	$\ln(T) = 0.66 \ln(X) + 3.40$	1,563	48%	750	52%	813
PASS BY REDUCTION			25.98%	$\ln(TP) = -0.291 \ln(X) + 5.001$	406	48%	195	52%	211
NET EXTERNAL TRIPS					1,157	48%	555	52%	602

TABLE 1B TRIP GENERATION FOR THE PROPOSED USE - NO LIMITS - BASED UPON 0.4 FAR									
LAND USE	TIMEFRAME	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
RETAIL	AM Peak Hour	679,536 SQ. FT.	820	$\ln(T) = 0.60 \ln(X) + 2.29$	494	61%	301	39%	193
PASS BY REDUCTION			22.27%	$\ln(TP) = -0.291 \ln(X) + 5.001$	110	61%	67	39%	43
NET EXTERNAL TRIPS					384	61%	234	39%	150
RETAIL	PM Peak Hour	679,536 SQ. FT.	820	$\ln(T) = 0.66 \ln(X) + 3.40$	2,217	48%	1,064	52%	1,153
PASS BY REDUCTION			22.27%	$\ln(TP) = -0.291 \ln(X) + 5.001$	494	48%	237	52%	257
NET EXTERNAL TRIPS					1,723	48%	827	52%	896

TABLE 1C CHANGE IN TRIPS BASED UPON RETAIL SF LIMITATION									
LAND USE	TIMEFRAME	UNITS	% CHANGE	TYPE OF CHANGE	TRIPS	% IN	TRIPS	% OUT	TRIPS
Limit to 400,000 SF	AM Peak Hour	-279,536 SQ. FT.	-30.61%	TRIP REDUCTION	-118	61%	-72	39%	-46
Limit to 400,000 SF	PM Peak Hour	-279,536 SQ. FT.	-32.87%	TRIP REDUCTION	-566	48%	-272	52%	-295

Table 2A
CDMP Amendment Application No. 9
First Directly Accessed Traffic Count Stations - Traffic Concurrency Capacity Analysis Based Upon 400,000 SF of Retail Use

3/26/2009

Count Station	Roadway	Location	Existing Lanes	[1]	Count Date	[2]	Capacity Available after PHP Vol	D.O.'s as of 1/26/2009	Capacity Available after D.O.'s	TAZ 813 Year 2015 Cardinal Distribution	[3]	[4]	Total with Project	Capacity Available after Project	Adopted LOS	Current LOS
				Capacity		2007 PHP Vol					Project Distribution	PM Peak Hour Trips				
1218	NW 107 Ave	W. Flagler to SR 836	A 6	4,920	8/21-23/2007	4,243	677	173	504	NNW	11.57%	134	4,550	370	SUMA = E	D
2580	SW 107 Ave	W. Flagler o SW 8 Street	A 4	3,120	7/31-8/2/2007	2,617	503	30	473	SSW	9.67%	112	2,759	361	HE = E	E
9156	W. Flagler St	NW 97 Ave to NW 107 Ave	A 6	6,672	9/10-12/2007	3,109	3,563	46	3,517	ENE+ESE	62.45%	723	3,878	2,794	EE	D
9158	W. Flagler St	NW 107 Ave to NW 114 Ave	6	5,820	10/23-25/2007	2,938	2,882	120	2,762	WNW+WSW	16.32%	189	3,247	2,573	EE	D
9494	NW 97 Ave	NW 25 St to NW 12 St	A 4	2,300	10/9-11/2007	1,333	967	47	920	NNE	15.53%	180	1,560	740	D	C
9698	SW 97 Ave	W. Flagler to S. of SW 8 St	2	3,000	4/10-12/2007	1,620	1,380	65	1,315	SSE	6.63%	77	1,762	1,238	D	C

Source: Miami-Dade County Public Works Department Concurrency Report Dated January 26, 2009.

[1] The maximum service volumes are based upon the Miami-Dade County Public Works Department Concurrency Report Dated January 26, 2009.

[2] The PHP counts reflect 2007 volumes from the Miami-Dade County Public Works Department Concurrency Report Dated January 26, 2009.

[3] Project distribution is based upon the Cardinal Directions for TAZ 813 based upon Interim Year 2015.

[4] See Table 1-A for the Net External PM Peak Hour trips for 400,000 square feet of retail use.

Table 2B
CDMP Amendment Application No. 9
First Directly Accessed Traffic Count Stations - Traffic Concurrency Capacity Analysis Based Upon 679,536 SF of Retail Use

3/26/2009

Count Station	Roadway	Location	Existing Lanes	[1]	Count Date	[2]	Capacity Available after PHP Vol	D.O.'s as of 1/26/2009	Capacity Available after D.O.'s	TAZ 813 Year 2015 Cardinal Distribution	[3]	[4]	Total with Project	Capacity Available after Project	Adopted LOS	Current LOS
				Capacity		2007 PHP Vol					Project Distribution	PM Peak Hour Trips				
1218	NW 107 Ave	W. Flagler to SR 836	A 6	4,920	8/21-23/2007	4,243	677	173	504	NNW	11.57%	199	4,615	305	SUMA = E	D
2580	SW 107 Ave	W. Flagler o SW 8 Street	A 4	3,120	7/31-8/2/2007	2,617	503	30	473	SSW	9.67%	167	2,814	306	HE = E	E
9156	W. Flagler St	NW 97 Ave to NW 107 Ave	A 6	6,672	9/10-12/2007	3,109	3,563	46	3,517	ENE+ESE	62.45%	1,076	4,231	2,441	EE	D
9158	W. Flagler St	NW 107 Ave to NW 114 Ave	6	5,820	10/23-25/2007	2,938	2,882	120	2,762	WNW+WSW	16.32%	281	3,339	2,481	EE	D
9494	NW 97 Ave	NW 25 St to NW 12 St	A 4	2,300	10/9-11/2007	1,333	967	47	920	NNE	15.53%	268	1,648	652	D	C
9698	SW 97 Ave	W. Flagler to S. of SW 8 St	2	3,000	4/10-12/2007	1,620	1,380	65	1,315	SSE	6.63%	114	1,799	1,201	D	C

Source: Miami-Dade County Public Works Department Concurrency Report Dated January 26, 2009.

[1] The maximum service volumes are based upon the Miami-Dade County Public Works Department Concurrency Report Dated January 26, 2009.

[2] The PHP counts reflect 2007 volumes from the Miami-Dade County Public Works Department Concurrency Report Dated January 26, 2009.

[3] Project distribution is based upon the Cardinal Directions for TAZ 813 based upon Interim Year 2015.

[4] See Table 1-B for the Net External PM Peak Hour trips for 679,536 square feet of retail use.

Table 3
Existing Year 2007/2008/2009 Traffic Conditions on Study Area Roadways using Available Traffic Counts from FDOT and Miami-Dade County
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] FDOT SEASONAL FACTOR	[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 SEASON VOL	[6] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
NW 12 Street															
HEFT to NW 117 Avenue	6LD	County Minor Arterial	MD-9364	9/10-13/2007	1.04	0.98	D	3,249	3,158	3,088	3,165	3,226	4,450	D	0.72
NW 117 Avenue to NW 111 Avenue	6LD	County Minor Arterial	MD-9364	9/10-13/2007	1.04	0.98	D	3,249	3,158	3,088	3,165	3,226	4,450	D	0.72
NW 111 Avenue to NW 107 Avenue	6LD	County Minor Arterial	MD-9364	9/10-13/2007	1.04	0.98	D	3,249	3,158	3,088	3,165	3,226	4,450	D	0.72
NW 107 Avenue to NW 97 Avenue	4LD	County Minor Arterial	MD-9362	4/9-11/2007	0.97	0.98	D	2,449	2,433	2,279	2,387	2,269	2,950	D	0.77
NW 97 Avenue to NW 87 Avenue	4LD	County Minor Arterial	MD-9360	3/27-29/2007	0.96	0.98	D	2,906	2,558	2,910	2,791	2,626	2,950	D	0.89
NW 87 Avenue to SR 826	4LD	County Minor Arterial	MD-9358	3/27-29/2007	0.96	0.98	D	2,592	2,397	2,526	2,505	2,357	2,950	D	0.80
NW 7 Street								[7]							
NW 110 Avenue to NW 107 Avenue	4LD	County Urban Collector	Int. Counts	4/2/2009	0.97	0.98	E	1,627			1,627	1,547	3,120	C	0.50
NW 107 Avenue to NW 102 Avenue	4LD	County Urban Collector	Link Counts	4/1-2/2009	0.97	0.98	E	1,821	1,817		1,819	1,729	3,120	C	0.55
NW 102 Avenue to NW 97 Avenue	4LD	County Urban Collector	Link Counts	4/1-2/2009	0.97	0.98	E	1,755	1,751		1,753	1,666	3,120	C	0.53
NW 97 Avenue to Park Blvd	4LD	County Urban Collector	Derived from 2015 Model Data		1.00	1.00	E	2,664			2,664	2,664	3,120	D	0.85
Park Blvd to NW 87 Avenue	5LD	County Urban Collector	Derived from 2015 Model Data		1.00	1.00	E	2,377			2,377	2,377	3,120	D	0.76
Flagler Street															
NW 114 Avenue to NW 107 Avenue	6LD	County Urban Collector	MD-9158	10/23-25/2007	1.02	0.98	EE	2,776	2,740	2,718	2,745	2,744	5,628	C	0.49
NW 107 Avenue to NW 102 Avenue	6LD	County Minor Arterial	MD-9156	9/10-12/2007	1.04	0.98	EE	3,106	3,103	3,042	3,084	3,143	5,628	C	0.56
NW 102 Avenue to NW 97 Avenue	6LD	County Minor Arterial	MD-9156	9/10-12/2007	1.04	0.98	EE	3,106	3,103	3,042	3,084	3,143	5,628	C	0.56
NW 97 Avenue to NW 87 Avenue	6LD	County Minor Arterial	MD-9154	9/10-12/2007	1.04	0.98	EE	3,931	4,184	4,181	4,099	4,177	5,628	D	0.74
NW 87 Avenue to SR 826	6LD	State Minor Arterial	FDOT-1142	8/7-9/2007	1.03	0.98	EE	3,245	3,353	3,359	3,319	3,350	5,904	C	0.57
SW 8 Street															
HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0090	2/27-29/2007	0.99	0.96	EE	4,696	4,556	4,137	4,463	4,242	5,904	D	0.72
SW 117 Avenue to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0090	2/27-29/2007	0.99	0.96	EE	4,696	4,556	4,137	4,463	4,242	5,904	D	0.72
SW 107 Avenue to SW 97 Avenue	8LD	State Principal Arterial	MD-9962	8/28-30/2007	1.01	0.96	EE	5,188	5,064	5,183	5,145	4,989	7,728	B	0.65
SW 97 Avenue to SW 87 Avenue	8LD	State Principal Arterial	FDOT-0589	1/5-7/2007	1.00	0.96	EE	4,110	4,131	4,084	4,108	3,944	7,728	B	0.51
SW 87 Avenue to SR 826	6LD	State Principal Arterial	FDOT-0092	8/21-23/2007	1.00	0.96	EE	3,815	3,706	3,216	3,579	3,436	6,096	B	0.56
NW/SW 107 Avenue															
NW 12 Street to SR 836	7LD	County Urban Collector	FDOT-1218	8/21-23/2007	1.03	0.98	HE = E	4,456	4,619	4,443	4,506	4,548	5,472	D	0.83
SR 836 to NW 7 Street	7LD	State Urban Minor Arterial	FDOT-1218	8/21-23/2007	1.03	0.98	SUMA = E	4,456	4,619	4,443	4,506	4,548	5,740	D	0.79
NW 7 Street to Flagler Street	6LD	State Urban Minor Arterial	FDOT-2580	7/31-8/2/2007	1.01	0.98	SUMA = E	2,662	2,698	2,535	2,632	2,605	4,920	C	0.53
Flagler Street to SW 8 Street	4LD	State Urban Minor Arterial	FDOT-2580	7/31-8/2/2007	1.01	0.98	SUMA = E	2,662	2,698	2,535	2,632	2,605	3,270	D	0.80
NW/SW 102 Avenue															
NW 7 Street to Project Entrance	4LD	County Urban Collector	Int. Counts	4/2/2009	0.97	0.98	D	441			441	419	2,950	C	0.14
Project Entrance to Flagler Street	4LD	County Urban Collector	Int. Counts	4/2/2009	0.97	0.98	D	446			446	424	2,950	C	0.14

Table 3
Existing Year 2007/2008/2009 Traffic Conditions on Study Area Roadways using Available Traffic Counts from FDOT and Miami-Dade County
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] EXISTING LANES	ROADWAY FUNCTIONAL CLASSIFICATION	[2] COUNT STATION	COUNT DATE	[3] FDOT SEASONAL FACTOR	[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] TWO-WAY PM PEAK HOUR MAX CAPACITY	EXISTING PM PEAK HOUR LOS	V/C
NW/SW 97 Avenue															
NW 12 Street to NW 7 Street	4LD	County Urban Collector	Link Counts	8/21-23/2007	1.03	0.98	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	4/10-12/2007	0.98	0.98	D	1,730	1,593	1,744	1,689	1,622	2,950	C	0.55
Flagler Street to SW 8 Street	4LD	County Urban Collector	MD-9698	4/10-12/2007	0.99	0.98	D	1,730	1,593	1,744	1,689	1,639	2,950	C	0.56
NW/SW 87 Avenue															
NW 12 St/SR 836 to Park Blvd	6LD	State Urban Minor Arterial	FDOT-1211	5/8-10/2007	0.99	0.94	SUMA = E	3,904	3,983	3,976	3,954	3,680	4,920	C	0.75
Park Blvd to Flagler St	6LD	State Urban Minor Arterial	FDOT-1211	5/8-10/2007	0.99	0.94	SUMA = E	3,904	3,983	3,976	3,954	3,680	4,920	C	0.75
Flagler Street to SW 8 Street	4LD	State Urban Minor Arterial	FDOT-0044	5/7-9/2007	1.00	0.94	SUMA = E	2,476	2,460	2,551	2,496	2,346	3,270	C	0.72
SR 821/HEFT															
SR 836 to SW 8 Street	10LD	State Principal Arterial	FDOT-2250	2008 AADT*.09	1.00	1.00	D	13,275				13,275	16,980	D	0.78
SR 826															
SR 836 to Flagler Street	8LD	State Principal Arterial	FDOT-0569	9/18-20/2007	1.04	0.95	D	13,487	13,346	13,442	13,425	13,264	13,420	D	0.99
Flagler Street to SW 8 Street	8LD	State Principal Arterial	FDOT-0568	7/18-20/2006	1.02	0.95	D	12,264	11,480	11,034	11,593	11,233	13,420	D	0.84
SR 836															
HEFT to NW 107 Avenue	8LD	State Principal Arterial	FDOT-2242	9/11-13/2007	1.04	0.97	D	5,866	5,430	5,521	5,606	5,918	13,600	B	0.44
NW 107 Avenue to NW 87 Avenue	8LD	State Principal Arterial	FDOT-2243	9/11-13/2007	1.04	0.97	D	7,875	7,970	7,969	7,938	7,944	13,600	B	0.58
NW 87 Avenue to SR 826	8LD	State Principal Arterial	FDOT-2244	9/11-13/2007	1.04	0.97	D	7,994	7,554	7,857	7,802	8,064	13,600	C	0.59

- [1] The expanded lane geometry for roadways currently under construction are included in this table as existing lane geometry.
- [2] The traffic count data used in this analysis was obtained from either FDOT, Florida Turnpike, Miami-Dade County or the Applicant and reflects the most recent data available.
- [3] The existing counts have been adjusted using the 2007 FDOT Seasonal Factor for Miami-Dade North and Miami-Dade South.
- [4] The existing counts have also been adjusted using the 2007 FDOT Axle Factors.
- [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.
- [7] The 2015 MPO Model data was used to establish Year 2015 background traffic on NW 7 Street and NW 102 Avenue. This data was further adjusted by the areawide growth rate to establish Year 2007 traffic conditions.

Table 4
Year 2015 Future Background and Committed Development Traffic Conditions in the 6 Year Planning Horizon
Two-Way PM Peak Hour without the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[3]	2015 BACKGROUND + COMMITTED PM PK HR PK SEASON VOL	[4]	2015 BACKGROUND PLUS COMMITTED VOLUMES	[5]	2015 PM PEAK HOUR FUTURE LOS	2015 VIC
	YEAR 2015 LANES	CDMP ADOPTED LOS STANDARD		GROWTH RATE		UNBUILT COMMITTED VOLUMES		TWO-WAY PM PEAK HOUR MAX CAPACITY		
NW 12 Street										
HEFT to NW 117 Avenue	6LD	D	3,226	0.50%	3,357	362	3,719	4,450	D	0.84
NW 117 Avenue to NW 111 Avenue	6LD	D	3,226	0.50%	3,357	362	3,719	4,450	D	0.84
NW 111 Avenue to NW 107 Avenue	6LD	D	3,226	0.50%	3,357	362	3,719	4,450	D	0.84
NW 107 Avenue to NW 97 Avenue	4LD	D	2,269	0.50%	2,361	6	2,367	2,950	D	0.80
NW 97 Avenue to NW 87 Avenue	4LD	D	2,626	0.50%	2,733	28	2,761	2,950	D	0.94
NW 87 Avenue to SR 826	4LD	D	2,357	0.50%	2,463	28	2,481	2,950	D	0.84
NW 7 Street										
NW 110 Avenue to NW 107 Avenue	4LD	E	1,547	0.50%	1,594	120	1,714	3,120	C	0.55
NW 107 Avenue to NW 102 Avenue	4LD	E	1,729	0.50%	1,782	46	1,828	3,120	C	0.59
NW 102 Avenue to NW 97 Avenue	4LD	E	1,666	0.50%	1,717	46	1,763	3,120	C	0.57
NW 97 Avenue to Park Blvd	4LD	E	2,664	0.50%	2,772	109	2,881	3,120	D	0.92
Park Blvd to NW 87 Avenue	5LD	E	2,377	0.50%	2,474	244	2,718	3,120	D	0.87
Flagler Street										
NW 114 Avenue to NW 107 Avenue	6LD	EE	2,744	0.50%	2,855	120	2,975	5,628	C	0.53
NW 107 Avenue to NW 102 Avenue	6LD	EE	3,143	0.50%	3,271	46	3,317	5,628	D	0.59
NW 102 Avenue to NW 97 Avenue	6LD	EE	3,143	0.50%	3,271	46	3,317	5,628	D	0.59
NW 97 Avenue to NW 87 Avenue	6LD	EE	4,177	0.50%	4,347	109	4,456	5,628	E	0.79
NW 87 Avenue to SR 826	6LD	EE	3,350	0.50%	3,487	244	3,731	5,904	C	0.63
SW 8 Street										
HEFT to SW 117 Avenue	6LD	EE	4,242	0.50%	4,414	15	4,429	5,904	D	0.75
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,242	0.50%	4,414	15	4,429	5,904	D	0.75
SW 107 Avenue to SW 97 Avenue	8LD	EE	4,989	0.50%	5,192	15	5,207	7,728	B	0.67
SW 97 Avenue to SW 87 Avenue	8LD	EE	3,944	0.50%	4,105	11	4,116	7,728	B	0.53
SW 87 Avenue to SR 826	6LD	EE	3,436	0.50%	3,576	15	3,591	6,096	B	0.59
NW/SW 107 Avenue										
NW 12 Street to SR 836	7LD	HE = E	4,548	0.50%	4,734	173	4,907	5,472	D	0.90
SR 836 to NW 7 Street	7LD	SUMA = E	4,548	0.50%	4,734	173	4,907	5,740	D	0.85
NW 7 Street to Flagler Street	6LD	SUMA = E	2,605	0.50%	2,711	30	2,741	4,920	C	0.56
Flagler Street to SW 8 Street	6LD	SUMA = E	2,605	0.50%	2,711	30	2,741	3,270	D	0.84
NW/SW 102 Avenue										
NW 7 Street to Project Entrance	4LD	D	419	0.50%	432	65	497	2,950	C	0.17
Project Entrance to Flagler Street	4LD	D	424	0.50%	437	65	502	2,950	C	0.17
NW/SW 97 Avenue										
NW 12 Street to NW 7 Street	4LD	D	1,627	0.50%	1,694	65	1,759	3,744	C	0.47
NW 7 Street to Flagler Street	4LD	D	1,622	0.50%	1,688	65	1,753	2,950	C	0.59
Flagler Street to SW 8 Street	4LD	D	1,639	0.50%	1,705	65	1,770	2,950	C	0.60
NW/SW 87 Avenue										
NW 12 St/SR 836 to Park Blvd	6LD	SUMA = E	3,680	0.50%	3,830	368	4,198	5,904	D	0.71
Park Blvd to Flagler St	6LD	SUMA = E	3,680	0.50%	3,830	159	3,989	5,904	D	0.68
Flagler Street to SW 8 Street	4LD	SUMA = E	2,346	0.50%	2,441	159	2,600	3,270	D	0.80
SR 821/HEFT										
836 to SW 8 Street	10LD	D	13,275	1.70%	14,938	934	15,872	16,980	D	0.93
SR 826										
SR 836 to Flagler Street	10LD	D	13,264	0.50%	13,804	10	13,814	16,980	D	0.81
Flagler Street to SW 8 Street	10LD	D	11,233	0.50%	11,749	10	11,759	16,980	C	0.69
SR 836										
HEFT to NW 107 Avenue	8LD	D	5,918	0.50%	6,159	396	6,555	13,600	B	0.48
NW 107 Avenue to NW 87 Avenue	8LD	D	7,944	0.50%	8,268	38	8,306	13,600	C	0.61
NW 87 Avenue to SR 826	8LD	D	8,064	0.50%	8,393	106	8,499	13,600	C	0.62

Table 4
 Year 2015 Future Background and Committed Development Traffic Conditions in the 6 Year Planning Horizon
 Two-Way PM Peak Hour without the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	2015	[4]	2015	[5]	2015	
	YEAR	CDMP	TWO-WAY	GROWTH	BACKGROUND	UNBUILT	BACKGROUND	TWO-WAY	PM PEAK	2015
	2015	ADOPTED	PM PEAK	RATE	+ COMMITTED	COMMITTED	PLUS	PM PEAK	HOUR	LOS
	LANES	LOS	HOUR PEAK	SEASON VOL	PM PK HR PK	COMMITTED	COMMITTED	HOUR MAX	FUTURE	V/C
		STANDARD	SEASON VOL		SEASON VOL	VOLUMES	VOLUMES	CAPACITY	LOS	

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in Priority I or II of the LRTP.
 Page 45 of the LRTP - Priority I - 10 lane widening of SR 826 at SR 836.
 Page 45 of the LRTP - Priority I - 10 lane widening of SR 826 from SW 2 St to SW 16 Street.
 Page 48 of the LRTP - Priority II - 6 lane widening of SW 107 Avenue from Flagler Street to SW 8 Street.
- [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 5.
 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 unbuilt committed projects were obtained for each count station using the 3-26-09 Traffic Concurrence Count Station Database prepared by the Miami-Dade County Public Works Department.
- [5] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

**TABLE 5
CDMP AMENDMENT APPLICATION NO. 9
TRAFFIC GROWTH RATE CALCULATIONS**

26-Mar-09

ROADWAY	DIR	STATION	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	COMPOUND GROWTH 2002 to 2007
NW 12 STREET									
EAST OF NW 97 AVENUE	E/W	MD-9360	33,980	34,870	35,420	35,083	37,976	41,460	4.06%
EAST OF NW 87 AVENUE	E/W	MD-9358	30,773	31,593	34,930	34,520	34,520	31,990	0.78%
AVERAGE:			64,753	66,463	70,350	69,603	72,496	73,450	2.55%
FLAGLER STREET									
WEST OF NW 107 AVENUE	E/W	MD-9158	34,526	36,560	39,530	39,283	40,260	38,923	2.43%
WEST OF NW 97 AVENUE	E/W	MD-9156	39,586	38,776	36,520	37,646	37,196	41,833	1.11%
WEST OF NW 87 AVENUE	E/W	MD-9154	67,676	57,780	80,160	75,113	61,000	57,726	-3.13%
WEST OF SR 826	E/W	FDOT-1142	50,500	54,000	54,500	55,500	56,500	55,500	1.91%
AVERAGE:			192,288	185,116	210,710	207,542	194,956	193,982	0.18%
SW 8 STREET									
WEST OF SW 107 AVENUE	E/W	FDOT-0090	48,000	54,000	69,000	56,500	56,000	64,500	6.09%
WEST OF SW 97 AVENUE	E/W	MD-9962	97,116	71,396	68,250	74,390	61,500	75,666	-4.87%
WEST OF SW 87 AVENUE	E/W	FDOT-0589	67,500	58,000	63,000	52,000	56,500	55,500	-3.84%
WEST OF SR 826	E/W	FDOT-0092	54,500	50,500	55,500	58,000	54,500	55,000	0.18%
AVERAGE:			267,116	233,896	255,750	240,890	228,500	250,666	-1.26%
NW/SW 107 AVENUE									
SOUTH OF NW 12 STREET	N/S	MD-9508	90,993	66,743	49,560	53,783	81,240	68,116	-5.63%
NORTH OF NW 7 STREET	N/S	FDOT-1218	62,500	64,500	65,000	68,500	73,000	56,000	-2.17%
NORTH OF FLAGLER STREET	N/S	FDOT-2580	41,500	42,000	43,000	37,000	38,000	39,000	-1.23%
AVERAGE:			194,993	173,243	157,560	159,283	192,240	163,116	-3.51%
NW/SW 97 AVENUE									
SOUTH OF SW 8 STREET	N/S	MD-9698	18,163	14,526	12,380	22,243	19,266	19,943	1.89%
SOUTH OF SW 24 STREET	N/S	MD-9699	17,023	17,113	13,510	17,066	18,376	18,366	1.53%
AVERAGE:			35,186	31,639	25,890	39,309	37,642	38,309	1.72%
NW/SW 87 AVENUE									
SOUTH OF 12 STREET/SR 836	N/S	FDOT-1211	57,500	52,000	63,500	55,000	65,000	62,500	1.68%
SOUTH OF FLAGLER STREET	N/S	FDOT-0044	40,500	41,500	39,000	45,500	37,500	36,000	-2.33%
SOUTH OF SW 8 STREET	N/S	FDOT-1074	32,500	37,500	44,000	51,000	30,000	32,500	0.00%
AVERAGE:			130,500	131,000	146,500	151,500	132,500	131,000	0.08%
SR 826									
NORTH OF NW 12 STREET	N/S	FDOT-0570	206,000	205,000	205,000	205,000	205,000	206,000	0.00%
NORTH OF FLAGLER STREET	N/S	FDOT-0569	205,000	191,000	237,000	220,000	172,500	203,000	-0.20%
NORTH OF SW 8 STREET	N/S	FDOT-0568	189,000	198,000	216,000	216,000	179,000	179,000	-1.08%
AVERAGE:			600,000	594,000	658,000	641,000	556,500	588,000	-0.91%
SR 836									
WEST OF NW 107 AVENUE	E/W	FDOT-2242	87,000	92,000	95,000	94,000	113,000	113,000	5.37%
EAST OF NW 107 AVENUE	E/W	FDOT-2243	125,500	125,500	119,000	107,500	123,500	107,000	-3.14%
EAST OF NW 87 AVENUE	E/W	FDOT-2244	107,000	119,500	113,500	97,500	121,500	110,000	0.55%
AVERAGE:			319,500	337,000	327,500	299,000	358,000	330,000	-0.21%
FLORIDA'S TURNPIKE									
NORTH OF SW 8 STREET	N/S	FDOT-2250				172,100	177,100	178,000	1.70%
AVERAGE:						172,100	177,100	178,000	1.70%
AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE:									Full Rate:
AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE:									Replaced Negative Rate:
SR 826 GROWTH RATE:									Replaced Negative Rate:
SR 836 GROWTH RATE:									Replaced Negative Rate:
FLORIDA'S TURNPIKE GROWTH RATE:									Full Rate:
									-0.04%
									0.50%
									0.50%
									0.50%
									1.70%

Table 6
Assignment of Unbuilt Committed Development Traffic
Two-Way PM Peak Hour

ROADWAY SEGMENTS	YEAR 2015 LANES	ADOPTED LOS	FDOT OR MIAMI DADE COUNT STATION	3/26/2009 MIAMI-DADE PUBLIC WORKS CONCURRENCY DATABASE COMMITTED TRIPS
NW 12 Street				
HEFT to NW 117 Avenue	6LD	D	MD-9364	362
NW 117 Avenue to NW 111 Avenue	6LD	D	MD-9364	362
NW 111 Avenue to NW 107 Avenue	6LD	D	MD-9364	362
NW 107 Avenue to NW 97 Avenue	4LD	D	MD-9362	6
NW 97 Avenue to NW 87 Avenue	4LD	D	MD-9360	28
NW 87 Avenue to SR 826	4LD	D	MD-9358	28
NW 7 Street				
NW 110 Avenue to NW 107 Avenue	4LD	E	[1]	120
NW 107 Avenue to NW 102 Avenue	4LD	E	[1]	46
NW 102 Avenue to NW 97 Avenue	4LD	E	[1]	46
NW 97 Avenue to Park Blvd	4LD	E	[1]	109
Park Blvd to NW 87 Avenue	5LD	E	[1]	244
Flagler Street				
NW 114 Avenue to NW 107 Avenue	6LD	EE	MD-9158	120
NW 107 Avenue to NW 102 Avenue	6LD	EE	MD-9156	46
NW 102 Avenue to NW 97 Avenue	6LD	EE	MD-9156	46
NW 97 Avenue to NW 87 Avenue	6LD	EE	MD-9154	109
NW 87 Avenue to SR 826	6LD	EE	FDOT-1141	244
SW 8 Street				
HEFT to SW 117 Avenue	6LD	EE	FDOT-0090	15
SW 117 Avenue to SW 107 Avenue	6LD	EE	FDOT-0090	15
SW 107 Avenue to SW 97 Avenue	8LD	EE	MD-9962	15
SW 97 Avenue to SW 87 Avenue	8LD	EE	FDOT-0589	11
SW 87 Avenue to SR 826	6LD	EE	FDOT-0092	15
NW/SW 107 Avenue				
NW 12 Street to SR 836	7LD	HE = E	MD-9508	173
SR 836 to NW 7 Street	7LD	SUMA = E	FDOT-1218	173
NW 7 Street to Flagler Street	6LD	SUMA = E	FDOT-2580	30
Flagler Street to SW 8 Street	6LD	SUMA = E	FDOT-2580	30
NW/SW 102 Avenue				
NW 7 Street to Project Entrance	4LD	D	[2]	65
Project Entrance to Flagler Street	4LD	D	[2]	65
NW/SW 97 Avenue				
NW 12 Street to NW 7 Street	4LD	D	[3]	65
NW 7 Street to Flagler Street	4LD	D	MD-9698	65
Flagler Street to SW 8 Street	4LD	D	MD-9698	65
NW 87 Avenue				
NW 12 St/SR 836 to Park Blvd	6LD	SUMA = E	FDOT-1211	368
Park Blvd to Flagler St	6LD	SUMA = E	FDOT-1211	368
Flagler Street to SW 8 Street	4LD	SUMA = E	FDOT-0044	159
SR 821/HEFT				
SR 836 to SW 8 Street	10LD	D	FDOT-2250	934
SR 826				
SR 836 to Flagler Street	10LD	D	FDOT-0569	10
Flagler Street to SW 8 Street	10LD	D	FDOT-0568	10
SR 836				
HEFT to NW 107 Avenue	8LD	D	FDOT-2242	396
NW 107 Avenue to NW 87 Avenue	8LD	D	FDOT-2243	38
NW 87 Avenue to SR 826	8LD	D	FDOT-2244	106

[1] No committed trips are recorded for NW 7 Street, so the committed trips for Flagler Street were applied.

[2] No committed trips are recorded for NW 102 Ave, so the committed trips for NW 97 Ave were applied.

[3] Used the committed trips for the adjacent count station.

Table 7
Application No. 8 and Application No. 9 - Project Distribution
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	Application No. 8		Application No. 9		Application 9 TOTAL TWO-WAY PM TRIPS 1157	[4] TWO-WAY PM PEAK HOUR MAX CAPACITY	Application 9 PROJECT TRIPS AS A PERCENT OF MSV
			[3A] Project Distribution Percent	Net New PM PK Hour Trips with the Amendment 611	[3B] Project Distribution Percentage	400,000 SF - Retail Net External PM PK HR Trips 1157			
NW 12 Street									
HEFT to NW 117 Avenue	6LD	D	0.50%	3	1.00%	12	12	4,450	0.26%
NW 117 Avenue to NW 111 Avenue	6LD	D	0.50%	3	1.00%	12	12	4,450	0.26%
NW 111 Avenue to NW 107 Avenue	6LD	D	0.50%	3	1.00%	12	12	4,450	0.26%
NW 107 Avenue to NW 97 Avenue	4LD	D	0.50%	3	1.00%	12	12	2,950	0.39%
NW 97 Avenue to NW 87 Avenue	4LD	D	0.50%	3	1.00%	12	12	2,950	0.39%
NW 87 Avenue to SR 826	4LD	D	0.50%	3	1.00%	12	12	2,950	0.39%
NW 7 Street									
NW 110 Avenue to NW 107 Avenue	4LD	E	0.50%	3	5.00%	58	58	3,120	1.85%
NW 107 Avenue to NW 102 Avenue	4LD	E	2.00%	12	11.57%	134	134	3,120	4.29%
NW 102 Avenue to NW 97 Avenue	4LD	E	2.00%	12	11.57%	134	134	3,120	4.29%
NW 97 Avenue to Park Blvd	4LD	E	10.00%	61	5.00%	58	58	3,120	1.85%
Park Blvd to NW 87 Avenue	5LD	E	2.00%	12	2.00%	23	23	3,120	0.74%
Flagler Street									
NW 114 Avenue to NW 107 Avenue	6LD	EE	6.00%	37	16.32%	189	189	5,628	3.36%
NW 107 Avenue to NW 102 Avenue	6LD	EE	8.00%	49	25.99%	301	301	5,628	5.34%
NW 102 Avenue to NW 97 Avenue	6LD	EE	10.00%	61	50.88%	589	589	5,628	10.46%
NW 97 Avenue to NW 87 Avenue	6LD	EE	60.00%	367	21.72%	251	251	5,628	4.47%
NW 87 Avenue to SR 826	6LD	EE	21.00%	128	9.72%	112	112	5,904	1.90%
SW 8 Street									
HEFT to SW 117 Avenue	6LD	EE	2.00%	12	2.00%	23	23	5,904	0.39%
SW 117 Avenue to SW 107 Avenue	6LD	EE	2.00%	12	2.00%	23	23	5,904	0.39%
SW 107 Avenue to SW 97 Avenue	8LD	EE	2.00%	12	2.00%	23	23	7,728	0.30%
SW 97 Avenue to SW 87 Avenue	8LD	EE	2.00%	12	2.00%	23	23	7,728	0.30%
SW 87 Avenue to SR 826	6LD	EE	8.00%	49	2.00%	23	23	6,096	0.38%
NW/SW 107 Avenue									
NW 12 Street to SR 836	7LD	HE = E	1.00%	6	2.57%	30	30	5,472	0.54%
SR 836 to NW 7 Street	7LD	SUMA = E	2.00%	12	11.57%	134	134	5,740	2.33%
NW 7 Street to Flagler Street	6LD	SUMA = E	1.00%	6	6.67%	77	77	4,920	1.57%
Flagler Street to SW 8 Street	6LD	SUMA = E	2.00%	12	9.67%	112	112	4,920	2.27%
NW/SW 102 Avenue									
NW 7 Street to Project Entrance	4LD	D	2.00%	12	23.14%	268	268	2,950	9.08%
Project Entrance to Flagler Street	4LD	D	2.00%	12	23.14%	268	268	2,950	9.08%
NW/SW 97 Avenue									
NW 12 Street to NW 7 Street	4LD	D	7.00%	43	20.53%	238	238	2,950	8.05%
NW 7 Street to Flagler Street	4LD	D	6.00%	37	8.63%	100	100	2,950	3.38%
Flagler Street to SW 8 Street	4LD	D	8.00%	49	6.63%	77	77	2,950	2.60%
NW 87 Avenue									
NW 12 St/SR 836 to Park Blvd	6LD	SUMA = E	25.00%	153	2.00%	23	23	4,920	0.47%
Park Blvd to Flagler St	6LD	SUMA = E	25.00%	153	6.00%	69	69	4,920	1.41%
Flagler Street to SW 8 Street	4LD	SUMA = E	12.00%	73	6.00%	69	69	3,270	2.12%
SR 821/HEFT									
SR 836 to SW 8 Street	10LD	D	2.00%	12	2.00%	23	23	16,980	0.14%
SR 826									
SR 836 to Flagler Street	10LD	D	6.00%	37	2.00%	23	23	16,980	0.14%
Flagler Street to SW 8 Street	10LD	D	8.00%	49	2.00%	23	23	16,980	0.14%
SR 836									
HEFT to NW 107 Avenue	8LD	D	4.00%	24	4.00%	46	46	13,600	0.34%
NW 107 Avenue to NW 87 Avenue	8LD	D	5.00%	31	5.00%	58	58	13,600	0.43%
NW 87 Avenue to SR 826	8LD	D	8.00%	49	5.00%	58	58	13,600	0.43%

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

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

[3A] Project distribution for Application No. 8 is based upon Table 2 from the Application No. 8 Traffic Study to FDOT dated March 30, 2009.

[3B] Project distribution for Application No. 9 is based upon the cardinal distribution for Zone 813 for the Year 2015.

[4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook.

Table 8
Year 2015 Total Traffic Conditions with both Amendment No. 8 and Amendment No. 9 in the 6 Year Planning Horizon
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1]	[2]	[3]	Application	Application	2015 WITH THE AMENDMENT TRIPS				[4]	[5]	No. 9	PROJECT
	YEAR 2015 LANES	CDMP ADOPTED LOS STANDARD	2015 FUTURE BACKGROUND VOLUMES	No. 8	No. 9	2015	TWO-WAY	2015		PERCENT INCREASE WITH NEW TRIPS	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING ROADWAY YES / NO
				Net New PM Trips 611	Net External PM Trips 1157	WITH THE AMENDMENT TRIPS	PM PEAK HOUR MAX CAPACITY	PM PEAK HOUR LOS	V/C				
NW 12 Street													
HEFT to NW 117 Avenue	6LD	D	3,719	3	12	3,734	4,450	D	0.84	0.311%	0.26%	NO	NO
NW 117 Avenue to NW 111 Avenue	6LD	D	3,719	3	12	3,734	4,450	D	0.84	0.311%	0.26%	NO	NO
NW 111 Avenue to NW 107 Avenue	6LD	D	3,719	3	12	3,734	4,450	D	0.84	0.311%	0.26%	NO	NO
NW 107 Avenue to NW 97 Avenue	4LD	D	2,367	3	12	2,382	2,950	D	0.81	0.489%	0.39%	NO	NO
NW 97 Avenue to NW 87 Avenue	4LD	D	2,761	3	12	2,776	2,950	D	0.94	0.419%	0.39%	NO	NO
NW 87 Avenue to SR 826	4LD	D	2,481	3	12	2,495	2,950	D	0.85	0.466%	0.39%	NO	NO
NW 7 Street													
NW 110 Avenue to NW 107 Avenue	4LD	E	1,714	3	58	1,775	3,120	C	0.57	3.376%	1.85%	NO	NO
NW 107 Avenue to NW 102 Avenue	4LD	E	1,714	12	134	1,860	3,120	C	0.60	7.812%	4.29%	NO	NO
NW 102 Avenue to NW 97 Avenue	4LD	E	1,828	12	134	1,974	3,120	C	0.63	7.324%	4.29%	NO	NO
NW 97 Avenue to Park Blvd	4LD	E	2,881	61	58	3,000	3,120	E	0.96	2.008%	1.85%	NO	NO
Park Blvd to NW 87 Avenue	5LD	E	2,718	12	23	2,753	3,120	D	0.88	0.851%	0.74%	NO	NO
Flagler Street													
NW 114 Avenue to NW 107 Avenue	6LD	EE	2,975	37	189	3,201	5,628	D	0.57	6.346%	3.36%	NO	NO
NW 107 Avenue to NW 102 Avenue	6LD	EE	2,975	49	189	3,213	5,628	D	0.57	6.346%	3.36%	NO	NO
NW 102 Avenue to NW 97 Avenue	6LD	EE	3,317	61	301	3,679	5,628	D	0.65	9.066%	5.34%	YES	NO
NW 97 Avenue to NW 87 Avenue	6LD	EE	4,456	387	251	5,074	5,628	E	0.90	5.639%	4.47%	NO	NO
NW 87 Avenue to SR 826	6LD	EE	3,731	128	112	3,971	5,904	D	0.67	3.015%	1.90%	NO	NO
SW 8 Street													
HEFT to SW 117 Avenue	6LD	EE	4,429	12	23	4,465	5,904	D	0.76	0.522%	0.39%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,429	12	23	4,465	5,904	D	0.76	0.522%	0.39%	NO	NO
SW 107 Avenue to SW 97 Avenue	8LD	EE	5,207	12	23	5,242	7,728	B	0.68	0.444%	0.30%	NO	NO
SW 97 Avenue to SW 87 Avenue	8LD	EE	4,116	12	23	4,151	7,728	B	0.54	0.562%	0.30%	NO	NO
SW 87 Avenue to SR 826	6LD	EE	3,591	49	23	3,663	6,096	B	0.60	0.644%	0.38%	NO	NO
NW/SW 107 Avenue													
NW 12 Street to SR 836	7LD	HE = E	4,907	6	30	4,942	5,472	D	0.90	0.606%	0.54%	NO	NO
SR 836 to NW 7 Street	7LD	SUMA = E	4,907	12	134	5,053	5,740	D	0.88	2.728%	2.33%	NO	NO
NW 7 Street to Flagler Street	6LD	SUMA = E	2,741	6	77	2,824	4,920	C	0.57	2.816%	1.57%	NO	NO
Flagler Street to SW 8 Street	6LD	SUMA = E	2,741	12	112	2,865	4,920	C	0.58	4.082%	2.27%	NO	NO
NW/SW 102 Avenue													
NW 7 Street to Project Entrance	4LD	D	497	12	268	777	2,950	C	0.26	53.875%	9.08%	YES	NO
Project Entrance to Flagler Street	4LD	D	502	12	268	782	2,950	C	0.27	53.349%	9.08%	YES	NO
NW/SW 97 Avenue													
NW 12 Street to NW 7 Street	4LD	D	1,759	43	238	2,039	2,950	D	0.69	13.506%	8.05%	YES	NO
NW 7 Street to Flagler Street	4LD	D	1,753	37	100	1,890	2,950	C	0.64	5.695%	3.38%	NO	NO
Flagler Street to SW 8 Street	4LD	D	1,770	49	77	1,896	2,950	C	0.64	4.333%	2.60%	NO	NO
NW 87 Avenue													
NW 12 St/SR 836 to Park Blvd	6LD	SUMA = E	4,198	153	23	4,374	4,920	D	0.89	0.551%	0.47%	NO	NO
Park Blvd to Flagler St	6LD	SUMA = E	3,989	153	69	4,211	4,920	D	0.86	1.740%	1.41%	NO	NO
Flagler Street to SW 8 Street	4LD	SUMA = E	2,600	73	69	2,743	3,270	D	0.84	2.670%	2.12%	NO	NO
SR 821/HEFT													
SR 836 to SW 8 Street	10LD	D	15,872	12	23	15,907	16,980	D	0.94	0.146%	0.14%	NO	NO
SR 826													
SR 836 to Flagler Street	10LD	D	13,814	37	23	13,874	16,980	D	0.82	0.168%	0.14%	NO	NO
Flagler Street to SW 8 Street	10LD	D	11,759	49	23	11,831	16,980	C	0.70	0.197%	0.14%	NO	NO
SR 836													
HEFT to NW 107 Avenue	8LD	D	6,555	24	46	6,625	13,600	B	0.49	0.706%	0.34%	NO	NO
NW 107 Avenue to NW 87 Avenue	8LD	D	8,306	31	58	8,394	13,600	C	0.62	0.697%	0.43%	NO	NO
NW 87 Avenue to SR 826	8LD	D	8,499	49	58	8,605	13,600	C	0.63	0.681%	0.43%	NO	NO

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

Page 45 of the LRTP - Priority I - 10 lane widening of SR 826 at SR 836.

Page 45 of the LRTP - Priority I - 10 lane widening of SR 826 from SW 2 St to SW 16 Street.

Page 48 of the LRTP - Priority II - 6 lane widening of SW 107 Avenue from Flagler Street to SW 8 Street.

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

[3] See Table 4 for the Year 2015 future background and committed development traffic in the study area.

[4] This calculation has been made to determine the percent increase with the amendment trips to determine which roadways will absorb an increase in traffic by 5.0% or more.

No LOS deficiencies were found with the addition of the amendment trips on roadways where the new trips caused an increase in traffic by 5.0% or more.

[5] The network has also been evaluated to determine if the new trips will significantly impact any state or regionally significant roadway operating below the adopted LOS.

No LOS deficiencies were found with the addition of the amendment trips on roadways where the new trips were equal to or greater than 5.0% of the maximum service volume of the roadway.

No LOS deficiencies were found with the addition of the amendment trips on roadways where the new trips were equal to or greater than 1.0% of the maximum service volume of the roadway.



Legend



Amendment Site

Figure 1A
 Site Location
 April 2008 CDMP Application No. 9
 March 2009

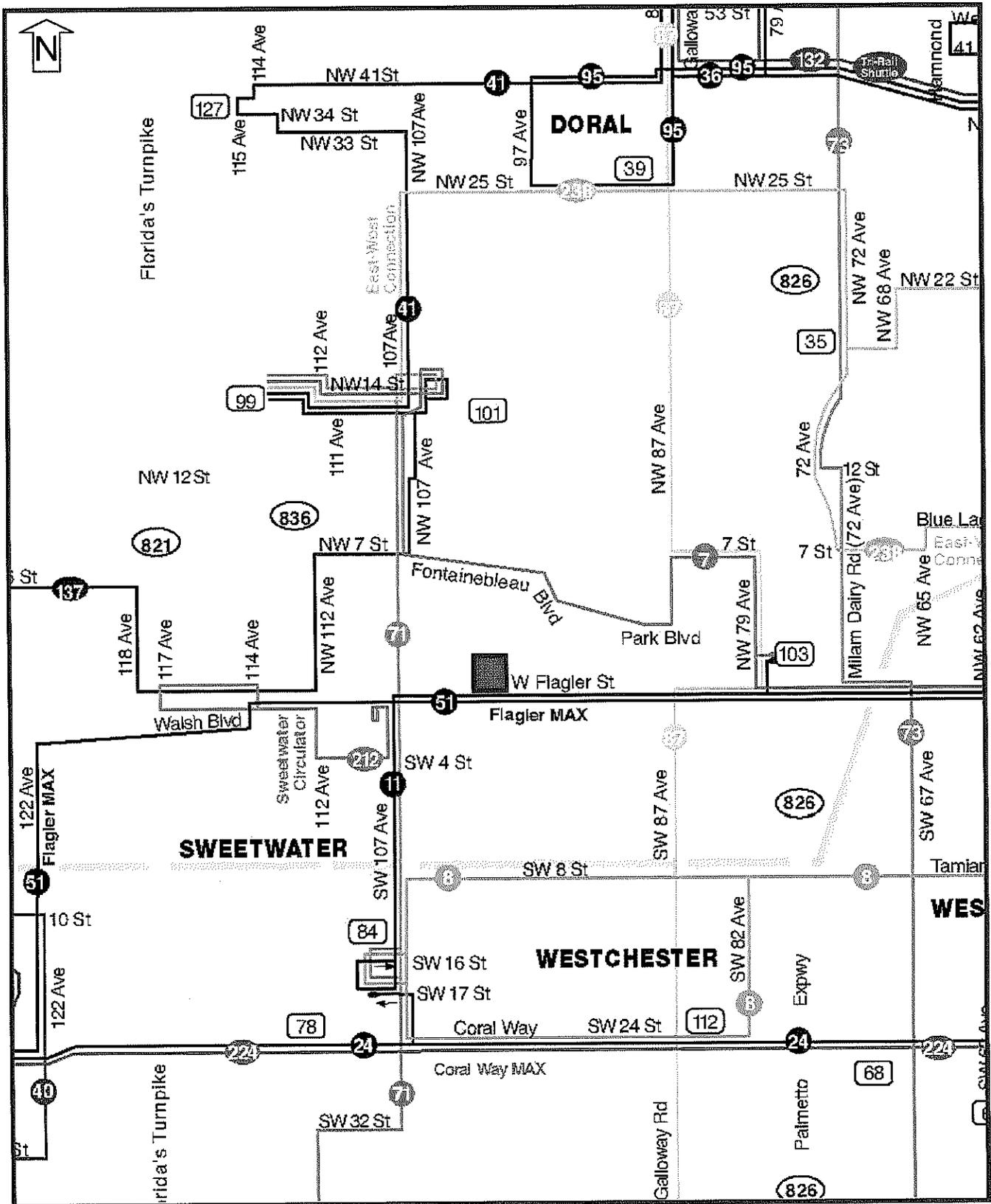


Legend



Amendment Site

Figure 1B
 Surrounding Study Area
 April 2008 CDMP Application No. 9
 March 2009

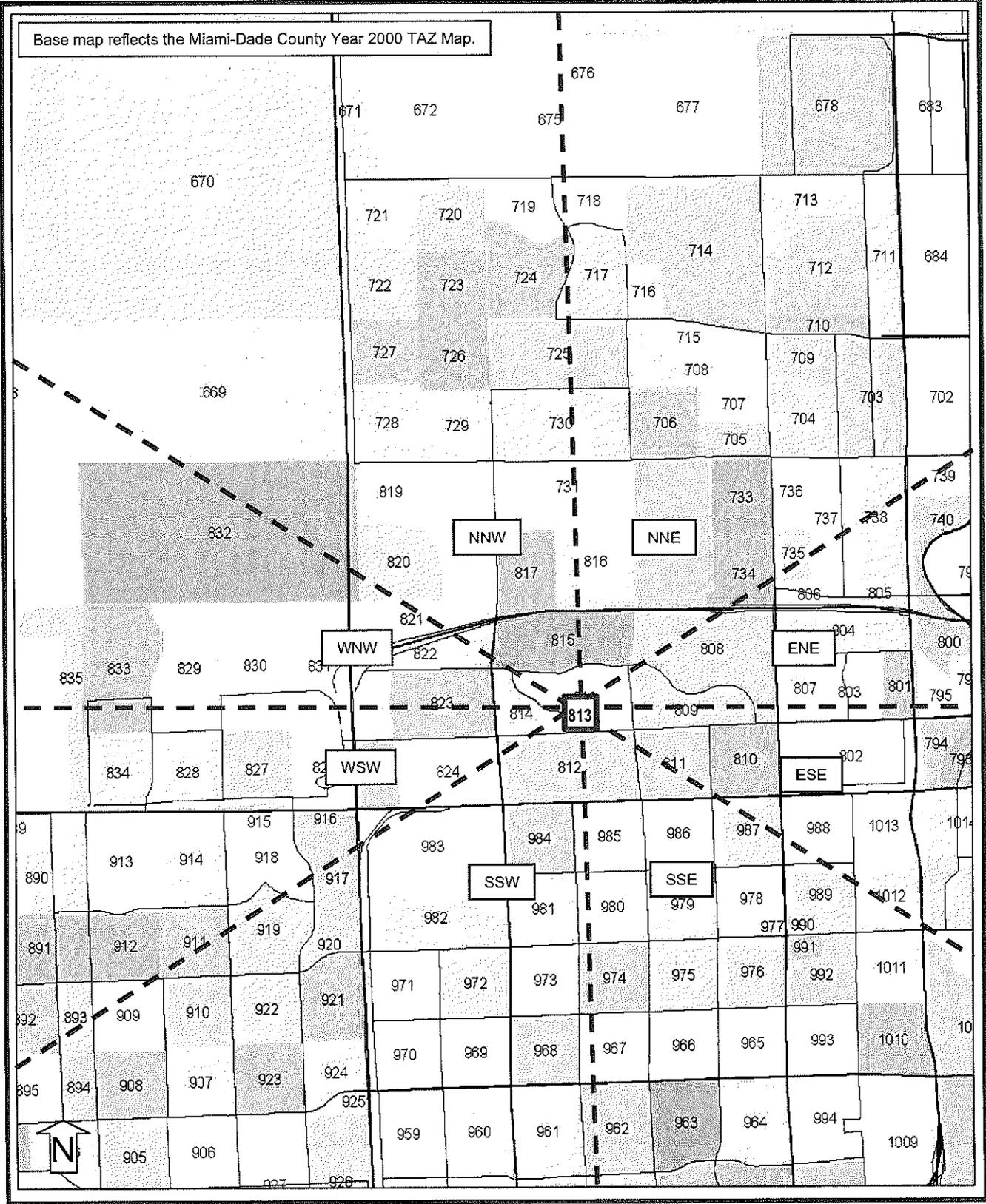


Legend

 Site Location

Reflects the latest MDT Map dated 12-2-2008.

Figure 2
 Existing Transit Service in the Study Area
 April 2008 CDMP Application No. 9
 March 2009



Miami-Dade County Year 2015 Cost Feasible Plan

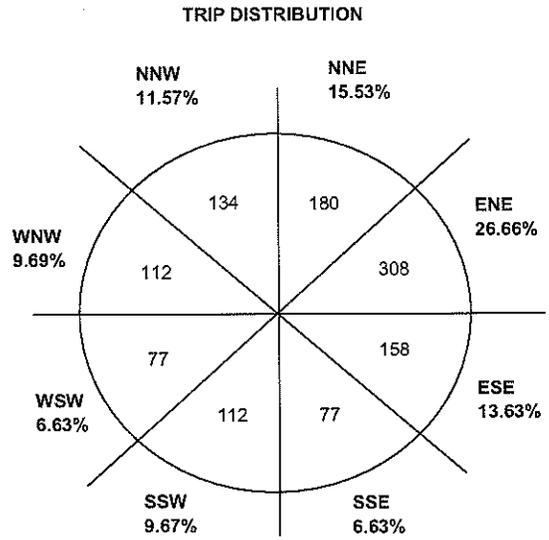
DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	CARDINAL DIRECTIONS								TOTAL
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
811 TRIPS	2141	2163	1022	999	1199	1230	358	680	9792
PERCENT	21.86	22.09	10.44	10.20	12.24	12.56	3.66	6.94	
812 TRIPS	1333	1692	852	508	673	805	357	427	6647
PERCENT	20.05	25.46	12.82	7.64	10.12	12.11	5.37	6.42	
813 TRIPS	670	1150	588	286	417	286	418	499	4314
PERCENT	15.53	26.66	13.63	6.63	9.67	6.63	9.69	11.57	
814 TRIPS	961	1192	1002	475	674	400	92	141	4937
PERCENT	19.47	24.14	20.30	9.62	13.65	8.10	1.86	2.86	
815 TRIPS	800	1188	721	817	409	218	45	204	4402
PERCENT	18.17	25.99	16.38	18.56	9.29	4.95	1.02	4.63	
816 TRIPS	375	495	434	226	260	162	24	100	2076
PERCENT	18.06	23.84	20.91	10.89	12.52	7.80	1.16	4.82	
817 TRIPS	3367	3644	3881	2769	4333	1501	61	705	20261
PERCENT	16.62	17.99	19.16	13.67	21.39	7.41	0.30	3.48	
818 TRIPS	690	821	1070	781	1078	142	19	152	4753
PERCENT	14.52	17.27	22.51	16.43	22.68	2.99	0.40	3.20	
819 TRIPS	82	112	144	122	118	14	1	14	607
PERCENT	13.51	18.45	23.72	20.10	19.44	2.31	0.16	2.31	
820 TRIPS	581	971	844	1133	843	268	12	90	4742
PERCENT	12.25	20.48	17.80	23.89	17.78	5.65	0.25	1.90	
821 TRIPS	188	241	204	203	267	77	6	383	1569
PERCENT	11.98	15.36	13.00	12.94	17.02	4.91	0.38	24.41	
822 TRIPS	1758	2548	1825	1252	2074	626	61	261	10405
PERCENT	16.90	24.49	17.54	12.03	19.93	6.02	0.59	2.51	
823 TRIPS	2410	3936	2466	1600	1174	531	144	181	12442
PERCENT	19.37	31.63	19.82	12.86	9.44	4.27	1.16	1.45	
824 TRIPS	2163	3694	1369	1394	873	840	205	315	10853
PERCENT	19.93	34.04	12.61	12.84	8.04	7.74	1.89	2.90	
825 TRIPS	454	827	455	171	123	144	85	35	2294
PERCENT	19.79	36.05	19.83	7.45	5.36	6.28	3.71	1.53	

CARDINAL DISTRIBUTION

PROJECT: Application No. 9 – 400,000 SF of Retail Use

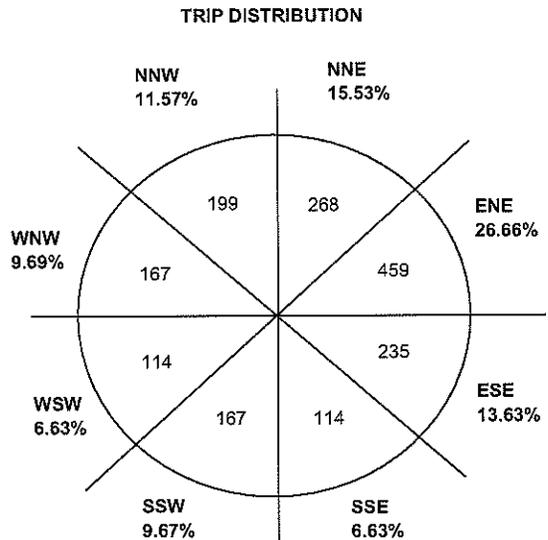
TAZ #	813	
Trips	1,157	Trips
NNE	15.53%	180
ENE	26.66%	308
ESE	13.63%	158
SSE	6.63%	77
SSW	9.67%	112
WSW	6.63%	77
WNW	9.69%	112
NNW	11.57%	134
	100.01%	1,157



CARDINAL DISTRIBUTION

PROJECT: Application No. 9 – 679,536 SF of Retail Use

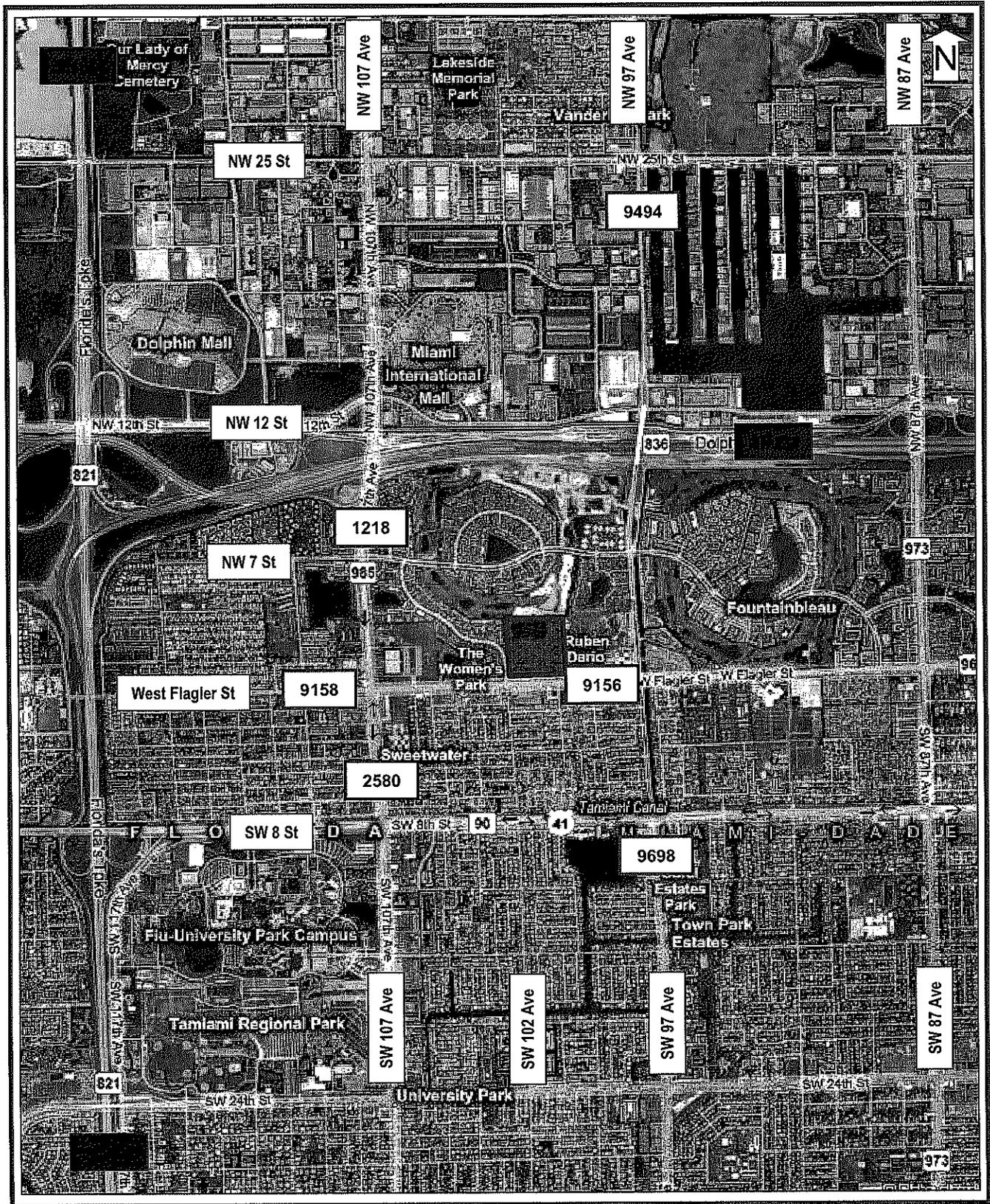
TAZ #	813	
Trips	1,723	Trips
NNE	15.53%	268
ENE	26.66%	459
ESE	13.63%	235
SSE	6.63%	114
SSW	9.67%	167
WSW	6.63%	114
WNW	9.69%	167
NNW	11.57%	199
	100.01%	1,723



Source: *Miami-Dade Transportation Plan to the Year 2030 - Directional Trip Distribution Report*, January 2005, Miami-Dade Interim 2015 Cost Feasible Plan.

Legend

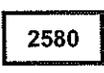
Figure 3C
 Cardinal Distribution and Assignment for Zone 813 from Interim Year 2015 of the 2030 LRTP
 April 2008 CDMP Application No. 9
 March 2009



Legend

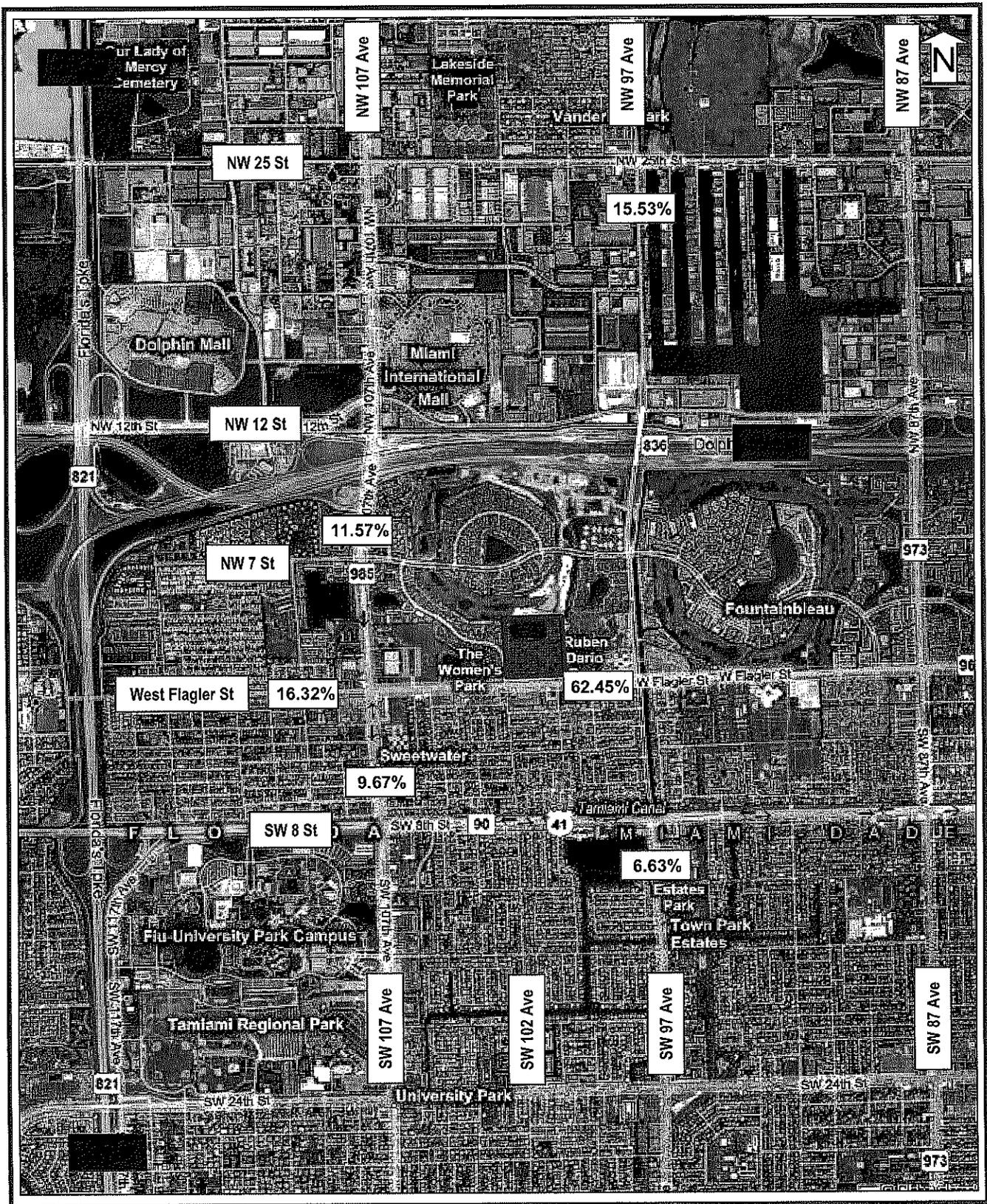


Amendment Site



Count Station

Figure 4A
 First Directly Accessed Traffic Concurrency Count Stations
 April 2008 CDMP Application No. 9
 March 2009



Legend

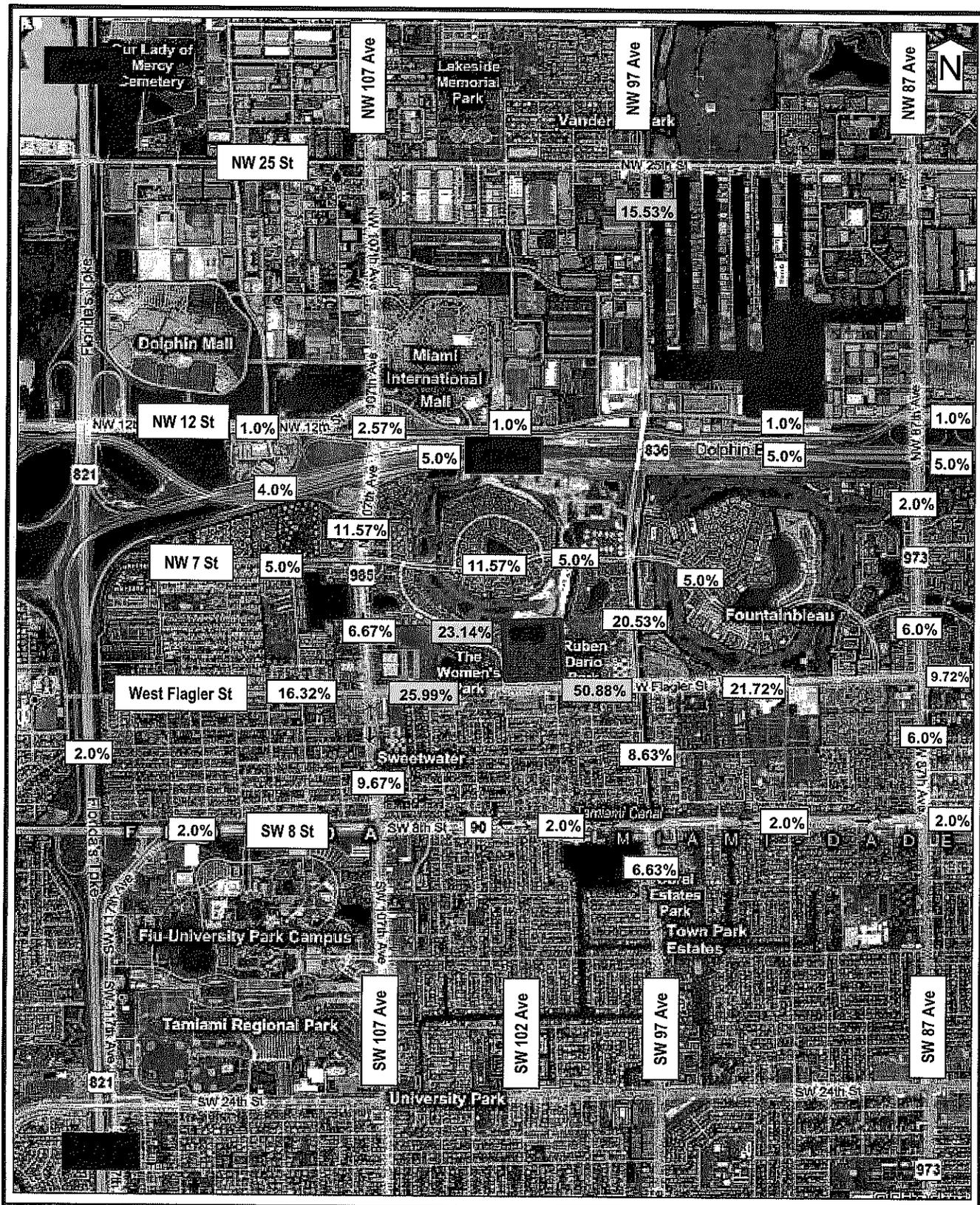


Amendment Site

9.67%

Traffic Concurrency Project Distribution at the First Directly Accessed Count Stations
Project Distribution Percentage

Figure 4B
Traffic Concurrency Project Distribution at the First Directly Accessed Count Stations
April 2008 CDMP Application No. 9
March 2009



Legend



Amendment Site

9.67%

Project Distribution %

9.67%

100% of Project Distribution

Figure 4C
 Year 2015 Project Distribution for the 6 Year Planning Horizon
 April 2008 CDMP Application No. 9
 March 2009

Attachment I

Traffic Data

2009 Applicant Counts

2008 Turnpike Counts

**FDOT Data from the 2007 Florida Traffic
Information DVD**

**County Data from the 2007 Counts obtained
from Miami-Dade County Public Works**

2007 Peak Season Factor Category Report - Report Type: ALL
 Category: 8700 MIAMI-DADE NORTH

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2007 - 01/06/2007	1.00	1.04
2	01/07/2007 - 01/13/2007	0.99	1.03
3	01/14/2007 - 01/20/2007	0.98	1.02
* 4	01/21/2007 - 01/27/2007	0.97	1.01
* 5	01/28/2007 - 02/03/2007	0.97	1.01
* 6	02/04/2007 - 02/10/2007	0.96	1.00
* 7	02/11/2007 - 02/17/2007	0.95	0.99
* 8	02/18/2007 - 02/24/2007	0.95	0.99
* 9	02/25/2007 - 03/03/2007	0.95	0.99
*10	03/04/2007 - 03/10/2007	0.95	0.99
*11	03/11/2007 - 03/17/2007	0.95	0.99
*12	03/18/2007 - 03/24/2007	0.96	1.00
*13	03/25/2007 - 03/31/2007	0.96	1.00
*14	04/01/2007 - 04/07/2007	0.97	1.01
*15	04/08/2007 - 04/14/2007	0.97	1.01
*16	04/15/2007 - 04/21/2007	0.98	1.02
17	04/22/2007 - 04/28/2007	0.98	1.02
18	04/29/2007 - 05/05/2007	0.99	1.03
19	05/06/2007 - 05/12/2007	0.99	1.03
20	05/13/2007 - 05/19/2007	0.99	1.03
21	05/20/2007 - 05/26/2007	1.00	1.04
22	05/27/2007 - 06/02/2007	1.01	1.05
23	06/03/2007 - 06/09/2007	1.02	1.06
24	06/10/2007 - 06/16/2007	1.03	1.07
25	06/17/2007 - 06/23/2007	1.04	1.08
26	06/24/2007 - 06/30/2007	1.04	1.08
27	07/01/2007 - 07/07/2007	1.04	1.08
28	07/08/2007 - 07/14/2007	1.04	1.08
29	07/15/2007 - 07/21/2007	1.04	1.08
30	07/22/2007 - 07/28/2007	1.04	1.08
31	07/29/2007 - 08/04/2007	1.03	1.07
32	08/05/2007 - 08/11/2007	1.03	1.07
33	08/12/2007 - 08/18/2007	1.03	1.07
34	08/19/2007 - 08/25/2007	1.03	1.07
35	08/26/2007 - 09/01/2007	1.03	1.07
36	09/02/2007 - 09/08/2007	1.04	1.08
37	09/09/2007 - 09/15/2007	1.04	1.08
38	09/16/2007 - 09/22/2007	1.04	1.08
39	09/23/2007 - 09/29/2007	1.03	1.07
40	09/30/2007 - 10/06/2007	1.03	1.07
41	10/07/2007 - 10/13/2007	1.02	1.06
42	10/14/2007 - 10/20/2007	1.02	1.06
43	10/21/2007 - 10/27/2007	1.02	1.06
44	10/28/2007 - 11/03/2007	1.01	1.05
45	11/04/2007 - 11/10/2007	1.01	1.05
46	11/11/2007 - 11/17/2007	1.00	1.04
47	11/18/2007 - 11/24/2007	1.00	1.04
48	11/25/2007 - 12/01/2007	1.00	1.04
49	12/02/2007 - 12/08/2007	1.00	1.04
50	12/09/2007 - 12/15/2007	1.00	1.04
51	12/16/2007 - 12/22/2007	0.99	1.03
52	12/23/2007 - 12/29/2007	0.99	1.03
53	12/30/2007 - 12/31/2007	0.98	1.02

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL
 Category: 8701 MIAMI-DADE SOUTH

MOCF: 0.99

Week	Dates	SF	PSCF
1	01/01/2007 - 01/06/2007	0.98	0.99
2	01/07/2007 - 01/13/2007	1.00	1.01
3	01/14/2007 - 01/20/2007	1.02	1.03
4	01/21/2007 - 01/27/2007	1.01	1.02
5	01/28/2007 - 02/03/2007	1.01	1.02
6	02/04/2007 - 02/10/2007	1.00	1.01
7	02/11/2007 - 02/17/2007	1.00	1.01
* 8	02/18/2007 - 02/24/2007	0.99	1.00
* 9	02/25/2007 - 03/03/2007	0.99	1.00
*10	03/04/2007 - 03/10/2007	0.98	0.99
*11	03/11/2007 - 03/17/2007	0.97	0.98
*12	03/18/2007 - 03/24/2007	0.98	0.99
*13	03/25/2007 - 03/31/2007	0.98	0.99
*14	04/01/2007 - 04/07/2007	0.99	1.00
*15	04/08/2007 - 04/14/2007	0.99	1.00
*16	04/15/2007 - 04/21/2007	0.99	1.00
*17	04/22/2007 - 04/28/2007	1.00	1.01
*18	04/29/2007 - 05/05/2007	1.00	1.01
*19	05/06/2007 - 05/12/2007	1.00	1.01
*20	05/13/2007 - 05/19/2007	1.00	1.01
21	05/20/2007 - 05/26/2007	1.00	1.01
22	05/27/2007 - 06/02/2007	1.01	1.02
23	06/03/2007 - 06/09/2007	1.01	1.02
24	06/10/2007 - 06/16/2007	1.01	1.02
25	06/17/2007 - 06/23/2007	1.01	1.02
26	06/24/2007 - 06/30/2007	1.02	1.03
27	07/01/2007 - 07/07/2007	1.02	1.03
28	07/08/2007 - 07/14/2007	1.02	1.03
29	07/15/2007 - 07/21/2007	1.02	1.03
30	07/22/2007 - 07/28/2007	1.01	1.02
31	07/29/2007 - 08/04/2007	1.01	1.02
32	08/05/2007 - 08/11/2007	1.00	1.01
33	08/12/2007 - 08/18/2007	1.00	1.01
34	08/19/2007 - 08/25/2007	1.00	1.01
35	08/26/2007 - 09/01/2007	1.01	1.02
36	09/02/2007 - 09/08/2007	1.01	1.02
37	09/09/2007 - 09/15/2007	1.02	1.03
38	09/16/2007 - 09/22/2007	1.01	1.02
39	09/23/2007 - 09/29/2007	1.01	1.02
40	09/30/2007 - 10/06/2007	1.00	1.01
41	10/07/2007 - 10/13/2007	1.00	1.01
42	10/14/2007 - 10/20/2007	0.99	1.00
43	10/21/2007 - 10/27/2007	1.00	1.01
44	10/28/2007 - 11/03/2007	1.00	1.01
45	11/04/2007 - 11/10/2007	1.00	1.01
46	11/11/2007 - 11/17/2007	1.01	1.02
47	11/18/2007 - 11/24/2007	1.00	1.01
48	11/25/2007 - 12/01/2007	0.99	1.00
49	12/02/2007 - 12/08/2007	0.99	1.00
50	12/09/2007 - 12/15/2007	0.98	0.99
51	12/16/2007 - 12/22/2007	0.99	1.00
52	12/23/2007 - 12/29/2007	1.00	1.01
53	12/30/2007 - 12/31/2007	1.02	1.03

* Peak Season

NW 7TH STREET & NW 107TH AVENUE
 DORAL, FLORIDA
 COUNTED BY: G. JOHN & C. RUIZ
 S LIZED

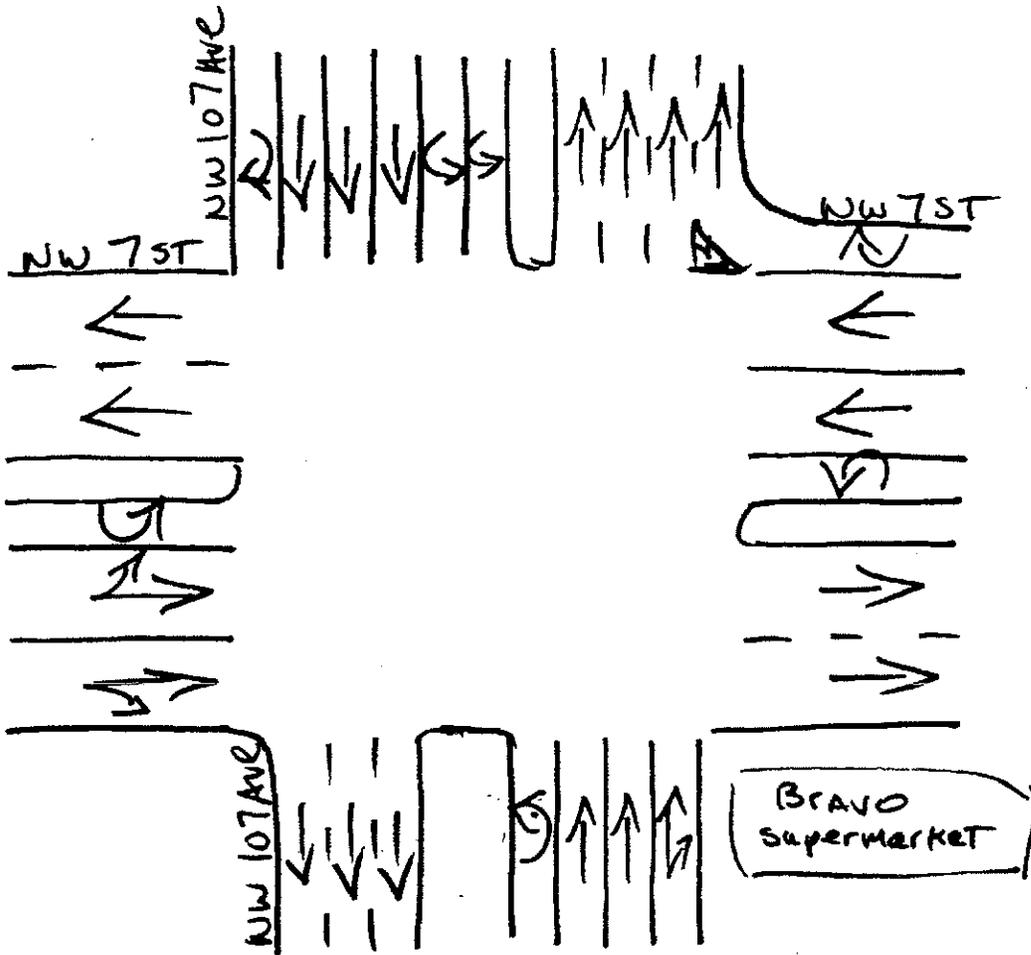
TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090043
 Start Date: 04/02/09
 File I.D. : 7ST107AV
 Page : 1

ALL VEHICLES

Date	NW 107TH AVENUE From North				NW 7TH STREET From East				NW 107TH AVENUE From South				NW 7TH STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
04/02/09																	
16:00	1	86	318	142	0	44	72	109	1	15	235	32	0	91	45	18	1209
16:15	1	99	311	131	1	42	78	102	4	11	225	22	0	88	53	15	1183
16:30	2	100	307	151	0	37	64	87	0	11	222	29	0	75	72	19	1176
16:45	1	112	306	135	0	40	81	101	1	17	248	23	0	89	53	4	1211
Hr Total	5	397	1242	559	1	163	295	399	6	54	930	106	0	343	223	56	4779
17:00	8	132	353	154	2	25	78	93	2	15	228	31	0	113	43	10	1287
17:15	1	129	340	155	1	27	77	114	0	12	234	24	0	85	46	13	1258
17:30	4	127	361	140	0	35	79	92	2	13	219	29	0	107	60	14	1282
17:45	2	146	337	140	0	43	87	81	3	29	234	28	0	80	54	15	1279
Hr Total	15	534	1391	589	3	130	321	380	7	69	915	112	0	385	203	52	5106
TOTAL	20	931	2633	1148	4	293	616	779	13	123	1845	218	0	728	426	108	9885

↑
North



Doral, Florida
April 02, 2009
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

W FLAGLER STREET & NW 107TH AVENUE
 DORAL, FLORIDA
 CCUNTED BY: J. MOLESTINA & Y. MARQUEZ
 LIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090043
 Start Date: 04/02/09
 File I.D. : FLAG107A
 Page : 1

ALL VEHICLES

Date	NW 107TH AVENUE From North				W FLAGLER STREET From East				NW 107TH AVENUE From South				W FLAGLER STREET From West				Total
	UTurn	Left	Thru	Right													
04/02/09																	
16:00	3	60	260	35	0	35	210	61	0	65	181	30	0	39	187	20	1186
16:15	2	64	321	38	0	51	224	44	2	36	184	35	0	42	159	16	1218
16:30	3	43	235	47	0	43	224	59	2	48	202	32	0	42	166	20	1166
16:45	3	53	266	33	0	49	223	38	1	62	218	28	0	42	159	20	1195
Hr Total	11	220	1082	153	0	178	881	202	5	211	785	125	0	165	671	76	4765
17:00	2	62	271	36	0	51	258	35	1	47	188	30	0	39	169	26	1215
17:15	2	60	303	41	0	51	233	35	0	55	221	26	0	38	188	22	1275
17:30	0	70	324	38	0	42	250	33	0	52	197	30	0	37	164	27	1264
17:45	4	71	304	48	0	45	250	40	0	57	191	15	0	43	152	19	1239
Hr Total	8	263	1202	163	0	189	991	143	1	211	797	101	0	157	673	94	4993
TOTAL	19	483	2284	316	0	367	1872	345	6	422	1582	226	0	322	1344	170	9758

TRAFFIC SURVEY SPECIALISTS, INC.

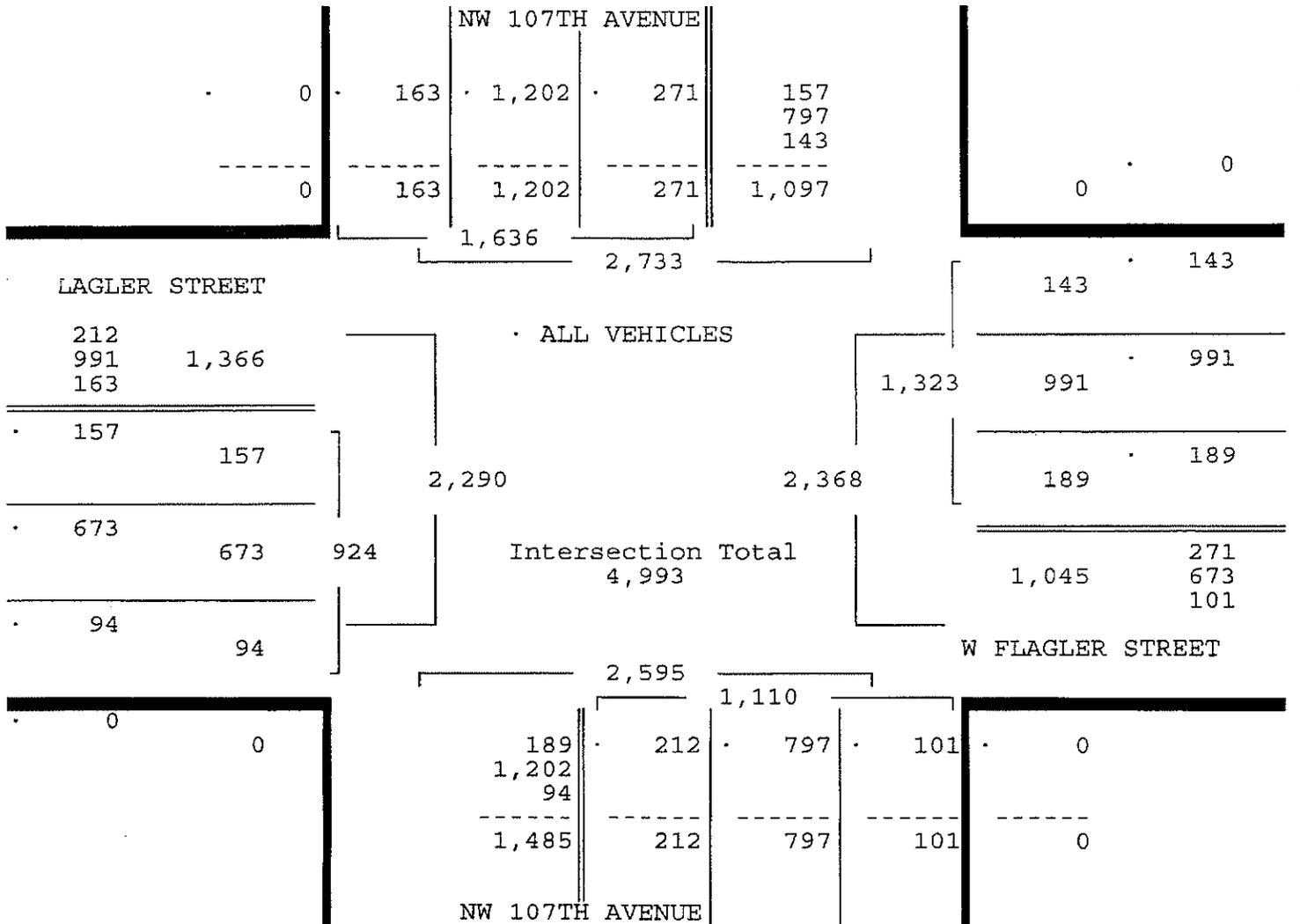
W FLAGLER STREET & NW 107TH AVENUE
 DORAL, FLORIDA
 COUNTED BY: J. MOLESTINA & Y. MARQUEZ
 SIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

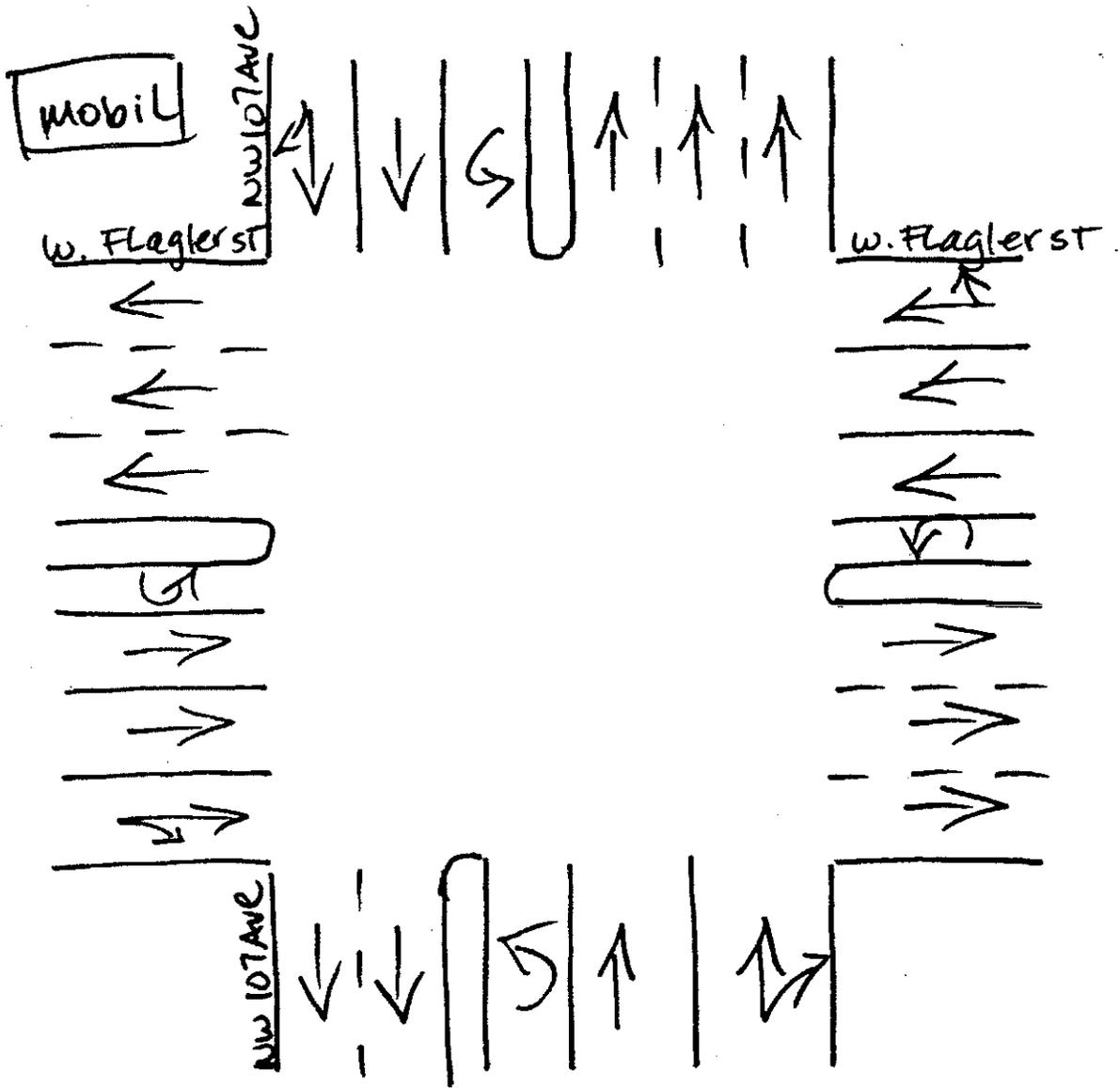
Site Code : 00090043
 Start Date: 04/02/09
 File I.D. : FLAG107A
 Page : 2

ALL VEHICLES

NW 107TH AVENUE From North				W FLAGLER STREET From East				NW 107TH AVENUE From South				W FLAGLER STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 04/02/09																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/02/09																
Peak start 17:00				17:00				17:00				17:00				
Volume	8	263	1202	163	0	189	991	143	1	211	797	101	0	157	673	94
Percent	0%	16%	73%	10%	0%	14%	75%	11%	0%	19%	72%	9%	0%	17%	73%	10%
Pk total	1636				1323				1110				924			
Highest	17:30				17:00				17:15				17:15			
Volume	0	70	324	39	0	51	258	35	0	55	221	26	0	38	188	22
Hi total	432				344				302				248			
PHF	.95				.96				.92				.93			



North ↑



Doral, Florida

April 02, 2009

drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

NW 7TH STREET & W PARK ROAD
 DORAL, FLORIDA
 COUNTED BY: ISIDRO GONZALEZ
 N UNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090043
 Start Date: 04/02/09
 File I.D. : 7ST_PARK
 Page : 1

ALL VEHICLES

Date	From North				NW 7TH STREET From East				W PARK ROAD From South				NW 7TH STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
04/02/09																	
16:00	0	0	0	0	1	17	208	0	1	25	0	27	0	0	134	37	450
16:15	0	0	0	0	1	20	187	0	0	27	0	28	0	0	143	20	426
16:30	0	0	0	0	2	28	185	0	0	25	0	17	0	0	183	23	463
16:45	0	0	0	0	0	17	193	0	0	35	0	18	1	0	175	22	461
Hr Total	0	0	0	0	4	82	773	0	1	112	0	90	1	0	635	102	1800
17:00	0	0	0	0	0	20	190	0	0	29	0	15	0	0	186	23	463
17:15	0	0	0	0	0	27	250	0	0	23	0	19	0	0	159	44	522
17:30	0	0	0	0	0	27	224	0	0	33	0	31	0	0	198	44	557
17:45	0	0	0	0	1	25	198	0	0	29	0	18	0	0	188	33	492
Hr Total	0	0	0	0	1	99	862	0	0	114	0	83	0	0	731	144	2034
TOTAL	0	0	0	0	5	181	1635	0	1	226	0	173	1	0	1366	246	3834

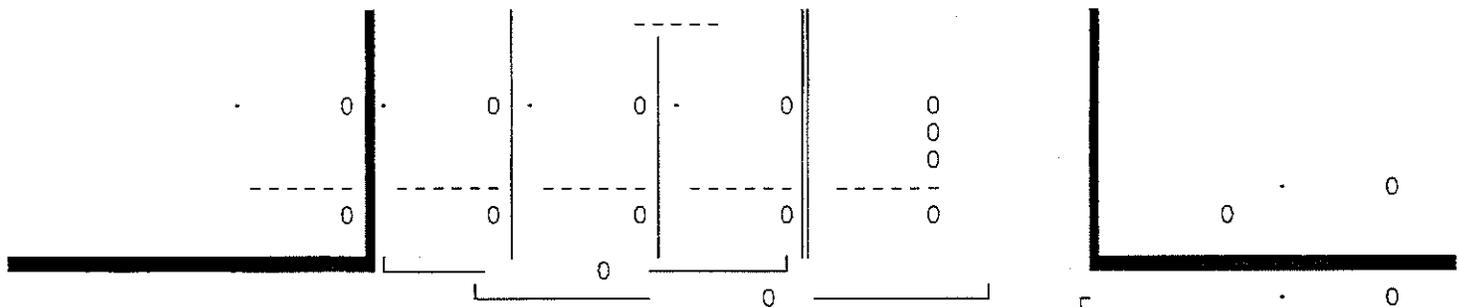
NW 7TH STREET & W PARK ROAD
 DORAL, FLORIDA
 COUNTED BY: ISIDRO GONZALEZ
 N UNBALANCED

TRAFFIC SURVEY SPECIALISTS, INC.
 524 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4391

Site Code : 00090043
 Start Date: 04/02/09
 File I.D. : 7ST_PARK
 Page : 2

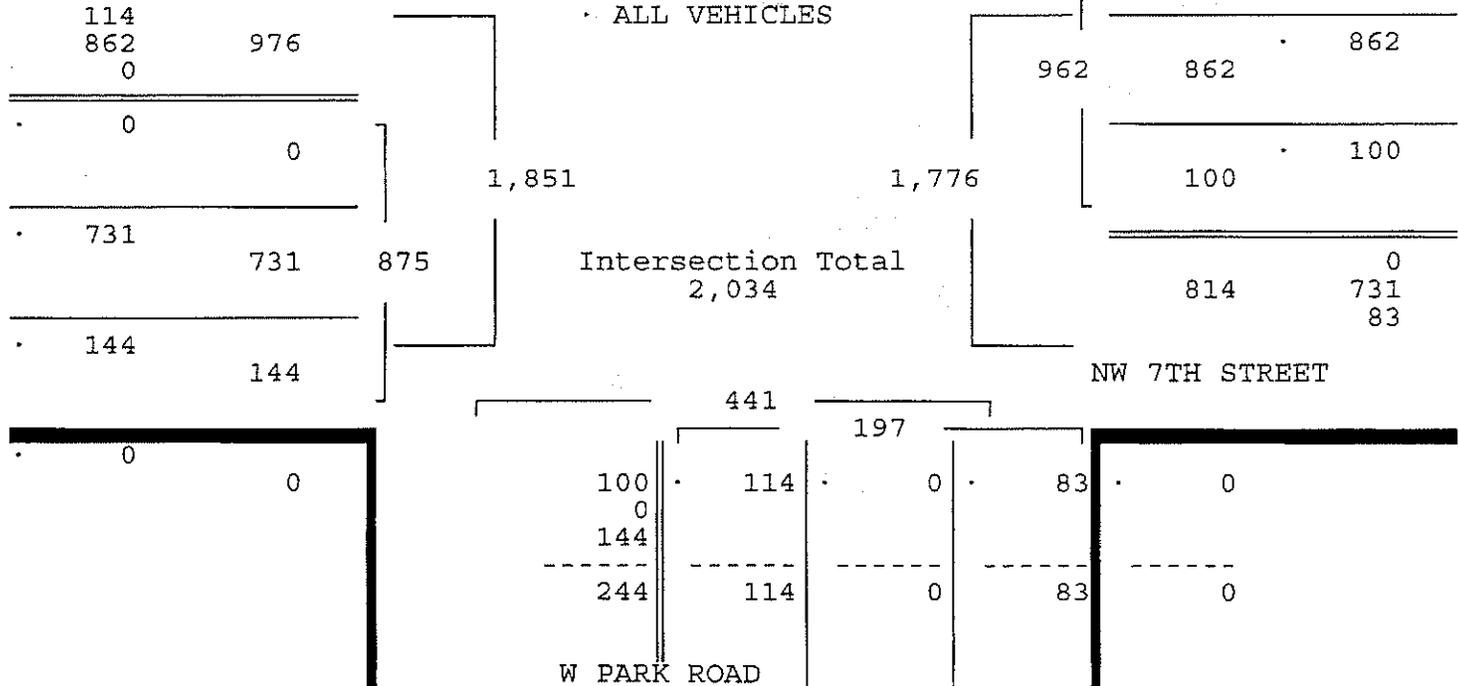
ALL VEHICLES

Date 04/02/09	NW 7TH STREET From North				NW 7TH STREET From East				W PARK ROAD From South				NW 7TH STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/02/09																	
Peak start 17:00	17:00				17:00				17:00				17:00				
Volume	0	0	0	0	1	99	862	0	0	114	0	83	0	0	731	144	
Percent	0%	0%	0%	0%	0%	10%	90%	0%	0%	58%	0%	42%	0%	0%	84%	16%	
Pk total	0				962				197				875				
Highest 16:00	17:15				17:30				17:30								
Volume	0	0	0	0	0	27	250	0	0	33	0	31	0	0	198	44	
Hi total	0				277				64				242				
PHF	.0				.87				.77				.90				

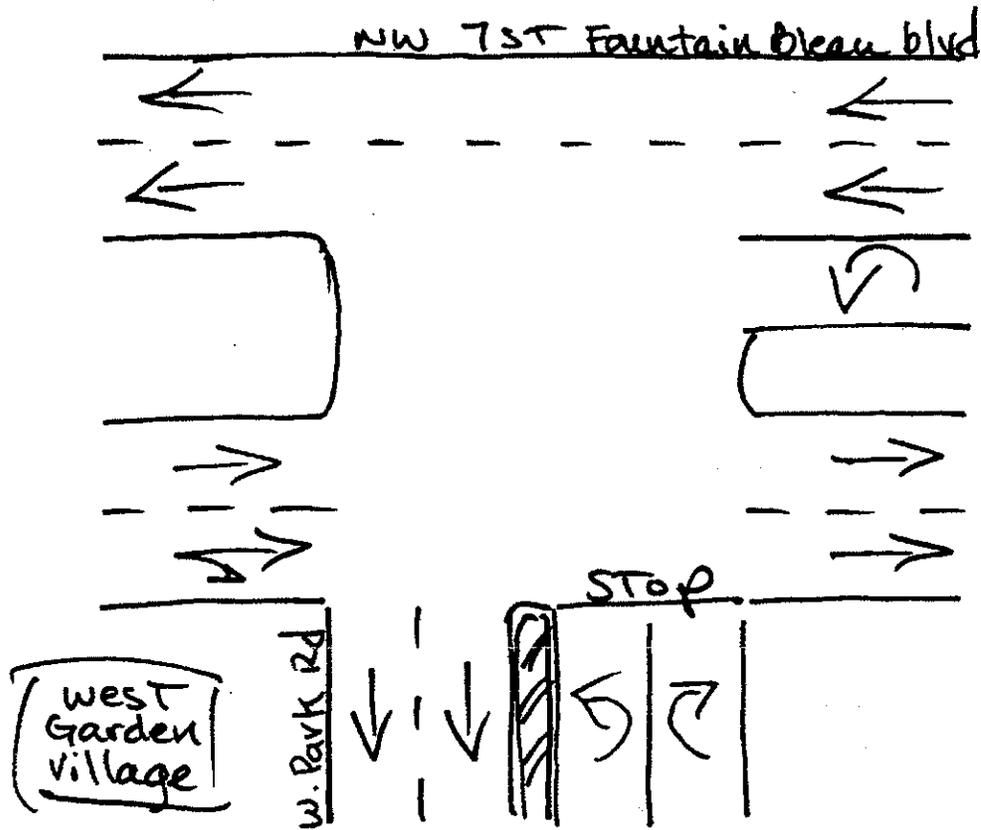


I 7TH STREET

ALL VEHICLES



North ↑



Doral, Florida

April 02, 2009

drawn by: Luis Palomino
not signalized

TRAFFIC SURVEY SPECIALISTS, INC.

W FLAGLER STREET & NW 102ND AVENUE
 DORAL, FLORIDA
 COUNTED BY: D. KOLEKY & M. ESPINOSA
 S IZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00090043
 Start Date: 04/02/09
 File I.D. : FLAG102A
 Page : 1

ALL VEHICLES

Date	NW 102ND AVENUE From North				W FLAGLER STREET From East				NW 102ND AVENUE From South				W FLAGLER STREET From West				Total
	UTurn	Left	Thru	Right													
16:00	0	16	7	15	2	21	319	28	0	16	18	13	0	17	271	7	750
16:15	0	17	11	6	1	19	362	29	0	17	14	17	0	14	246	14	767
16:30	0	10	10	9	0	14	325	30	0	13	13	20	0	14	257	10	725
16:45	0	14	11	10	1	24	321	23	0	21	20	9	0	9	233	8	704
Hr Total	0	57	39	40	4	78	1327	110	0	67	65	59	0	54	1007	39	2946
17:00	0	17	7	10	1	19	350	24	0	17	15	11	0	11	251	8	741
17:15	0	22	26	15	0	25	365	23	0	20	8	15	1	14	248	19	801
17:30	0	21	21	14	0	34	370	36	0	13	16	15	1	24	247	12	824
17:45	0	21	19	12	1	25	310	35	0	22	15	18	0	18	243	13	752
Hr Total	0	81	73	51	2	103	1395	118	0	72	54	59	2	67	989	52	3118
TOTAL	0	138	112	91	6	181	2722	228	0	139	119	118	2	121	1996	91	6064

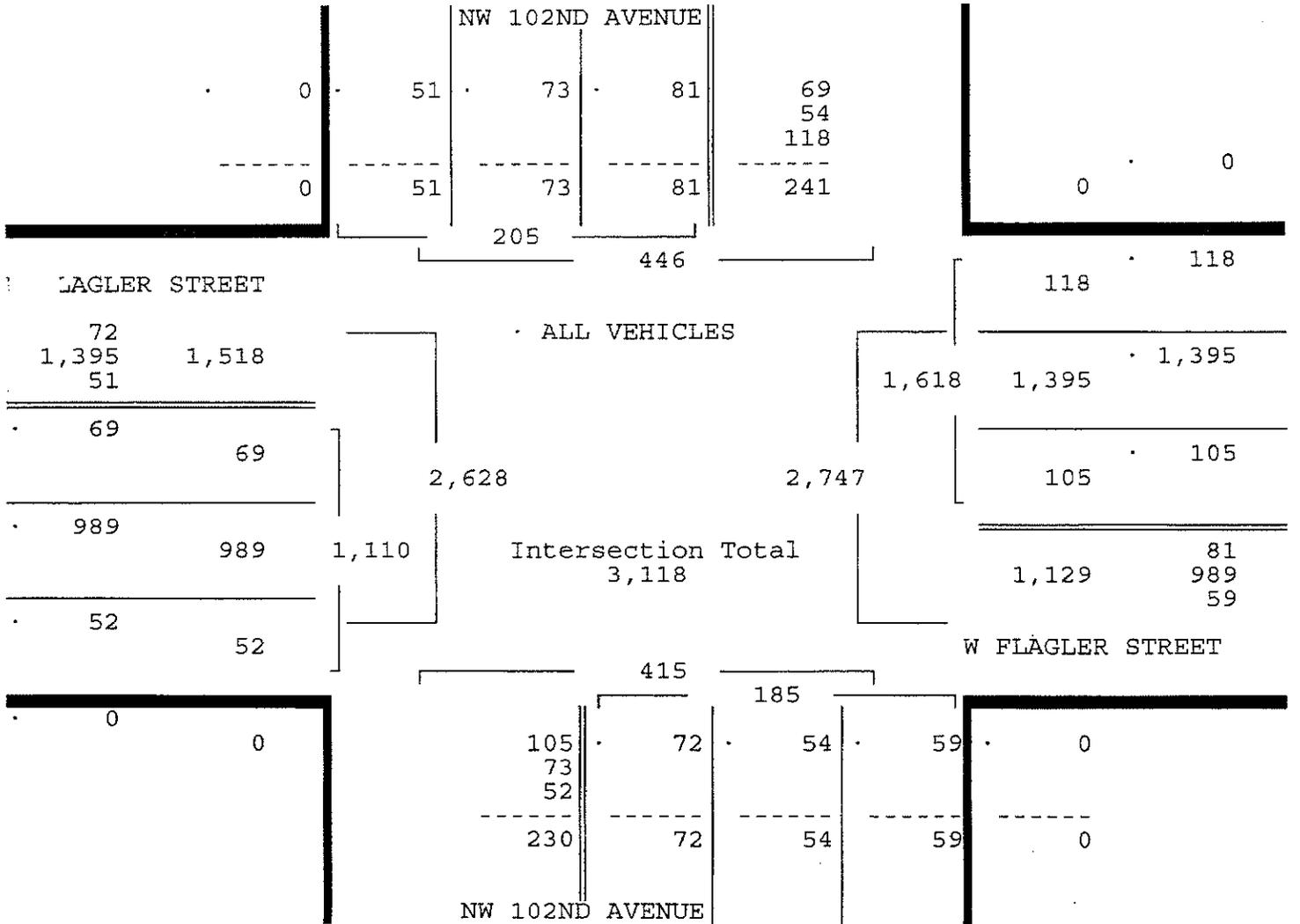
W FLAGLER STREET & NW 102ND AVENUE
 DORAL, FLORIDA
 COUNTED BY: D. KOLEKY & M. ESPINOSA
 S IZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

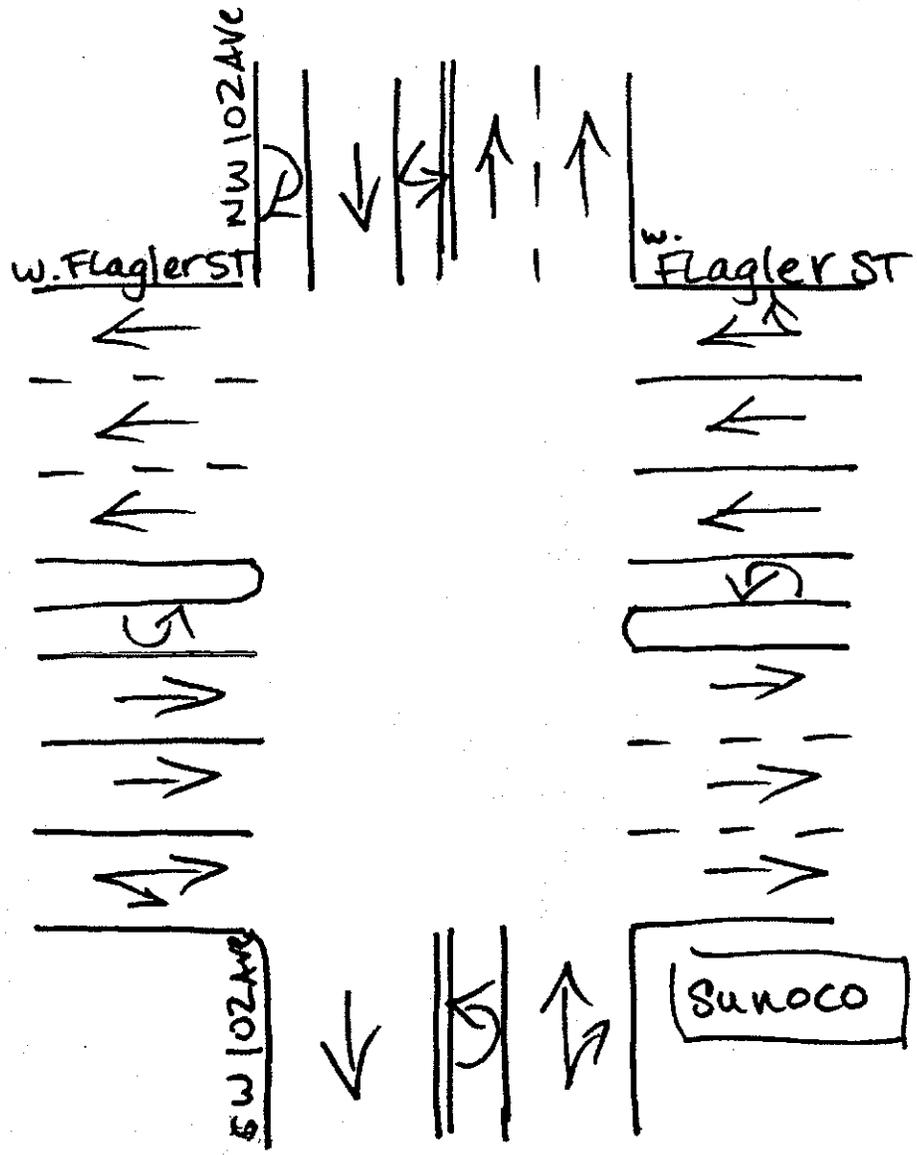
Site Code : 00090043
 Start Date: 04/02/09
 File I.D. : FLAG102A
 Page : 2

ALL VEHICLES

NW 102ND AVENUE From North				W FLAGLER STREET From East				NW 102ND AVENUE From South				W FLAGLER STREET From West				Total	
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right		
Date 04/02/09																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/02/09																	
Peak start 17:00				17:00				17:00				17:00					
Volume	0	81	73	51	2	103	1395	118	0	72	54	59	2	67	989	52	
Percent	0%	40%	36%	25%	0%	6%	86%	7%	0%	39%	29%	32%	0%	6%	89%	5%	
Pk total	205				1618				185				1110				
Highest	17:15				17:30				17:45				17:30				
Volume	0	22	26	15	0	34	370	36	0	22	15	18	1	24	247	12	
Hi total	63				440				55				284				
PHF	.81				.92				.84				.98				



North ↑



Doral, Florida
April 02, 2009
drawn by: Luis Palomino
Signalized

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

 Data File : D0401002.PRN
 Station : 000000033103
 Identification : 000110252127 Interval : 15 minutes
 Start date : Apr 1, 09 Start time : 00:00
 Stop date : Apr 1, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street East of W Park Drive

Apr 1 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	21	19	10	1	11	45	126	171	137	98	120
30	52	23	12	0	9	15	58	120	164	108	99	116
45	41	17	13	3	13	25	107	152	192	125	109	116
00	36	16	6	4	5	35	79	152	159	113	106	123
Hr Total	192	77	50	17	28	86	289	550	686	483	412	475

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	149	152	128	180	195	191	191	158	166	98	68
30	128	116	152	167	166	205	216	149	163	124	91	57
45	158	124	127	167	154	237	158	183	145	116	89	53
00	139	136	156	165	164	223	162	140	126	113	78	49
F Total	557	525	587	627	664	860	727	663	592	519	356	227

24 Hour Total : 10249
 AM peak hour begins : 08:00 AM peak volume : 686 Peak hour factor : 0.89
 PM peak hour begins : 17:30 PM peak volume : 867 Peak hour factor : 0.91

Apr 1 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	13	7	2	8	14	52	114	168	146	140	119
30	27	9	7	4	2	9	56	135	208	125	130	99
45	17	14	5	4	11	27	86	174	200	138	128	121
00	19	9	1	6	14	38	114	199	190	159	125	138
Hr Total	101	45	20	16	35	88	308	622	766	568	523	477

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	142	167	212	215	179	251	202	151	131	108	65
30	142	158	169	173	203	210	229	205	149	143	103	64
45	141	140	175	176	205	197	219	177	146	92	73	56
00	146	166	157	186	227	211	216	158	120	100	68	34
Hr Total	576	606	668	747	850	797	915	742	566	466	352	219

24 Hour Total : 11073
 AM peak hour begins : 07:45 AM peak volume : 775 Peak hour factor : 0.93
 PM peak hour begins : 18:00 PM peak volume : 915 Peak hour factor : 0.91

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File : D0401002.PRN
 Station : 000000033103
 Identification : 000110252127 Interval : 15 minutes
 Start date : Apr 1, 09 Start time : 00:00
 Stop date : Apr 1, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street East of W Park Drive

Apr 1 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	34	26	12	9	25	97	240	339	283	238	239
30	79	32	19	4	11	24	114	255	372	233	229	215
45	58	31	18	7	24	52	193	326	392	263	237	237
00	55	25	7	10	19	73	193	351	349	272	231	261
Hr Total	293	122	70	33	63	174	597	1172	1452	1051	935	952

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	279	291	319	340	395	374	442	393	309	297	206	133
30	270	274	321	340	369	415	445	354	312	267	194	121
45	299	264	302	343	359	434	377	360	291	208	162	109
00	285	302	313	351	391	434	378	298	246	213	146	83
Hr Total	1133	1131	1255	1374	1514	1657	1642	1405	1158	985	708	446

24 Hour Total : 21322
 AM peak hour begins : 07:45 AM peak volume : 1454 Peak hour factor : 0.93
 PM peak hour begins : 17:30 PM peak volume : 1755 Peak hour factor : 0.99

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

 Data File : D0402002.PRN
 Station : 000000033103
 Identification : 000110252127 Interval : 15 minutes
 Start date : Apr 2, 09 Start time : 00:00
 Stop date : Apr 2, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street East of W Park Drive

Apr 2 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	17	5	10	4	19	45	118	192	138	116	97
30	27	8	8	7	7	18	57	95	178	113	120	106
45	22	9	4	6	17	30	98	135	187	121	92	110
00	25	9	5	2	11	36	86	135	153	92	94	127

Hr Total 116 43 22 25 39 103 286 483 710 464 422 440

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	139	141	152	162	203	173	183	177	154	110	71
30	128	135	148	149	165	185	202	161	171	121	116	59
45	157	117	148	165	196	215	185	191	121	130	80	44
00	119	151	133	183	179	197	177	185	130	128	74	48

1 Total 543 542 570 649 702 800 737 720 599 533 380 222

24 Hour Total : 10150
 AM peak hour begins : 08:00 AM peak volume : 710 Peak hour factor : 0.92
 PM peak hour begins : 17:00 PM peak volume : 800 Peak hour factor : 0.93

Apr 2 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	14	5	13	7	6	37	105	186	151	118	120
30	27	13	3	5	10	12	63	135	186	124	132	147
45	22	10	11	8	3	28	93	171	204	141	122	116
00	15	16	1	5	9	40	98	202	171	147	141	148

Hr Total 106 53 20 31 29 86 291 613 747 563 513 531

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	145	142	164	218	205	225	195	140	132	107	73
30	137	167	184	178	206	268	262	227	143	113	81	57
45	145	138	170	207	197	255	257	202	115	101	79	65
00	149	183	154	217	221	222	220	178	136	107	55	47

Hr Total 560 633 650 766 842 950 964 802 534 453 322 242

24 Hour Total : 11301
 AM peak hour begins : 07:45 AM peak volume : 778 Peak hour factor : 0.95
 PM peak hour begins : 17:15 PM peak volume : 970 Peak hour factor : 0.90

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D0402002.PRN
 Station : 000000033103
 Identification : 000110252127 Interval : 15 minutes
 Start date : Apr 2, 09 Start time : 00:00
 Stop date : Apr 2, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street East of W Park Drive

Apr 2 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	31	10	23	11	25	82	223	378	289	234	217
30	54	21	11	12	17	30	120	230	364	237	252	253
45	44	19	15	14	20	58	191	306	391	262	214	226
00	40	25	6	7	20	76	184	337	324	239	235	275
Hr Total	222	96	42	56	68	189	577	1096	1457	1027	935	971

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	268	284	283	316	380	408	398	378	317	286	217	144
30	265	302	332	327	371	453	464	388	314	234	197	116
45	302	255	318	372	393	470	442	393	236	231	159	109
00	268	334	287	400	400	419	397	363	266	235	129	95
Total	1103	1175	1220	1415	1544	1750	1701	1522	1133	986	702	464

24 Hour Total : 21451
 AM peak hour begins : 07:45 AM peak volume : 1470 Peak hour factor : 0.94
 PM peak hour begins : 17:30 PM peak volume : 1751 Peak hour factor : 0.93

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File : D0401003.PRN
 Station : 000000033104
 Identification : 000411692110 Interval : 15 minutes
 Start date : Apr 1, 09 Start time : 00:00
 Stop date : Apr 1, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street West of W Park Drive

Apr 1 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	29	17	9	1	10	37	98	155	119	88	131
30	53	21	10	4	8	11	51	121	109	109	101	123
45	41	19	15	2	9	24	88	117	153	115	95	130
00	40	20	6	3	8	33	82	130	144	123	108	141

Hr Total 198 89 48 18 26 78 258 466 561 466 392 525

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	158	130	141	183	201	197	221	182	146	106	70
30	145	123	149	172	193	214	230	151	151	135	86	66
45	167	124	144	164	166	240	173	195	162	117	96	52
00	135	134	149	169	153	244	170	148	134	114	75	52

Total 559 539 572 646 695 899 770 715 629 512 363 240

24 Hour Total : 10264
 AM peak hour begins : 08:00 AM peak volume : 561 Peak hour factor : 0.90
 PM peak hour begins : 17:30 PM peak volume : 911 Peak hour factor : 0.93

Apr 1 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	15	7	4	7	13	45	138	191	158	161	137
30	34	9	8	3	2	13	68	142	236	143	146	124
45	15	12	6	8	10	23	88	204	233	163	128	122
00	18	12	1	6	11	42	128	225	224	178	170	146

Hr Total 104 48 22 21 30 91 329 709 884 642 605 529

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	148	161	215	204	188	213	224	170	148	112	67
30	148	168	180	189	212	199	276	211	157	137	109	69
45	152	156	181	175	216	216	234	193	149	95	77	48
00	151	172	176	220	235	205	210	163	118	97	68	42

Hr Total 602 644 698 799 867 808 933 791 594 477 366 226

24 Hour Total : 11819
 AM peak hour begins : 07:45 AM peak volume : 885 Peak hour factor : 0.94
 PM peak hour begins : 18:15 PM peak volume : 944 Peak hour factor : 0.86

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D0401003.PRN
 Station : 000000033104
 Identification : 000411692110 Interval : 15 minutes
 Start date : Apr 1, 09 Start time : 00:00
 Stop date : Apr 1, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street West of W Park Drive

Apr 1 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	44	24	13	8	23	82	236	346	277	249	268
30	87	30	18	7	10	24	119	263	345	252	247	247
45	56	31	21	10	19	47	176	321	386	278	223	252
00	58	32	7	9	19	75	210	355	368	301	278	287
Hr Total	302	137	70	39	56	169	587	1175	1445	1108	997	1054

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	306	291	356	387	389	410	445	352	294	218	137
30	293	291	329	361	405	413	506	362	308	272	195	135
45	319	280	325	339	382	456	407	388	311	212	173	100
00	286	306	325	389	388	449	380	311	252	211	143	94
Total	1161	1183	1270	1445	1562	1707	1703	1506	1223	989	729	466

24 Hour Total : 22083
 AM peak hour begins : 08:00 AM peak volume : 1445 Peak hour factor : 0.94
 PM peak hour begins : 17:30 PM peak volume : 1821 Peak hour factor : 0.90

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D0402003.PRN
 Station : 000000033104
 Identification : 000411692110 Interval : 15 minutes
 Start date : Apr 2, 09 Start time : 00:00
 Stop date : Apr 2, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street West of W Park Drive

Apr 2 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	21	7	11	4	13	39	92	156	113	106	101
30	31	12	7	8	6	12	57	96	130	105	123	91
45	23	10	5	6	14	29	83	133	133	112	103	131
00	20	9	5	2	13	31	90	112	140	105	93	141

Hr Total 113 52 24 27 37 85 269 433 559 435 425 464

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	131	138	129	152	163	206	187	191	174	149	118	72
30	141	140	153	149	162	201	211	163	175	132	110	61
45	164	128	155	163	201	233	204	180	130	141	83	46
00	127	146	143	186	191	211	195	189	122	122	89	47

I Total 563 552 580 650 717 851 797 723 601 544 400 226

24 Hour Total : 10127
 AM peak hour begins : 08:00 AM peak volume : 559 Peak hour factor : 0.90
 PM peak hour begins : 17:00 PM peak volume : 851 Peak hour factor : 0.91

Apr 2 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	14	7	13	8	4	35	135	222	167	127	129
30	32	12	4	6	8	16	75	136	208	152	137	154
45	24	13	10	7	6	22	102	185	230	147	129	124
00	15	14	3	3	11	48	104	234	212	161	146	148

Hr Total 112 53 24 29 33 90 316 690 872 627 539 555

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	131	142	174	231	219	240	182	155	137	118	65
30	143	188	162	182	217	272	235	233	161	122	82	67
45	154	150	184	203	205	249	260	204	118	107	83	60
00	190	205	164	217	224	224	245	185	143	101	61	45

Hr Total 628 674 652 776 877 964 980 804 577 467 344 237

24 Hour Total : 11920
 AM peak hour begins : 07:45 AM peak volume : 894 Peak hour factor : 0.96
 PM peak hour begins : 17:15 PM peak volume : 985 Peak hour factor : 0.91

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

Data File : D0402003.PRN
 Station : 000000033104
 Identification : 000411692110 Interval : 15 minutes
 Start date : Apr 2, 09 Start time : 00:00
 Stop date : Apr 2, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 7 Street West of W Park Drive

Apr 2 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	35	14	24	12	17	74	227	378	280	233	230
30	63	24	11	14	14	28	132	232	338	257	260	245
45	47	23	15	13	20	51	185	318	363	259	232	255
00	35	23	8	5	24	79	194	346	352	266	239	289
Hr Total	225	105	48	56	70	175	585	1123	1431	1062	964	1019

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	269	271	326	394	425	427	373	329	286	236	137
30	284	328	315	331	379	473	446	396	336	254	192	128
45	318	278	339	366	406	482	464	384	248	248	166	106
00	317	351	307	403	415	435	440	374	265	223	150	92
Total	1191	1226	1232	1426	1594	1815	1777	1527	1178	1011	744	463

24 Hour Total : 22047
 AM peak hour begins : 08:00 AM peak volume : 1431 Peak hour factor : 0.95
 PM peak hour begins : 17:15 PM peak volume : 1817 Peak hour factor : 0.94

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255
 Volume Report with 24 Hour Totals

 Data File : D0401004.PRN
 Station : 000000033102
 Identification : 000058410086 Interval : 15 minutes
 Start date : Apr 1, 09 Start time : 00:00
 Stop date : Apr 1, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 107 Ave between NW 7 St & 836 Ramps

Apr 1 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	35	23	24	26	71	224	440	593	436	424	405
30	64	30	26	25	39	75	287	531	557	401	380	409
45	45	27	17	16	47	159	396	621	583	433	407	365
00	47	17	13	30	65	174	444	673	596	457	410	405
Hr Total	220	109	79	95	177	479	1351	2265	2329	1727	1621	1584

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	410	469	414	433	372	420	360	357	344	245	178	118
30	415	472	440	449	377	411	388	337	303	242	160	88
45	457	473	438	389	381	383	398	352	245	211	132	87
00	472	406	428	431	424	381	380	339	238	184	132	85
1 Total	1754	1820	1720	1702	1554	1595	1526	1385	1130	882	602	378

24 Hour Total : 28084
 AM peak hour begins : 07:30 AM peak volume : 2444 Peak hour factor : 0.91
 PM peak hour begins : 12:45 PM peak volume : 1886 Peak hour factor : 1.00

Apr 1 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	154	53	26	14	6	21	61	168	296	289	273	313
30	121	53	25	12	15	16	57	204	278	292	251	342
45	92	42	35	18	14	37	77	229	280	257	288	370
00	82	32	18	19	19	31	102	247	276	256	318	386
Hr Total	449	180	104	63	54	105	297	848	1130	1094	1130	1411

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	463	405	441	465	570	636	655	434	379	358	257	172
30	406	424	459	518	626	715	632	415	359	302	211	160
45	414	435	429	498	544	717	504	409	388	285	200	141
00	434	438	455	566	594	672	423	380	331	302	167	92
Hr Total	1717	1702	1784	2047	2334	2740	2214	1638	1457	1247	835	565

24 Hour Total : 27145
 AM peak hour begins : 11:30 AM peak volume : 1625 Peak hour factor : 0.88
 PM peak hour begins : 17:15 PM peak volume : 2759 Peak hour factor : 0.96

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File : D0401004.PRN
 Station : 000000033102
 Identification : 000058410086 Interval : 15 minutes
 Start date : Apr 1, 09 Start time : 00:00
 Stop date : Apr 1, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 107 Ave between NW 7 St & 836 Ramps

Apr 1 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	218	88	49	38	32	92	285	608	889	725	697	718
30	185	83	51	37	54	91	344	735	835	693	631	751
45	137	69	52	34	61	196	473	850	863	690	695	735
00	129	49	31	49	84	205	546	920	872	713	728	791
Hr Total	669	289	183	158	231	584	1648	3113	3459	2821	2751	2995

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	873	874	855	898	942	1056	1015	791	723	603	435	290
30	821	896	899	967	1003	1126	1020	752	662	544	371	248
45	871	908	867	887	925	1100	902	761	633	496	332	228
00	906	844	883	997	1018	1053	803	719	569	486	299	177
Total	3471	3522	3504	3749	3888	4335	3740	3023	2587	2129	1437	943

24 Hour Total : 55229
 AM peak hour begins : 07:45 AM peak volume : 3507 Peak hour factor : 0.95
 PM peak hour begins : 17:00 PM peak volume : 4335 Peak hour factor : 0.96

Data File : D0402004.PRN
 Station : 000000033102
 Identification : 000058410086 Interval : 15 minutes
 Start date : Apr 2, 09 Start time : 00:00
 Stop date : Apr 2, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 107 Ave between NW 7 St & 836 Ramps

Apr 2 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	40	17	20	25	61	203	436	630	423	379	374
30	54	32	19	20	41	84	299	525	569	430	374	396
45	49	12	14	28	46	152	424	557	568	443	404	392
00	32	16	15	21	64	191	425	667	542	430	404	431

Hr Total 221 100 65 89 176 488 1351 2185 2309 1726 1561 1593

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	436	425	440	361	398	410	379	365	329	231	193	152
30	380	440	445	465	375	433	381	393	334	224	172	146
45	403	446	409	461	381	412	398	351	263	214	176	143
00	499	455	429	448	428	394	385	357	197	202	140	131

Total 1718 1766 1723 1735 1582 1649 1543 1466 1123 871 681 572

24 Hour Total : 28293
 AM peak hour begins : 07:45 AM peak volume : 2434 Peak hour factor : 0.91
 PM peak hour begins : 12:45 PM peak volume : 1810 Peak hour factor : 0.91

Apr 2 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	54	12	12	19	19	44	152	274	297	251	321
30	92	30	18	16	12	29	45	199	284	261	279	311
45	74	30	16	16	19	24	73	238	270	254	352	365
00	48	15	16	10	19	45	131	273	261	296	285	386

Hr Total 319 129 62 54 69 117 293 862 1089 1108 1167 1383

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	422	428	439	455	571	648	593	427	412	348	287	194
30	401	409	422	516	550	703	549	429	376	321	222	144
45	430	407	469	533	581	692	512	435	356	336	230	143
00	410	404	443	555	577	633	456	395	331	314	172	105

Hr Total 1663 1648 1773 2059 2279 2676 2110 1686 1475 1319 911 586

24 Hour Total : 26837
 AM peak hour begins : 11:30 AM peak volume : 1574 Peak hour factor : 0.92
 PM peak hour begins : 17:00 PM peak volume : 2676 Peak hour factor : 0.95

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
 Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File : D0402004.PRN
 Station : 000000033102
 Identification : 000058410086 Interval : 15 minutes
 Start date : Apr 2, 09 Start time : 00:00
 Stop date : Apr 2, 09 Stop time : 24:00
 City/Town : Doral, Florida County : Dade
 Location : NW 107 Ave between NW 7 St & 836 Ramps

Apr 2 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	191	94	29	32	44	80	247	588	904	720	630	695
30	146	62	37	36	53	113	344	724	853	691	653	707
45	123	42	30	44	65	176	497	795	838	697	756	757
00	80	31	31	31	83	236	556	940	803	726	689	817
Hr Total	540	229	127	143	245	605	1644	3047	3398	2834	2728	2976

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	858	853	879	816	969	1058	972	792	741	579	480	346
30	781	849	867	981	925	1136	930	822	710	545	394	290
45	833	853	878	994	962	1104	910	786	619	550	406	286
00	909	859	872	1003	1005	1027	841	752	528	516	312	236
Total	3381	3414	3496	3794	3861	4325	3653	3152	2598	2190	1592	1158

24 Hour Total : 55130
 AM peak hour begins : 07:45 AM peak volume : 3535 Peak hour factor : 0.94
 PM peak hour begins : 17:00 PM peak volume : 4325 Peak hour factor : 0.95

Attachment II

Project Distribution for Application No. 8

TABLE 2
PM PEAK HOUR ROADWAY CAPACITY
Future (2015) Traffic Conditions with Amendment Traffic

Roadway	Segment		Facility Type (1)	Adopted LOS Standard	2015 PM Peak Hour Volume	Amendment Trip Distribution	Peak Hour Amendment Trips	Amendment Traffic Contribution (2)	Significant Impact (3)	2015 Total Traffic	FDOT LOS C Standard Volume	FDOT LOS D Standard Volume	FDOT LOS E Standard Volume(4)	Adopted LOS Volume	2015 LOS
	From	To													
SR 836	NW 107th Ave	NW 87th Ave	10LF	D	10134	0%	0	0.00%	No	10134	13130	16980	19310	16980	C
	NW 87th Ave	SR 826	10LF	D	9317	8%	49	0.29%	No	9366	13130	16980	19310	16980	C
Fontainebleau Blvd	NW 107th Ave	NW 97th Ave	4LD	E	1815	2%	12	0.50%	No	1827	1050	2070	2400	2400	D
	NW 97th Ave	Park Blvd	4LD	E	2753	10%	61	2.54%	No	2814	1050	2070	2400	2400	F
	Park Blvd	Flagler St	4LD	D	1231	2%	12	0.58%	No	1243	1050	2070	2400	2070	D
Flagler St	NW 107th Ave	NW 97th Ave	6LD	E+20	3352	10%	61	1.08%	No	3413	3550 (6)	4450 (6)	4690 (6)	5628	C
	NW 97th Ave	SW 92nd Ave	6LD	E+20	4624	24%	146	2.59%	No	4770	3120 (6)	4450 (6)	4690 (6)	5628	E+2%
	SW 92nd Ave	NW 87th Ave	6LD	E+20	4647	60%	366	6.50%	Yes	5013	3120 (6)	4450 (6)	4690 (6)	5628	E+7%
	NW 87th Ave	SR 826	6LD	E+20	4775	21%	128	2.27%	No	4903	3830 (5)	4450 (5)	4690 (5)	5628	E
SW 8th St	SW 107th Ave	SW 97th Ave	8LD	E+20	4066	2%	12	0.16%	No	4078	6280 (5)	6440 (5)	6440 (5)	7728	C
	SW 97th Ave	SW 87th Ave	8LD	E+20	4238	0%	0	0.00%	No	4238	6280 (5)	6440 (5)	6440 (5)	7728	C
	SW 87th Ave	SR 826	6LD	E+20	3775	8%	49	0.80%	No	3824	4950 (5)	5080 (5)	5080 (5)	6096	C
NW/SW 107th Ave	SR 836	Fontainebleau Blvd	6LD	E	4540	0%	0	0.00%	No	4540	3830 (5)	4680 (5)	4920 (5)	4920	D
	Fontainebleau Blvd	Flagler St	6LD	E	4737	0%	0	0.00%	No	4737	3830 (5)	4680 (5)	4920 (5)	4920	E
	Flagler St	SW 8th St	6LD	E	3554	2%	12	0.24%	No	3566	3830	4680	4920	4920	C
NW/SW 97th Ave	SR 836	Fontainebleau Blvd	4LD	D	2068	7%	43	1.46%	No	2111	2030	2950	3120	2950	D
	Fontainebleau Blvd	Flagler St	4LD	D	2141	6%	37	1.25%	No	2178	2030	2950	3120	2950	D
	Flagler St	SW 8th St	4LD	D	2021	8%	49	1.66%	No	2070	2030	2950	3120	2950	D
SW 92nd Ave	Flagler St	SW 8th St	4LU	D	802	6%	37	1.88%	No	839	978	1967	2280	1967	C
NW/SW 87th Ave	SR 836	Flagler St	6LD	E	4252	25%	153	3.26%	No	4405	1850 (5)	4240 (5)	4690 (5)	4690	E
	Flagler St	SW 8th St	4LD	E	2640	12%	68	2.01%	No	2708	3300 (5)	3390 (5)	3390 (5)	3390	C
SR 826	SR 836	Flagler St	10LF	D	13525	6%	37	0.22%	No	13562	13130	16980	19310	16980	D
	Flagler St	SW 8th St	10LF	D	13778	6%	37	0.22%	No	13815	13130	16980	19310	16980	D
NW 102nd Ave	Fontainebleau Blvd	Flagler St	4LU	D	435	2%	12	0.61%	No	447	978	1967	2280	1967	C
Park Blvd	Fontainebleau Blvd	NW 87th Ave	4LD	E	2201	0%	0	0.00%	No	2201	1050	2070	2400	2400	E

- Note: (1) 4LD - Four-lane divided, 4LU - Four-lane undivided, 6LD - Six-lane divided, 6LF - Six-lane freeway, 8LD - Eight-lane divided, 8LF - Eight-lane freeway, 10LF - Ten-lane freeway.
(2) Amendment traffic contribution is the portion of the roadway segment's adopted peak hour level of service maximum service volume utilized by peak hour amendment trips.
(3) A segment is considered significantly impacted if the proposed amendment contributes new trips equal to 5 percent or greater of the roadway's adopted capacity and the roadway is projected to operate below its adopted level of service standard.
(4) For Class I Arterials - volumes greater than LOS D become LOS F because intersection capacities have been reached.
(5) Standard Volumes from Capacity Tables for FDOT Traffic Counts Stations obtained from Miami-Dade Public Works Department.
(6) Standard Volumes from Capacity Tables for Miami-Dade County Traffic Counts Stations obtained from Miami-Dade Public Works Department.

☐ - Denotes FDOT Roadway

K:_proj\4332000-fontainebleau-commercial-adapted\fontainebleau-cap-tables-revised-03-30-09-5-year-mass-growth-and-negative-growth-rate-distribution-03-2011-amendment

CHECKLIST
LOW-MEDIUM RESIDENTIAL
VS.
BUSINESS AND OFFICE

AREAS OF ANALYSIS	ANALYSIS
Water	Less Impact
Sewer	Less Impact
Parks	No Impact
Schools	No Impact
Environmental Issues	None
Fire/Rescue	Acceptable
Transit	Available
Solid Waste	Available
Traffic	Meets Concurrency Analysis On-Going

**GOLD RIVER CORPORATION
CDMP APPLICATION NO. 9
(APRIL 2008 CYCLE)**

ECONOMIC IMPACT OF PROJECT

ANNUAL TAXES / COUNTY	
County General Fund	\$389,864.00
County Debt Service	\$22,800.00
UMSA	\$163,328.00
Fire	\$176,536.00
Fire Debt Service	\$3,360.00
Library	\$30,736.00
TOTAL	[REDACTED]

ANNUAL TAXES / SCHOOL DISTRICT	
Schools	\$602,640.00
School Debt Service	\$21,120.00
TOTAL	[REDACTED]

EMPLOYMENT	
NO. OF JOBS	ESTIMATED ANNUAL INCOME
1,010	[REDACTED]



City of Sweetwater

September 18, 2008

Chairman Carlos Manrique
and the Honorable Members
of The Community Council

Dear Chairman and Honorable Members of the Council:

I write to you today to respectfully express my support for Application No. 9 of the April 2008 cycle of amendments to the Comprehensive Development Master Plan (CDMP) that you will be considering on September 23, 2008.

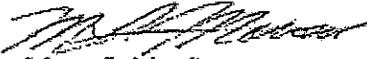
The subject property consists of approximately 41 gross acres located on the Northeast corner of West Flagler Street and Northwest 102nd Avenue. Because of its close proximity to the boundaries of Sweetwater, I have taken the time to review the merits of the application and the comments by staff. Certainly, the previous use, which has since been abandoned, caused significant problems in our community. The former deteriorated trailer park, which had numerous building code and other violations, was an eye sore in our community. The question before you now is whether to change the designation of this property from Low-Medium Density Residential to Business and Office.

I know that many residents of my city, as well as adjacent communities, believe that this area is already is densely populated, whereas there are not sufficient community-based business and office uses that can serve our residents. Therefore, we would welcome a well planned business and office development in this area. However, my support is based on the understanding that at this point in the process, the applicant has expressed a willingness to work with members of adjacent residential communities, including the City of Sweetwater, to ensure that the ultimate development proposed at time of Zoning and Site Plan Approval will seek to minimize any impacts to adjacent residential areas, and minimize traffic impacts wherever possible.

The re-designation itself (together with the covenant submitted by the applicant) provides significant benefits, including lowering water consumption from what would otherwise be needed for a residential development, eliminating parks and recreation impacts, as well as impacts to our overcrowded schools in the area. I therefore respectfully request that you recommend approval and transmittal at this time, with the clear understanding that the applicant is committed to meeting with area neighbors, including the City of Sweetwater, prior to Zoning and Site Plan Approval, in order to address the neighbors' legitimate concerns in the area of aesthetics and visual impacts, traffic, and other significant issues. Ultimately, through this process, we would like to see a well planned development that is a product of the shared vision of both the applicant and the area residents.

I thank you for your consideration of my comments, and urge you to contact me if you have any questions or if I can be of further assistance.

Sincerely yours,



Manny L. Maroño
Mayor - City of Sweetwater

This Instrument was Prepared by:

Name: Juan J. Mayol, Jr., Esq.
Address: Holland & Knight LLP
701 Brickell Avenue
Suite 3000
Miami, Florida 33131

(Space Reserved for Clerk of the Court)

DECLARATION OF RESTRICTIONS

WHEREAS, Blue Lake Development Corporation, a Florida corporation (the "Owner"), holds fee simple title to that certain parcel of land in Miami-Dade County, Florida, described in Exhibit "A", attached hereto, and hereinafter referred to as the "Property";

WHEREAS, Blue Partners, LLC, a Florida limited company (the "Applicant"), is the contract purchaser of the Property and has applied for an amendment to the Miami-Dade County Comprehensive Development Master Plan (the "CDMP") that is pending as Application No. 9 in the April 2008 Cycle (the "Application");

WHEREAS, the Application seeks to re-designate the Property from "Low-Medium Density Residential" to "Business and Office" on the Miami-Dade County Comprehensive Development Master Plan Future Land Use Plan Map ("LUP");

NOW, THEREFORE, IN ORDER TO ASSURE Miami-Dade County, Florida (the "County") that the representations made by the Applicant during the consideration of the Application will be abided by, the Owner freely, voluntarily, and without duress, makes the following Declaration of Restrictions covering and running with the Property:

1. **Permitted Uses.** Notwithstanding the re-designation of the Property to "Business and Office" on the County's LUP map, the development of the Property shall not exceed 400,000 square feet of retail/commercial and personal services and offices.

In an effort to enhance the compatibility of the proposed development of the Property with the existing residential development to the north and west, the north two (2) acres of the Property may only be occupied by any storm water retention areas that may be required or desirable to develop the Property, driveways, access roads, the Park Access Easement Area, as defined below, and landscaped or open space areas. In addition, the following building restrictions shall apply to the future development of the Property: (i) no building may be located any closer than one-hundred feet (100') from the adjacent residential property on the west; and (ii) no building or portion thereof may exceed a height of 2 stories within two-hundred feet (200') of the adjacent residential property on the west.

2. **Park Access Easement Area.** At the request of the Parks and Recreation Department, prior to the approval of a final plat for any portion of the Property, the Owner shall convey to Miami-Dade County a non-exclusive park access easement over an area on the northeast corner of the Property, having a frontage of at least 100 feet adjacent to Ruben Dario Park and a frontage of 100 feet on the northeast corner of the Property (the "Park Access Easement Area"), which area shall be maintained free of structures, but may be landscaped, and may be used by the Parks and Recreation Department only for pedestrian access to and from Ruben Dario Park any future park area to the north.

3. **Landscaped Buffer.** Prior to the issuance of a certificate of use and occupancy for any retail or office building within the Property, the Owner shall set aside and maintain as a landscaped area, the west twenty-five (25) feet, where the Property abuts the existing residential

area to the west, and the northern fifteen (15) feet of the Property (the "Landscaped Buffer"). The Owner shall install the following within the Landscaped Buffer: (a) a six foot high CBS wall, which wall shall be installed along the outside line (i.e., adjacent to the residential area) of the Buffer (except for pedestrian access points on the north and the Park Access Easement Area); (b) a hedge, consisting of ficus or such similar species as may be approved by the Department of Planning and Zoning, to be installed on top of an earthen berm (which berm shall be three feet (3') in height, said hedge to be maintained at a height of no less than six (6) feet; and (c) two staggered rows of trees, of such species as may be approved by the Department of Planning and Zoning, which shall be planted at a minimum height of twelve (12) to fourteen (14) feet, and not farther than twenty-five (25) feet on center.

4. **Prohibited Uses.** Notwithstanding the approval of the Application, the establishment and maintenance of the following uses on the Property shall be prohibited:

- (a) private clubs, as defined in Section 33-247(35) of the Code;
- (b) nightclubs, as defined in Section 33-253(6) of the Code;
- (c) no portion of the premises within any building to be constructed on the Property (regardless of the percentage of the total floor area), even if screened to keep such area from the clear view of minors, may be used for the display, sale or rental of videotapes, printed matter, pictures, films, graphic or any materials, which activities require the exclusion of minors pursuant to Chapter 847, Florida Statutes;
- (d) donated goods center;
- (e) automobile light truck sales;
- (f) billiard and pool rooms;
- (g) motorcycle sales and repairs;

- (h) open air theatre;
- (i) skating rinks;
- (j) rental trucks.

5. **Access Restrictions.** The Owner agrees that the Property shall be developed in such a way as to prohibit delivery trucks from entering or exiting the Property from West Park Drive (102nd Avenue).

6. **Water Conservation and Re-Use.** The Owner hereby agrees to implement the following water conservation and re-use standards for the development of the Property:

(i) The development of the Property shall include appropriate pipes to permit the future connection of the Property into any regional wastewater re-use system that may be constructed by the County for irrigation purposes.

(ii) Upon the construction of a regional wastewater re-use system by Miami-Dade County that includes a connection point abutting the Property, the Owner (or its successors or assigns) shall connect the water re-use pipes in the Property to such regional wastewater re-use system.

7. **Transit Improvements.** In an effort to accommodate public transportation in the area, the Owner shall coordinate with Miami-Dade Transit and allow encroachments onto the Property, as necessary, to provide for a bus pull-out bay and bus shelter along the Property's frontage on West Park Drive (N.W. 102nd Avenue) and W. Flagler Street. The Owner's obligations under this Paragraph shall expire upon the approval of a final plat for the Property. Notwithstanding the approval of a final plat, the Owner shall cooperate with the County to allow the installation of a bus pull-out bay and/or shelter if said installation can be accomplished without altering the approved final plat for the Property.

8. **Miscellaneous.**

A. **Covenant Running with the Land.** This Declaration of Restrictions on the part of Owner shall constitute a covenant running with the land and shall be recorded by the Owner, at Owner's expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon Owner and their heirs, successors, and assigns until such time as the same is modified or released with the approval of the County. These restrictions, during their lifetime, shall be for the benefit of, and limitation upon, all present and future owners of the Property and for the public welfare.

B. **Term.** This Declaration of Restrictions is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date that this Declaration of Restrictions is recorded, after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the then owner(s) of the Property has been recorded in the public records agreeing to change the covenant in whole, or in part, provided that the Declaration of Restrictions has first been modified or released by Miami-Dade County.

C. **Modification, Amendment, Release.** This Declaration of Restrictions may be modified, amended, or released as to the land herein described, or any portion thereof, by a written instrument executed by the fee simple owner(s) of the Property, provided that the same is also approved by the Board of County Commissioners. Any such modification, amendment or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation which may, from time to time, govern amendments to comprehensive plans (hereinafter "Chapter 163"). Such modification, amendment or release shall also be subject to the provisions governing

amendments to comprehensive plans as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulation governing amendments to the Miami-Dade comprehensive plan. Notwithstanding anything in this paragraph, in the event that the Property is incorporated within a new municipality which amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Code of Miami-Dade County, then modifications, amendments or releases of this Declaration of Restrictions shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes. Should this Declaration of Restrictions be so modified, amended or released, the Director of the Planning and Zoning Department or the executive officer of the successor of said Department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument effectuating and acknowledging such modification, amendment or release.

D. Enforcement. Enforcement shall be by action against any parties or person violating, or attempting to violate, the covenants. This enforcement provision shall be in addition to any other remedies available at law, in equity, or both.

E. Election of Remedies. All rights, remedies, and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.

F. **Severability.** Invalidation of any one of these covenants by judgment of Court shall not affect any of the other provisions which shall remain in full force and effect.

G. **Recording.** This Declaration of Restrictions shall be filed of record in the public records of Miami-Dade County, Florida at the cost of Owner's following the adoption of the Application. This Declaration of Restrictions shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration of Restrictions shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Planning and Zoning Department or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration of Restrictions is null and void and of no further effect.

H. **Acceptance of Declaration.** Acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owner to a favorable recommendation or approval of any application, zoning or otherwise, and the County retains its full power and authority to, with respect to the Property, deny each such application in whole or in part and to decline to accept any conveyance with respect to the Property.

I. **Owner.** The term "Owner" shall include the Owner, and its heirs, successors and assigns.

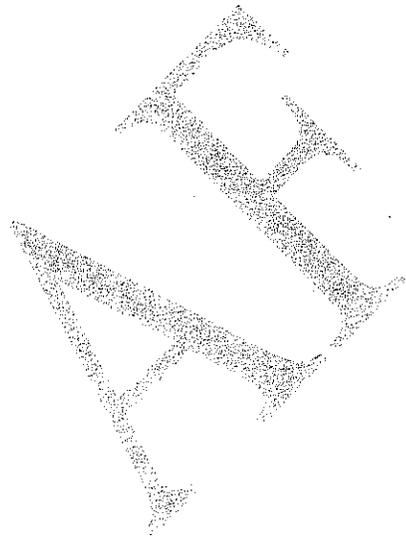
[Signature

Pages

Follow]

EXHIBIT "A"

Legal Description



5496584_v9

Collins, Diane (COC)

RECEIVED
By the Clerk for the record.

From: Clerk of the Board (COC)
Sent: Wednesday, May 06, 2009 8:00 AM
To: Collins, Diane (COC)
Cc: Cave, Linda (COC)
Subject: FW: Amendment #13 -IMPORTANT TO READ FOR PUBLIC HEARING WEDNESDAY

MAY 06 2009
Item _____
Exhibit 4
Meeting BCC CDMP

-----Original Message-----

From: karenandclark@aol.com [mailto:karenandclark@aol.com]
Sent: Tuesday, May 05, 2009 8:35 PM
To: District1; District2; District3; District4; District5; District6; District7; District8; District9; District10; District11; District12; District13
Subject: Amendment #13 -IMPORTANT TO READ FOR PUBLIC HEARING WEDNESDAY

May 5, 2009

Miami-Dade County Government Center
Att. The Honorable Board of County Commissioners
Districts: 1-13
111 NW First Street
Miami, Florida 33168

CLERK OF THE BOARD
2009 MAY -6 AM 11:55
CLERK, CIRCUIT 5, COUNTY COURTS
DADE COUNTY, FLA.
#1

Re: CDMP Amendment #13

Dear Commissioners:

During these difficult economic times, my six-day work schedule leaves little time to attend public hearings. Therefore I will express my concerns to you via email. During your deliberations on Amendment #13 today, I would appreciate comments on my concerns.

#1. Striking the language packing house to agriculture processing facilities: There is no language defining agriculture processing facility. It can be assumed it will be for jams and jelly's. But there are other uses that are considered related to agriculture such as tractor sales, manufacture and sales of fencing, lawn mower repair and stand alone warehouses. These uses are less connected to the farm and can be more easily converted to non-agriculture activities.

Prior to approval to any language change a Charette should be established to define this new language. This would afford the agriculture community the ability to participate and define such uses, the number and other important criteria. This ordinance came out of Ag Practices which meets during the work week making going to the meeting impossible for the majority to attend. A deferral would be appropriate to address issues possibly at Redland Community Council #14.

If this commission decides to go forward today, please address the following concerns:

- A. Will these facilities be compatible with the surround agriculture residential community?
- B. Is there a way to reduce the concentration of these facilities in a given area?
- C. Will these facilities depend more on "imports" to subsidize their lack of local product in order to stay in operation? If so, how does that support local agriculture?
- D. Will the facility be located on an **active** farm or will imports be brought in to support the facility?

5/6/2009

2. **Bed & Breakfast:** I support the initial Bed & Breakfast Ordinance language stating they must be owner-occupied, owner-operated, and located on a parcel with a current=2 0agriculture classification, as determined by the Property Appraiser's Office, may be allowed. A designated historic structure that is owner-occupied and owner-operated my be converted to a Bed & Breakfast.

My concern is with the Thematic Resource Districts connected to this ordinance. The initial concept for Bed & Breakfast was to create a relaxed atmosphere in rural areas of South Dade for visitors to get away from it all. They are looking for more peaceful settings. There are existing day trips through the agriculture community as well as heading south to the keys. There are orchid growers, herbs farms, organic farming, winery, county and national parks, fruit stands, air boat rides, fishing and snorkeling; the list goes on. At the end of the day they can return to a secluded Bed & Breakfast. Visitors do not come to South Dade to be commercialized, they have that at home.

I support the Bed & Breakfast amendment without the Thematic Resource Districts attached. Give the B & B's five-years to get up and running, then address any further needs. The TRD's will create inconsistent20zoning, commercialization in rural residential neighborhoods. And if the UDB is moved, will the TRD's turn into TND?

Amendment #13 opens the door to interior portions of agriculture that should remain untouched by these uses. Thank you for considering my concerns.

Respectfully,

Karen Esty
14445 SW 200 Street
Redland

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

ROLL CALL VOTE SHEET
 BOARD OF COUNTY COMMISSIONERS
 MEETING OF 5-6-09

BCC CDMP

AGENDA ITEM: Sup. Item # 1A

AGENDA ITEM: Sup. Item # 1B

MOTION: to adopt

MOTION: to adopt

ROLL CALL	(M/S)	YES	NO	AB
Comr. Barreiro	✓			
Comr. Edmonson	✓			
Comr. Gimenez	✓			
Comr. Heyman	✓			
Comr. Jordan	✓			
Comr. Martinez	✓			
Comr. Rolle	✓			
Comr. Seijas	✓			
Comr. Sorenson	✓			
Comr. Sosa	✓			
Comr. Souto	✓			
Vice Chairman Diaz	✓			
Chairman Moss	✓			
TOTAL		<u>13</u>	<u>0</u>	<u>0</u>

ROLL CALL	(M/S)	YES	NO	AB
Comr. Edmonson	✓			
Comr. Gimenez	✓			
Comr. Heyman	✓			
Comr. Jordan	✓			
Comr. Martinez	✓			
Comr. Rolle	✓			
Comr. Seijas	✓			
Comr. Sorenson	✓			
Comr. Sosa	✓			
Comr. Souto	✓			
Comr. Barreiro	✓			
Vice Chairman Diaz	✓			
Chairman Moss	✓			
TOTAL		<u>13</u>	<u>0</u>	<u>0</u>

RECEIVED
 By the Clerk for the record.

MAY 06 2009

Item _____
 Exhibit 5
 Meeting BCC CDMP