

**APPLICATION
AND
INITIAL RECOMMENDATIONS**

**MIAMI METROZOO DRI
APPLICATION TO AMEND THE MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

June 22, 2007

Miami-Dade County Department of Planning and Zoning
1110 Stephen P. Clark Center
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(305) 375-2835

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Mayor

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INTRODUCTION

This report contains an Application requesting an amendment to the Miami-Dade County Comprehensive Development Master Plan (CDMP) and the Initial Recommendations of the Miami-Dade County Department of Planning and Zoning (DP&Z) addressing the requested CDMP amendment. This application was filed in association with a Notice of Proposed Change (NOPC) to the existing Miami Metrozoo (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park) Development of Regional Impact (DRI). The application is being processed under a special procedure established in Chapter 380.06, Florida Statutes (F.S.), and Section 2-116.1 of the Code of Miami-Dade County.

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

Concurrent CDMP Amendment and Development of Regional Impact Process

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

Proposed CDMP Amendment

The proposed amendment contained in Chapter 1 requests that a new land use category be added to the Comprehensive Development Master Plan and that the Miami Metrozoo and Gold Coast Railroad properties be designated on the 2015-2025 Land Use Map with this new category, "Miami Metrozoo Entertainment Area." The intent is to allow the construction of a water park, family entertainment center and hotel, as approved by the electorate on the November 7, 2006 Countywide referendum regarding

**Table 1
Schedule of Activities
Miami Metrozoo DRI CDMP Amendment Process**

Application Filed	June 1, 2007
Community Council 14 Public Hearing To Formulate Recommendations Regarding Transmittal and Subsequent Final Action	June 27, 2007, 6:00 P.M. South Dade Government Center, Rm. 203 10710 SW 211 Street
Planning Advisory Board (PAB) Acting as Local Planning Agency (LPA) Hearing to Formulate Recommendations Regarding Transmittal and Subsequent Final Action	July 9, 2007, 5:30 P.M. County Commission Chamber 111 N.W. 1 st Street
Board of County Commissioners Hearing and Action on Transmittal of Proposed Amendments to DCA and Review Agencies	July 26, 2007, 9:30 A.M. County Commission Chamber 111 N.W. 1 st Street
Transmittal of Proposed Amendment to DCA for Comment	August 9, 2007 (Approximately 10 working days after Commission Transmittal hearing)
Receipt of DCA Comments	October 8, 2007 (Approximately 60 days after transmittal)*
Planning Advisory Board (Local Planning Agency) Public Hearing and Final Recommendations	November 5, 2007 (within 30 days after DCA comments received) County Commission Chamber*
Board of County Commissioners Public Hearing and Final Action	December 6, 2007 (Not later than 60 days after receipt of DCA comments) Commission Chamber*

*Dates are Tentative

further development at the Metrozoo property on land that is not environmentally sensitive and is outside the animal attractions. Because the CDMP does not currently allow the commercial uses that were approved under the referendum, it is necessary to amend the CDMP in order to allow for such a development. Upon the adoption of the CDMP amendment, Miami-Dade County will concurrently consider the proposed changes to the Miami Metrozoo DIR, which will include the development program for the proposed Miami Metrozoo Entertainment Area.

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CHAPTER 1

MIAMI METROZOO DRI APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

This chapter contains an application filed to amend the Miami-Dade County Comprehensive Development Master Plan (CDMP) in association with the Notice of Proposed Change (NOPC) to the existing Miami Metrozoo (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park) Development of Regional Impact (DRI). Preceding the complete application filed by the Miami-Dade County Parks and Recreation Department is an application summary as prepared by the Department of Planning and Zoning and the recommendations made by the Community Council, Planning Advisory Board and Board of County Commissioners during the process. The summary of recommendations will be updated as public hearings are held.

**Metrozoo DRI
Summary of Application to Amend the CDMP**

APPLICATION SUMMARY

Commission District 9

Community Council 14

Applicant/Representative: Applicant: Vivian Donnell Rodriguez, Director
Miami-Dade County Park and Recreation Department
275 NW 2nd Street, 5th Floor
Miami, FL 33128

Representative: Kevin Asher, Project Manager
275 NW 2nd Street
Miami, FL 33128
Telephone: (305) 755-7901
Fax: (305) 755-7864

Location: 12400 SW 152 Street, Miami, Florida
Site is located within the boundaries of the Miami Metrozoo and Larry and Penny Thompson Park boundaries of the DRI.

Total Acreage: 170 Acres

Amendment Type: Concurrent DRI/CDMP Amendment

Existing Land Use Map Classification: Parks, Preserves and Conservation Areas and Institutional Use

Current Designation on the 2015-2025 Land Use Plan Map: Parks and Recreation

Requested Designation on the 2015-2025 Land Use Plan Map: Miami Metrozoo Entertainment Area (new land use category)

Proposed Amendments

1. Add "Miami Metrozoo Entertainment Area" as a new land use category to the adopted 2015 and 2025 Land Use Plan (LUP).
2. Add "Miami Metrozoo Entertainment Area" as a new land use category to the text in the Land Use Plan Element.
3. Change the land use designation on the subject property:

From: Parks and Recreation
To: Miami Metrozoo Entertainment Area

Existing Zoning/Site Condition: Agricultural (AU)
Properties are subject to deed restrictions.
The proposed development requires deed modifications, deed transfers, and parcel reversions.

RECOMMENDATION SUMMARY

Staff:	ADOPT WITH CHANGES AND TRANSMIT (June 22, 2007)
Redland Community Council:	TO BE DETERMINED (June 27, 2007)
Planning Advisory Board (PAB) acting as Local Planning Agency:	TO BE DETERMINED (July 9, 2007)
Board of County Commissioners: Transmittal hearing	TO BE DETERMINED (July 26, 2007)
Final Recommendation of PAB acting as Local Planning Agency:	TO BE DETERMINED (November 5, 2007)*
Final Recommendation of Board of County Commissioners: Transmittal hearing	TO BE DETERMINED (December 6, 2007)*

*Dates are tentative.

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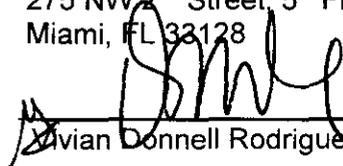
**Application to Amend Miami-Dade County
Comprehensive Development Master Plan
May 2007**

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APPLICATION TO AMEND MIAMI-DADE COUNTY COMPREHENSIVE
DEVELOPMENT MASTER PLAN

1. APPLICANT

Vivian Donnell Rodriguez, Director
Miami-Dade County Park and Recreation Department
275 NW 2nd Street, 5th Floor
Miami, FL 33128



Vivian Donnell Rodriguez

5/24/07

Date

2. APPLICANT'S REPRESENTATIVE

Attn: Kevin Asher, Project Manager
275 NW 2nd Street
Miami, FL 33128
Telephone: (305) 755-7901
Fax: (305) 755-7864

3. DESCRIPTION OF REQUESTED CHANGE

Miami Metrozoo is requesting that a new land use category be added to the Comprehensive Development Master Plan and that the Miami Metrozoo and Gold Coast Railroad properties be designated on the 2005/2015 Land Use Map with this new category – Miami Metrozoo Entertainment Area. Figure 1 shows those portions of the property that will be designated with this new category. The intent is to allow the construction of a water park, family entertainment center and hotel on currently underutilized Metrozoo parking lots. The tourism industry is critical to Miami-Dade County and Metrozoo is seeking to remain viable in the crowded tourist attraction sector.

A. Proposed Land Use Category

The Applicant is seeking to add a Comprehensive Development Master Plan Land Use Category to the existing categories in the Land Use Map. This category would then exclusively apply to the Miami Metrozoo and Gold Coast Railroad Museum properties as shown on Figure 1. The existing land use category for Miami Metrozoo and the Gold Coast Railroad Museum is Parks and Recreation.

The proposed Land Use Category reads as follows:

Miami Metrozoo Entertainment Area

This category is for tourist and tourist related attractions and support facilities. Allowed uses include public and private recreation and entertainment uses that are themed and branded fundamentally the same to establish a unified Miami Metrozoo entertainment area. Specific attractions and support facilities include a zoological park and one or more of the following: railroad and other museums, attractions, ride-based theme park, lodging, foodservice (including restaurants, food courts, clubs, and other entertainment venues), theme related retail, administrative offices and associated passenger

transportation facilities. Proposed use will meet applicable County regulations to buffer environmentally sensitive areas and pursuant to acceptable County practices, may provide areas for environmental interpretation.

B. Change to 2015/2025 Land Use Map

The Applicant is requesting a change for portions of the Miami Metrozoo and Gold Coast Railroad Museum property land use category designation from *Parks and Recreation* to Miami Metrozoo Entertainment Area.

(1) The application area boundary is portions of the Miami Metrozoo, the Miami Metrozoo access road, and the Gold Coast Railroad Museum as shown on Figure 1. This amendment does not include Larry and Penny Thompson Park nor the remainder of the sites outside of the boundary as shown on Figure 1.

(2) The net acres in the application are approximately 170 acres encompassing portions of the parking lots of Miami Metrozoo, the Gold Coast Railroad Museum, and the main entrance to the zoo. All parcels that are to be redesignated are owned by the Applicant.

(3) The entire property is currently designated as *Parks and Recreation*. This amendment requests a change for those portions of the property shown on Figure 1 to Miami Metrozoo Entertainment Area.

(4) Figure 1 illustrates the boundary of the subject parcels.

4. REASONS FOR AMENDMENT

Metrozoo was conceived in 1977 as a world-class zoological park showcasing animals in cageless exhibits reflecting their natural habitats. The park was intended to encompass approximately 740 acres of which over 300 acres were developed by 1990 attracting over 800,000 visitors annually. However, the size and expense of new exhibits and the ongoing cost of the maintenance of the existing exhibits prevented Metrozoo from completing its original plan. To make matters worse, Hurricane Andrew caused severe devastation to the surrounding neighborhoods, and to the economy of the county in general, further undermining expansion plans and attendance.

Metrozoo needs to update their facilities and would like to make their park a destination for various activities, not just zoo-related ones. There is strong competition amongst South Florida tourist attractions for a share of tourist dollars. Metrozoo can not compete in this environment without evolving to reflect changes in tourist tastes and preferences. Increasingly sophisticated travelers demand more intense, activity-heavy experiences and the proposed Metrozoo Master Plan aims to attract a larger share of these South Florida visitors.

In 1998, the Parks and Recreation Department, with support from the Safe Neighborhood Park Bond funds, proceeded to develop a new master plan for the entire property. This master plan took a much more comprehensive approach, focusing on economic development and a series of new attractions to attract more visitors, in addition to significant improvements to zoo exhibits. The new attractions were a water

park, a family entertainment center, the transformation of the Gold Coast Railroad parcel into a transportation museum, new vacation and resort hotels, and a new adventure themed amusement park. The Board of County Commissioners approved the updated plan for the zoo portion of the property in 2002.

The amendments to the CDMP creating a new land use category and the redesignation of portions of the zoo are required to allow development of the proposed hotel and the private operation of a family entertainment center and water theme park. The hotel, family entertainment center, and water park are to be constructed on a portion of what are now underutilized Miami Metrozoo parking lots. Currently, areas of those parking lots are in a state of disrepair and are not being utilized to their maximum potential. Changing their land use designation will allow for more productive and intense uses that will serve the surrounding community as well as the Miami-Dade population.

The Miami Metrozoo site is uniquely located to provide buffers with the surrounding neighborhoods. A United States Coast Guard property adjoins the area to the east where the water park and family entertainment center is proposed to be built. On the west is found a U.S. Army base and a University of Miami property. Intact remnants of the historically larger Richmond Pineland provide significant buffers with the adjoining single-family neighborhoods. In addition, Larry and Penny Thompson Park, including the Martinez property that was added to it in 2005, provides a buffer to the south and west separating Metrozoo from the surrounding residential areas.

The portions of the site that have been designated for the new land use designation are those areas that will not impact the pine rockland communities on the Metrozoo property. Some pine rockland communities on modified substrate are included within the boundaries of the CDMP amendment. Proposed uses on these areas will meet applicable County regulations to buffer environmentally sensitive areas and pursuant to County practices, may provide areas for environmental interpretation. Figure 1 illustrates the locations of the natural areas on the Metrozoo site.

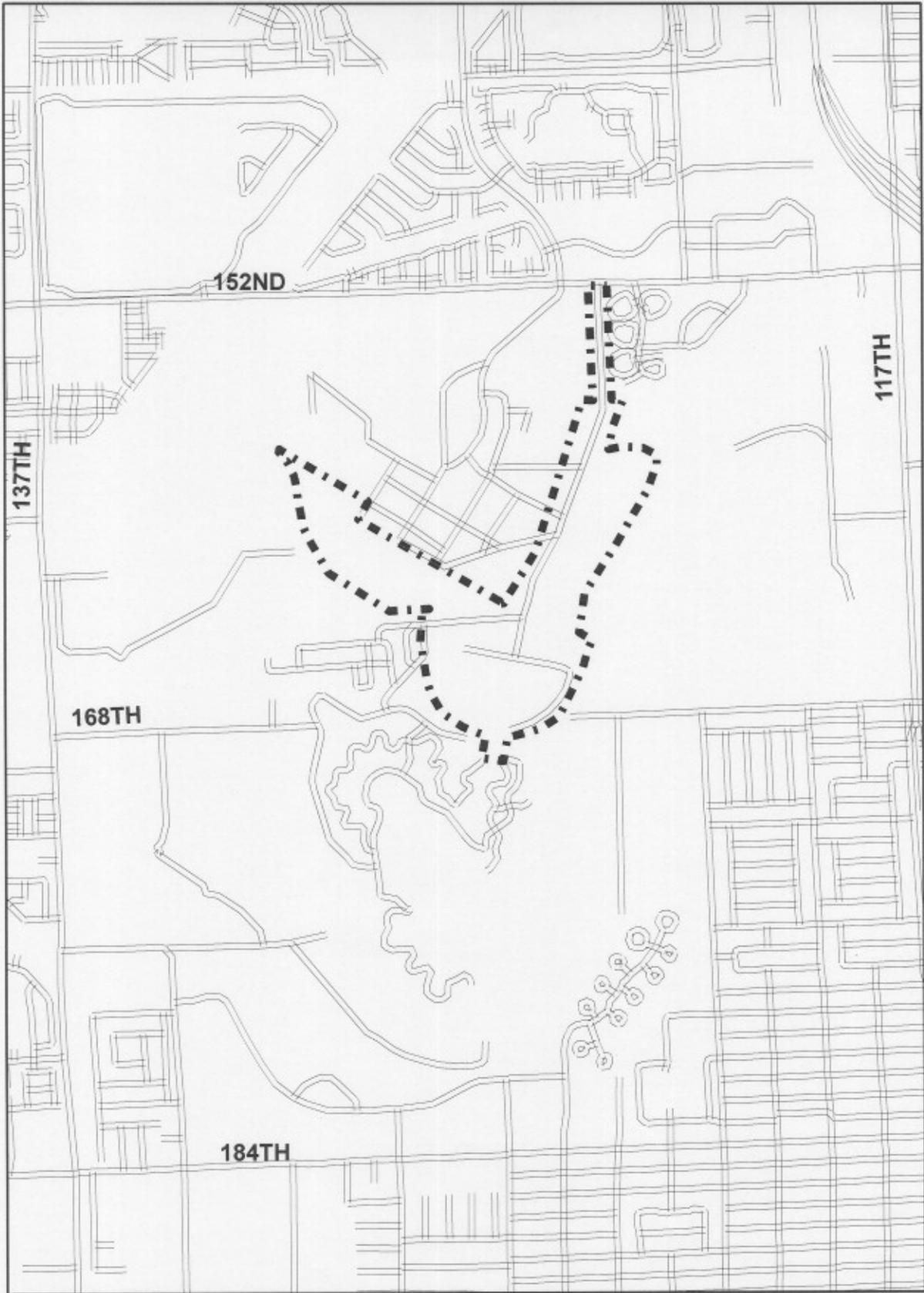
In order to remain a viable tourist attraction, Metrozoo must change to reflect the expectations of the tourist and visitors. Creating a new land use category and changing the designation of portions of the Metrozoo property on the 2015/2025 Land Use Map will clear the path to making the recommendations in the Master Plan a reality.

5. ADDITIONAL MATERIAL SUBMITTED

No additional material is submitted with this application.

6. DISCLOSURE OF INTEREST

Disclosure of Interest Form is included in Appendix B.



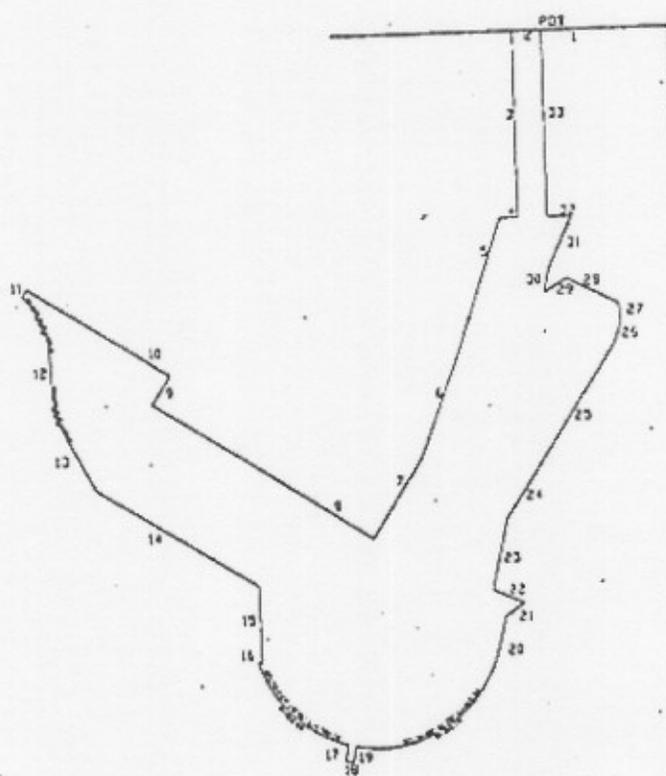
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 CDMP Amendment Area

**Legal Description
Miami Metrozoo
CDMP Amendment**

**Appendix A
Legal Descriptions**

MIAMI METROZOO ENTERTAINMENT AREA
 CDMP APPLICATION BOUNDARY SKETCH AND LEGAL DESCRIPTION



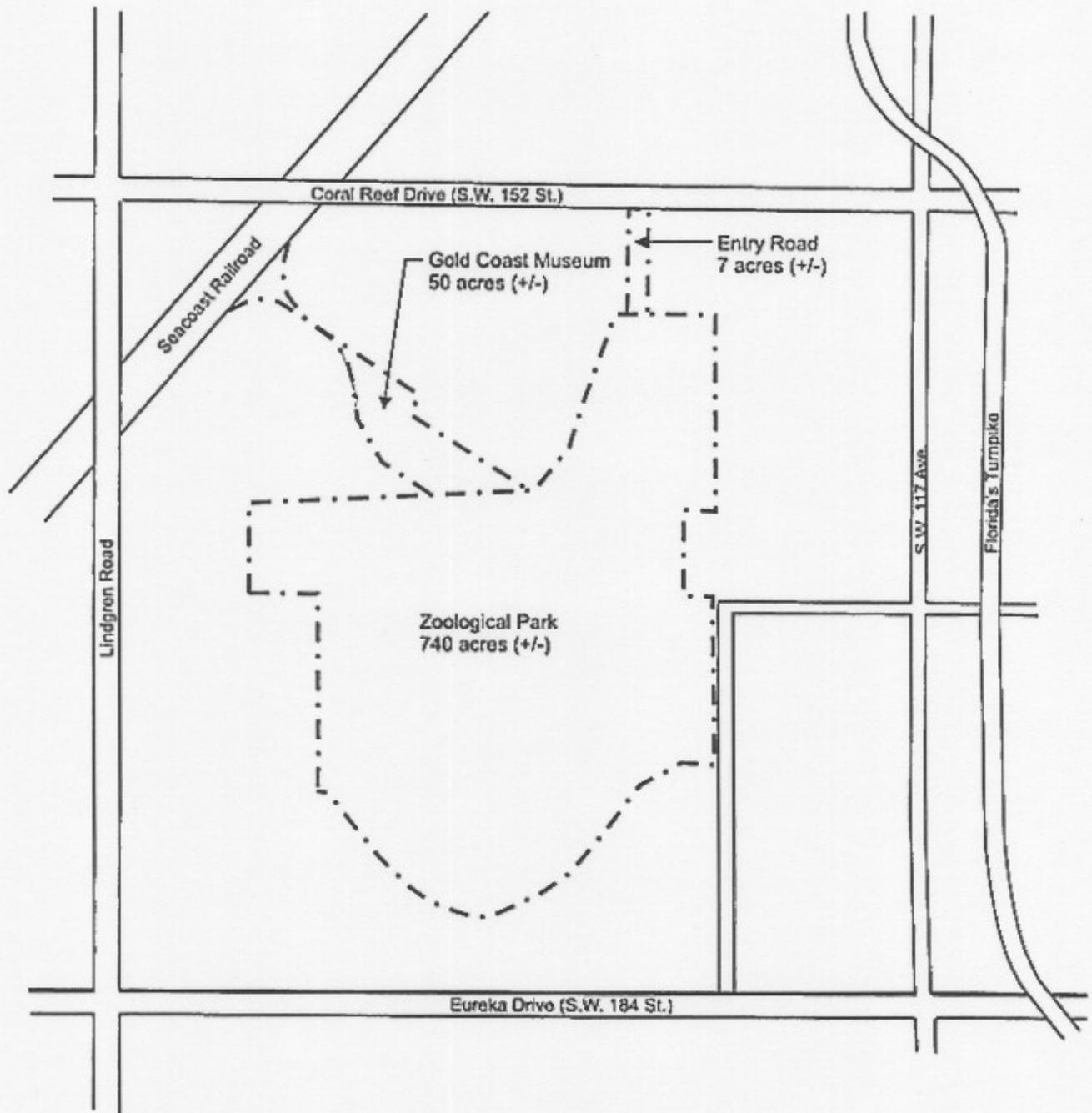
POC
 Northeast corner
 NW 1/4 25-35-39

- 1- 137°29'58"W 975.01
- 2- 527°29'58"W 220.01
- 3- N02°06'52"W 1435.19
- 4- N37°29'25"E 144.38
- 5- N16°48'39"E 1097.38
- 6- S19°32'27"W 876.94
- 7- N31°09'08"E 750.00
- 8- S58°51'08"E 260.87
- 9- S31°08'07"W 260.87
- 10- S58°51'18"E 1269.35
- 11- N51°28'42"E 62.56
- 12- N34°18'05"W 295.73
- 13- N28°48'50"E 492.59
- 14- N58°55'54"W 1433.66
- 15- N02°35'47"W 591.10
- 16- N72°24'23"E 31.40
- 17- S11°29'41"W 300.03
- 18- S79°15'13"E 203.92
- 19- N11°29'41"E 352.86
- 20- S11°26'57"E 220.00
- 21- S22°39'37"W 180.00
- 22- S68°01'31"E 260.00
- 23- S30°33'33"E 400.70
- 24- N06°36'36"W 142.02
- 25- S18°25'45"W 146.97
- 26- S06°29'41"E 142.02
- 27- S64°29'58"W 442.91
- 28- N64°29'58"W 442.91
- 29- S57°07'22"W 205.03
- 30- N10°17'00"E 197.77
- 31- N23°16'18"E 444.44
- 32- N87°29'25"E 189.39
- 33- N02°06'52"W 1435.16

A portion of land in Sections 25, 26, 35, 36 of Township 55 South, Range 39 East, Miami Dade County, Florida.

Commence at the Northeast corner of the NW 1/4 of Section 25, Township 55 South, Range 39 East, Miami Dade County, Florida; thence S 87°29'58" W, along the North line of the NW 1/4 of said Section 25, a distance of 970.00 feet to the Point of Beginning of the hereinafter described land; thence continue S 87°29'58" W, along said North line of the NW 1/4 of Section 25, a distance of 220.01 feet; thence S 02° 06'52" E, along a line parallel to the East line of said NW 1/4 of Section 25, a distance of 1435.19 feet; thence S 87°29'25" W, a distance of 144.38 feet; thence S 16°48'39" W, a distance of 1097.38 feet; thence S 19°32'27" W, a distance of 876.94 feet; thence S 31°09'08" W, a distance of 750.00 feet; thence N 58°51'08" W, a distance of 260.87 feet; thence N 31°08'07" E, a distance of 260.87 feet; thence N 58°51'18" W, a distance of 1269.35 feet; thence S 31°08'42" E, a distance of 62.56 feet to a non tangent point on a circular curve to the right having as its elements a radius of 741.10 feet, through a central angle of 40°24'46", and a bearing to the radial point of S 45°19'09" W; thence Southeasterly along the arc of said curve, a distance of 522.73 feet to the point of tangency; thence S 04°16'05" E, a distance of 290.73 feet to the point of tangency of a circular curve to the left having as its elements a radius of 771.10 feet through a central angle of 24°32'45"; thence Southeasterly along the arc of said circular curve, a distance of 330.24 feet to the point of tangency; thence S 28°48'50" E, a distance of 492.59 feet; thence S 58°55'54" E, a distance of 1433.66 feet; thence S 02°35'47" E, a distance of 591.10 feet; thence S 72°24'23" W, a distance of 31.40 feet to a non tangent point on a circular curve to the left having as its elements a radius of 963.55 feet through a central angle of 107°18'36", and a bearing to the radial point of N 71°06'01" E; thence Southerly along the arc of said circular curve, a distance of 1786.10 feet; thence S 11°29'41" W, a distance of 300.03 feet; thence S 79°15'13" E, a distance of 203.92 feet; thence N 11°29'41" E, a distance of 352.86 feet to a non tangent point on a circular curve to the left having as its elements a radius of 1000.34 feet through a central angle of 80°33'42", and a bearing to the radial point of N 01°16'56" E; thence Easterly Northeasterly along the arc of said circular curve, a distance of 1407.93 feet to a non tangent point; thence N 11°26'57" E, a distance of 220.00 feet; thence N 52°39'37" E, a distance of 180.00 feet; thence N 68°01'31" W, a distance of 260.00 feet; thence N 30°33'33" E, a distance of 400.70 feet; thence N 30°35'11" E, a distance of 1190.44 feet; thence N 18°05'45" W, a distance of 183.21 feet; thence N 06°20'41" W, a distance of 146.97 feet; thence N 64°06'36" W, a distance of 142.02 feet; thence N 64°29'58" W, a distance of 442.91 feet; thence S 57°07'22" W, a distance of 205.03 feet; thence N 10°17'00" E, a distance of 197.77 feet; thence N 23°16'18" E, a distance of 444.44 feet; thence S 87°29'25" W, a distance of 189.39 feet; thence N 02°06'52" W, a distance of 1435.16 feet to the Point of Beginning. Having 170.3 acres more or less.


 CAROL A. GREEN, P.E., S.E.
 MIAMI DADE COUNTY PARKS AND RECREATION
 DIVISION
 275 NW 2ND ST., WIA., FL. 33128
 PH: 305-755-7837
 10/18/2005



Legend

- - - - - Property Line



Figure A-1
Legal Description
Miami Metrozoo
CDMP Amendment

**LEGAL DESCRIPTION
DADE COUNTY ZOOLOGICAL PARK**

Being a portion of Sections 25, 26, 35, and 36, Township 55 South, Range 39 East, more particularly described as follows:

Commence at the Northwest corner of the NE $\frac{1}{4}$ of said Section 26; thence run S1°44'01"E along the west line of the NE $\frac{1}{4}$ of said Section 26 for 35'; thence run S88°05'03"W along a line parallel with and 35' south of as measured at right angles to the north line of NW $\frac{1}{4}$ of said Section 26 for 42.17' to a point on the next described line; thence run S38°47'18"W along the SE/ly Right-of-Way line of the Seaboard Railroad, for 4,124.57' to a point on the next described line; thence run S3°7'3"E along a line parallel with and 35' east of as measured at right angles to the west line of the SW $\frac{1}{4}$ of said Section 26 for 603.63'; thence run N87°59'41"E along a line parallel with the south line of the SW $\frac{1}{4}$ of said Section 26 for 1,725'; thence run S3°7'3"E along a line parallel with the west line of the SW $\frac{1}{4}$ of said Section 26 for 308.25' to the Point of beginning; thence run N85°39'1"E for 3,904.77'; thence run N31°9'8"E for 750'; thence run N6°32'5"E for 929.04'; thence run N16°48'39"E for 986.03'; thence run N87°29'25"E along a line parallel with the north line of the NW $\frac{1}{4}$ of said Section 25 for 1,554.39' to a point on the next described line; thence run S2°6'52"E along the east line of the west $\frac{1}{2}$ of said Section 25 for 2,705.53'; thence run S87°53'39"W, along a line parallel with the south line of the SW $\frac{1}{4}$ of said Section 25 for 400'; thence run S2°6'52"E along a line parallel with the east line of the aforementioned west $\frac{1}{2}$ of said Section 25 for 1,200' to a point on the next described line; thence run N87°53'39"E along a line parallel with and 35' north of as measured at right angles to the aforementioned south line of the SW $\frac{1}{4}$ of said Section 25 for 365' to a point on the next described line; thence run S2°6'52"E along a line parallel with and 35' west of the east line of the aforementioned west $\frac{1}{2}$ of said Section 25 for 35'; thence run S2°42'5"E along a line parallel with and 35' west of the east line of the NW $\frac{1}{4}$ of said Section 36 for 2,704.08'; thence run S2°42'17"E along a line parallel with and 35' west of as measured at right angles to the east line of the SW $\frac{1}{4}$ of said Section 36 for 2,666.54' to a point on the next described line; thence run S87°42'31"W along a line parallel with and 35' north of as measured at right angles to the south line of the SW $\frac{1}{4}$ of said Section 36 for 2,628.51'; thence run S87°44'1"W along a line parallel with and 35' north of as measured at right angles to the south line of the SE $\frac{1}{4}$ of said Section 35 for 2,691.22'; thence run S87°43'49"W along a line parallel with and 35' north of the south line of the east $\frac{1}{2}$ of the SW $\frac{1}{4}$ of said Section 35 for 1,310.35' to a point on the next described line; thence run N2°55'38"W along a line parallel with and 35' east of the west line of the east $\frac{1}{2}$ of the SW $\frac{1}{4}$ of said Section 35 for 2,715.09'; thence run N88°19'11"E along the north line of the east $\frac{1}{2}$ of the SW $\frac{1}{4}$ of said Section 35 for 1,318.24'; thence run N2°45'54"W along the eastline of the NW $\frac{1}{4}$ of said Section 35 for 2,655.01'; to a point on the next described line; thence run S87°59'41"W along a line parallel with and 35' south of the north line of the NW $\frac{1}{4}$ of said Section 35 for 943.88'; thence run N2°45'54"W along a line parallel with the east line of the NW $\frac{1}{4}$ of said Section 35 for 35' to a point on the north line of the NW $\frac{1}{4}$ of said section 35; thence run N3°7'3"W, parallel with the west line of the SW $\frac{1}{4}$ of said Section 25 for 1,291.75' to the Point of Beginning.

In addition, parcel of land lying in the west $\frac{1}{2}$ of Section 25, Township 55 South, Range 39 East, and being more particularly described as follows:

Commence at the Northeast corner of the NW ¼ of said Section 25; thence run S2°6'52" E along the east line of the NW ¼ of said Section 25 for a distance of 1,435'; to the Northeast corner of the Dade County Zoo Property as described in that Quit Claim Deed dated October 1, 1974, recorded in Official Records Book 8799, Page 1589 and filed October 7, 1974; thence run S87°29'25"W along the north line of said Dade County Zoo Property for a distance of 970' to the Point of Beginning of the parcel of land hereinafter to be described; thence run N2°6'52"W parallel with the east line of the NW ¼ of said Section 25 for a distance of 1,400' to a point on the south line of the north 35' of the NW ¼ of said Section 25; thence run S87°29'25"W along the south line of the north 35' of the NW ¼ of said Section 25 for a distance of 220.01' to a point; thence run S2°6'52"E parallel with the east line of the NW ¼ of said Section 25 for a distance of 1,400' to a point on the north line of said Dade County Zoo Property; thence run N87°29'25"E along the north line of said Dade County Zoo Property for a distance of 220.01' to the Point of Beginning.

Less and except, that portion of the SW ¼ of said Section 36, Township 55 South, Range 39 East, described as follows:

Commence at the Southeast corner of the SW ¼ of said Section 36, thence run N2°42'17"W, along the east line of the SW ¼ of said Section 36, same line being the centerline of SW 122nd Avenue, for a distance of 167', to a point; thence run S87°42'31"W, 167' north of and parallel to the south line of the SW ¼ of said Section 36, for a distance of 35' to the Point of Beginning of the parcel of land hereinafter described; thence run N2°42'17"W, 35' west of the east line of said SW ¼ of said Section 36, for a distance of 1,490', to a point; thence run S87°42'31"W, parallel with the south line of the SW ¼ of said Section 36, for a distance of 597.71', to a point, thence run S28°52'18"W, for a distance of 864.77' to a point, thence run S2°42'17"E, 1,085' west of and parallel to the east line of the SW ¼ of said Section 36 for a distance of 750', to a point; thence run N87°42'31"E, 167' north of and parallel to the south line of the SW ¼ of said Section 36, for a distance of 1,050'; to the Point of Beginning.

Less and except a parcel of land lying in the west ½ of Section 25, Township 55 South, Range 39 East, and being more particularly described as follows:

Commence at the Northeast corner of the NW ¼ of said Section 25; thence run S2°6'52"E along the east line of the NW ¼ of said Section 25 for a distance of 1,435' to a point; thence run S87°29'25"W for a distance of 1,334.39' to the Point of Beginning of the parcel of land hereinafter to be described; thence run S16°48'39"W for a distance of 1,097.39' to a point; thence run S19°32'37"W for a distance of 876.94' to a point; thence run N6°32'5"E for a distance of 929.4' to a point; thence run N16°48'39"E for a distance of 986.03' to a point; thence run N87°29'25"E for a distance of 220' to the Point of Beginning.

LEGAL DESCRIPTION
GOLD GOAST RAILROAD MUSEUM

A Tract of land in Section 25 and 26 Township 55 South, Range 39 East, Miami Dade County, Florida.

Commence at the Northwest corner of the Northeast $\frac{1}{4}$ of Section 25; thence S $02^{\circ}30'02''$ E, along the West line of said Northeast $\frac{1}{4}$, for a distance of 35 feet; thence S $88^{\circ}05'03''$ W, along a line 35 feet from and parallel to the South of the North line of the Northwest $\frac{1}{4}$ of said Section 25, for a distance of 42.17 feet; thence S $38^{\circ}47'18''$ W, a distance of 712.44 feet to a non tangent point of a curve to the left having a bearing to the radius point of S $64^{\circ}27'05''$ E, a central angle of $77^{\circ}17'47''$, a radius of 731.10 feet been the Point of Beginning of the Tract of land herein described; thence Southeasterly and along the Arc of said curve for a distance of 986.31 to the point of tangency; thence S $51^{\circ}44'51''$ E, for a distance of 79.24 feet; thence S $57^{\circ}37'02''$ E for a distance of 1963.59 feet; thence S $31^{\circ}08'07''$ W, for a distance of 260.87 feet, thence S $58^{\circ}51'08''$ E, for a distance of 2009.93 feet; thence S $85^{\circ}39'01''$ W, a distance of 1366.39 feet; thence N $58^{\circ}55'54''$ W, a distance of 906.55 feet; thence N $28^{\circ}48'50''$ W, a distance of 492.59 feet to the point of curvature of a curve to the right having as its elements a central angle of $24^{\circ}32'45''$, a radius of 771.10 feet; thence Northwesterly along the arc of said curve a distance of 330.34 feet to the point of tangency; thence N $04^{\circ}16'05''$ W a distance of 290.73 feet to the point of curvature of a curve to the left, having as its

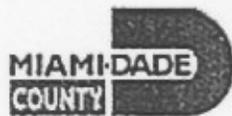
A Tract of land in Section 25 and 26 Township 55 South, Range 39 East, Miami Dade County, Florida.

Commence at the Northwest corner of the Northeast $\frac{1}{4}$ of Section 25; thence S $02^{\circ}30'02''$ E, along the West line of said Northeast $\frac{1}{4}$, for a distance of 35 feet; thence S $88^{\circ}05'03''$ W, along a line 35 feet from and parallel to the South of the North line of the Northwest $\frac{1}{4}$ of said Section 25, for a distance of 42.17 feet; thence S $38^{\circ}47'18''$ W, a distance of 712.44 feet to a non tangent point of a curve to the left having a bearing to the radius point of S $64^{\circ}27'05''$ E, a central angle of $77^{\circ}17'47''$, a radius of 731.10 feet been the Point of Beginning of the Tract of land herein described; thence Southeasterly and along the Arc of said curve for a distance of 986.31 to the point of tangency; thence S $51^{\circ}44'51''$ E, for a distance of 79.24 feet; thence S $57^{\circ}37'02''$ E for a distance of 1963.59 feet; thence S $31^{\circ}08'07''$ W, for a distance of 260.87 feet, thence S $58^{\circ}51'08''$ E, for a distance of 2009.93 feet; thence S $85^{\circ}39'01''$ W, a distance of 1366.39 feet; thence N $58^{\circ}55'54''$ W, a distance of 906.55 feet; thence N $28^{\circ}48'50''$ W, a distance of 492.59 feet to the point of curvature of a curve to the right having as its elements a central angle of $24^{\circ}32'45''$, a radius of 771.10 feet; thence Northwesterly along the arc of said curve a distance of 330.34 feet to the point of tangency; thence N $04^{\circ}16'05''$ W a distance of 290.73 feet to the point of curvature of a curve to the left, having as its elements a central angle of $54^{\circ}35'13''$, and radius of 741.10 feet; thence Northwesterly along the arc of said curve to the left a distance of 706.06 feet to the point of tangency; thence N $58^{\circ}51'18''$ W a distance of 696.41 feet to the point of curvature of a curve to the left, having as its elements a central angle of $66^{\circ}36'06''$, and a radius of 741.10 feet; Northwesterly Southwesterly thence along the arc of said curve to the left a distance of 861.47 feet to a non tangent point; thence N $38^{\circ}47'18''$ E, a distance of 1161.10 feet to the Point of Beginning. Having 49.59 Acres more or less.

LEGAL DESCRIPTION
ENTRANCE TO THE ZOO

A PORTION OF SECTIONS 25, TOWNSHIP 55 SOUTH, RANGE 39 EAST, MIAMI-
DADE COUNTY, FLORIDA

Commence at the Northeast corner of the Northwest $\frac{1}{4}$ of Section 25, Township 55 South, Range 38 East; thence S $02^{\circ}06'44''$ E, along the East line of said Northwest $\frac{1}{4}$, for a distance of 1436.59 feet; thence S $87^{\circ}34'19''$ W, for a distance of 970.01 feet to a point 970 feet from and measured at right angle of said East line of the Northwest $\frac{1}{4}$ of Section 25, thence along a line 790.00 feet from and parallel to the West of the East line of the Northwest $\frac{1}{4}$ of said Section 25, N $02^{\circ}06'44''$ W for a distance of 1441.94 feet to the intersection with the North line of said Northwest $\frac{1}{4}$ of Section 25; thence S $87^{\circ}29'58''$ W, along said North line of the Northwest $\frac{1}{4}$ of Section 25, for a distance of 220.01 feet; thence S $02^{\circ}06'44''$ E, for a distance of 1443.25 feet; thence N $87^{\circ}34'19''$ E, for a distance of 220.01 feet to the Point of Beginning. Less the North 35 feet for road Right of Way purpose. Containing 7.28 acres more or less.



MIAMI-DADE COUNTY
PARK AND RECREATION DEPARTMENT
MIAMI METROZOO - NATURAL AREA TYPES
and PARCEL BOUNDARIES



Figure 1

Appendix B
Disclosure of Interest Form

DISCLOSURE OF INTEREST

1. APPLICANT(S) NAME AND ADDRESS:

Vivian Donnell Rodriguez, Director
 Miami-Dade County Park and Recreation Department
 275 NW 2 Street
 Miami, FL 33021
 (305) 755-7903

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

<u>Applicant</u>	<u>Owner of Record</u>	<u>Folio Number</u>	<u>Size</u>
Parks and Recreation	Miami-Dade County	A portion of 30-5936-000-0050	126.94 ac.
Parks and Recreation	Miami-Dade County	A portion of 30-5926-000-0070	43.36 acres

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

<u>Applicant</u>	<u>Owner / Lessee</u>	<u>Contract</u>	<u>Other</u>
Parks and Recreation	Miami-Dade County	N/A	N/A
Parks and Recreation	Miami-Dade County	N/A	N/A

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

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

<u>Individual's Name and Address</u>	<u>Percentage of Interest</u>
N/A	N/A

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

CORPORATION NAME: N/A

<u>Name, Address, and Office (if applicable)</u>	<u>Percentage of Stock</u>

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

TRUSTEES NAME: _____ N/A _____

Beneficiary's Name and Address Percentage of Interest

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

PARTNERSHIP NAME: _____ N/A _____

Name and Address of Partners Percentage of Interest

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

Name and Address Percentage of Interest Date of Contract

N/A

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

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

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

Individual's Name and Address Percentage of Interest

N/A

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

CORPORATION NAME: _____ N/A _____

Name, Address, and Office (if applicable) Percentage of Stock

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

TRUSTEE'S NAME: _____ N/A _____

Beneficiary's Name and Address Percentage of Interest

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

PARTNERSHIP NAME: _____ N/A _____

Name and Address of Partners Percentage of Ownership

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

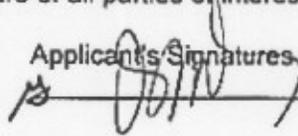
Name, Address, and Office (if applicable) Percentage of Interest

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

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

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

Applicant's Signatures and Printed Names

 Vivian Donnell Rodriguez

Sworn to and subscribed before me

this 20th December day of December, 2006

Barbara Diaz

Notary Public, State of Florida at Large (SEAL)

My Commission Expires:



Barbara Diaz
My Commission DD247381
Expires September 04, 2007

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

CHAPTER 2

RECOMMENDATIONS AND PRINCIPAL REASONS

Following the initial recommendations of the Department of Planning and Zoning (DP&Z) addressing the requested amendments are presented, along with the principal reasons for the recommendations. These recommendations are based on the information currently available to the Department. They include a recommendation on the question of whether the Board of the County Commissioners should transmit the CDMP amendment proposal to the State and regional agencies for review and comment, thereby enabling the amendment proposal to be considered further, and the Department's initial recommendation regarding the final action to be subsequently taken by the County Commission if the application is transmitted. After comments are returned to the County by the Department of Community Affairs (DCA) and before the public hearings by the Planning Advisory Board and the Board of County Commissioners, the DP&Z may issue revised recommendations.

Recommendation: ADOPT WITH CHANGE AND TRANSMIT to the Department of Community Affairs (DCA) the proposed amendments to: add a new land use category to the Comprehensive Development Master Plan (CDMP) identified as the "Miami Metrozoo Entertainment Area" with text establishing development standards for allowable uses and intensities of use; and to change the land use designation of the application site on the 2015-2025 CDMP Land Use Plan (LUP) map from "Parks and Recreation" to "Miami Metrozoo Entertainment Area." The proposed text is as follows:

Miami Metrozoo Entertainment Area

This category is for tourist attractions and ancillary uses that are adjacent to the zoological park and that are themed to establish a unified Miami Metrozoo Entertainment Area. Primary uses in the Miami Metrozoo Entertainment Area may include one or more of the following: water park rides and attractions, amusement or theme park rides and attractions, family entertainment center, hotels or other lodging, museums, and parks or open spaces. Certain other activities such as theme-related retail concessions, food and beverage establishments, administrative offices, and passenger transportation facilities that are supportive of the primary uses may also be considered for approval in the Miami Metrozoo Entertainment Area category.

The Miami Metrozoo Entertainment Area shall be developed in a manner that: is consistent with the adopted goals, objectives, and policies of this plan and with all applicable environmental regulations; preserves Natural Forest Communities (NFC) and other environmentally sensitive areas that are at or adjacent to the site; enhances the quality, utility, or enjoyment of the site and its recreational, entertainment, natural, historical, or archaeological resources; and promotes a pedestrian-oriented environment

and provides safe and easy transportation between the primary uses. The specific range and intensity of uses appropriate in the Miami Metrozoo Entertainment Area may vary by location as a function of the availability of and ease of access to public services and facilities, and compatibility with neighboring development. Through the zoning review process, use of particular sites or areas may be limited to something less than the maximum allowed in this category. Moreover, special limitations may be imposed where necessary to protect environmental resources or to ensure compatibility with adjacent sites. Notwithstanding the foregoing, the use of the Gold Coast Railroad Museum property shall be limited to Parks and Recreation uses, museums, and ancillary food service and related retail establishments that support museum uses, as authorized pursuant to Article 7 of the Home Rule Amendment and Charter, Miami-Dade County, Florida, as amended through January 26, 2007.

Principal Reasons for Recommendations:

Recommendations for the proposed Land Use Plan Map amendment and corresponding text changes are based on the Staff Conclusions discussed in Chapter 3 of this report. The staff conclusions and principal reasons for the above recommendations are as follows:

1. **Proposed Text Amendment:** The Department of Planning and Zoning is recommending that the proposed text of the land use category submitted by the Miami-Dade County Park & Recreation Department be replaced in its entirety. The new proposed text provides standards, guidelines, and conditions for development. It also removes the zoological park from the text, as it is no longer being considered as part of the “Miami Metrozoo Entertainment Area.” The proposed text change was modified based upon discussions with the Miami-Dade County Parks and Recreation Department, the County Attorney’s Office, and the Department of Environmental Resources Management (DERM).

The proposed change to the text, as stated above would replace the text filed by the Miami-Dade County Parks and Recreation Department noted with strikethrough below:

~~Miami Metrozoo Entertainment Area~~

~~This category is for tourist related attractions and support facilities. Allowed uses include public and private recreation and entertainment uses that are themed and branded fundamentally the same to establish a unified Miami Metrozoo entertainment area. Specific attractions and support facilities include a zoological park and one or more of the following: railroad and other museums, attractions, ride-based theme park lodging, food service (including restaurants, food courts, clubs, and other entertainment venues),~~

~~theme related retail, administrative offices and associated passenger transportation facilities. Proposed use will meet applicable County regulations to buffer environmentally sensitive areas and pursuant to acceptable County practices, may provide areas for environmental interpretation.~~

2. **Countywide Referendum and Consistency with the CDMP:** The CDMP needs to be amended to assure consistency with the special entertainment district that was approved by the electorate on November 7, 2006 as part of a special countywide referendum regarding further development at the Metrozoo property on land that is not environmentally sensitive and is outside the animal attractions. The referendum was required under Article Seven of the Miami-Dade County Home Rule Charter in order to give the County the authority to contract, develop and operate an entertainment district with commercial uses and structures at the Miami Metrozoo property. Because Miami Metrozoo and the Gold Coast Museum properties are designated as “Parks and Recreation” on the LUP map and because the CDMP does not allow the commercial uses that were approved in the referendum under the “Parks and Recreation designation, it is recommended that the County adopt the “Miami Metrozoo Entertainment Area” as a new land use category and redesignate the amendment site accordingly in order to be consistent with the uses approved in the referendum.
3. **Article Seven Restrictions on the Gold Coast Railroad Museum Property:** Since the Gold Coast Museum property was not included in the 2006 countywide referendum, the site is still subject to the conditions under Article Seven of the Miami-Dade County Charter, which limit the allowable commercial uses on public park land. Although there are provisions in Article Seven which state that the Gold Coast Railroad Museum is exempt from these restrictions, the County Attorney’s Office has interpreted the exemption to apply only to the existing Gold Coast Museum structures and not to the 50-acre site. Thus, the site of the Gold Coast Railroad Museum is bound by the restrictions of Article Seven. As such, the proposed text amendment and the development orders for the proposed DRI development program must indicate these restrictions.
4. **Primary and Ancillary Uses:** To assure compatibility with the Metrozoo Zoological Park and consistency with the goals, objectives and policies of the CDMP, it is recommended that the proposed land use category for the “Miami Metrozoo Entertainment Area” distinguish between the primary and the ancillary uses that will be allowed. The primary uses include water park rides and attractions, family entertainment center, hotels or other lodging, museums, and amusement or theme parks. Ancillary uses refer to activities that support and relate to the primary uses and include retail concessions, food and beverage establishments, administrative offices, and passenger transportation facilities.
5. **Deed Restrictions:** The ability of Miami-Dade County to develop a commercial entertainment district on the Miami Metrozoo and Gold Coast Railroad properties, as

described in the CDMP amendment application, is contingent on the following actions by the federal government: a) execution of an Agreement in Principle with the U.S. Department of the Army and Miami-Dade County regarding the development and operation of the Gold Coast Museum property and areas of the Metrozoo property; b) transfer deed restrictions from the Metrozoo property to the West Kendall District Park through a federally authorized exchange of land; and c) completion of deed modifications releasing the public park use restrictions on the properties. As such, the development orders for the Metrozoo DRI must specify that no permits shall be issued for the proposed development program until all deed related actions are completed.

6. **2006 Agreement in Principle between the U.S. Department of the Army and Miami-Dade County:** Upon execution of the 2006 Agreement in Principal (AIP) between the U.S. Department of the Army and Miami-Dade County, the Miami Metrozoo and Gold Coast Railroad properties will be subject to the conditions in the document. These provisions are needed to address security and force protection needs of the adjacent federal facilities. The conditions include height restrictions, the construction of visual barriers, restrictive easements, prohibition of overnight accommodations or hotels in certain sections of the properties, restrictions on the hours of operation in the Gold Coast property, and the transfer of four (4) acres of land over to the federal government. To assure compliance, the Miami-Dade County Department of Planning and Zoning recommends that the provisions in the AIP be incorporated into the development orders that ultimately authorize the proposed changes to the DRI.
7. **Stormwater Runoff and Flood Protection:** Because of the proposed change in land use, the Department of Environmental Resource Management (DERM) has determined that the stormwater runoff will increase within the boundaries of the property. Therefore, the Applicant is required to obtain an Environmental Resource Individual Permit from the South Florida Water Management District. For flood protection, the applicant is also required to construct an on-site drainage system capable of retaining the 5-year storm, and to promote on-site retention/detention. Such provisions need to be incorporated into the development orders for the proposed DRI changes.
8. **Job Creation and Enterprise Zone Designation:** The economic impact analysis for the development of the proposed CDMP site forecasts an average gain in employment of 2,400 jobs per year and an average gain of personal income of \$154 million per year by 2021 as a result of the project. Because the subject site was designated as a State enterprise zone (EZ) in order to help attract businesses and create job opportunities for low-to-moderate income residents in Miami-Dade County, it is important that the Development Orders of the proposed development include a provision regarding the request for proposals (RFPs) that are issued for development and operation of the Miami Metrozoo project. The RFPs should give preference to businesses that agree to follow the EZ hiring and business policies, which will also enable businesses to benefit from the State and County tax

incentives of the EZ program. Furthermore, the development orders should identify the portion of the CDMP amendment site which has been designated an enterprise zone, since it does not cover the entire site.

9. Natural Forest Communities and Environmentally Endangered Lands: DERM has identified environmentally sensitive pine rocklands within and contiguous to the proposed amendment site that have been scraped but that may qualify as a National Forest Community. These environmentally protected areas are subject to periodic prescribed burning as a management technique to reduce wildfire threat. To protect the pine rocklands from the proposed development, and to protect properties, persons and animals from the periodic fire and smoke of the prescribed burns, the following conditions must be incorporated into the development orders that ultimately authorize the development program for proposed DRI changes:

- a. Natural Forest Communities (NFC) and related pine rockland habitats shall be preserved and managed for conservation purposes, consistent with the preservation standards set forth in Section 24-49.2(l)(1) of the Miami-Dade County Code.
- b. Natural Forest Community reservation areas shall be identified and established.
- c. Within preservation areas, only activities that do not disturb the substrate or native vegetation will be allowed, and all activities must be compatible with management strategies including prescribed burns and/or herbicide application.
- d. Any work, activity, or management plan within a designated NFC must be approved in writing by the Department of Environmental Resources Management (DERM).
- e. Removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code of Miami-Dade County must require a Miami-Dade County Removal Permit.

10. Archeological and Historic Resources: The development orders for the CDMP amendment site must specify that any proposed development at the Gold Coast Railroad Museum and Metrozoo properties must take measures to preserve the Former Princeton Railroad Station and the archeological remnants of the Richmond Naval Air Station, as per Miami-Dade County's historic preservation regulations. Furthermore, the development orders should recommend that a cultural resource assessment be conducted by a professional consultant prior to any development, as per the recommendation of the Miami-Dade County Office of Historic Preservation. The assessment should include identification of potentially significant areas for archeological testing and/or monitoring.

11. Height Restrictions: The application site is located near Kendall Tamiami Executive Airport and is adjacent to military facilities. The Miami-Dade Aviation

Department and the Federal Aviation Administration (FAA) are not opposed to the site being developed as long as the height restriction guidelines for permanent structures and construction cranes are followed. The U.S. Department of the Army and the National Park Service have also agreed to allow the proposed development subject to various deed restrictions, including height restrictions on the Gold Coast property that will be necessary for national security. It is recommended, therefore, that the Development Orders reflect the specific height restrictions that apply to the proposed development program at Metrozoo and the Gold Coast Museum properties, as per FAA regulations, the Miami-Dade County Code, and the deed restrictions that govern the subject properties.

12. **Water Supply:** Approval of the Metrozoo project will require the reservation of water in MDWASD's water allocation system, which is to be completed by the end of 2007. This system will track all un-built developments, which have obtained a water reservation; thereby providing a tally of available water supply for new development.
13. **Potable Water:** The Miami-Dade Water and Sewer Department (MDWASD) determined that there is sufficient potable water to meet the demand of the proposed development. The water treatment facility serving this project, the Alexander Orr Water Treatment Plant, has sufficient capacity to meet current and proposed water treatment demands, and meets all the applicable drinking water standards. Approval of this application would not cause the treatment plant facility to exceed its level of service (LOS) standard. With respect to the proposed development of the site, MDWASD will require various water main extensions and connections, and the installation of new water meters for the development of this site: The Applicant shall be responsible for the maintenance of the water lines inside the park.
14. **Non-Potable Water:** The applicant has stated that non-potable water for the water park facility will come from an on-site groundwater well. The installation of a water well would require a permit from the SFWMD and may be required to draw water from the Floridan Aquifer. Because the Metrozoo site area is being considered as a future wastewater recharge area by MDWASD, the applicant's plans for obtaining non-potable water from an on-site well may be impacted. Discussions between the Applicant and SFWMD as well as MDWASD will be necessary prior to the adoption of the CDMP amendment to assure that adequate plans are developed. Furthermore, the use of non-potable water would require, at a minimum, chlorination and filtration to meet health department regulations. The water facility would be subject to permitting and inspections by the Health Department to assure chlorination, filtration and other regulatory standards are met.
15. **Water Conservation:** A full water conservation program should be developed between the Applicant and MDWASD prior to the final adoption hearing for this project and should be made a portion of the Development Orders of the DRI.
16. **Sewer System:** The existing Miami Metrozoo is served by a private sewer system inside the park, which includes three lift stations. One of the lift stations is currently

under “*interim moratorium*” status due to high operating hours. Although the other pump stations are currently working within the mandated criteria, DERM staff has determined that the private sanitary sewer system at Metrozoo does not have enough capacity for the additional sewage flows that the proposed development would generate. To adequately serve the proposed development, DERM will require the construction of a new lift station and MDWASD recommends an additional private pump station. Such conditions need to be made part of the development orders. It should be noted that Metrozoo is served by the South District Wastewater Treatment Plant. Development as proposed would not cause this facility to exceed the Level of Service (LOS) standards set forth in the CDMP.

17. **Fire Rescue Service:** Total projected fire rescue alarms from the proposed development at the subject site and other proposed development in the surrounding area of Metrozoo are estimated to generate approximately 733 additional alarms in the service area, which will result in a severe impact on Fire Rescue service delivery system. Nonetheless, it is estimated that fire station providers will be able to handle the additional alarms, especially with the service enhancements that have been programmed for stations 50 and 53 by fiscal years 2009-2010 and 2010-2011 respectively.

18. **Concurrency:** Adequate public services exist for the application site and the proposed development appears to generate no concurrency concerns with respect to water, solid waste, or other issues at this time.

19. **Transportation:** The following transportation conclusions are made with regards to the proposed land use impacts on the transportation system.

- The expected transit impact that would be produced by this Application, if approved, would not warrant additional changes to existing and planned transit improvements beyond those already planned for the area. The project meets transit concurrency.
- The impact of the proposed new uses within the CDMP amendment are found not to significantly impact the surrounding roadway network through the year 2015.
- Each of the roadway segments in the study area that were analyzed were found to operate within the adopted LOS standards; therefore, the impacts of the proposed new uses within the CDMP Amendment are found not to significantly impact the surrounding roadway network through the year 2021.

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CHAPTER 3

PLANNING STAFF ANALYSIS

Land Use Considerations

Site Location

The existing Miami Metrozoo (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park) Development of Regional Impact (DRI) is located at 12400 SW 152 Street. The DRI includes the Miami Metrozoo Zoological Park, and the Larry and Penny Thompson Park. The application site is comprised of 170 acres and includes portions of the existing 740-acre Miami Metrozoo DRI, the 50-acre Gold Coast Railroad Museum properties and a 7-acre entrance roadway. The site is generally bounded by SW 152 Street/Coral Reef Drive to the north, Larry and Penny Thompson Park to the south, SW 117 and SW 122 Avenues to the east, and the CSX Railroad and SW 137 Avenue/Lindgren Road to the west. (See Figure 3-1 in Appendix A)

Background

The original Miami Metrozoo DRI (also known as the Miami Metrozoo and Larry and Penny Thompson Park DRI or the Dade County Zoological Park and South Dade Metropolitan DRI) was created in 1975 for the purpose of developing a 740-acre zoological park and a 270-acre recreational park on a 1,010-acre site. Since that time, the original DRI development orders have been revised four times (Pursuant to resolutions: R-956-79, R-530-81, R-771-84 and R-81-87). Although most of the revisions were relatively minor, such as selling surplus fill material and lake excavation, a resolution in 1984 (R-771-84) approved the development of a water theme park on the DRI site. However, the water park was later rescinded in 1987 due to financial considerations and other changing circumstances by resolution R-81-87. (See Appendix B.)

In February 2005, the Miami Dade County Park & Recreation Department filed a Notice of Proposed Change (NOPC) to modify the Metrozoo DRI. (See Appendix C.) The CDMP amendment contained herein is being submitted in association to the proposed DRI modifications proposed in 2005. Although most of the modifications do not require a CDMP amendment, the proposed development of the Miami Metrozoo Entertainment Area within the DRI site will include uses and intensities unique to this area. Therefore a new land use category is proposed as is the redesignation of the application site on the Land Use Plan (LUP) map for 2015-2025.

The development plan for the DRI includes the improvement of the Gold Coast Railroad and Transportation Museum (50 acres), and the construction of a water theme park (23 acres), a family entertainment center (20 acres) consisting of a 75,000 sq. ft. entertainment and arcade area, and a 150,000 sq. ft hotel (15 acres). Ancillary uses,

such as food service, themed retail, administrative offices, and transportation facilities, that supportive of the primary uses are also planned. The CDMP amendment is necessary in order to allow the type of uses and the commercial activity being proposed on public park land. (See Figures 3-3 in Appendix A)

The DRI modifications also include the addition of 193 acres of land, increasing the size of the DRI from 1,010 acres to 1,203 acres. (See Figure 3-2 in Appendix A.) The added lands belong to the County, but were not originally a portion of the DRI site. It is important to note that only ± 52 acres of the additional lands are subject to the CDMP application being considered. Below is a description of the proposed increase in acreage and the areas subject to the CDMP amendment:

Acres to be Added to the DRI	Proposed Use	Acres subject to CDMP Amendment	Date Land Acquired
50 acres	Added to Gold Coast Railroad Museum to exhibit historic railroad equipment	45 acres	Federal surplus land acquired by the County in 1987
7 acres	Used as the Metrozoo main entrance connecting the approved DRI with SW 152 Street	7 acres	Miami-Dade County assigned the right-of way to Metrozoo in 1976
136 acres	Added to the Larry and Penny Thompson Park to be used to extend passive trails for environmental interpretation	None	Federal surplus land acquired by the County in 2003
Total: 193 acres		Total: 52 acres	

Other changes to the original DRI development proposal call for the exchange of 1,435 parking spaces from Metrozoo for the parking to support the water theme park (500 spaces), the family entertainment center (275 spaces), and the hotel (275 spaces). The changes also include the reallocation of 385 parking spaces to the Gold Coast Museum. A traffic analysis provided in association with the proposed changes determined that an adequate parking supply existed within the entire Metrozoo DRI, and that a portion of the originally approved parking resources could be reallocated to the proposed attraction and recreation facilities while continuing to satisfy the required parking needs of the overall DRI site.

Furthermore, it should be noted that the proposed changes also call for adding a buildout date of December 31, 2021 to the development orders of the DRI. The original DRI did not contain a buildout date.

On June 14, 2005 the South Florida Regional Planning Council issued a letter identifying no regional issues with the proposed changes to the DRI and informed

Miami-Dade County that it could proceed to hold a public hearing; thus enabling the County to initiate the concurrent process of considering the DRI changes and the CDMP amendment. (See Appendix C)

Existing Land Use

The existing land uses on the application site are classified by the County's land use records as institutional and parks, preserves and conservation areas. The 170-acre subject site is comprised of the Metrozoo entrance road (7 acres), the Gold Coast Railroad Museum (50 acres) and 113 acres of existing surface parking lots and undeveloped land serving the zoo. The entrance road is a multiple-lane asphalt road bordered by a continuous row of mature Royal Palm trees extending from SW 152 Street to the "radial" patterned parking lot at the zoo's main gate. The Gold Coast Railroad Museum is comprised of a souvenir/gift shop and a variety of historic railroad cars, engines, etc. The remainder of the site contains the zoo's existing surface parking lot and undeveloped land adjacent to the parking lot. (See Figure 3-4 in Appendix A)

Future Land Use

The entire application site is designated on the adopted 2015 and 2025 Land Use Plan (LUP) map as "Parks and Recreation." Although the museums are allowable uses under the Parks and Recreation land use, the proposed water park, family entertainment center, and hotel, as well as the themed retail and the restaurant space are not permitted. As such, the requested amendment calls for the creation of a new land use category that would allow for tourist related entertainment, recreation and accommodation uses. This category would apply to the 170 acres of the Miami Metrozoo and Gold Coast Railroad Museum properties and would be called the "Metrozoo Entertainment Area." (See Figures 3-5 and 3-6 in Appendix A)

Adjacent Land Use and Zoning

The 170-acre subject site is entirely located within the confines of the Miami Metrozoo and the Gold Coast Railroad Museum properties, both of which are bordered by properties owned by institutions and government agencies. The subject site and all adjacent properties are zoned "Agricultural" (AU). (See Figure 3-7 in Appendix A) The Federal government owns 305-acres north and west of the Gold Coast Railroad Museum parcel and operates a correctional facility on that property. To the northeast, the US Coast Guard owns a 221-acre parcel that contains various radio towers and communication equipment. On the southeast of the subject site, the University of Miami owns a 76-acre parcel, which houses the University of Miami Center for Southeastern Tropical Advanced Remote Sensing, or CSTARS. All of these parcels are designated "Institution, Utilities and Communications" on the LUP map.

The University of Miami also owns approximately 140-acres west of the entrance road and Miami-Dade County owns a 39-acre parcel east of the entrance road, both of which are designated "Low-Medium Density Residential" (5 to 13 dwelling units per gross acre) on the LUP map. Currently the University of Miami operates an educational

research facility on the 140-acre parcel. This parcel was redesignated from “Institutional and Public Facility” to “Low Medium Density Residential” during the April 2004 CDMP Amendment Cycle (see LU and Zoning History below). The 39-acre parcel was formerly the site of Coast Guard Housing.

Land Use and Zoning History

The zoning history of the subject site and adjacent properties focused on the former Richmond Naval Air Station, which includes the present day Metrozoo property, the Gold Coast Railroad Museum and the 140-acre University of Miami property west of the Metrozoo entrance. The following provides a historical overview of the land use and zoning history of the subject site and adjacent properties:

CDMP Amendment Site: Metrozoo and Gold Coast Railroad Museum Properties

- **October 1, 1974, Quitclaim Deed (8799/1589) of Federal Land to Miami-Dade County:** On October 1, 1974, the Federal government/Secretary of the Interior filed a Quitclaim Deed (8799/1589) which conveyed approximately 1,009.83-acres to Miami-Dade County in perpetuity in order to establish a public park and recreation area. (This is the site of the current Metrozoo and the Larry and Penny Thompson Park.) The deed restrictions specified the allowable and prohibited uses on the property, including the need to maintain a 200 foot wide buffer along the eastern property line, west of the Naval Observatory, where no construction was allowed. Except for third party concession agreements, the restrictions also prohibited the County from selling, leasing, assigning or disposing of the property without the written agreement of the Secretary of the Interior and only to another government agency that would continue public recreational use. A Corrective Quitclaim Deed was filed on November 20, 1975 (9159/926) to add and exempt 7.07-acres from the original deed.

- **February 25, 1987, Quitclaim Deed (13344/1088) of Gold Coast Railroad Museum Property to Miami-Dade County:** On February 25, 1987, the Federal government filed a Quitclaim Deed (13344/1088) to convey 49.67 acres of land to Miami-Dade County for the perpetual use for public park and recreational purposes (this is the current Gold Coast Railroad Museum property). The deed exempted one parcel, which has a perpetual easement for the Federal Aviation Administration (FAA) to maintain a microwave tower, and exempted oil, gas and other mineral rights from the property. The deed also called for the County to erect boundary fencing; prohibited any type object within a 1,000-foot radius around the Federal Aviation Administration ARSA antenna, located on the adjacent property; and provided guidelines for any construction within 1,000-feet to 2,000-feet from the ARSR antenna that will penetrate 50-feet above the antenna elevation. It also prohibited the sale, lease, assignment or disposal, except to another government agency that will continue public recreational use.

- **2002, The Miami Metrozoo Master Plan and Further Development Plan:** In 1999, the Board of County Commissioners (BCC) authorized the development of a new master plan for improvements of the zoological park and further development of theme park attractions on both County-owned and non-County owned areas around Metrozoo. *The Miami Metrozoo Master Plan and Further Development Plan* was completed in 2002, and the portion of the plan that focused on the publicly-owned and operated animal attractions was approved by the BCC (R-745-02). The remaining portion of the plan, which called for the development of publicly-owned but privately operated water park, family entertainment center and hotel were determined to require additional development approvals, including transfer of deed restrictions from the federal government, land use, zoning and public referendum actions. In 2005, the Master Plan was updated to reflect changes market conditions and a more refined vision of the original plan; however, the updated plan has not been approved.
- **2006 Agreement in Principal (AIP) Between the U.S. Department of the Army and Miami-Dade County Regarding Deed Modifications (R-819-06):** In order for Miami-Dade County to develop and contract for commercial uses and structures, such as the water park and entertainment center, the deed for Metrozoo and the Gold Coast Railroad Museum properties had to be modified. The deed modifications were accomplished through a federally authorized exchange, based on land value, in which the deed restrictions were transferred to another newly acquired park property (West Kendall District Park – 138.22 acres). However, approval of the deed modifications was subject to removal of objections from the U.S. Army. Pursuant to the 2006 AIP with the Army, Miami-Dade County resolved the objections through a series of actions, easements and voluntary reversions of property (See Appendix D). Currently the final review of the AIP is pending. Upon completion of the review and the execution of the document, the National Park Service will complete the Transfer Deed, release the public park and use restrictions on the property, and proceed with the deed modifications, parcel reversions and other required legal actions.

Some of the provisions include height restrictions, the construction of visual barriers, prohibition of overnight accommodations or a hotel in certain sections, and restrictions limiting the time venues can be open to the public to 11:00 p.m. in the Gold Coast property. As such, the Miami-Dade County Department of Planning and Zoning recommends that the provisions in the AIP be incorporated into the documents that ultimately authorize the proposed changes to the DRI.

- **November 7, 2006, Countywide Referendum for Metrozoo:** On the November 7, 2006 general election, Miami-Dade County included a special countywide referendum on the ballot regarding further development at the Metrozoo property on land that is not environmentally sensitive and is outside the animal attractions. The referendum was required under Article Seven of the Miami-Dade County Home Rule Charter in order to give the County the authority to contract, develop and operate an entertainment district with commercial uses and structures at the

Miami Metrozoo property. The electorate approved the referendum; thus enabling the County to proceed with the necessary CDMP amendment and deed modifications to develop the proposed entertainment area at Metrozoo.

Since the Gold Coast Museum property was not included in the 2006 countywide referendum, the site is still subject to the conditions under Article Seven of the Miami-Dade County Charter, which limit the allowable commercial uses on the site. Although Article Seven states that the Gold Coast Railroad Museum is exempt from these restrictions, the County Attorney's Office has interpreted the exemption to apply only to the existing Gold Coast Museum structures and not to the 50-acre site. Thus, it will be necessary to hold a countywide referendum to allow the proposed commercial development of the Gold Coast Railroad Museum property.

Adjacent Site: University of Miami Property

- **December 14, 1981, Quitclaim Deed (11339/435) of a Portion of the Former Naval Air Station to the University of Miami:** The Federal Government/Department of Education filed a Quitclaim Deed on December 14, 1981 which conveyed 105.98 acres of land—a portion of the former Naval Air Station—to the University of Miami. The Deed provided certain restrictions that could be abrogated with the consent of the Federal government. It specified that the property must be used for educational purposes only for a period of 30 years, starting September 29, 1981. It also prohibited the resell, lease, mortgage, encumbrance or disposal of any part of the property without the authorization of the Federal government.
- **September 12, 1984, Resolution 4-ZAB-348-84 for a Variance:** The Zoning Appeals Board authorized several non-use and use variances changing the setback requirements to permit an Educational Research Facility—South Campus, reducing the number of required parking spaces, and permitting the facility to transverse the section line at SW 127 Avenue/Burr Road. The Zoning Appeals Board later passed and adopted Resolution Number 4-ZAB-179-89 on April 19, 1989, with some modifications.
- **April 2004 CDMP Amendment Cycle, University of Miami Application No. 10 for a Land Use Change:** The University of Miami applied for a land use change during the April 2004 CDMP Amendment Cycle (Application No. 10). The amendment requested a change in the allowable land use from “Institutional and Public Facility” to “Office/Residential” on a 62.81-acre parcel and “Low-Medium Density Residential” on an 80.71-acres parcel. Both parcels were eventually adopted as “Low-Medium Density Residential” on May 9, 2005 with approval to construct a traditional neighborhood development (TND). The adopted land use changes included a covenant, which limited residential and commercial development.

- **October 27, 2004, Abrogation and Release of Restrictions from Quit Claim Deed for the University of Miami:** the University filed an Abrogation and Release of Restrictions from the December 1981 Quitclaim Deed, and was released from restrictions 1, 2, 3 & 4, as well as other conditions that permitted the Federal government to 'recapture the Property during any period of emergency' and 'reserve all oil, gas and mineral rights associated with the property.' Otherwise, all other conditions of the deed remain in place.

- **Spring 2007, Zoning Application filed for site.**

Economic Considerations

Economic Impact Analysis

The purpose of the Economic Impact Analysis conducted by the Miami-Dade Department of Planning and Zoning is to analyze the economic impact of the four proposed developments in portions of the existing Miami Metrozoo and Gold Coast Railroad Museum properties. The impact on Miami-Dade's economy is measured in terms of its employment, gross regional product, and personal income.

The development program for the Miami Metrozoo property and the adjacent Gold Coast Railroad Museum property focuses on the development of a series of new attractions to draw more visitors to the site. These facilities are expected to promote economic activity and growth in the Miami Metrozoo area and generate more jobs during the two-year construction period and the ten-year operation period (2012 to 2021).

Table 3-1 shows the planned investment for construction of the proposed facilities over the two-year development phase (2010 – 2011) at approximately \$76.4 million. The anticipated direct jobs from the operation of the establishments in the Miami Metrozoo area over the ten-year operation phase (2012 – 2021) are estimated at 1,873. These figures, as obtained from the Park & Recreation Department, were based on a comparative assessment of water parks, theme parks, and attractions throughout the nation. Job creation and construction costs for the various venues were used to develop the estimates for Miami-Dade County. The variables that were evaluated included revenue streams, replacement cost of similar facilities, admission levels, as well as wages and salaries.

According to the Park & Recreation Department, a request for proposals (RFP) will be issued to develop and operate the water park, the family entertainment center, the hotel and the improvements to the Gold Coast Railroad Museum. As such, the proposed development will be a publicly-owned but privately operated venture, with the developer incurring the construction costs of the projects. The County will be responsible for signage and improvements of the roads and parking areas, which will be funded through the General Obligation Bonds (GOB) for Miami Metrozoo.

The following analysis utilized the South Florida REMI Model as the principal quantitative tool for formulating the economic impacts of the proposed developments. REMI is an acronym for Regional Economic Models, Inc., a company that produces a series of state-of-the art economic impact models. The REMI model is a demographic and economic forecasting structural model that includes cause-and-effect relationships in a general equilibrium framework. REMI model simulations estimate comprehensive economic and demographic effects in initiatives such as economic impact analyses and programs for economic development. The South Florida REMI model is a calibration of the national model and geographically consists of seven county economies (from Indian

Table 3-1
Construction Costs and Operations Jobs
Miami Metrozoo Further Developments 2010 to 2021

YEAR	AREA									
	Water Park		Family Entertainment Center		Gold Coast Railroad and Museum		Vacation Hotel		TOTAL	
	Construction Costs	Operations Jobs (Annual)	Construction Costs	Operations Jobs (Annual)	Construction Costs	Operations Jobs (Annual)	Construction Costs	Operations Jobs (Annual)	Construction Costs	Operations Jobs
2010	\$11,000,000		\$5,000,000		\$9,000,000		\$13,200,000		\$38,200,000	
2011	11,000,000		5,000,000		9,000,000		13,200,000		\$38,200,000	
2012 to 2021		1,060		587		66		160		1,873
Total	<u>\$22,000,000</u>		<u>\$10,000,000</u>		<u>\$18,000,000</u>		<u>\$26,400,000</u>		<u>\$76,400,000</u>	

Source: Miami-Dade Park & Recreation Department, Miami-Metrozoo Master Plan & Further Developments, Volume III, May 2003. The above figures were derived from a comparative assessment of construction costs and job creation of water parks around the nation. The assessment is part of the Miami Metrozoo Master Plan and Further Development, Volume I. Miami-Dade County, Department of Planning and Zoning, Research Section.

River County southward to Monroe County) plus the remainder of the State of Florida. The model contains a regional control simulation that is used to conduct economic impact analyses of events such as the planned Miami Metrozoo Further Developments.

The simulation forecast presented here represents an assessment of what changes may be expected in the County's economy if \$76.4 million in construction costs were invested in new facilities in the Miami Metrozoo area and if an additional 1,873 jobs were created, as indicated in the applicant's proposal, when these facilities will begin operations over the projection period. The anticipated operations jobs are divided into three main sectors, Museums, et al, Amusement, et al, and Accommodation. At the present time, no estimates of the amount to be spent on new equipment and other related capital expenditures are provided.

Table 3-2 provides the results of the economic simulation forecasts using the construction costs and operations jobs provided by the Miami-Dade Park and Recreation Department. The economic impacts of the subject developments represent the difference between the values of the model's economic indicators in our simulation and the default values under the REMI standard regional control. The impacts presented are for employment, gross county product (which is equivalent to the Gross Regional Product), and personal income.

The proposed four developments in the Miami Metrozoo area will provide support for new jobs. Under the simulation forecast, the number of employment positions in Miami-Dade County is projected to increase by 2021. The average gain in employment positions, as measured by the difference between the REMI regional control and the simulation forecast in each of the twelve years, is 2,400 jobs per year, (not cumulative), with a low of 332 jobs in 2010 and a high of 2,899 jobs in 2021. These new jobs include the 1,873 operations jobs (direct employment from the development) shown in Table 3-1, as well as indirect employment generated throughout the entire County.

In addition to the employment growth, the subject developments in the Miami Metrozoo area will have a positive impact on Miami-Dade's Gross County Product (GCP). Based on the simulation, the economy of Miami-Dade is projected to grow by 2021. The gain in terms of the value of GCP in each of the twelve years varies from a low of \$17 million to a high of \$294 million, but averages about \$220 million annually over the entire period.

The impact on personal income is also quite significant as a result of the subject developments in the Miami Metrozoo area. As the simulation forecast shows, personal income in Miami-Dade County is projected to increase by 2021. The average gain in personal income is estimated at \$154 million per year over the next twelve years, with considerable variation from the two-year construction phase to the ten-year operation phase. Thus, \$1.85 billion additional income will be injected into the local economy.

In summary, the proposed developments and the expected operations jobs in the Miami Metrozoo area would result in some economic benefits not only to the Metrozoo itself

Table 3-2
 Economic Impacts on Employment, Gross Regional (County) Product*, and Personal Income
 in Miami Dade-County as a Result of the Miami Metrozoo Further Developments 2010 to 2021

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
<u>Employment</u>												
(Number of Jobs)	332	319	2,647	2,736	2,791	2,815	2,828	2,839	2,850	2,864	2,879	2,899
<u>Gross Regional (County) Product</u>												
(Millions in Fixed Year 2000 Dollar Value)												
Adjusted for Inflation	17	17	222	234	244	252	258	266	272	279	286	294
<u>Personal Income</u>												
(Millions in Nominal Dollar Value)												
Not Adjusted for Inflation	14	15	127	145	159	171	181	190	199	208	217	227

Source: Miami-Dade County, Department of Planning and Zoning, Research Section. The Department utilized the REMI model to formulate the economic impacts on Employment, Gross Regional (County) Product, and Personal Income.

Note: * GRP is an indicator analogous to Gross Domestic Product (GDP).

but also to the entire Miami-Dade County over the two-year construction phase and the ten-year operation phase.

Enterprise Zone

Approximately 75 acres of Miami Metrozoo have been included as part of the South Dade Enterprise Zone (EZ) area. The 75 acres encompass the proposed water park, the family entertainment center and the hotel. According to the Miami-Dade County Office of Community and Economic Development, the Enterprise Zone designation offers county and state fiscal incentives to businesses that locate or expand within the zone, with the objective of encouraging investment and job creation. To qualify for these incentives, businesses have to create new jobs for enterprise zone residents. The incentives include jobs tax credits, and tax refunds for business equipment and building material. These incentives can result in a substantial cost saving to businesses that decide to locate in the enterprise zone and participate in the program. It is expected that the Miami Metrozoo Enterprise Zone designation will help to attract businesses to the site and create economic development opportunities within and around the Metrozoo area. (See Figures 3-8 and 3-9 in Appendix A)

Environmental Conditions

The Metrozoo site is characterized by well-drained rock land interspersed with poorly drained marls. The site consists of urban soils which are moderately drained and Opa Locka sands which are well drained soils. The following information provides a summary of the environmental conditions as they pertain to the application site. All YES entries are further described below.

Flood Protection

County Flood Criteria (National Geodetic Vertical Datum, NGVD)	9.0 feet
Stormwater Management Permit Requirement	Environmental Resource Individual Permit
Drainage Basin	Black Creek (C-1)
Federal Flood Zone	Flood Zone X
Hurricane Evacuation Zone	Not in Hurricane Evacuation Zone

Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	YES
Natural Forest Communities	YES
Endangered Species Habitat	YES

Other Considerations

Within Wellfield Protection Area	NO
Archeological/Historical Resources	YES

Stormwater Management and Flood Protection

According to the Miami-Dade County Department of Environmental Resource Management (DERM), the development proposed for the Application site will increase the stormwater runoff within the boundaries of the property due to the proposed change in land use. As such, the Applicant must obtain an Environmental Resource Individual Permit from the South Florida Water Management District.

The average groundwater elevation in the area of the site is approximately 4 feet above mean sea level. For flood protection, DERM requires the Applicant to construct an on-site drainage system capable to retain stormwater from a 5-year storm event, and at the same time promote on-site retention/detention areas to attenuate the impact of storms of higher frequency, which historically have adversely impacted that area of Miami-Dade County.

The site is located within Special Flood Hazard Areas AH-9 and Flood Zone X, as designated on the Federal Flood Insurance Rate Maps (FIRM). The proposed development for the application site is subject to the County's minimum development criteria.

Biological Conditions

Wetlands

The subject property does not contain jurisdictional wetlands, as defined by Section 24-5 of the Code of Miami-Dade County. As such, a Class IV Wetland Permit will not be required. However, permits from the Army Corps of Engineers, the Florida Department of Environmental Protection, and the South Florida Water Management District may be required of the proposed project.

Specimen Trees

The Department of Environmental Resource Management (DERM) identified tree resources on the subject property. Prior to the removal or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code of Miami-Dade County (Sections 24-49.2 and 24-49.4), the Applicant is required to obtain a Miami-Dade County Tree Removal Permit. DERM's Provisions requiring compliance with the tree permitting requirements shall be included in the resolution for approving the CDMP amendment application.

Natural Forest Communities and Environmentally Endangered Lands

According to the Ecosystem Restoration and Planning Division of DERM, the proposed CDMP amendment may affect designated Natural Forest Communities (NFC's) and other environmentally sensitive pine rocklands in the Richmond complex. The

Richmond Pine Rockland complex contains federally endangered plant species and serves as an important wildlife habitat. The Complex also has some of the largest and most healthy pine rockland communities remaining in Miami-Dade County outside of Everglades National Park. A substantial portion of the pinelands adjacent to Metrozoo are managed by the Environmentally Endangered Lands (EEL) Program.

The Richmond Complex of pine rocklands exists both within and contiguous with the Miami Metrozoo and Gold Coast Railroad Museum properties. Because the application site encompasses environmentally sensitive pine rocklands in several areas, the following are some of the issues identified by DERM that will affect the development of the site:

Re-delineate Boundaries of Natural Forest Communities (NFCs): DERM has identified pine rocklands within the boundaries of the application site where substrates have been scraped or otherwise disturbed, but native dominated vegetation exists, and the area may qualify as a NFC. Therefore, further refinement of the proposed development plan may be required to ensure protection of all environmentally sensitive areas. Prior to finalization of site plans, re-delineation of the NFC boundaries on County-owned land will be necessary to update the current boundaries of NFC's. (See Figure 3-10 in Appendix A.)

Buffers/Firebreaks for Fire-Maintained Ecosystems: The pine rocklands that exist within, and contiguous with the proposed Miami Metrozoo Entertainment Area are fire-maintained ecosystems. The use of periodic prescribed burning is a management technique that reduces wildfire threat, and is beneficial to wildlife and the rare plant species harbored by this plant community. Such burning is generally performed once every three to five years. Properties contained in the application area lie within the potential smoke dispersion corridor of the protected and managed NFC's and related pine rockland habitats in the Richmond area. Consequently, they may be affected by the periodic smoke events from the prescribed burns or unexpected wildfires. Decisions regarding future uses and construction details should take this management requirement into account.

Buffers/firebreaks should be planned as part of any future development, so as not to impact the NFC and other pine rockland areas. A fuel-free buffer/firebreak is necessary around these fire-dependent forests to separate the areas that require prescribed fire from developed areas in order to protect property and human life. The Florida Division of Forestry typically does not allow prescribed burning of pine rocklands within 30 feet of structures and associated infrastructure. Therefore, the site plans should include a 30-foot fuel-free buffer/firebreak surrounding all nearby pine rockland areas. The buffer/firebreak should not contain landscaping, structures, or any other flammable materials. Such a buffer/firebreak can also provide emergency vehicle access corridors and access to these environmentally sensitive areas to facilitate other forest management activities. A buffer/firebreak should not be included in the existing pine rockland areas.

Environmentally Endangered Lands (EEL): The Parks & Recreation Department currently has an application to manage 246 acres of natural area in Metrozoo, as part of the Environmentally Endangered Lands (EEL) Program. The review of the application should be concluded by the end of the Summer of 2007. Because the County is investing in managing these natural areas and in providing for their management in the future, County policy and County actions should support their protection. Further fragmentation of the Richmond Pine Rockland and construction of buildings immediately adjacent to these pinelands seriously inhibits the County's ability to properly manage them. Therefore, DERM recommends that specific conditions be incorporated into the documents that ultimately authorize the CDMP amendment and the proposed changes to the DRI which only allow activities within pineland habitats and other environmental lands that do not disturb the substrate or native vegetation.

Environmental Education: The proposed Miami Metrozoo Entertainment Area is uniquely positioned to provide an appropriate interface between entertainment and environmental education. As such, DERM recommends that the proposed development is designed to provide areas for environmental interpretation.

Archeological/Historical Resources

The Miami-Dade County Office of Historic Preservation identified two archeological/historical resources on the Metrozoo site: the Former Princeton Railroad Station and possible historic trash pits with remnants from the Richmond Naval Air Station (NAS). No prehistoric archaeological sites have been recorded on the CDMP amendment area.

Former Princeton Railroad Station

The original Florida East Coast Railway Station, built by Henry Flagler in the old town of Princeton has been incorporated as part of the Gold Coast Railroad Museum. The building was seriously damaged by Hurricane Andrew, but has been restored. Any proposed development at the Gold Coast Railroad Museum must take measures to assure the preservation of the structure, as per Miami-Dade County's historic preservation regulations.

Richmond Naval Air Station (NAS)

The Richmond Naval Air Station (NAS) and adjacent properties played a key role from World War II (WWII) to the Cold War in the nation's military intelligence efforts. This naval air station was a principal blimp base during WWII. In 1945, a hurricane destroyed most of the Richmond Naval Air Station along with hundreds of automobiles and aircraft. The remains were reportedly buried within or near the project area in the "rock pits." As such, there is a high probability of locating historic trash pits with

remnants of the naval air station. Because few of the Richmond NAS structural components currently exist on the property and only a small example of these can be found nationwide, every effort should be made to preserve any structures, which may be adversely impacted by the expansion project.

There is a possibility that the Richmond Naval Air Station-Building 25 may be relocated to the grounds of the Gold Coast Railroad Museum, to be restored with Building Better Communities General Obligation Bond (GOB) funds and converted into a Military Museum. Again, such efforts must be guided by historic preservation regulations.

The Office of Historic Preservation recommends that a cultural resource assessment be conducted by a professional consultant prior to any development. This should include identification of potentially significant areas for archeological testing and/or monitoring.

Water Supply and Water and Sewer Facilities

Due to the fact that the proposed amendment calls for the development of a water park and given the water supply limitations in the State of Florida, it is important to determine the impact of the proposed project on Miami-Dade County's alternative water supply projects and the capacity of the existing and planned water and sewer facilities.

Water Supply

On February 15, 2007, the South Florida Water Management District (SFWMD) adopted the Lower East Coast (LEC) Water Supply Plan, which serves as the basis for Miami-Dade County's 20-year water use permit or consumptive use permit. The adoption of this plan provides the service area population projections to be used for water supply planning and also identifies projects that the SFWMD and the County could use to resolve any potential water shortages for the County.

As part of the LEC Water Supply Plan planning process, Miami-Dade County established population service area projections and projected average daily demand for the County. It also identified alternative water supply projects, including wastewater reuse projects, which were adopted by the Board of County Commissioners (BCC) into the April 2006 CDMP Capital Improvements Schedule of Projects (CIE). The projects selected will also be identified in the County's 20-year Water Use Permit, anticipated in November 2007 and will be included in the County's 20-year Water Supply Facilities Workplan which will be filed as an amendment to the CDMP during the April 2007 Amendment Cycle.

Alternative Water Supply Projects identified by the County, including an aggressive Conservation Plan that anticipates additional reductions in unaccounted for water, will provide a projected annual surplus in the County's water supply for the next 23 years.

This is due largely to the development of approximately 81.7 MGD of alternative water supply projects and their adoption into the CDMP. These projects include a three phase 53 MGD wastewater reuse project for ground water recharge, the first phase (18 MGD) of which will come on line in 2014, and the New Upper Floridan Aquifer Reverse Osmosis Water Treatment Plant with an ultimate capacity of 17.5 MGD by 2028 (with the first 10 MGD completed by 2011). Beginning in 2007, the Floridan Aquifer Blending project will provide 7.4 MGD of water resulting in an available water supply surplus of approximately 0.42 MGD in 2007 and 4.63 MGD in 2008. This surplus demonstrates a sufficient water supply exists to serve the potential increased demand in potable water from the proposed land use amendment.

Based on the implementation of the identified reuse and alternative water supply projects, the projected potable water use demands for Miami-Dade County will be met on an annual basis for the period between 2007 and 2030. Approval of the proposed Metrozoo project will result in the reservation of water, which will be included into WASD's water allocation system. This system is expected to be completed by the end of 2007 and will track all un-built developments that have obtained a water reservation; thereby providing a tally of available water supply for new development.

Potable Water Use

According to the Miami-Dade Water and Sewer Department's (MDWASD) evaluation, the proposed project will require approximately 97,000 gallons per day (gpd) of potable water (see Table 3-3 below). Records indicate that the water treatment facility serving this project is MDWASD's Alexander Orr Water Treatment Plant, which at this time has sufficient capacity to meet current and proposed water treatment demands. Water treated at this plant currently meets all the applicable drinking water standards. Approval of this application would not cause the treatment plant facility to exceed its level of service (LOS) standard.

As stated previously, MDWASD is currently assembling alternative water supply projects that will be used to meet the future potable water supply demands of Miami-Dade County. It is anticipated that these projects will be identified and adopted into the CDMP 20-Year Water Supply Plan by March 2008.

Table 3-3
Estimated Potable Water Demand for Metrozoo¹
June 2007

Land Use by Park Area	Quantity	Unit	Water Use Category	Estimated Water Use Conversion	Estimated Water Use (in gpd)
Gold Coast Railroad Museum					
Museum	50,000	sq. ft.*	show rooms	10 gpd/100 sq. ft.	5,000
Themed Retail	20,000	sq. ft.	stores	5 gpd/100 sq. ft.	1,000
Restaurants	600	seats	full service	50 gpd/seat	30,000
Hotel					
Hotel Rooms	200	rooms	hotel	100 gpd/room	20,000
Family Entertainment Center					
Entertainment & Arcade					
	75,000	sq. ft.	stores	5 gpd/100 sq. ft.	3,750
Food Service					
	200	seats	fast food	35 gpd/seat	7,000
Water Park					
Swimming Facility					
Water Park	2,500	visitors	Swimming Facility	10 gpd/person	25,000
Food service	150	seats	fast food	35 gpd/seat	5,250
Total					97,000

Source: Miami-Dade Water and Sewer Department, June 2007

Notes ¹ Water demand calculations are based upon discharge generation rates associated with various use categories as outlined in Chapter 24-43.1(5), Miami-Dade County Code.
 * square feet (sq. ft.)
 ** gallons per day (gpd)

Water Connections

The Miami Metrozoo is served by several adjacent water mains, specifically a 24-inch water main along SW 152 Street (north of the project), a 16-inch water main along SW 122 Avenue (east of the project), a 24-inch water main along SW 168 Street and SW 117 Avenue (east of the project) and a 16-inch water main crossing the subject site. All water mains identified above are owned and operated by MDWASD. The connection of any proposed development to the public water supply system shall be required in accordance with the Code of Miami-Dade County requirements. With respect to the proposed development of the site, MDWASD will require various water main extensions and connections, and the installation of new water meters for the development of this site.

The Applicant shall be responsible for the maintenance of the water lines inside the park.

At present time, the potable water supply system meets the Level of Service (LOS) standards, as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Comprehensive Development Master Plan (CDMP).

Non-Potable Water Use

The Applicant has indicated that approximately 1.5 million gallons of non-potable water will be necessary to initially accommodate the demands of the water attractions in the Water Park Area. This estimate is based on information received from similar existing water parks in Broward and Palm Beach Counties and through estimated attendance figures. As noted in Table 3-4 below, approximately 5,000 gallons per day of additional water will be required to replenish water due to losses from evaporation and spillage. Additionally, water for irrigation will be supplied by either an on-site well or from water withdrawn from an adjacent lake.

Table 3-4
Water Demand
Non-Potable Water¹

Land Use	Daily Gallons Needed to Replenish System (Well Source) ²	Non-Potable Water (MG) ^{*3}
Water Park	5,000	1.5

Source: The Curtis Group

Notes:

1. Irrigation needs for the different uses will be supplied by on-site surface and groundwater sources.
2. Daily need to maintain gallons in system from water loss due to spillage, evaporation, etc. will be supplied to the Water Park from an on-site water well.
3. Initial system supply of non-potable water will come from an on-site groundwater well.

The applicant has stated that non-potable water for the water park facility will come from an on-site groundwater well; however, the details of the water source (aquifer) were not provided as of the time of this report. The installation of a water well would require a permit from the SFWMD and may be required to draw water from the Floridan Aquifer dependent on how the new SFWMD rules regarding water supply are applied. The Metrozoo site area is being considered by MDWASD as a future wastewater recharge area. Use of this area for wastewater recharge may impact the applicant's plans for obtaining non-potable water from the lake and/or on-site well utilizing water from the Biscayne Aquifer. Discussions between the Applicant and SFWMD as well as MDWASD will be necessary prior to the adoption of the CDMP amendment.

Additionally, according to the Department of Environmental Resources Management (DERM) the use of non-potable water would require, at a minimum, chlorination and filtration to meet health department regulations. The water facility would be subject to permitting and inspections by the Health Department.

Water Conservation

As explained above, Miami-Dade County is currently developing an aggressive water conservation program as a portion of its overall water supply plan. The County's water conservation program includes recommendations for new development projects that would achieve higher water use savings than currently required by Code. These recommendations will be submitted for adoption by the Board of County Commissioners in the next 12 months. Many of these recommendations are targeted at new commercial and institutional construction projects and are based on the following principles:

- Use waterless technologies where available
- Maximize use of on-site sources of water
- Choose equipment that is water and energy efficient
- Install automatic shut offs, solenoids and controllers to turn water off when not in use
- Install flow restrictions when possible
- Eliminate once-through cooling

A full listing of recommended water conservation measures is included in Appendix E. A full water conservation program should be developed between the Applicant and the MDWASD prior to the final adoption hearing for this project and should be made a portion of the Development Orders of the DRI.

Sewer Facilities

There are several sanitary sewer facilities at or adjacent to the Miami Metrozoo site including a 20-inch force main along SW 152 Street (north of the property) and a 12-inch force main along SW 122 Avenue (east of the property). These force mains are owned and operated by MDWASD. However, the existing Miami Metrozoo is served by a private sewer system inside the park, which includes three lift stations. One of the lift stations (99-0531B) is currently under "*interim moratorium*" status due to high operating hours. Although the other pump stations, are currently working within the mandated criteria, DERM staff has determined that the above noted private sanitary sewer system does not have enough capacity for the additional sewage flows that the proposed development would generate. As such, the Development Order for the proposed development must require the construction of a new lift station.

The flow from the private Metrozoo lift stations is directed to a MDWASD Pump Station PS-30-0522, and then to the South District Treatment Plant. Two additional MDWASD pump stations are located in this area and both discharge the flow directly to the South District Treatment Plant. All of the mentioned MDWASD pumping stations are working within the mandated criteria.

Currently the South District Wastewater Treatment Plant and the public sanitary sewer systems are operating within the Level of Service (LOS) standards, as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Comprehensive Development Master Plan (CDMP).

According to MDWASD, the proposed development should be served with an additional private pump station. The point of connection for the private pump station could be to the existing 12-inch force main, approximately 1,600 feet north of SW 168 Street and 3,245 feet west of SW 117 Avenue.

The MDWASD regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders, which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order are certified by the Miami-Dade County Department of Environmental Resource Management (DERM). Additionally, no new sewer service connections can be permitted unless adequate capacity is available.

Solid Waste

The Department of Solid Waste Management does not measure waste disposal capacity utilization on a case-by-case basis; therefore, it is not possible to make specific capacity projections for facilities, developments or areas. Instead, the adequacy of County disposal capacity is evaluated on a system-wide basis, in terms of existing waste delivery commitments from both public and private sector waste haulers. Long-term disposal capacity is determined in response to projections regarding both contracted and anticipated non-contracted waste flows over an extended period of time. DSWM determines compliance with the County's adopted level of service (LOS) standard for solid waste disposal based on the ability to the County Solid Waste Management System to accommodate projected waste flows for concurrency. The Concurrency Determination provides the projected utilization of the System's remaining disposal capacity over ten years.

According to DSWM, the County's solid waste management system has adequate capacity to meet the level of service standard through Fiscal Year 2013 or two (2) years beyond the minimum standard capacity of five year capacity. The closest Miami-Dade facility to the application site is the West Perrine Trash and Recycling Center located at 16651 SW 107 Avenue, approximately 2.38-miles away.

Parks

Miami Metrozoo is categorized as countywide park facility. Countywide parks support the recreational needs of incorporated and unincorporated area residents and tourists that can only be accommodated within larger, resource-based parks. They serve large populations and draw users from great distances. Countywide parks provided by the County include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, and Greenways. Miami Metrozoo is considered a Specialty Activity Area. Special Activity Areas vary greatly, but they typically are large and provide a unique recreational opportunity centered on a single theme.

The proposed CDMP amendment and development of the subject site will further enhance the recreation and entertainment capacity of existing facilities. Since the proposed CDMP amendment does not include residential development, it has no impact on concurrency or capacity reserves for local recreation open space. Additionally, since the proposed development is expected to establish additional revenue for Miami-Metrozoo and offset future operating impacts tied to its further development, this project will indirectly enhance the Department's ability to support and maintain existing and future local parks that do impact concurrency and capacity.

The Application is located within Park Benefit District 2 (PBD 2), which has a current surplus capacity of 662 acres, when measured by the County concurrency level-of-services standard. The impact of the Application will not affect the potential population in PBD 2; hence, approval of this application will not affect available reserve capacity.

Fire Rescue

The Miami-Dade Fire Rescue (MDFR) Department impact analysis on fire rescue service was divided into alarms generated inside the Metrozoo Area and alarms generated in the adjacent Police Grids to the Metrozoo Area. At present, the service is adequate. However, the proposed hospitality services, entertainment and amenities within the Metrozoo will have an additional impact on MDFR's service delivery. Total projected fire rescue alarms will add 364 incidents to the current total alarms generated in the Miami Dade Metrozoo Area. Additionally, a proposed project called the Academic Village in the University of Miami property, which will be developed in the surrounding area of Metrozoo, is estimated to generate 369 total annual calls. Both projects will generate approximately 733 additional alarms in the service area, which will result in a severe impact on our service delivery system. Nonetheless, it is estimated that station providers will be able to handle the additional alarms, especially with the programmed service enhancements to the stations, which include adding ALS fire suppression units in stations 50 and 53 by fiscal years 2009-2010 and 2010-2011 respectively. Below is a list of the existing primary service providers, the existing fire rescue stations within 3 miles of Miami Metrozoo, and planned stations in the area of Miami Metrozoo.

Existing Stations (Primary Service Providers):

- Station 43, Richmond, located at 13390 SW 152 Street, 33177. This Station is equipped with 1 Rescue, 1 ALS 50' Sqrvt vehicle and staffed permanently by seven (7) Paramedic Fire Fighters.
- Station 53, Turnpike, located at 11600 SW Turnpike Hwy, 33186. This Station is equipped with a Rescue vehicle and staffed permanently by three (3) Paramedic Fire Fighters.
- Station 52, South Miami Heights, located at 12105 Quail Roost Drive 33177. This Station is equipped with an ALS Tanker and a Rescue vehicle and staffed permanently by seven (7) Paramedic Fire Fighters.

Existing Stations within 3 Miles of the Miami Metrozoo Area Available to Service the Area:

- Station 4, Coral Reef, located at 9201 SW 152 Street, 33157. This Station is equipped with a BLS Engine and a Rescue vehicle and staffed permanently by seven (7) Paramedic Fire Fighters.
- Station 34, Cutler Ridge, located at 10850 SW 211 Street, 33189. This Station is equipped with a 50' Sqrvt BLS Engine, a 100' Tended Platform and a Rescue vehicle and staffed permanently by seven (7) Paramedic Fire Fighters.
- Station 50, Perrine, located at 9798 Hibiscus Street, 33157. This Station is equipped with a Rescue vehicle and is staffed permanently by three (3) Paramedic Fire Fighters.

Planned Stations in the Area of Miami Metrozoo

- Station 71, Eureka, located at the vicinity of SW 184 Street and 147 Avenue and schedule to be in service July 2010.

Aviation

The closest airport within the Miami Metrozoo area is the Kendall Tamiami Executive Airport. As such, the Planning Division of the Miami-Dade County Aviation Department reviewed the application for both land use and airspace restrictions. The review determined that the maximum structure of 80 ft. above ground level (AGL) (assumed 90 ft NGVD--National Geodetic Vertical Datum) at the Southeast corner of SW 152 Street and SW 122 Avenue conforms to County Ordinance. Furthermore, a Federal Aviation Administration (FAA) Airspace Determination for the project is not required, provided it is less than or equal to the assumed height stated herein. This height determination is an estimate issued on a preliminary or advisory basis. Any construction cranes for this project exceeding 117 ft will be required to file with the FAA 45 days prior to raising the crane. Notwithstanding the aforementioned regulations, the Agreement in Principal with the U.S. Army or deed restrictions that govern the subject site shall supersede the restrictions discussed herein.

Staff Conclusions

Based upon the analysis above, the Department of Planning and Zoning recommends that the Miami-Dade County Board of County Commissioners **ADOPT WITH CHANGE AND TRANSMIT** to DCA the proposed amendments to: add a new land use category to the Comprehensive Development Master Plan (CDMP) identified as the “Miami Metrozoo Entertainment Area” with text establishing development standards for allowable uses and intensities of use; and to change the land use designation of the application site on the 2015-2025 CDMP Land Use Plan (LUP) map from “Parks and Recreation” to “Miami Metrozoo Entertainment Area.”

The conclusions and recommendations from the above analysis are contained in Chapter 2 of this report.

CHAPTER 4

TRANSPORTATION ANALYSIS AND INITIAL RECOMMENDATIONS

Transit Service

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

Existing Service

Metrobus Routes 52, 137/West Dade Connection, and 252 (Coral Reef Max) serve the Study Area. Metrobus Route 52 serves the application site on SW 184th Street (Eureka Drive) from SW 117th to 122nd Avenues, Metrobus Route 137/West Dade Connection serves the application area along SW 184th Street (Eureka Drive) and portions of SW 137th Avenue (Lindgren Road), and Metrobus Route 252 (Coral Reef MAX) along SW 152nd Street (Coral Reef Drive) serves the application site, including service into the Metrozoo during zoo operating hours. The existing service frequencies are shown in Table 1 in summary form.

Table 4-1
Metrobus Route Service
Study Area

Route	Headway (in Minutes)				Proximity to Bus Routes (miles)	Service Type
	Peak	Off-Peak	Saturday	Sunday		
52	30	40	40	40	1.00	L
137 / Dade Connection	30	30	30	30	0.50	L
252 / Coral Reef MAX	15	30	40	40	0	M

Source: Miami-Dade Transit Agency, 2007

Notes: L means Local Metrobus Service

M means feeder route to Metrorail

0* means route within 300 feet of application site.

Future Conditions

The 2006 five-year Transit Development Plan (TDP) and the People's Transportation Plan (PTP) show programmed headway improvements and new service plans that would impact the existing transit service that serves the Miami Metrozoo. Peak headway improvements from 30 to 15 minutes along with the addition of all-night service every 60 minutes are programmed for Route 52, as well as peak headway improvements from 30 to 15 minutes for Route 137/West Dade Connection. A programmed extension to SW

162nd Avenue for evening service on Route 252/Coral Reef MAX would not impact service into Miami Metrozoo because Metrobus service to the Metrozoo ends in the late afternoon and the planned realignment would be for later evening service.

In addition, a new bus route, the Quail Roost MAX, which is included in the TDP, would introduce a limited-stop route on SW 184th Street (Quail Roost Drive) during the weekday peak periods operating every 15 minutes.

Application's Impacts

The expected transit impact that would be produced by this Application, if approved, would not warrant additional changes to existing and planned improvements beyond those already planned for the area.

MDT has no objection to this application. The project meets transit concurrency.

Roadways

The CDMP Amendment Application seeks to change the land use designation of approximately 170.30 acres adjacent to the Miami Metrozoo from “Parks and Recreation” to “Miami Metrozoo Entertainment Area”. The proposed development plan for the 170.30-acre amendment site consists of the following: Family Entertainment Center (20 acres), Water Theme Park (23 acres), Gold Coast Railroad and Transportation Museum (50 acres), a 200-room Hotel, a 30,000 sq. ft. Restaurants/Entertainment complex, and 20,000 sq. ft. Specialty Theme Related Retail.

A Transportation Analysis report, “*CDMP Amendment Transportation Analysis, Miami Metrozoo, May, 2007*”, prepared by Cathy Sweetapple & Associates for Miami-Dade County Park and Recreation Department, was submitted in support of the CDMP Amendment Application. The transportation analysis report addresses existing and future (Year 2015 and 2021) conditions, with and without the impacts of the proposed Metrozoo CDMP Amendment application. (See the report that immediately follows this analysis.) The transportation analysis examines the adequacy of the transportation infrastructure within the short term and long term planning horizons, specifically addressing traffic concurrency pursuant to the Miami-Dade County Concurrency Management Program. The development proposal is planned to be completed in 2015, which is the initial phase of the development that is planned for the DRI site. The final buildout date is 2021, which will also serve as the expiration date of the DRI development order. The longer-term assessment to 2021 contained is appropriate when considering an amendment to the CDMP. The concluding observations at the end of this section are based primarily on the assessment of 2015 conditions presented in the applicant’s analysis.

The Study Area for this CDMP amendment transportation analysis examines the arterial and collector roadway network serving the amendment site, extending as far north as SW 8 Street (SR 90), the Homestead Extension of the Florida Turnpike (HEFT/SR 821) and US 1 to the east, SW 216 Street to the south, and SW 177 Avenue (Krome Avenue/SR 997) to the west.

Existing Conditions

The Application site is directly served by SW 152 Street (Coral Reef Drive) and indirectly by one major expressway, the Homestead Extension of the Florida Turnpike (HEFT) to the east of the site, and one major arterial, SW 137 Avenue to the west of the site. Other major arterial road providing access to the Miami Metrozoo is SR 5 (US 1/South Dixie Highway).

The existing peak-period levels of service (LOS) for roadways in this Study Area are shown in Table 4-2. Extremely congested LOS F conditions exist on four roadway segments. These include: Krome Avenue, between SW 184 Street and SW 232 Street; SW 127 Avenue, between SW 26 Street and SW 42 Street; and SW 127 Avenue, between SW 88 Street and SW 104 Street. Other roadway segments operating at

capacity are: SW 117 Avenue, between 72 Street and SW 88 Street; SW 72 Street, between SW 147 Avenue and SW 137 Avenue; and SW 104 Street, between SW 157 Avenue and SW 137 Avenue.

Table 4-2
Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SR 997/Krome Avenue	SW 8 Street to SW 88 Street	2UD	C	C (05)
	SW 88 Street to SW 184 Street	2 UD	C	C (05)
	SW 184 Street to SW 232 Street	2UD	C	F (05)
SW 157 Avenue	SW 72 Street to SW 88 Street	4 DV	E+20%	C (04)
	SW 152 Street to SW 184 Street	2 UD	D	C (04)
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	E+20%	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	B (04)
	SW 72 Street to SW 88 Street	4 DV	D	B (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (04)
	SW 104 Street to SW 120 Street	4 DV	D	B (04)
	SW 152 Street to SW 184 Street	2 UD	D	B (04)
	SW 184 Street to SW 200 Street	2 UD	C	B (04)
SW 137 Avenue	SW 8 Street to SW 26 Street	4 DV	E+20%	B (04)
	SW 26 Street to SW 42 Street	6 DV	D	B (04)
	SW 42 Street to SW 56 Street	6 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
	SW 88 Street to SW 104 Street	6 DV	D	C (04)
	SW 104 Street to SW 120 Street	6 DV	D	C (04)
	SW 120 Street to SW 136 Street	6 DV	D	A (04)
	SW 136 Street to SW 152 Street	6 DV	E+20%	C (04)
	SW 152 Street to SW 184 Street	6 DV	E+20%	B (04)
	SW 184 Street to SW 200 Street	2 UD	D	B (04)
SW 127 Avenue	SW 8 Street to SW 26 Street	4 DV	E+20%	C (04)
	SW 26 Street to SW 42 Street	2 UD	D	F (04)
	SW 42 Street to SW 56 Street	4 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
	SW 88 Street to SW 104 Street	2 UD	D	F (04)
	SW 104 Street to SW 120 Street	2 UD	D	C (04)
	SW 184 Street to SW 200 Street	2 UD	D	C (04)
SW 117 Avenue	SW 42 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	E (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (04)
	SW 104 Street to SW 136 Street	4 DV	D	A (04)
	SW 136 Street to SW 152 Street	4 DV	D	D (04)
	SW 152 Street to SW 184 Street	2 UD	D	B (04)
	SW 184 Street to SW 200 Street	2 UD	D	C (04)

Table 4-2 – Cont.
Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SR 821/HEFT	SW 8 Street to SW 40 Street	6 LA	D	D (05)
	SW 40 Street to SW 88 Street	6 LA	D	D (05)
	SW 88 Street to SR 874/Don Shula Expwy.	6 LA	D	B (05)
	SR 874 to SW 152 Street	8 LA	D	D (05)
	SW 152 Street to SW 186 Street	8 LA	D	C (05)
SR 874/Don Shula Expwy.	SR 878 to SW 104 Street	8 LA	D	B (04)
	SW 104 Street to HEFT	6 LA	D	B (04)
SR 5/U.S 1	SW 136 Street to SW 152 Street	6 DV	E+20%	B (05)
	SW 152 Street to SW 186 Street	6 DV	E+20%	B (05)
	SW 186 Street to SW 112 Avenue	6 DV	E+20%	B (05)
SW 8 Street	SW 177 Avenue to SW 147 Avenue	4 DV	D	C (05)
	SW 147 Avenue to SW 137 Avenue	6 DV	D	C (05)
	SW 137 Avenue to SW 127 Avenue	6 DV	D	C (05)
	SW 127 Avenue to HEFT	8 DV	D	C (05)
	HEFT to SW 117 Avenue	6 DV	D	C (05)
SW 26 Street	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	C (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	B (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	B (04)
SW 42 Street	SW 157 Avenue to SW 147 Avenue	4 DV	D	A (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	B (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	B (04)
SW 56 Street	SW 152 Avenue to SW 147 Avenue	4 DV	D	B (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	D	C (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	C (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	B (04)
SW 72 Street	SW 162 Avenue to SW 157 Avenue	4 DV	D	B (04)
	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	B (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	C (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	B (04)
SW 88 Street	SW 177 Avenue to SW 167 Avenue	4 DV	D	C (05)
	SW 167 Avenue to SW 157 Avenue	4 DV	E+20%	C (05)
	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	D (05)
	SW 147 Avenue to SW 137 Avenue	6 DV	E+20%	C (05)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	D (05)
	SW 127 Avenue to HEFT	8 DV	E+20%	C (05)
SW 104 Street	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	E (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	B (04)
	SW 127 Avenue to SW 117 Avenue	6 DV	E+20%	B (04)

Table 4-2 – Cont.
Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 120 Street	SW 147 Avenue to SW 137 Avenue	4 DV	D	B (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	C (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	C (04)
SW 152 Street	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	A (04)
	SW 137 Avenue to SW 124 Avenue	6 DV	E+20%	B (04)
	SW 124 Avenue to SW 117 Avenue	6 DV	E+20%	B (04)
	SW 117 Avenue to HEFT	4 DV	E+20%	D (05)
	HEFT to SW 112 Avenue	4 DV	E+20%	C (05)
	SW 112 Avenue to US 1	4 DV	E+20%	C (05)
SW 184 Street	SW 177 Avenue to SW 157 Avenue	2 UD	C	B (04)
	SW 157 Avenue to SW 147 Avenue	2 UD	C	B (04)
	SW 147 Avenue to SW 137 Avenue	2 UD	D	A (04)
	SW 137 Avenue to SW 127 Avenue	2 UD	D	A (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	A (04)
	SW 117 Avenue to HEFT	4 DV	D	A (04)
SR 994 / Quail Roost Drive	SW 177 Avenue to SW 137 Avenue	2 UD	C	C (05)
	SW 137 Avenue to SW 127 Avenue	2 UD	C	C (05)
	SW 147 Avenue to SW 137 Avenue	2 UD	C	C (05)
	SW 137 Avenue to SW 127 Avenue	2 UD	D	C (05)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	B (05)
	SW 117 Avenue to HEFT	4 DV	D	B (05)

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

Note: () in LOS column identifies year traffic count was updated or LOS traffic analysis revised
DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access

LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Trip Generation for the Amendment

A trip generation was prepared to estimate the daily, AM and PM peak hour amendment trips using the rates and equations from the Institute of Transportation Engineers' (ITE) Trip Generation, 7th Edition, in combination with data collected at the Metrozoo as part of the Notice of Proposed Change (NOPC) Application approved by county and regional review agencies in June 2005. The trip generation calculations are summarized in Table 4-3.

Table 4-3
 Estimated Net External Trip Generation Summary
 For the Existing, Approved and Proposed Development Program

Timeframe	Original DRI Metrozoo and Park	Existing Metrozoo and Park	Proposed CDMP Amendment	Net Change Trips From Original DRI
Daily	5,100	3,680	6,948	+ 5,528
AM Peak Hour	N/A	122	210	+ 210
PM Peak Hour	490	444	470	+424
Sunday	14,960	3,580	10,507	- 873
Sunday Peak Hour	1,410	504	1,102	- 196

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; "CDMP Amendment Transportation Analysis, Miami Metrozoo, May 2007."

Traffic Concurrency Evaluation

Other imminent congestion problems have been indicated as a result of a recent evaluation of traffic concurrency conditions in this Study Area as of May 24, 2007 (see Table 4-4). This evaluation, which considers reserved trips from approved development not yet constructed and programmed roadway capacity improvements, shows that the following roads have run out of concurrency service capacity:

- Krome Avenue from SW 88 Street to SW 184 Street
- Krome Avenue from SW 184 Street to SW 232 Street
- SW 137 Avenue from SW 72 Street to SW 88 Street
- SW 127 Avenue from SW 26 Street to SW 42 Street
- SW 127 Avenue from SW 88 Street to SW 104 Street
- SW 117 Avenue from SW 184 Street to SW 200 Street

Also, the concurrency evaluation shows that the following roads are to operate at concurrency service capacity:

- Krome Avenue from SW 8 Street and SW 88 Street
- SW 137 Avenue from SW 56 Street to SW 72 Street
- SW 127 Avenue from SW 72 Street to SW 88 Street
- SW 127 Avenue from SW 184 Street to SW 200 Street
- SW 117 Avenue from SW 136 Street to SW 152 Street
- SW 117 Avenue from SW 184 Street to 200 Street
- SR 821/HEFT from SW 8 Street to SW 40 Street
- SR 821/HEFT from SW 40 Street to SW 88 Street
- SR 821/HEFT from SR 874/Don Shula Expressway to SW 152 Street
- SW 8 Street from SW 137 Avenue to SW 127 Avenue
- SW 8 Street from SW 127 Avenue to HEFT
- SW 120 Street from SW 147 Avenue to SW 137 Avenue
- SR 994/Quail Roost Drive from SW 127 Avenue to HEFT

Table 4-4
 Concurrency Traffic Conditions
 Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	Conc. LOS
SR 997/Krome Avenue	SW 8 Street to SW 88 Street	2UD	C	C (05)
	SW 88 Street to SW 184 Street	2 UD	C	D (05)
	SW 184 Street to SW 232 Street	2UD	C	F (05)
SW 157 Avenue	SW 72 Street to SW 88 Street	4 DV	E+20%	D (04)
	SW 152 Street to SW 184 Street	2 UD	D	C (04)
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	E+20%	E (04)
	SW 56 Street to SW 72 Street	4 DV	D	B (04)
	SW 72 Street to SW 88 Street	4 DV	D	B (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (04)
	SW 104 Street to SW 120 Street	4 DV	D	B (04)
	SW 152 Street to SW 184 Street	2 UD	D	C (04)
	SW 184 Street to SW 200 Street	2 UD	C	B (04)
SW 137 Avenue	SW 8 Street to SW 26 Street	4 DV	E+20%	C (04)
	SW 26 Street to SW 42 Street	6 DV	D	B (04)
	SW 42 Street to SW 56 Street	6 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	D (04)
	SW 72 Street to SW 88 Street	4 DV	D	F (04)
	SW 88 Street to SW 104 Street	6 DV	D	C (04)
	SW 104 Street to SW 120 Street	6 DV	D	C (04)
	SW 120 Street to SW 136 Street	6 DV	D	C (04)
	SW 136 Street to SW 152 Street	6 DV	E+20%	E (04)
	SW 152 Street to SW 184 Street	6 DV	E+20%	B (04)
	SW 184 Street to SW 200 Street	2 UD	D	C (04)
SW 127 Avenue	SW 8 Street to SW 26 Street	4 DV	E+20%	C (04)
	SW 26 Street to SW 42 Street	2 UD	D	F (04)
	SW 42 Street to SW 56 Street	4 DV	D	C (04)
	SW 56 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	D (04)
	SW 88 Street to SW 104 Street	2 UD	D	F (04)
	SW 104 Street to SW 120 Street	2 UD	D	C (04)
	SW 184 Street to SW 200 Street	2 UD	D	D (04)
SW 117 Avenue	SW 42 Street to SW 72 Street	4 DV	D	C (04)
	SW 72 Street to SW 88 Street	4 DV	D	E (04)
	SW 88 Street to SW 104 Street	4 DV	D	C (04)
	SW 104 Street to SW 136 Street	4 DV	D	A (04)
	SW 136 Street to SW 152 Street	4 DV	D	D (04)
	SW 152 Street to SW 184 Street	2 UD	D	B (04)
	SW 184 Street to SW 200 Street	2 UD	D	D (04)
SR 821/HEFT	SW 8 Street to SW 40 Street	6 LA	D	D (05)
	SW 40 Street to SW 88 Street	6 LA	D	D (05)
	SW 88 Street to SR 874/Don Shula Expwy.	6 LA	D	C (05)
	SR 874 to SW 152 Street	8 LA	D	D (05)
	SW 152 Street to SW 186 Street	8 LA	D	C (05)

Table 4-4 – Cont.
 Concurrency Traffic Conditions
 Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	Conc. LOS
SR 874/Don Shula Expwy.	SR 878 to SW 104 Street	8 LA	D	B (04)
	SW 104 Street to HEFT	6 LA	D	B (04)
SR 5/U.S 1	SW 136 Street to SW 152 Street	6 DV	E+20%	D (05)
	SW 152 Street to SW 186 Street	6 DV	E+20%	E+6% (05)
	SW 186 Street to SW 112 Avenue	6 DV	E+20%	C (05)
SW 8 Street	SW 177 Avenue to SW 147 Avenue	4 DV	D	C (05)
	SW 147 Avenue to SW 137 Avenue	6 DV	D	C (05)
	SW 137 Avenue to SW 127 Avenue	6 DV	D	D (05)
	SW 127 Avenue to HEFT	8 DV	D	D (05)
	HEFT to SW 117 Avenue	6 DV	D	C (05)
SW 26 Street	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	C (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	B (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	B (04)
SW 42 Street	SW 157 Avenue to SW 147 Avenue	4 DV	D	A (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	B (04)
	SW 127 Avenue to HEFT	4 DV	E+20%	E+12%(04)
SW 56 Street	SW 152 Avenue to SW 147 Avenue	4 DV	D	C (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	D	C (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	C (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	B (04)
SW 72 Street	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	C (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	E (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	C (04)
SW 88 Street	SW 177 Avenue to SW 167 Avenue	4 DV	D	C (05)
	SW 167 Avenue to SW 157 Avenue	4 DV	E+20%	E+13% (05)
	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	D (05)
	SW 147 Avenue to SW 137 Avenue	6 DV	E+20%	D (05)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	D (05)
	SW 127 Avenue to HEFT	8 DV	E+20%	C (05)
SW 104 Street	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	E (04)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E (04)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	C (04)
	SW 127 Avenue to SW 117 Avenue	6 DV	E+20%	B (04)
SW 120 Street	SW 147 Avenue to SW 137 Avenue	4 DV	D	D (04)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	C (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	C (04)

Table 4-4 – Cont.
 Concurrency Traffic Conditions
 Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	Conc. LOS
SW 152 Street	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	C (04)
	SW 137 Avenue to SW 124 Avenue	6 DV	E+20%	E (04)
	SW 124 Avenue to SW 117 Avenue	6 DV	E+20%	B (04)
	SW 117 Avenue to HEFT	4 DV	E+20%	D (05)
	HEFT to SW 112 Avenue	4 DV	E+20%	E+3% (05)
	SW 112 Avenue to US 1	4 DV	E+20%	D (05)
SW 184 Street	SW 177 Avenue to SW 157 Avenue	2 UD	C	B (04)
	SW 157 Avenue to SW 147 Avenue	2 UD	C	B (04)
	SW 147 Avenue to SW 137 Avenue	2 UD	D	B (04)
	SW 137 Avenue to SW 127 Avenue	2 UD	D	B (04)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	A (04)
	SW 117 Avenue to HEFT	4 DV	D	A (04)
SR 994 / Quail Roost Drive	SW 177 Avenue to SW 13 Avenue	2 UD	C	C (05)
	SW 137 Avenue to SW 127 Avenue	2 UD	C	C (05)
	SW 147 Avenue to SW 137 Avenue	2 UD	C	C (05)
	SW 137 Avenue to SW 127 Avenue	2 UD	D	C (05)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	D (05)
	SW 117 Avenue to HEFT	4 DV	D	D (05)

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

Note: () in LOS column identifies year traffic count was updated or LOS traffic analysis revised
 DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access
 LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Future Conditions

Programmed improvements between fiscal years 2007/2008 and 2011/2012 for this Study Area are shown in Table 4-5. Of the roadways previously identified as violating concurrency LOS standards only SW 127 Avenue, between SW 88 Street and SW 120 Street, has capacity improvement project programmed for implementation by 2007/2008 as shown in Table 4-5. The remaining roadway segments violating concurrency standards have no capacity projects programmed for the next five years. Over the next five fiscal years the following north-south arterials, SW 117, 127, 137, and 157 Avenues, are programmed for 4-laning. Other significant projects include the 6-laning of SW 88, 104 and 120 Streets; the 4-laning of SW 136, 152 and 184 Streets; and the widening to 12 lanes of the HEFT from SW 88 Street and SW 117 Avenue.

Table 4-5
 Programmed Roadway Capacity Improvements
 Fiscal Year 2008-2012
 Study Area

Roadway	From	To	Type of Improvement	Year
SW 117 Avenue	SW 8 Street	SW 40 Street	Widen 2 to 4 lanes	2011-2012
SW 117 Avenue	SW 152 Street	SW 184 Street	Widen 2 to 4 lanes	U/C
SW 127 Avenue	SW 88 Street	SW 120 Street	Widen 2 to 4 lanes	2007-2008
SW 137 Avenue	SW 200 Street	U.S. 1	Completion 2 continuous lanes	2011-2012
SW 137 Avenue	U.S. 1	HEFT	Widening 2 to 4 lanes	2010-2011
SW 157 Avenue	SW 8 Street	SW 42 Street	Widen 2 to 4 lanes	2011-2012
SW 157 Avenue	SW 52 Street	SW 54 Terrace	Widen 2 to 4 lanes	2010-2011
SW 157 Avenue	SW 112 Street	SW 120 Street	New 4 lanes	2007-2008
SW 157 Avenue	SW 120 Street	SW 136 Street	New 4 lanes	2008-2009
SW 157 Avenue	SW 152 Street	SW 184 Street	Widen 2 to 4 lanes	2008-2009
SW 177 Avenue	SW 184, 200 & 216 Streets		Intersection Improvements	2007-2008
SW 56 Street	SW 152 Ave.	SW158 Ave.	Widen 2 to 4 lanes	U/C
SW 88 Street	SW 162 Ave.	SW 150 Ave.	Widen 4 to 6 lanes	Private Sector
SW 104 Street	SW 147 Ave.	SW 137 Ave.	Widen 4 to 6 lanes	2007-2008
SW 120 Street	SW 137 Ave.	SW 117 Ave.	Widen 4 to 6 lanes	2011-2012
SW 136 Street	SW 127 Ave.	HEFT	Widen 2 to 4 lanes	2011-2012
SW 136 Street	SW 149 Ave.	SW 139 Ct.	Widen 2 to 4 lanes	2008-2009
SW 152 Street	SW 157 Ave.	SW 147 Ave.	Widen 2 to 4 lanes	2010-2011
SW 160 Street	SW 147 Ave.	SW 137 Ave.	Widen 2 to 4 lanes	2007-2008
SW 184 Street	SW 137 Ave.	SW 127 Ave.	Widen 2 to 4 lanes	U/C
SW 184 Street	SW 147 Ave.	SW 137 Ave.	Widen 2 to 4 lanes	2009-2010
SR 821/HEFT	SW 88 Street	SW 117 Ave	Widen to 12 lanes	2009-2010
SR 874	At Kendall Dr.		Add NB ramp from SW 88 St.	U/C

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

The planned improvements in this Study Area by 2020 are shown in Table 4-6.

Table 4-6
Year 2020 Planned Roadway Improvements
Study Area

Roadway	From	To	Type of Improvement	Priority
SW 137 Ave.	SW 8 St.	SW 26 Street	Widen 4 to 6 lanes	I
SW 177 Avenue	SW 136, 168, 184, 192, 200, 216, 256, 272 & 288 Streets		Add turn lanes	I
SW 142 Ave.	SW 8 Street	SW 42 Street	New 2 lanes	I
SW 26 Street	SW 149 Ave	SW 147 Ave.	Widen 2 to 4 lanes	I
SW 42 Street	SW 167 Ave.	SW 157 Ave.	New 2 lanes	I
SW 42 Street	SW 150 Ave.	SW 149 Ave.	Widen 2 to 4 lanes	I
SW 42 Street	SW 162 Ave.	SW 157 Ave.	Widen 2 to 4 lanes	I
SW 56 Street	SW 167 Ave.	SW 158 Ave.	New 2 lanes	I
SW 120 Street	SW 137Ave.	SW 117 Ave.	Widen 4 to 6 lanes	I
SW 136 Street	SW 157Ave.	HEFT	Widen 2 to 4 lanes	I
SW 177 Avenue	SW 8 Street	SW 136 Street	Widen 2 to 4 lanes	II
SW 177 Avenue	SW 136 Street	SW 296 Street	Access Management	II
SW 177 Avenue	SW 296 Street	U.S. 1	Truck By-pass / Widen 2 to 4 lanes	II
SW 167 Avenue	SW 56 Street	SW 88 Street	New 2 lanes	II
HEFT	SW 117 Ave.	SW 184 Street	Widen to 12 lanes	II
SW 117 Avenue	SW 8 Street	SW 40 Street	Widen 2 to 4 lanes	II
SW 107 Avenue	Flagler Street	SW 8 Street	Widen 4 to 6 lanes	II
SW 72 Street	SW 157 Ave.	SW 117 Ave.	Widen 4 to 6 lanes	II
SW 88 Street	SW 177 Ave.	SW 167 Ave.	Widen 4 to 6 lanes	II
SW 167 Avenue	SW 40 Street	SW 56 Street	New 2 lanes	III
SW 157 Avenue	SW 8 Street	SW 42 Street	New 4 lanes	III
SW 157 Avenue	SW 184 Street	SW 216 Street	New 2 lanes	III
SW 147 Avenue	SW 152 Street	SW 184 Street	Widen 2 to 4 lanes	III
SW 127 Avenue	SW 120 Street	SW 144 Street	New 4 lanes	III
HEFT	SW 8 Street	SW 88 Street	Widen to 8 lanes	III
HEFT	SW 104 Street	NW 107 Avenue	Express Lanes	III
HEFT	SW 184 Street	US 1	Widen to 10 lanes	III
HEFT	US 1	SW 200 Street	Widen 8 lanes	III
HEFT	SW 200 Street	SW 216 Street	Widen to 6 lanes	III
SW 107 Avenue	Quail Roost Dr.	SW 160 Street	Widen 2 to 4 lanes	III
SW 200 Street	Quail Roost Dr.	US 1	Widen 2 to 4 lanes	III
SW 184Street	SW 157Ave.	SW 147 Ave.	Widen 2 to 4 lanes	III
SW 152 Street	SW 157 Ave.	SW 147 Ave.	Widen 2 to 4 lanes	III
SW 152 Street	HEFT	US 1	Widen 4 to 6 lanes	III
SW 104 Street	SW 167 Ave.	SW 160 Ave.	New 4 lanes	III

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

Priority

I-Years 2005 to 2009
II-Years 2010 to 2015
III-Years 2016 to 2020

Year 2015 Traffic Conditions with the Amendment

The traffic consultant, Cathy Sweetapple & Associates, performed an evaluation of the Year 2015 traffic conditions, the planned buildout year for the CDMP application development program, to determine the adequacy of the roadway network to meet the adopted LOS standards. The analysis considers the funded 2008 TIP roadway improvements, the Priority I and Priority II planned improvements from the Miami-Dade Transportation Plan to the Year 2030, background traffic conditions reflecting future growth, and approved but unbuilt committed development projects in the study area, and the traffic impact of the proposed Amendment application. Since the proposed development plan of the CDMP Application was the subject of a Notice of Proposed Change (NOPC) application to an existing Development of Regional Impact (DRI), the applicant's traffic consultant performed a significance determination analysis to ensure that roadways carrying significant DRI traffic won't impact any state or regionally significant roadway found to be operating below the adopted LOS standard in the year 2015. Pursuant to Section 9J-2.045, F. S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the trips generated by the DRI was found to exceed 5.0% of the adopted LOS maximum service volume of the state or regionally significant roadway analyzed, and the roadway was found to be operating below the adopted LOS standard for the analysis period. For the year 2015, the cumulative impact of the DRI trips was found to exceed 5.0% of the adopted LOS maximum service volume for three segments on SW 152 Street and two segments on SW 184 Street. However, each of these segments was found to operate within the adopted LOS standards; therefore, the impact of the proposed new uses within the CDMP amendment are found not to significantly impact the surrounding roadway network through the year 2015. See Table 8, Year 2015 Total Traffic Conditions Two-way PM Peak Hour with Amendment Trips, and Table 9, Year 2015 Total Traffic Conditions and DRI Significance Determination Two-way PM Peak Hour with Amendment Trips, in the report titled "*CDMP Amendment Transportation Analysis - Miami Metrozoo*" that follows.

Year 2021 Traffic Conditions with the Amendment

The applicant's traffic consultant also performed an evaluation of the Year 2021 traffic conditions, the approved DRI buildout year, to determine the adequacy of the roadway network to meet the adopted LOS standards. The analysis considers the funded 2008 TIP roadway improvements; the Priority I, Priority II and Priority III improvements from the Miami-Dade Transportation Plan to the Year 2030; background traffic conditions reflecting future growth to the year 2021; the approved but unbuilt committed development projects in the study area; and the traffic impact of the proposed Amendment application. As indicated above, since the changes to the Amendment site were processed with an NOPC Application for the existing DRI, a significance determination analysis is provided to ensure that those roadways carrying significant DRI traffic will not impact any state or regionally significant roadway corridor found to be operating below the adopted LOS standards in the year 2021. The cumulative impact of

the DRI with the proposed amendment trips was found exceed 5.0% of the adopted LOS maximum service volumes on three segments of SW 152 Streets and on two segments of SW 184 Street. However, each of these roadway segments was found to operate within the adopted LOS standards; therefore, the impacts of the proposed new uses within the CDMP Amendment are found not to significantly impact the surrounding roadway network through the year 2021. See Table 10, Year 2021 Total Traffic Conditions Two-way PM Peak Hour with Amendment Trips, and Table 11, Year 2021 Total Traffic Conditions and DRI Significance Determination Two-way PM Peak Hour with Amendment Trips, in the report that follows.

The report that follows, titled “*CDMP Amendment Transportation Analysis – Miami Metrozoo*”, prepared for the applicant by Cathy Sweetapple & Associates, was submitted in response to a request by DP&Z for additional information during the Miami Metrozoo NOPC review process. The report contains specific traffic analysis information that is pertinent to the requested CDMP amendment application for the Miami Metrozoo additional development proposal.

Also, it should be pointed out that the Metropolitan Planning Organization (MPO) has hired Gannet Fleming to prepare a corridor transportation study for SW 152 Street. The study was requested by Commissioner Dennis Moss because the SW 152 Street corridor is experiencing remarkable growth and development and traffic on SW 152 Street has become an important issue that need further attention. The objective of the study is to identify alternatives for improving mobility along SW 152 Street. The alternatives will consider Transportation System Management (TSM), roadway improvements, and transit improvements. The study is scheduled for completion in October 2007; thus it will be available for adoption hearing in the Fall.

Application’s Impacts

1. The impact of the proposed new uses within the CDMP amendment are found not to significantly impact the surrounding roadway network through the years 2015 and 2021.
2. Each of the roadway segments in the study area that were analyzed were found to operate within the adopted LOS standards; therefore, the impacts of the proposed new uses within the CDMP Amendment are found not to significantly impact the surrounding roadway network through the years 2015 and 2021.

**Applicant's Traffic Study
CDMP Amendment Transportation Analysis – Miami Metrozoo
2007**

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CDMP AMENDMENT TRANSPORTATION ANALYSIS

Miami Metrozoo

June 2007

Prepared for:
Miami-Dade County
Park and Recreation Department

CATHY SWEETAPPLE & ASSOCIATES
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Miami Metrozoo
CDMP Amendment Transportation Analysis

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Miami Metrozoo
CDMP Amendment Transportation Analysis

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Miami Metrozoo
CDMP Amendment Transportation Analysis

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Miami Metrozoo CDMP Amendment Transportation Analysis

Introduction and Site Location

The Miami-Dade County Park and Recreation Department is processing a change to the Miami-Dade County Comprehensive Development Master Plan to add a new land use category to the 2015/2025 Land Use Map, creating the *Miami Metrozoo Entertainment Area*. This proposed land use category would apply to 170.3 acres of land consisting of the Miami Metrozoo parking areas, the land to the north of the parking, the Miami Metrozoo entry road and the Gold Coast Railroad Museum property (see **Figure 1A**). The new land use category would enable Miami-Dade County to implement a portion of its Miami Metrozoo Master Plan to develop additional tourist related attractions and support facilities inclusive of recreation and entertainment uses that are themed and branded to establish a unified Miami Metrozoo entertainment area. Specific attractions and support facilities include the Gold Coast Railroad and Transportation Museum, a Water Theme Park, a family entertainment ride-based theme park, lodging, food service, theme related retail, administrative offices and associated passenger transportation facilities. The current land use designation for the 170.3 acre amendment area is Parks and Recreation. Miami Metrozoo is currently located on 740 acres to the south of SW 152 Street, to the west of SW 117 Avenue and to east of SW 137 Avenue. It is connected to SW 152 Street by the Metrozoo access road at SW 124 Avenue.

Modification of the Development of Regional Impact

Miami Metrozoo is part of the *Dade County Zoological Park and South Dade Metropolitan DRI* (a.k.a. Miami Metrozoo and Larry and Penny Thompson Park), which received approval in 1975 as a 740 acre zoological park and a 270 acre recreational park. In February of 2005, a Notification of Proposed Change (NOPC) was submitted to the South Florida Regional Planning Council (SFRPC), the Florida Department of Transportation (FDOT), the Florida Department of Community Affairs (DCA) and Miami-Dade County (MDC) to make changes to the total acreage contained within the DRI (see **Figure 1B**) and to modify the uses permitted consistent with the approved Miami Metrozoo Master Plan completed in 2003 and updated in 2005 (see **Figure 1C**). The review completed by the regional and local reviewing agencies identified no significant regional issues resulting from the proposed NOPC and this finding was conveyed in writing to the County Manager on June 14, 2005. The following changes were proposed to the DRI:

- An increase in the DRI land area by 193.3 acres (see **Table 1A**) from 1,010 acres to 1,203.3 acres, consisting of:
 - 50 acres to be added to the northwest corner of the DRI to continue to be used by the Gold Coast Railroad and Transportation Museum to exhibit historic railroad equipment and to create a themed mainstreet entertainment area;
 - 136 acres to be added to the northwest corner of the Larry and Penny Thompson Park to be used to extend passive trails for environmental interpretation; and
 - 7.3 acres currently used as the Metrozoo main entrance connecting the approved DRI with SW 152 Street.
- A reallocation of 1,435 parking spaces from Miami Metrozoo (a Chapter 380.06, Florida Statutes, serial performance attraction/recreation facility) for parking to support 200 hotel rooms, a water theme park, a family entertainment center and the Gold Coast Railroad and Transportation Museum (which would include 20,000 square feet of ancillary theme related retail and 30,000 square feet of restaurant space). The reallocation of the 1,435 parking spaces would include 385 parking spaces for the Gold Coast Railroad and Transportation Museum, 500 parking spaces for the Water Theme Park, 275 parking spaces for the Family Entertainment Center and 275 parking spaces for the 200 hotel rooms (see **Table 1B**).

The NOPC included a DRI transportation significance determination analysis to address the cumulative impacts based upon the existing traffic from Metrozoo today, and the additional PM peak hour traffic resulting from the new uses proposed within the 170.3 acre *Miami Metrozoo Entertainment Area*.

Table 1A – Approved vs. Proposed DRI Land Area

DEVELOPMENT PROGRAM	UNITS	APPROVED LAND AREA	PROPOSED LAND AREA	MAGNITUDE OF CHANGE
Zoological Park	Acres	740	682	Reallocate 58 acres of Zoo land to Water Park, FEC and Hotel
Park with Campgrounds	Acres	270	406	Increase by 136 acres for environmental preserve
Gold Coast Museum	Acres	n/a	50	Increase by 50 acres
Water Park	Acres	n/a	23	Reallocate 23 acres from Zoo land [1]
Family Entertainment Center	Acres	n/a	20	Reallocate 20 acres from Zoo land [1]
Hotel	Acres	n/a	15	Reallocate 15 acres from Zoo land
Miami Metrozoo Entry Road	acres	n/a	7.3	Increase by 7.3 acres for the connection to SW 152 Street
Total Acreage:		1,010	1,203.3	Total increase = 193.3 acres

[1] In the NOPC, the Water Park was 20 acres and the Family Entertainment Center was 23 acres. The size of these two uses has been exchanged in the final plan for the CDMP. This change does not affect the trip generation since both uses were calculated using the per acre variable under ITE LUC 480 for Amusement Park.

Table 1B - Parking Reallocation Summary for the Attraction/Recreation Uses in the DRI

DEVELOPMENT PROGRAM	UNITS	APPROVED PARKING	PROPOSED PARKING	MAGNITUDE OF CHANGE
Zoological Park	Spaces	5,000	3,565	Reallocate 1,435 zoo spaces to Museum, Water Park, FEC and Hotel.
Park with Campgrounds	Spaces	655	571	241 general, 240 RV, 80 tent sites with parking plus 10 new spaces
Gold Coast Museum	Spaces	n/a	385	Reallocate 385 zoo spaces within the 50 acre area
Water Park	Spaces	n/a	500	Reallocate 500 zoo spaces within the 23 acre area
Family Entertainment Center	Spaces	n/a	275	Reallocate 275 zoo spaces within the 20 acre area
Hotel	Spaces	n/a	275	Reallocate 275 zoo spaces within the 15 acre area
Total Parking Spaces:		5,655	5,571	Total decrease = 84 spaces

CDMP Amendment Transportation Analysis and Study Area

A CDMP Amendment Transportation Analysis has been prepared to examine the future transportation impacts resulting from the creation of the proposed new land use category allowing for the implementation of portions of the Miami Metrozoo Master Plan consistent with the DRI analysis performed for the NOPC. The uses include the Water Theme Park, the Family Entertainment Center, the 200 room hotel and the Gold Coast Railroad and Transportation Museum inclusive of the ancillary theme related retail and proposed restaurant space located behind the paid admission gates. This amendment is being processed along with the NOPC application for the DRI, and thus the traffic impact of the proposed amendment is based upon the development program changes identified and analyzed as part of the NOPC. The CDMP amendment transportation analysis examines the adequacy of the transportation infrastructure within the short term and long term planning horizons, specifically addressing traffic concurrency pursuant to the Miami-Dade County Concurrency Management System, and the Year 2015 transportation conditions on the surrounding roadway network. Since the CDMP Amendment is being processed with the companion NOPC application for the DRI, a DRI significance determination analysis is also provided for the Year 2015 planning horizon and the Year 2021 build-out date for the DRI. The study area for the CDMP amendment transportation analysis examines the arterial and collector roadway network serving the amendment site and extending to SW 8 Street on the north, the HEFT and US-1 on the east, SW 216 Street on the south and SW 177 Avenue on the west (see **Figure 1D**).

Development Proposed for the Amendment Site

The proposed development program for the 170.3 acre amendment site consists of the uses outlined in **Table 1C** below. No development program use changes are proposed to the Zoological Park or to Larry and Penny Thompson Park.

Table 1C – Proposed Development Program for the Amendment Site

DEVELOPMENT PROGRAM WITHIN THE 170.3 ACRES	SCALE
Gold Coast Railroad and Transportation Museum	50 acres
Restaurants/Entertainment	30,000 SF
Water Theme Park	23 acres
Family Entertainment Center	20 acres
Specialty Theme Related Retail (behind paid admission gates)	20,000 SF
Hotel	200 rooms on 15 acres



Legend



170.3 Acre Amendment Area



Amended DRI Boundary from the NOPC

Figure 1A
 170.3 Acre Amendment Area
 Miami Metrozoo
 May 2007



Legend



Area Added to DRI from the NOPC



Original DRI Boundary

Figure 1B
Original DRI Boundary and Lands Added by the NOPC
Miami Metrozoo
May 2007



THE PORTICO GROUP
 SAVINO & MILLER DESIGN
 LEDO INTERNATIONAL
 EAC CONSULTING
 GLADYS KIDD & ASSOCIATES

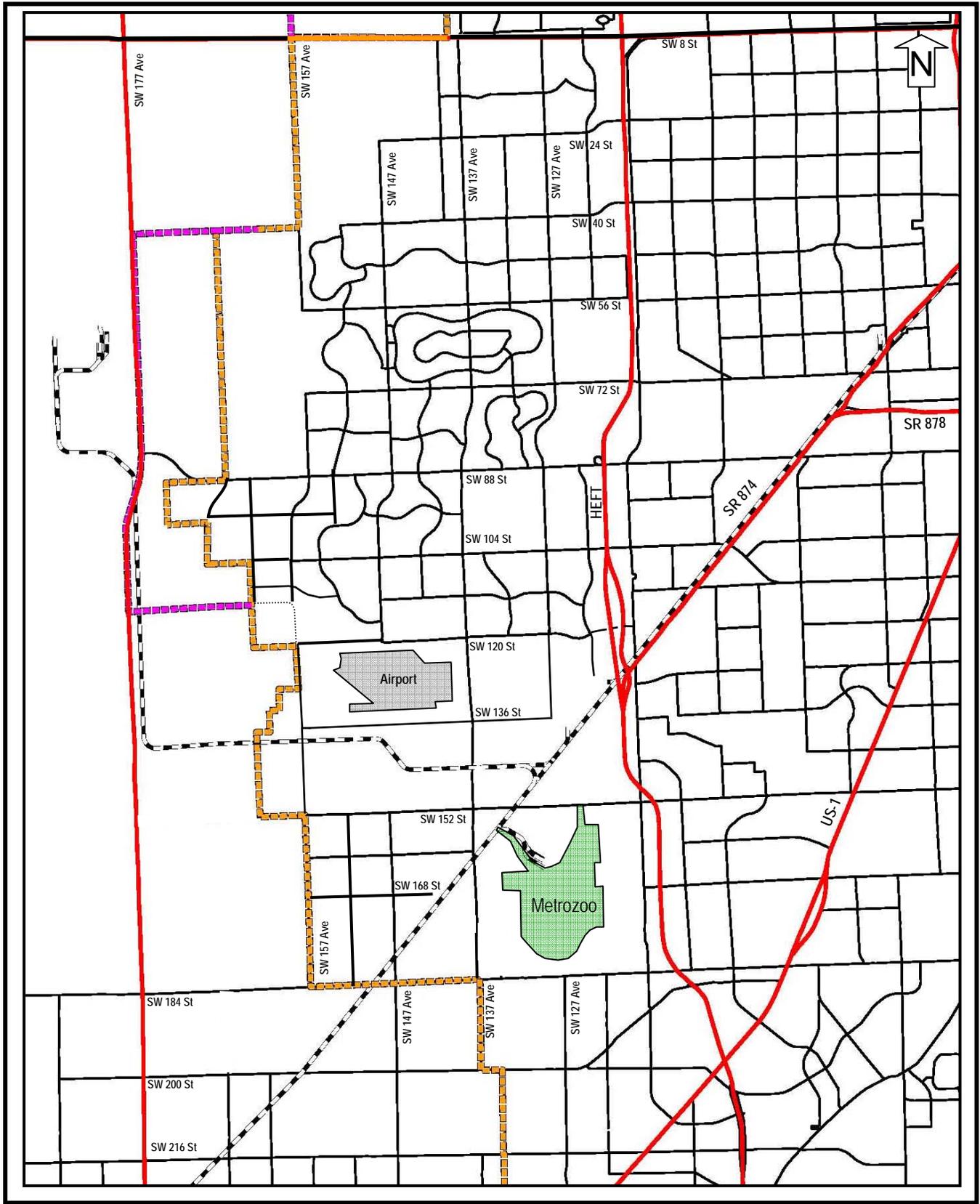
**MIAMI METROZOO MASTER PLAN
 AND FURTHER DEVELOPMENT
 MIAMI - DADE COUNTY**


 JULY 2005

Legend

Figure 1C
 Miami Metrozoo Master Plan
 Miami Metrozoo
 May 2007

Source: Cathy Sweetapple & Associates



Legend



Site Location

-  2015 Urban Development Boundary
-  2025 Urban Expansion Area
-  Existing Rail Lines
-  FIHS Roadways

Figure 1D
Existing Highway and Transportation Network
Miami Metrozoo
May 2007

Overview of the Amendment Traffic

The NOPC Application documented that the additional uses proposed (the Gold Coast Railroad and Transportation Museum with the restaurants and themed related retail, the Water Theme Park, the Family Entertainment Center and the Hotel) would generate additional weekday daily, AM and PM peak hour trips beyond those which were approved in the original DRI. The NOPC Application analyzed the impact of the additional PM peak hour trips onto the roadway network consistent with the adopted level of service standards from the CDMP. The regional and local reviewing agencies agreed that no additional regional impacts were found to exist based upon the additional PM peak hour trips. A DRI significance determination analysis was provided in the NOPC, analyzing traffic impacts through the Year 2014. The DRI significance determination analysis has been expanded as part of this study to include the entire roadway network study area, and to extend the timeframes of the analysis to both the 2015 planning horizon and to the 2021 build-out date of the DRI. Several observations were made regarding the transportation characteristics of the uses proposed for the amendment site. These observations are listed below:

- The traffic impacts for the existing and proposed attraction uses were found to be seasonally different, with the zoo traffic peaking during the winter and the water park traffic peaking during the summer. Attendance data from the zoo indicated that the peak attendance timeframe was during the winter school holiday break at the end of December and at the beginning of January. The zoo was found to attract patrons during the day, while the family entertainment center was expected to generate higher attendance during the evening.
- Based upon the location of Miami Metrozoo and the attraction uses, the peak outbound movement leaving the site would predominantly be directed to the east (towards the Turnpike), which is contra flow to the PM peak hour westbound residential traffic returning home to Kendall on a typical weekday.
- The weekday arrival of patrons to the attraction uses are anticipated to fall outside the morning commute, with patrons arriving between 9:30 and 10:30 am, outside the traditional 7:00 to 9:00 am peak travel commute for the morning background traffic. Daily attendees are anticipated to conclude their visits between 3:00 and 5:00 pm, both before and during the 4:00 to 6:00 pm peak travel hours for afternoon background traffic. Current weekday operating hours for Miami Metrozoo are 9:30 am to 5:30 pm.
- It is anticipated (based upon the characteristics of the new uses proposed) that the peak attendance and trip making characteristics for the family attraction uses would peak on the weekends rather than on any given weekday, falling clearly outside the traditional AM and PM peak hour weekday commuting timeframes.
- The adopted level of service standard for the roadway network surrounding Miami Metrozoo is the "Peak Period", which is defined in the Transportation Element of the CDMP as the average of the two highest consecutive hours of traffic volume during a weekday. The CDMP Transportation Analysis will therefore evaluate traffic impacts for the weekday PM peak hour which represents the peak hour timeframe of background traffic in the study area.

Trip Generation for the Amendment

A trip generation analysis has been prepared to estimate the daily, AM and PM peak hour amendment trips using the rates and equations from ITE Trip Generation, 7th Edition in combination with data collected at Miami Metrozoo as part of the NOPC Application approved by review agencies in June 2005. Trip estimates are also provided for the Sunday daily and peak hour timeframes for comparison with trip generation estimates from the Original DRI. Traffic data was collected at the Metrozoo entrance and at the entrances to Larry and Penny Thompson Park to develop the information on existing trip generation. Traffic data was collected at the time of year which historically coincides with the highest attendance at both the Zoo and the Park. The traffic data was summarized to establish the existing trip characteristics for the site, and was submitted to reviewing agencies as part of the NOPC. Copies of the data summaries are provided in **Attachment I** of this report.

The remainder of the analysis uses the rates and equations from ITE Trip Generation, 7th Edition. This includes the use of ITE land use code (LUC) 480 for Amusement Park to estimate the trips for the Water Theme Park and the Family Entertainment Center. The trip rates are based upon acres for the amusement use as published by ITE. The analysis includes the use of ITE LUC 310 for occupied hotel rooms to estimate the trips for the Family Vacation Hotel. The analysis includes the use of ITE LUC 931 for quality restaurants to estimate the trips for the restaurant space that will be open to the public as part of the entertainment area located within the Gold Coast Railroad and Transportation Museum. The analysis includes the use of ITE LUC 814 and 820 to estimate the trips for the ancillary theme related specialty retail space that will be located behind paid admission gates within the Gold Coast Railroad and Transportation Museum. ITE LUC 814 includes trip generation formulas for daily and PM peak hour only therefore ITE LUC 820 is used to estimate the trips for the AM peak hour. The trip generation calculations are summarized in **Table 2A** below, and are provided in detail in the following tables:

- **Table 2B** – Trip generation for daily, AM peak hour and PM Peak hour for the Amendment Site
- **Table 2C** – Trip generation for Sunday and Sunday peak hour for the Amendment Site
- **Tables 2D-1, 2D-2, 2D-3** – Internalization spreadsheets for daily, AM peak hour and PM peak hour
- **Tables 2E-1, 2E-2** – Internalization spreadsheets for Sunday and Sunday peak hour
- **Table 2F** – Trip generation for the existing uses in the DRI for the daily, AM peak hour, PM Peak Hour, Sunday and Sunday Peak hour timeframes.

Table 2A - Net External Trip Generation Summary for the Approved, Existing and Proposed Program

Timeframe	Original DRI Zoo and Park	Existing Zoo and Park	170.3 Acre Amendment Site	Change from the Original DRI Approval
Daily	5,100	3,680	6,948	Increase of 5,528 Daily Trips
AM Peak Hour	n/a	122	210	Increase of 210 AM Trips
PM Peak Hour	490	444	470	Increase of 424 PM Trips
Sunday	14,960	3,580	10,507	Decrease of 873 Sunday Trips
Sunday Peak Hour	1,410	504	1,102	Increase of 196 Sunday Peak Hour Trips

Transportation Analysis for the Increase in Site Related Traffic

Based upon the trip generation material provided in **Table 2A** above, there will be an increase in site related traffic resulting from the proposed land use change. This increase has therefore been evaluated on four separate levels to ensure that adopted levels of service can be maintained with the impacts of the proposed amendment site.

- The proposed amendment has been evaluated for traffic concurrency following the guidelines from Miami-Dade County for the first directly accessed County and State count stations, the committed development information from the Miami-Dade County concurrency database and the peak hour period trips from the proposed amendment site.
- An existing conditions network analysis has been prepared for the study area roadways surrounding the amendment site using updated traffic counts.
- Year 2015 and Year 2021 network analyses have been prepared to reflect the long term planning horizon, incorporating funded transportation improvements from the adopted TIP and Priority I, II or III planned improvements as appropriate, incorporating unbuilt and approved committed developments in the study area, and including the impact of the amendment site.
- A Year 2015 and Year 2021 DRI significance determination analysis has also been prepared pursuant to Rule 9J-2.045, F.S. for the impact analysis of DRI traffic on the state and regionally significant roadways.

**TABLE 2B
MIAMI METROZOO
TRIP GENERATION FOR THE AMENDMENT SITE**

05-Jun-07

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	DAILY TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Gold Coast Railroad and Transportation Museum	50 ACRES	[1]	T = 3.8296 (X)	191	50%	96	50%	95
Restaurants/Entertainment (behind paid admission gate)	30,000 SQ.FT.	931	T = 89.95 (X)	2,699	50%	1,349	50%	1,350
Specialty Themed Retail (behind paid admission gate)	20,000 SQ.FT.	814	T = 42.78 (X) + 37.66	893	50%	447	50%	446
Water Theme Park	23 ACRES	480	T = 75.76 (X)	1,742	50%	871	50%	871
Family Entertainment Center	20 ACRES	480	T = 75.76 (X)	1,515	50%	758	50%	757
Hotel	200 ROOMS	310	T = 8.92 (X)	1,784	50%	892	50%	892
GROSS TOTAL TRIPS				8,825	50%	4,413	50%	4,412
INTERNALIZATION OF RETAIL TRIPS		50.00%	See Table 2D-1	447	50%	223	50%	224
INTERNALIZATION OF RESTAURANT TRIPS		11.61%	See Table 2D-1	313	50%	157	50%	156
INTERNALIZATION OF HOTEL TRIPS		20.00%	See Table 2D-1	357	50%	178	50%	179
INTERNALIZATION OF ATTRACTION/THEME PARK TRIPS		22.04%	See Table 2D-1	760	50%	380	50%	380
SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS		21.27%	See Table 2D-1	1,877	50%	938	50%	939
NET EXTERNAL TRIPS				6,948	50%	3,475	50%	3,473

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	AM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Gold Coast Railroad and Transportation Museum	50 ACRES	[1]	T = 0.1963 (X)	10	80%	8	20%	2
Restaurants/Entertainment (behind paid admission gate)	30,000 SQ.FT.	931	T = 0.81 (X)	24	50%	12	50%	12
Specialty Themed Retail (behind paid admission gate)	20,000 SQ.FT.	820	Ln (T) = 0.60 Ln (X) + 2.29	60	61%	37	39%	23
Water Theme Park	23 ACRES	480	T = 0.21 (X)	5	88%	4	12%	1
Family Entertainment Center	20 ACRES	480	T = 0.21 (X)	4	88%	4	12%	0
Hotel	200 ROOMS	310	T = 0.78 (X) - 29.80	126	58%	73	42%	53
GROSS TOTAL TRIPS				229	60%	138	40%	91
INTERNALIZATION OF RETAIL TRIPS		8.00%	See Table 2D-2	5	61%	3	39%	2
INTERNALIZATION OF RESTAURANT TRIPS		13.33%	See Table 2D-2	3	50%	2	50%	1
INTERNALIZATION OF HOTEL TRIPS		3.41%	See Table 2D-2	4	52%	2	48%	2
INTERNALIZATION OF ATTRACTION/THEME PARK TRIPS		39.47%	See Table 2D-2	7	85%	6	15%	1
SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS		8.41%	See Table 2D-2	19	67%	13	33%	6
NET EXTERNAL TRIPS				210	60%	125	40%	85

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Gold Coast Railroad and Transportation Museum	50 ACRES	[1]	T = 0.3296 (X)	16	41%	7	59%	9
Restaurants/Entertainment (behind paid admission gate)	30,000 SQ.FT.	931	T = 7.49 (X)	225	67%	151	33%	74
Specialty Themed Retail (behind paid admission gate)	20,000 SQ.FT.	814	T = 2.40 (X) + 21.48	69	44%	31	56%	38
Water Theme Park	23 ACRES	480	T = 3.95 (X)	91	61%	55	39%	36
Family Entertainment Center	20 ACRES	480	T = 3.95 (X)	79	61%	48	39%	31
Hotel	200 ROOMS	310	Ln(T) = 1.20 Ln (X) - 1.55	122	49%	60	51%	62
GROSS TOTAL TRIPS				603	58%	352	42%	251
INTERNALIZATION OF RETAIL TRIPS		50.00%	See Table 2D-3	35	44%	15	56%	20
INTERNALIZATION OF RESTAURANT TRIPS		8.76%	See Table 2D-3	20	67%	13	33%	7
INTERNALIZATION OF HOTEL TRIPS		20.00%	See Table 2D-3	24	61%	15	39%	9
INTERNALIZATION OF ATTRACTION/THEME PARK TRIPS		29.14%	See Table 2D-3	54	61%	33	39%	21
SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS		22.09%	See Table 2D-3	133	57%	76	43%	57
NET EXTERNAL TRIPS				470	59%	276	41%	194

[1] The trip rates from the December 2004 Park counts have been applied to the Gold Coast Railroad Museum, in combination with the restaurant and retail trips.

Table 2B.1 - Gold Coast Railroad and Transportation Museum - Cumulative Trip Generation - Daily, AM Peak Hour and PM Peak Hour

LAND USE	UNITS	ITE LUC		Daily	AM	PM
Gold Coast Railroad and Transportation Museum	50 ACRES	[1]	See Table 2B	191	10	16
Restaurants/Entertainment (behind paid admission gate)	30,000 SQ.FT.	931	See Table 2B	2699	24	225
Specialty Themed Retail (behind paid admission gate)	20,000 SQ.FT.	814/820	See Table 2B	893	60	69
Total Trips				3,783	94	310
Cumulative Trip Rate per Acre for all Gold Coast Uses				75.66	1.88	6.20
ITE LUC 480 Trip Rate per Acre Comparison				75.76	0.21	3.95

Table 2B.2 - Restaurant Trip Conversion to Seats - Daily and PM Peak Hour

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION	TRIPS	IN %	TRIPS	OUT %	TRIPS
Restaurants/Entertainment (behind paid admission gate)	30,000 SQ.FT.	931	T = 89.95 (X) - Daily Rate	2,699	50%	1,349	50%	1,350
Restaurants/Entertainment (behind paid admission gate)	30,000 SQ.FT.	931	T = 7.49 (X) - PM Rate	225	67%	151	33%	74
Restaurants/Entertainment (behind paid admission gate)	943 Seats	931	T = 2.86 (X) - Daily Rate	2,697	50%	1,348	50%	1,349
Restaurants/Entertainment (behind paid admission gate)	865 Seats	931	T = 0.26 (X) - PM Rate	225	67%	151	33%	74

TABLE 2C
MIAMI METROZOO
TRIP GENERATION FOR THE AMENDMENT SITE - SUNDAY

08-May-07

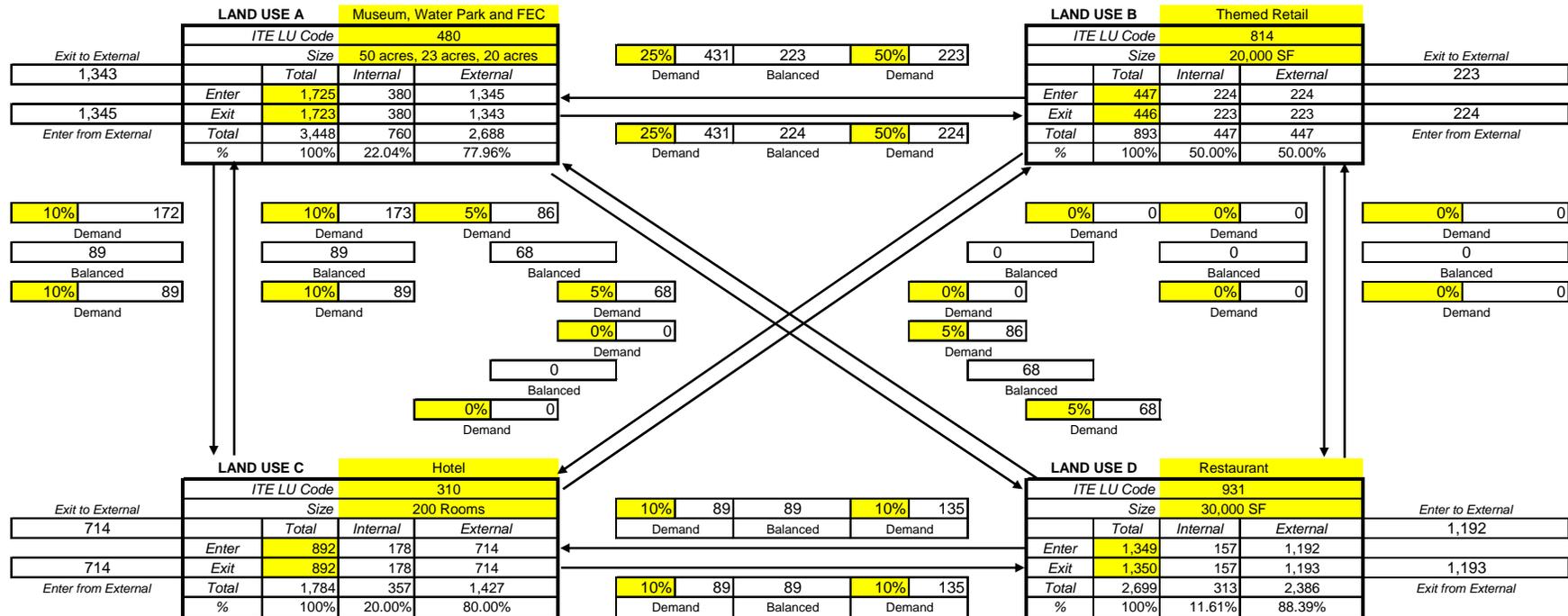
LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	SUNDAY TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Gold Coast Railroad and Transportation Museum	50 ACRES	[1]	T = 3.75 (X)	188	50%	94	50%	94
Restaurants/Entertainment	30,000 SQ.FT.	931	T = 72.16 (X)	2,165	50%	1,082	50%	1,083
Water Theme Park	23 ACRES	480	T = 171.02 (X)	3,933	50%	1,967	50%	1,966
Family Entertainment Center	20 ACRES	480	T = 171.02 (X)	3,420	50%	1,710	50%	1,710
Specialty Themed Retail (behind paid admission gate)	20,000 SQ.FT.	814	T = 20.43 (X)	409	50%	204	50%	205
Hotel	200 ROOMS	310	T = 8.48 (X)	1,696	50%	848	50%	848
GROSS TOTAL TRIPS				11,811	50%	5,905	50%	5,906
INTERNALIZATION OF RETAIL TRIPS		50.00%		204	50%	102	50%	102
INTERNALIZATION OF RESTAURANT TRIPS		12.84%		278	50%	139	50%	139
INTERNALIZATION OF HOTEL TRIPS		20.00%		339	50%	170	50%	169
INTERNALIZATION OF ATTRACTION/THEME PARK TRIPS		6.40%		483	50%	241	50%	242
SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS		11.04%		1,304	50%	652	50%	652
NET EXTERNAL TRIPS				10,507	50%	5,253	50%	5,254
LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PK HR TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Gold Coast Railroad and Transportation Museum	50 ACRES	[1]	T = 0.437 (X)	22	47%	10	53%	12
Restaurants/Entertainment	30,000 SQ.FT.	931	T = 8.38 (X)	251	63%	158	37%	93
Water Theme Park	23 ACRES	480	T = 17.76 (X)	408	44%	180	56%	228
Family Entertainment Center	20 ACRES	480	T = 17.76 (X)	355	44%	156	56%	199
Specialty Themed Retail (behind paid admission gate)	20,000 SQ.FT.	820	T = 3.12 (X)	62	49%	31	51%	31
Hotel	200 ROOMS	310	T = 0.75 (X)	150	49%	74	51%	76
GROSS TOTAL TRIPS				1,249	49%	609	51%	640
INTERNALIZATION OF RETAIL TRIPS		50.00%		31	44%	14	56%	17
INTERNALIZATION OF RESTAURANT TRIPS		11.00%		28	67%	19	33%	9
INTERNALIZATION OF HOTEL TRIPS		20.00%		30	61%	18	39%	12
INTERNALIZATION OF ATTRACTION/THEME PARK TRIPS		7.46%		59	61%	36	39%	23
SUBTOTAL INTERNAL CAPTURE OF GROSS TRIPS		11.80%		147	59%	87	41%	60
NET EXTERNAL TRIPS				1,102	47%	522	53%	580

[1] The trip rates from the December 2004 Park counts have been applied to the Gold Coast Railroad Museum.

Analyst Sweetapple
Date May 6, 2007

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Project Metrozoo CDMP
Time Period Daily



Net External Trips for Multi-Use Developments					
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	Total
Enter	1,345	224	714	1,192	3,475
Exit	1,343	223	714	1,193	3,473
Total	2,688	447	1,427	2,386	6,947
Single Use	3,448	893	1,784	2,699	8,824
	Attractions	Retail	Hotel	Restaurants	
					INTERNAL CAPTURE 21.27%

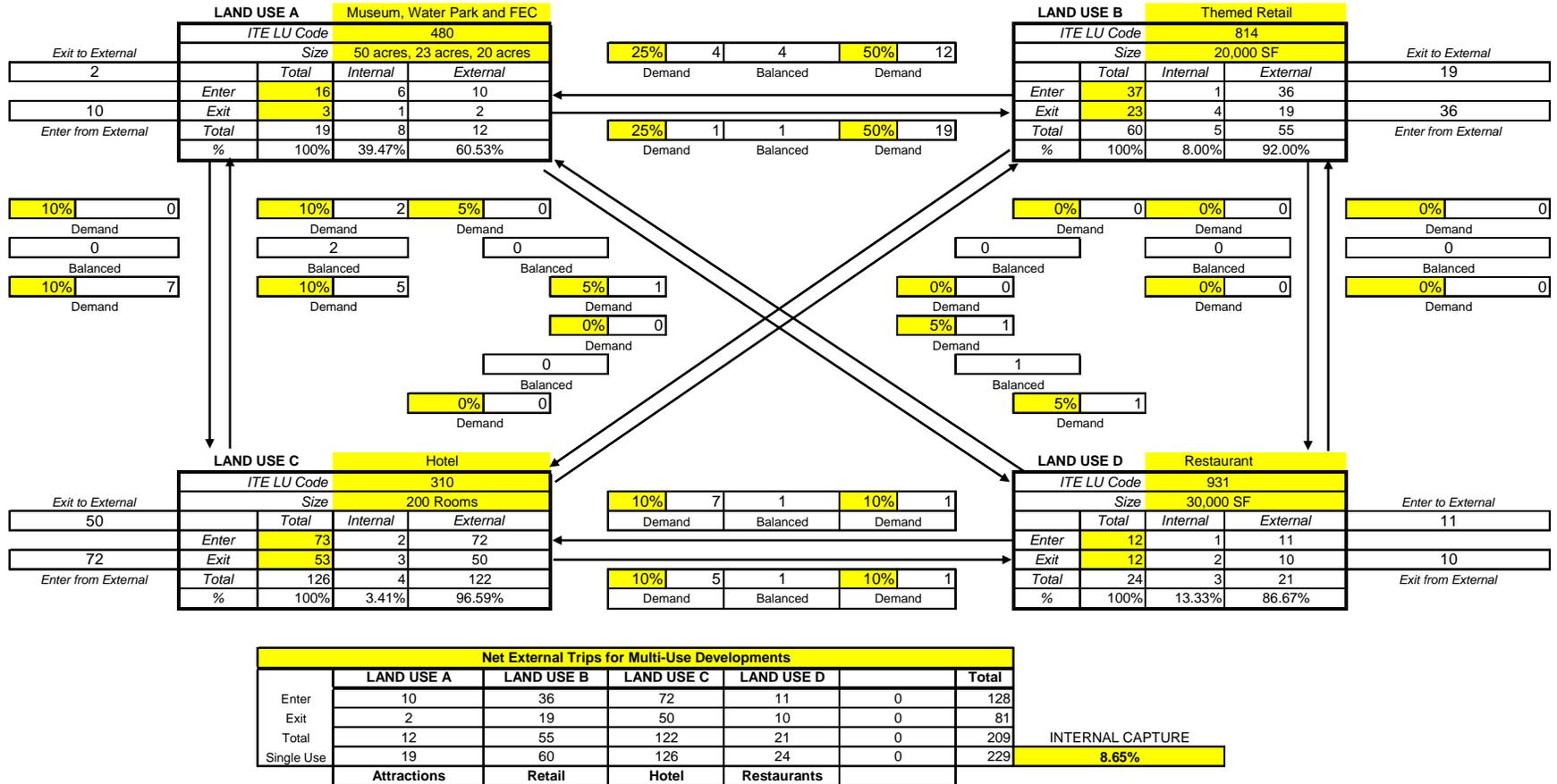
Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Table 2D-1
ITE Multi-Use Development Trip Generation and Internal Capture Summary – Daily
Miami Metrozoo
May 2007

Analyst Sweetapple
Date May 6, 2007

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Project Metrozoo CDMP
Time Period AM Peak Hour



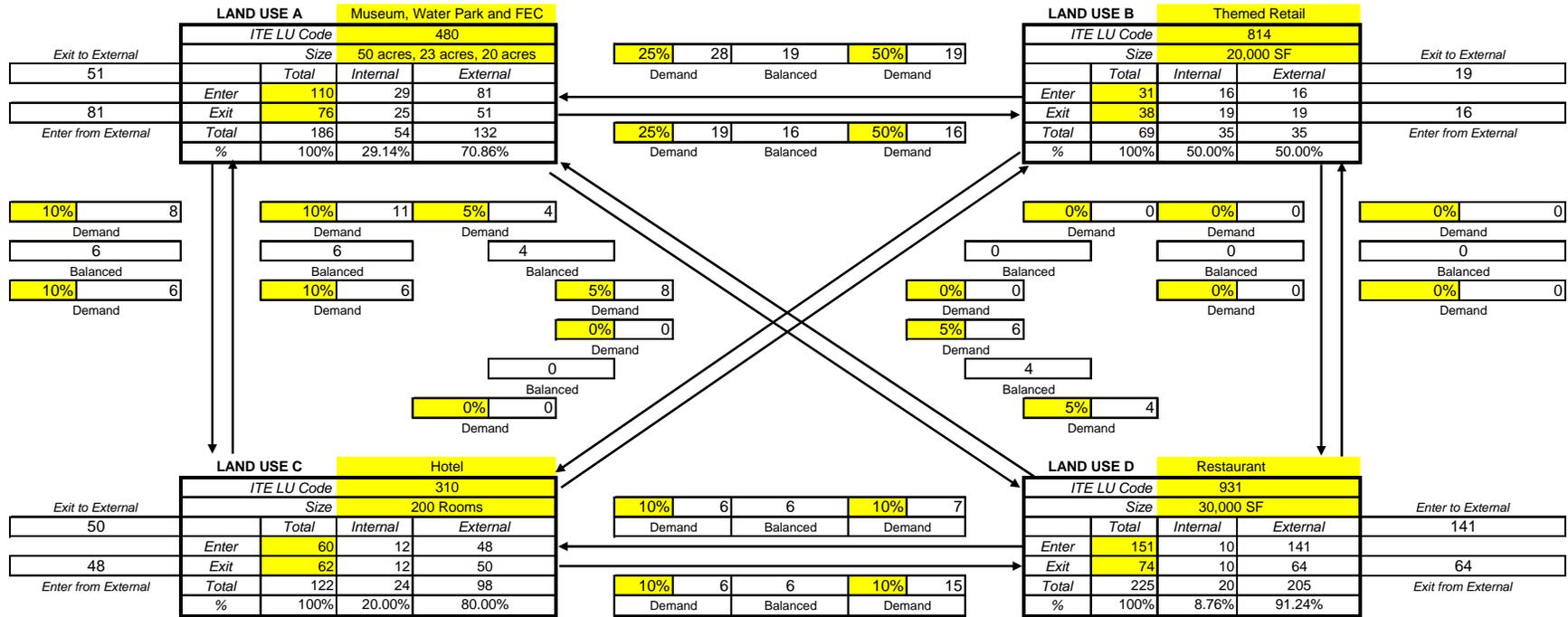
Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Table 2D-2
ITE Multi-Use Development Trip Generation and Internal Capture Summary – AM Peak Hour
Miami Metrozoo
May 2007

Analyst Sweetapple
Date May 6, 2007

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Project Metrozoo CDMP
Time Period PM Peak Hour



Net External Trips for Multi-Use Developments						
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	Total	
Enter	81	16	48	141	0	286
Exit	51	19	50	64	0	184
Total	132	35	98	205	0	469
Single Use	186	69	122	225	0	602
	Attractions	Retail	Hotel	Restaurants		INTERNAL CAPTURE 22.06%

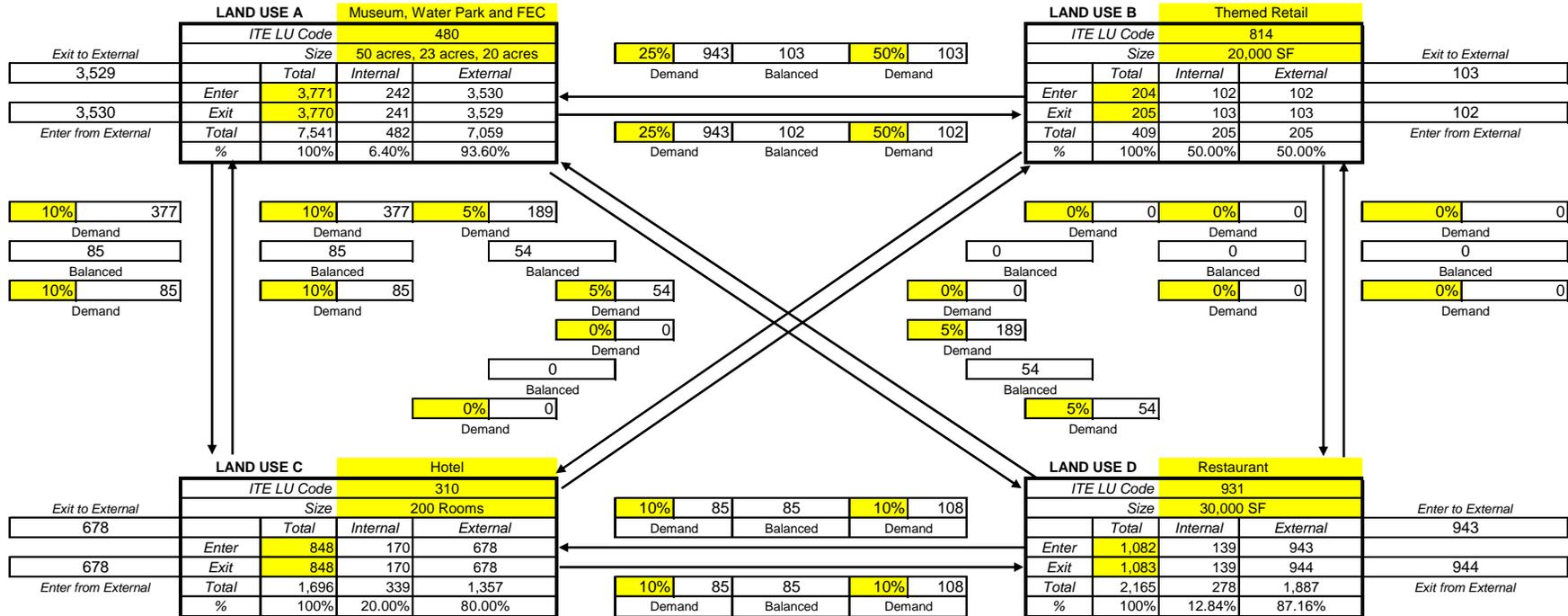
Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Table 2D-3
ITE Multi-Use Development Trip Generation and Internal Capture Summary – PM Peak Hour
Miami Metrozoo
May 2007

Analyst Sweetapple
Date May 6, 2007

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Project Metrozoo CDMP
Time Period Sunday



Net External Trips for Multi-Use Developments						
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	Total	
Enter	3,530	102	678	943	0	5,253
Exit	3,529	103	678	944	0	5,254
Total	7,059	205	1,357	1,887	0	10,507
Single Use	7,541	409	1,696	2,165	0	11,811
	Attractions	Retail	Hotel	Restaurants		INTERNAL CAPTURE 11.04%

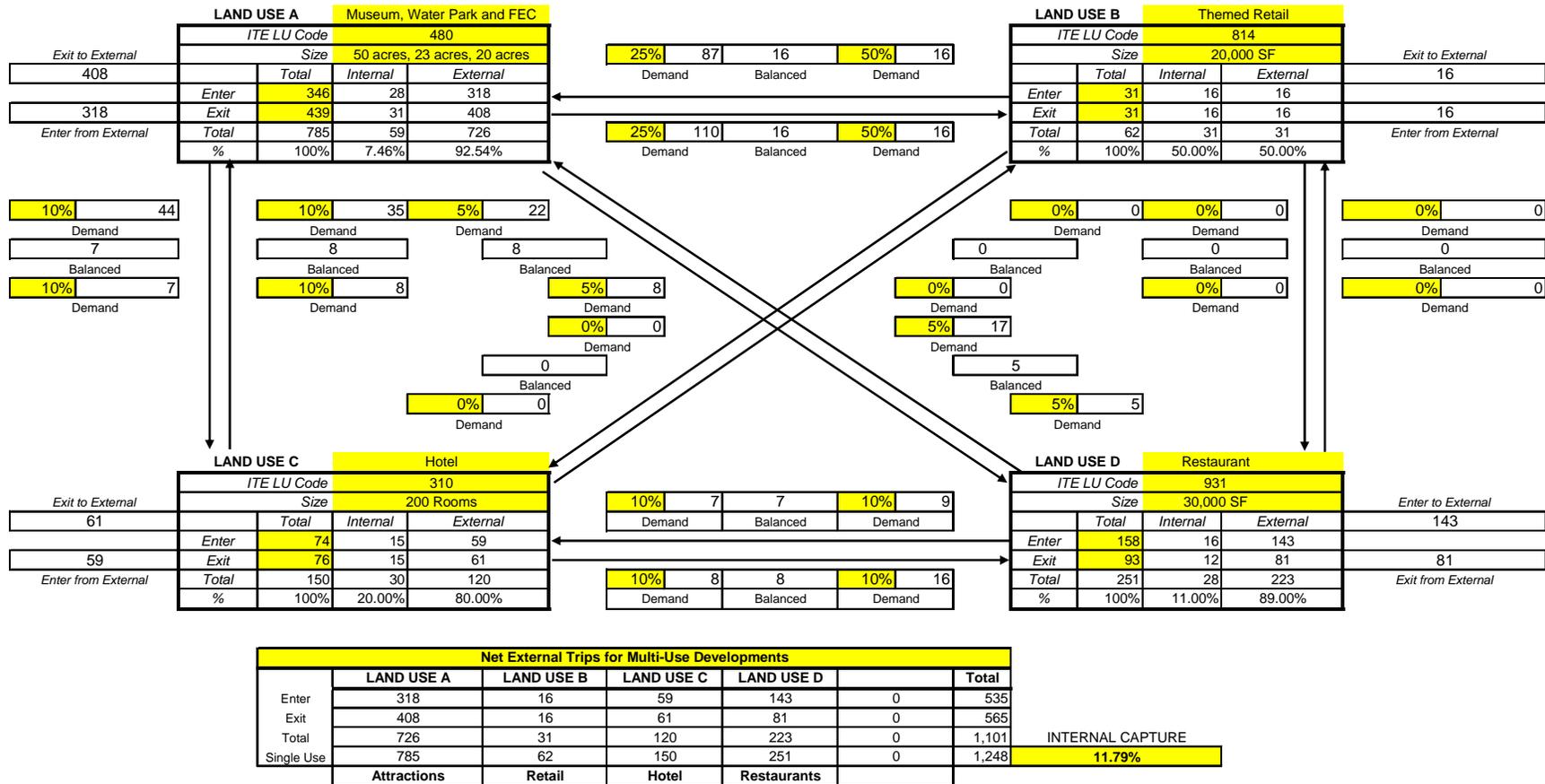
Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Table 2E-1
ITE Multi-Use Development Trip Generation and Internal Capture Summary – Sunday
Miami Metrozoo
May 2007

Analyst Sweetapple
Date May 6, 2007

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Project Metrozoo CDMP
Time Period Sunday Peak Hour



Source: ITE Trip Generation Handbook, June 2004, Chapter 7, page 110 – Multi-Use Development Trip Generation and Internal Capture Summary.

Table 2E-2
ITE Multi-Use Development Trip Generation and Internal Capture Summary – Sunday Peak Hour
Miami Metrozoo
May 2007

**TABLE 2F
MIAMI METROZOO
TRIP GENERATION FOR THE EXISTING USES IN THE DRI**

08-May-07

LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	DAILY TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Zoological Park	5,000 SPACES	[1]	Actual Counts collected in Dec-04.	2,646	50%	1,323	50%	1,323
Larry and Penny Thompson Park	270 ACRES	[2]	Actual Counts collected in Dec-04.	1,034	50%	517	50%	517
EXISTING TRIPS FOR ZOO AND PARK				3,680	50%	1,840	50%	1,840
TRIPS APPROVED BY THE ORIGINAL DRI				5,100				
TRIPS REMAINING				1,420				
LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	AM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Zoological Park	5,000 SPACES	[1]	Actual Counts collected in Dec-04.	69	88%	61	12%	8
Larry and Penny Thompson Park	270 ACRES	[2]	Actual Counts collected in Dec-04.	53	80%	42	20%	11
EXISTING TRIPS FOR ZOO AND PARK				122	84%	103	16%	19
TRIPS APPROVED BY THE ORIGINAL DRI				N/A				
TRIPS REMAINING				122				
LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	PM TRIPS	IN		OUT	
					%	TRIPS	%	TRIPS
Zoological Park	5,000 SPACES	[1]	Actual Counts collected in Dec-04.	355	18%	64	82%	291
Larry and Penny Thompson Park	270 ACRES	[2]	Actual Counts collected in Dec-04.	89	41%	36	59%	53
EXISTING TRIPS FOR ZOO AND PARK				444	23%	100	77%	344
TRIPS APPROVED BY THE ORIGINAL DRI				490				
TRIPS REMAINING				46				
LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	SUNDAY DAILY	IN		OUT	
					%	TRIPS	%	TRIPS
Zoological Park	5,000 SPACES	[1]	Actual Counts collected in Dec-04.	2,567	50%	1,284	50%	1,283
Larry and Penny Thompson Park	270 ACRES	[2]	Actual Counts collected in Dec-04.	1,013	50%	507	50%	506
EXISTING TRIPS FOR ZOO AND PARK				3,580	50%	1,791	50%	1,789
TRIPS APPROVED BY THE ORIGINAL DRI				14,960				
TRIPS REMAINING				11,380				
LAND USE	UNITS	ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	SUNDAY PEAK HR	IN		OUT	
					%	TRIPS	%	TRIPS
Zoological Park	5,000 SPACES	[1]	Actual Counts collected in Dec-04.	386	47%	181	53%	205
Larry and Penny Thompson Park	270 ACRES	[2]	Actual Counts collected in Dec-04.	118	47%	55	53%	63
EXISTING TRIPS FOR ZOO AND PARK				504	47%	236	53%	268
TRIPS APPROVED BY THE ORIGINAL DRI				1,410				
TRIPS REMAINING				906				

[1] The trip generation for the zoo is based upon counts performed at Miami Metrozoo in December 2004, as approved in the NOPC Application for the DRI in May 2005.

[2] The trip generation for the Park is based upon counts performed at the Park in December 2004, as approved in the NOPC Application for the DRI in May 2005.

[3] Trip generation from the Original DRI is obtained from the 1975 Dade County Zoological Park and South Dade Metropolitan DRI, Traffic Engineering Section, pages 174 to 176.

Regional Roadway Network Serving the Amendment Site

Access to and from the 170.3 acre Amendment Site is provided by the signalized, four lane divided Metrozoo access road which extends south of SW 152 Street following the alignment of SW 124 Avenue. This roadway provides access to the Zoo and the existing Gold Coast Museum property, and does not provide through connections to any of the surrounding roadways (SW 184 Street, SW 117 Avenue or SW 137 Avenue). Access to Larry and Penny Thompson Park is provided from the south only using SW 184 Street to SW 125 Avenue or SW 127 Avenue.

The study area for the CDMP amendment transportation analysis examines the arterial and collector roadway network serving the immediate Amendment Site, and also examines many of the surrounding regional roadways as illustrated on the enclosed **Figure 1D**. The supporting transportation infrastructure was found to either already exist, or the infrastructure was found to be under construction, programmed for construction in the current TIP, or was found to be part of the Priority I or II improvements from the current LRTP. Most of the transportation improvements in the immediate study area are being funded by Miami-Dade County for the arterial and collector roadway network. The twelve lane expansion to Florida's Turnpike is being funded by the State as part of the current TIP. A summary of the most significant improvements are outlined below:

- **Programmed (Funded) Transportation Improvements** – Programmed improvements from the adopted TIP will result in network lane expansion to off-site section-line or half section-line roadways in the study area as identified in **Table 3A** and in **Figure 2A**. These funded transportation improvements include several roadways in the immediate study area as highlighted below:
 - SW 117 Ave from SW 152 St to SW 184 St - 4 lane divided roadway – Under Construction
 - SW 127 Ave from SW 88 St to SW 120 St – 4 lane divided roadway – Construction in 2008
 - SW 137 Ave from SW 200 St to US-1 – New 2 lane roadway – Construction in 2010
 - SW 157 Ave from SW 112 St to SW 120 St – New 4 lane divided roadway – Construction in 2007
 - SW 157 Ave from SW 120 St to SW 136 St – New 4 lane divided roadway – Construction in 2008
 - SW 157 Ave from SW 152 St to SW 184 St - 4 lane divided roadway – Construction in 2008
 - SW 177 Ave at SW 216 St, SW 200 St, SW 184 St, SW 88 St – Intersection Improvements – 2006-2008
 - SW 136 St from HEFT to SW 127 Ave – New 4 lane divided roadway – Construction in 2011
 - SW 136 St from SW 139 Ct to SW 149 Ave – 4 lane divided roadway – Construction in 2008
 - SW 152 St from SW 147 Ave to SW 157 Ave – 4 lane divided roadway – Construction in 2009
 - SW 160 St from SW 137 Ave to SW 147 Ave – 4 lane divided roadway – Construction in 2007
 - SW 184 St from SW 127 Ave to SW 137 Ave – 4 lane divided roadway – Under Construction
 - SW 184 St from SW 137 Ave to SW 147 Ave – 4 lane divided roadway – Construction in 2008
 - HEFT from south of SW 117 Ave to south of SW 88 St – Widen to 12 lanes – Construction in 2009
 - Includes Interchange improvements at HEFT at SW 117 Ave
 - Includes Interchange improvements at HEFT at SW 152 St
 - Includes improvements to allow the full use of the 6 lanes on SW 152 St from SW 117 Ave to HEFT
 - SW 177 Avenue at 216 St, 200 St, 184 St, 88 St – Intersection Improvements
- **Planned Transportation Improvements** – Planned transportation improvements from Priority I and II of the 2030 Long Range Transportation Plan have been established by Miami-Dade County as the cost feasible transportation infrastructure that will be in place by the Year 2015. Priority III improvements are estimated to be in place between years 2016 and 2020. The Planned transportation improvements in the study area are identified in **Table 3B** and in **Figure 2B**, with the Priority I improvements illustrated in **Figure 2E** and the Priority II and III improvements illustrated again in **Figure 2F**. Most of the Priority I improvements are included in the listing of TIP improvements (already provided above). The planned Priority II and III improvements include several roadways in the immediate study area as highlighted below:

Priority II:

- HEFT from north of SW 184 St to north of SW 117 Ave – Widen to 12 lanes
- SW 177 Ave from US-1 to SW 296 St – Widen to 4 lanes
- SW 177 Ave from SW 296 St to SW 136 St – Access Management/Safety Trail
- SW 177 Ave from SW 136 St to SW 8 St – Widen to 4 lanes
- SW 72 St from SW 117 Ave to SW 157 Ave – Widen to 6 lanes
- SW 88 St from SW 167 Ave to SW 177 Ave – Widen to 6 lanes
- Kendall Corridor – Premium Transit

Priority III:

- HEFT from SW 88 St to SW 8 St – Widen to 8 lanes
 - HEFT from SW 104 St to SR 836 – Express lanes
 - HEFT from US-1 to north of SW 184 St – Widen to 10 lanes
 - HEFT from SW 200 St to US-1 – Widen to 8 lanes
 - HEFT from SW 216 St to SW 200 St – Widen to 6 lanes
 - SW 127 Ave from SW 120 St to SW 144 St – New 4 lanes
 - SW 137 Ave from SW 200 St to US-1 – Widen to 4 lanes
 - SW 147 Ave from SW 152 St to SW 184 St – Widen to 4 lanes
 - SW 157 Ave from SW 184 St to SW 216 St – New 2 lanes
 - SW 152 St from US-1 to HEFT – Widen to 6 lanes
 - SW 152 St from SW 147 Ave to SW 157 Ave – Widen to 4 lanes
 - SW 184 St from SW 147 Ave to SW 157 Ave – Widen to 4 lanes
- **Transit Access** - The Amendment Site is located in the study area for two premium transit corridor studies: the South Link (Alternatives Analysis completed in 2006) and the Kendall Link (Alternatives Analysis currently underway). These transit corridor studies demonstrate how the Amendment study area can be more directly connected by premium transit service providing extensive transit access system and county-wide. The attached **Figure 2C** illustrates the Busway/South Dade Corridor, the Kendall Corridor, the HEFT Corridor, the SW 137 Avenue Corridor and the CSX Rail Corridor, each of which are being studied by the MPO.

Miami Metrozoo (and specifically the Gold Coast Railroad Museum property) is situated adjacent to the existing CSX rail corridor. This rail corridor is being studied by Miami-Dade County and the South Florida Regional Transportation Authority (SFRTA) for the potential to provide a Kendall Extension of Tri-Rail's commuter transit service, making a rail transit connection to the Miami Intermodal Center (MIC), thus linking the Kendall community with both Metrorail and Tri-Rail. The Kendall Corridor Alternatives Analysis is currently underway by the MPO, and this study includes an analysis of the CSX Rail Corridor and the key connections which could bring commuter rail service to the Kendall area. Miami Metrozoo (at the Gold Coast Railroad Museum property) is one of the locations that could potentially provide a transit station along the CSX for the Kendall Community.

Figure 2D illustrates the existing Miami-Dade Transit Service making connections to the Amendment Site. The Coral Reef Max provides express bus service on SW 152 Street providing direct access between the Amendment Site and the Busway Corridor and Dadeland Station. The Coral Reef Max makes a stop inside the Metrozoo property during the operating hours of the zoo.

**TABLE 3A
MIAMI METROZOO
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2007 - FY 2007 TO FY 2011**

05/02/2007

TIP No.	TIP 2007 Page No.	Location	Improvement	Project Phase	Project Costs	Year Funded	Figure 2A Ref. No.
DT2496143 2496143	Section A1 Page 5	SR 997/Krome Avenue From Kendall Drive to SW 8 Street	Add Through Lanes 4.999 miles	Preliminary Engineering Right-of-Way Railroad	\$1,450,000 \$16,323,000 \$100,000	2007-2008 2008-2009 2008	#1
DT2496144 2496144	Section A1 Page 5	SR997/Krome Avenue From SW 296 Street to SW 136 Street	PD&E/EMO Study	PD&E Preliminary Engineering	\$75,000 \$900,000	2007-2008 2010-2011	#2
DT2496145 2496145	Section A1 Page 5	SR997/Krome Avenue SW 288 St, SW 216 St, SW 200 St, SW 184 St	Add turn lanes and shoulders, extend left turn lane storage, add new signals, lighting	Prior Years Funding INC	\$6,263,000 \$200,000	2005/2006 2008	#3
DT2496146 2496146	Section A1 Page 97-TIP 2006	SR997/Krome Avenue At SR 93/Kendall Drive	Provide dual SB to EB Left turn lanes Reconstruct WB to Add Exclusive Left Turn	PD&E Construction	\$11,349 \$532,364	2006 2006	#4
DT2496152 2496152	Section A1 Page 6	SR997/Krome Avenue From SW 8 Street to US 27	Add Lanes and Reconstruct 14.275 Miles	Preliminary Engineering Design Build INC	\$450,000 \$81,415,000 \$2,000,000	2007-2009 2008-2009 2011	
DT2496154 2496154	Section A1 Page 6	SR997/Krome Avenue From SW 8 Street to US 27	Environmental Action 14.275 Miles	Environmental	\$9,074,411	2007	
DT4055751 4055751	Section A1 Page 33	SR997/Krome Avenue From US-1 to SW 296 Street	Flexible Pavement Construction	Right-of-Way	\$5,902,000	2008	
DT4055753 4055753	Section A1 Page 34	SR997/Krome Avenue From US-1 to SW 328/Lucy Street	Add Lanes and Reconstruct	Construction	\$15,570,000	2010	
TP4060961 4060961	Section A2 Page 1	SR 821/HEFT From South of SW 117 Ave to South of Kendall Dr	Add lanes and reconstruct. Widen HEFT from 10 to 12 lanes	Construction Railroad	\$190,551,000 \$3,000,000	2008 2008	#5
TP4061041 4061041	Section A2 Page 2	SR 821/HEFT At SW 74 Street	Construct a New Full Interchange	Construction	\$31,798,000	2007	
TP4150511 4150511	Section A2 Page 2	SR 821/HEFT From Kendall Drive to SR 836	Add lanes and reconstruct. Widen HEFT from 6 to 8 lanes	Preliminary Engineering	\$20,305,000	2007	#6
TP4154871 4154871	Section A2 Page 3	SR 821/HEFT From North of Eureka Dr to North of SW 117 Ave	Add lanes and reconstruct. Widen HEFT from 8 to 12 lanes	Preliminary Engineering	\$4,341,000	2008	#7
TP4154881 4154881	Section A2 Page 3	SR 821/HEFT From SW 216 St to North of Eureka Dr	Add lanes and reconstruct. Widen HEFT from 6 to 8 lanes and from 8 to 10 lanes	Preliminary Engineering	\$2,923,000	2008	#8
XA83608 83608	Section A3 Page 2	SR 836 Express Lanes From HEFT to SR 836/826 Interchange	Construct 4LD Express Lanes in Median of SR 836	Preliminary Engineering PD&E Construction Right-of-Way	\$2,000,000 \$754,000 \$100,000,000 \$11,700,000	2007 2007 - 2011 2008-2011 2009	
XA83605 83605	Section A3 Page 3	SR 836 Extension From NW 137 Avenue to NW 107 Avenue	Construct a New 4 lane expressway extension to NW 137 Avenue	Right-of-Way Design Build	\$13,005,000 \$30,312,000	2007 2007	
XA83619 83619	Section A3 Page 3	SR 836 East of NW 57 Avenue to West of NW 57 Avenue.	Interchange improvements and WB exit ramp	Construction	\$984,000	2007	
XA83615 83615	Section A3 Page 4	SR 836 WB Auxillary Lane SR 826 to NW 57 Avenue	New construction - Auxillary Lane	Construction	\$1,330,000	2007	
XA87410 87410	Section A3 Page 5	SR 874 Extension to SW 136 Street SW 136 Street to SR 874		PD&E	\$51,000	2007	#9
XA87407 87407	Section A3 Page 5	SR 874 NB On-Ramp from Kendall Drive From Kendall Drive to SW 72 Avenue	New Ramp Construction and Electronic Tolling	Construction	\$57,132,000	2007-2009	
XA83618 83618	Section A3 Page 6	SR Extension from SW 136 St to SW 137 Ave SW 136 Street to SW 137 Avenue		PD&E	\$299,000	2007-2008	#10
PW000127 0000127	Section A5 Page 52	SW 157 Avenue From SW 8 Street to SW 42 Street	Add additional 2 lanes	Preliminary Engineering Construction	\$500,000 \$4,500,000	2007 2007-2011	#11
PW000064 000064	Section A5 Page 63	SW 157 Avenue From SW 70 Street to SW 72 Street	New 4 lanes	Construction Construction	\$600,000 \$400,000	Prior Years 2007	#12
PW000601	Section A5 Page 52	SW 147 Avenue From SW 8 Street to 600 feet south	Widen from 2 to 4 lanes	Construction	\$700,000	Prior Years	#13
PW000063 000063	Section A5 Page 51	SW 142 Avenue From SW 8 Street to SW 42 Street	Realign roadway, intersection improvements sidewalk and drainage improvements	Construction Construction	\$2,100,000 \$200,000	Prior Years 2007	#14
PW662446 662446	Section A5 Page 51	NW 137 Avenue From SW 8 Street to NW 12 Street	New 6 lane roadway	Construction	\$1,800,000	Prior Years	#15
PW671561 671561	Section A5 Page 62	SW 137 Avenue From SW 84 Street to SW 88 Street	Reconstruction, Drainage, Intersection Improvements, Curb and Gutter	Construction	\$3,100,000	Prior Years	#16
PW20040351 20040351	Sections A5, A7 Page A5-61, A7-19	SW 127 Avenue From SW 88 Street to SW 120 Street	Widen to 4 lanes with median Swales and Frontage Road	Construction	\$10,600,000	2007-2008	#17
PW662410 662410	Section A5 Page 60	SW 117 Avenue From SW 152 Street to SW 184 Street	Widen from 2 to 4 lanes	Construction	\$8,200,000	Prior Years	#18

**TABLE 3A
MIAMI METROZOO
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2007 - FY 2007 TO FY 2011**

05/02/2007

TIP No.	TIP 2007 Page No.	Location	Improvement	Project Phase	Project Costs	Year Funded	Figure 2A Ref. No.
PW000506	Section A5 Page 50	SW 26 Street From SW 149 Avenue to SW 147 Avenue	Widen from 2 to 4 lanes	Construction	\$1,400,000	Prior Years	#19
PW000508	Section A5 Page 58	SW 42 Street From SW 150 Avenue to SW 149 Avenue	Widen from 2 to 4 lanes	Construction	\$800,000	Prior Years	#20
PW000510	Section A5 Page 58	SW 42 Street From SW 162 Avenue to SW 157 Avenue	New 2 lane roadway Design and Construction by Developer	ROW Construction	\$255,000	Prior Years	#21
PW000511	Section A5 Page 59	SW 56 Street From SW 158 Avenue to SW 152 Avenue	Widen from 2 to 4 lanes	Construction	\$3,990,000	Prior Years	#22
PW671508 671508	Section A5 Page 59	SW 104 Street From SW 147 Avenue to SW 137 Avenue	Widen from 4 to 6 lanes	Construction Construction	\$4,200,000 \$1,300,000	Prior Years 2007	#23
PW000065 000065	Section A5 Page 61	SW 120 Street Bridge over Black Creek Canal	New 4 lane bridge	Construction	\$800,000	Underway	#24
PW0000131 0000131	Section A5 Page 62	SW 152 Street From SW 157 Avenue to SW 147 Avenue	Widen from 2 to 4 lanes	Preliminary Engineering Construction	\$500,000 \$6,000,000	2009 2009-2011	#25
PW671572A 671572	Section A5 Page 63	SW 184 Street From SW 137 Avenue to SW 127 Avenue	Widen from 2 to 4 lanes	Construction Construction	\$4,400,000 \$1,700,000	Prior Years 2007	#26
PW671572B 671572	Section A5 Page 64	SW 184 Street From SW 147 Avenue to SW 137 Avenue	Widen from 2 to 4 lanes	Construction Construction	\$3,800,000 \$1,900,000	2008 2009	#27
PW0000141	Section A5 Page 67	US-1 and SW 152 Street Add 2nd NB Left Turn Lane	Intersection Improvement Add 2nd NB Left Turn Lane	Construction	\$60,000	Prior Years	#28
PW0000147	Section A5 Page 70	SR 821 and SW 152 Street Add 2nd EB Left Turn Lane	Intersection Improvement Add 2nd EB Left Turn Lane	Construction	\$50,000	Prior Years	#29
PW20040345 200403465	Section A7 Page 14	SW 120 Street From SW 137 Avenue to SW 117 Avenue	Widen from 4 to 6 lanes	Preliminary Engineering	\$600,000	2010-2011	#30
PW20040346 20040346A	Section A7 Page 16	SW 136 Street From SW 127 Avenue to Florida's Turnpike	Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK	Preliminary Engineering Construction	\$675,000 \$2,000,000	2009-2010 2011	#31
PW20040346 20040346B	Section A7 Page 21	SW 136 Street From SW 149 Avenue to SW 139 Court	Widen from 2 to 4 lanes Part of a Widening from SW 157 Ave to TPK	Preliminary Engineering Construction	\$786,000 \$5,200,000	2007 2008-2009	#32
PW0000321 20030190	Section A7 Page 16	SW 160 Street From SW 147 Avenue to SW 137 Avenue	New 4 lane Road	Preliminary Engineering Construction	\$370,000 \$7,800,000	Prior Years 2007-2008	#33
PW20040343 20040343	Section A7 Page 14	SW 137 Avenue From SW 200 Street to US-1	New 2 lane roadway	Preliminary Engineering Construction	\$1,790,000 \$10,000,000	2008-2009 2010-2011	#34
PW20040354a 20040354a	Section A7 Page 21	SW 157 Avenue From SW 112 Street to SW 120 Street	New 4 lane Road	Preliminary Engineering Construction	\$420,000 \$4,796,000	Prior Years 2007-2008	#35
PW20040354 20040354	Section A7 Page 22	SW 157 Avenue From SW 120 Street to SW 136 Street	New 4 lane Road	Construction Construction	\$626,000 \$6,991,000	2007 2008-2009	#36
PW20040372 20040372	Section A7 Page 16	SW 157 Avenue From SW 152 Street to SW 184 Street	New 4 lane Road	Preliminary Engineering Construction	\$578,000 \$9,750,000	2007 2008-2009	#37
PS0000015	Section A8 Page 4	Kendall Drive From SW 162 Avenue to SW 157 Avenue	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$700,000	Prior to 1st CO	#38
PS0000016	Section A8 Page 4	Kendall Drive From SW 157 Avenue to SW 150 Avenue	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$650,000	Prior to 1st CO	#39
PS0000017	Section A8 Page 4	SW 137 Avenue From Sunset Drive to Kendall Drive	Widen from 4 to 6 lanes (By Kendall Town Center)	Construction	\$100,000	Prior to 1st CO	#40
PS0000018	Section A8 Page 4	SW 162 Avenue From Kendall Drive to SW 96 Street	New 4 lane roadway (By Kendall Town Center)	Construction	\$1,250,000	Prior to 1st CO	#41
PS0000019	Section A8 Page 4	SW 157 Avenue From SW 94 Street to SW 96 Street	New SB travel lane (By Kendall Town Center)	Construction	\$125,000	Prior to 1st CO	#42
PS0000020	Section A8 Page 5	SW 96 Street From SW 162 Avenue to SW 157 Avenue	New 4 lane roadway (By Kendall Town Center)	Construction	\$1,000,000	Prior to 1st CO	#43
PS0000308	Section A8 Page 5	SW 157 Avenue at SW 152 Street Intersection Improvement	Intersection Improvement (By Corsica Square)	Construction	\$105,000		#44
PS0000115	Section A8 Page 9	SW 167 Avenue (West Side) North of SW 96 Street	Match Existing Roadway to the North (By Kendall Commons)			Pending Final Plat Approval	#45
PS0000116	Section A8 Page 9	SW 96 Street (South Side) SW 172 Avenue to SW167 Avenue	Add 2 lanes and 1/2 turn lane (By Kendall Commons)			Pending Final Plat Approval	#46
PS0000117	Section A8 Page 9	SW 172 Avenue (East Side) SW 88 Street to SW 96 Street	Add 2 lanes and 1/2 turn lane (By Kendall Commons)			Pending Final Plat Approval	#47
PS0000312	Section A8 Page 12	SW 136 Street (South Side) SW 162 Avenue to SW 157 Avenue	2 lanes of a 4 lane divided (By Crestview West)			Pending Final Plat Approval	#48
PS0000312A	Section A8 Page 13	SW 162 Avenue (East Side) SW 136 Street to Railroad Right of Way	1 lane of a 2 lane roadway (By Crestview West)			Pending Final Plat Approval	#49

**TABLE 3A
MIAMI METROZOO
PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2007 - FY 2007 TO FY 2011**

05/02/2007

TIP No.	TIP 2007 Page No.	Location	Improvement	Project Phase	Project Costs	Year Funded	Figure 2A Ref. No.
DT4068002 4068002	Section A1 Page 41	Miami Intermodal Center MIC Central Station Phase 1	Intermodal Station	Construction	\$15,005,000	2008	Not Mapped
DT4068004 4068004	Section A1 Page 41	Miami Intermodal Center Tri-Rail Relocation	Intermodal Station	Construction	\$3,500,000	2007-2011	Not Mapped
DT4068005 4068005	Section A1 Page 41	Miami Intermodal Center MIC Core	Intermodal Station	Construction	\$9,000,000	2007-2011	Not Mapped
TA0000002 0000002	Section A11 Page 1	East-West Corridor Extend Metro-Rail from the Turnpike/FIU to the MIC	Metro-Rail Extension	Preliminary Engineering Preliminary Engineering	\$25,127,000 \$41,733,000	2007-2008 2010	See Figure 2C
TA0000007 0000007	Section A11 Page 2	Park and Ride at SW 200 Street and Busway	Acquire, construct and operate Park and Ride Facility - 350 spaces	Construction	\$670,000	2006-2007	See Figure 2C
TA0000008 0000008	Section A11 Page 3	Park and Ride at SW 88 Street and SW 127 Ave Serve routes connecting to Dadeland North Station	Construct Park and Ride Facility	Construction Construction	\$1,500,000 \$1,000,000	2006-2007 2007-2008	See Figure 2C
TA0000029 0000029	Section A11 Page 10	Earlington Heights - MIC Extension Extend Metro-Rail to the MIC	Metro-Rail Extension	CAP-FDOT CAP - PTP Bond	\$73,103,000 \$184,007,000	2007-2010 2008-2010	Not Mapped
TA0000037 0000037	Section A11 Page 2 - TIP 2006	South Dade Busway Extend the Busway Corridor to Florida City	Extension of the Busway to Florida City	Construction	\$85,480,000	Underway	See Figure 2C
TA0000041 0000041	Section A11 Page 5 - TIP 2006	Kendall Corridor From the MIC and Dadeland to West Miami-Dade	Corridor Alternatives Analysis Kendall, HEFT and CSX Rail Corridor	Planning	\$2,000,000	Underway	#50A, #50B #50C
TA0000046 0000046	Section A11 Page 15	Park and Ride at Quail Roost Drive and Busway	Construct and provide transit related parking	Construction	\$3,072,000	2007-2008	Not Mapped
TA0000047 0000047	Section A11 Page 15	Transit Hub/Intermodal Center West Miami-Dade and Dadeland South	Transit Hub at 107 Avenue and NW 12 Street and an Intermodal Facility at Dadeland South	CAP Construction	\$1,925,000 \$3,000,000	2007-2009 2010-2011	Not Mapped
TA4180791 4180791	Section A1 Page 123	Transit Hub/Intermodal Center NW 107 Avenue at NW 12 Street	Transit Hub at 107 Avenue and NW 12 Street	CAP	\$3,000,000	2010	Not Mapped
TR4163991 4163991	Section A1 Page 121	Tri-Rail Dolphin Extension From MIC North of NW 25 Street to west of HEFT	Rail Capacity Project	CAP	\$1,000,000	2009	Not Mapped
TR0000026 0000026	Section U Page 29	CSX - Tri-Rail Kendall Extension Extension of Tri-Rail Service 16.7 miles on CSX	Extension of Tri-Rail service on 16.7 miles along the CSX to Kendall and West Miami that extends west from the MIC and south and then west on the CSX to Krome Avenue	Planning Planning Planning	\$22,632,000 \$70,725,000 \$212,175,000	Unfunded - Year 1 Unfunded - Year 3 Unfunded - Year 5	#50C
TR0000027 0000027	Section U Page 30	CSX - Tri-Rail Dolphin Extension Extension of Tri-Rail Service 8.8 miles on CSX	Extension of Tri-Rail service on 8.8 miles along the CSX corridor extending west from the MIC along SR 836 and ending just west of the HEFT	Planning Planning Planning	\$16,594,000 \$31,912,000 \$95,737,000	Unfunded - Year 1 Unfunded - Year 3 Unfunded - Year 5	Not Mapped

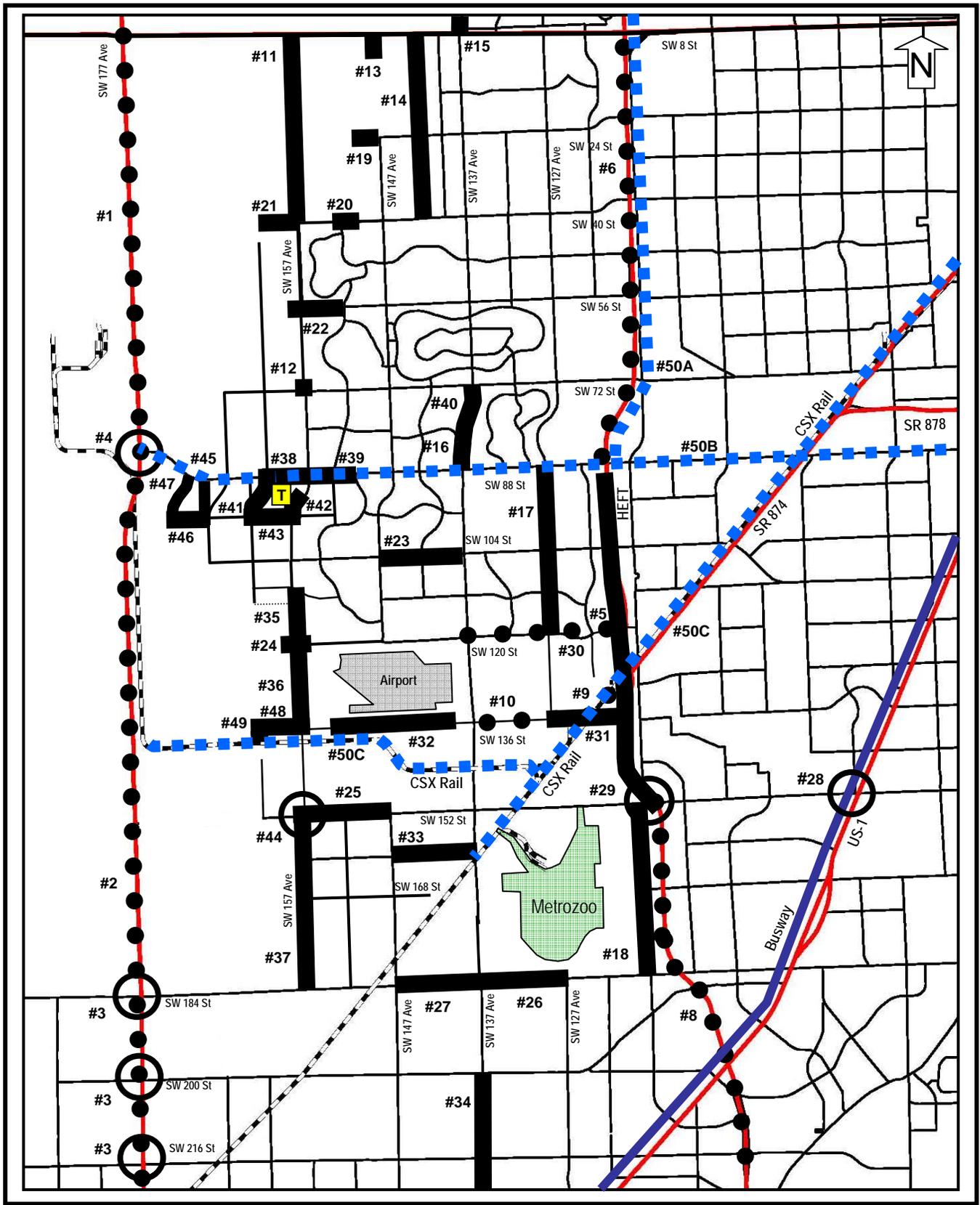
Source: TIP 2007 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted May 25, 2006, inclusive of FY 2006-2007 to 2010-2011.
FDOT Work Program - 2006-2011 Adopted - Updated March 2006.

**TABLE 3B
MIAMI METROZOO
PLANNED TRANSPORTATION IMPROVEMENTS (2010 - 2030)
2030 LONG RANGE TRANSPORTATION PLAN**

05/09/2007

Area	L RTP Page No.	Roadway	Improvement	Timeframe	L RTP Priority	Figure 2B Ref. No.
South	44	Krome Avenue - Various Intersections	Add Turn Lanes	2005-2009	I	See Figure 2E
South	44	SW 184 Street - SW 137 Ave to SW 127 Ave	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	44	SW 117 Avenue - SW 152 St to SW 184 St	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	44	SW 56 Street - SW 158 Ave to SW 152 Ave	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	44	SW 56 Street - SW 167 Ave to SW 158 Ave	New 2 lanes	2005-2009	I	See Figure 2E
South	44	SW 160 Street - SW 147 Ave to SW 137 Ave	New 4 lane roadway	2005-2009	I	See Figure 2E
South	45	SW 136 Street - SW 157 Ave to HEFT	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	45	SW 157 Avenue - SW 152 St to SW 184 St	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	45	SW 127 Avenue - SW 88 St to SW 120 St	Widen to 5 lanes	2005-2009	I	See Figure 2E
South	45	South Miami-Dade Busway - Cutler Ridge to Florida City	Busway Extension	2005-2009	I	See Figure 2E
South	45	HEFT - SW 117 Ave to Kendall Dr	Widen to 12 lanes	2005-2009	I	See Figure 2E
South	45	SW 26 Street - SW 149 Ave to SW 147 Ave	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	45	SW 137 Avenue - SW 8 St to SW 26 St	Widen from 4 to 6 lanes	2005-2009	I	See Figure 2E
South	45	SW 42 Street - SW 157 Ave to SW 167 Ave	New 2 lanes	2005-2009	I	See Figure 2E
South	45	SW 42 Street - SW 149 Ave to SW 150 Ave	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	45	SW 42 Street - SW 157 Ave to SW 167 Ave	Widen from 2 to 4 lanes	2005-2009	I	See Figure 2E
South	45	SW 88 Street - SW 162 Ave to SW 157 Ave	Widen from 4 to 6 lanes	2005-2009	I	See Figure 2E
South	45	SW 88 Street - SW 157 Ave to SW 150 Ave	Widen from 4 to 6 lanes	2005-2009	I	See Figure 2E
South	45	SR 836 Extension - NW 111 Ave to NW 87 Ave	Expressway Improvements	2005-2009	I	See Figure 2E
South	45	HEFT - at SW 8 Street	Interchange Modification	2005-2009	I	See Figure 2E
South	48	HEFT - N. of Eureka Dr. to N. of SW 117 Ave	Widen to 12 lanes	2010-2015	II	#1
South	48	Krome Avenue - US-1 to SW 296 St	Widen from 2 to 4 lanes	2010-2015	II	Not Mapped
West	48	Krome Avenue - SW 296 St to SW 136 St	Access Management/Safety Trail	2010-2015	II	#2
West	48	Krome Avenue - SW 8 St to SW 136 St	Add 2 lanes to a 2 lane road	2010-2015	II	#3
West	49	SW 167 Avenue - SW 56 St to SW 88 St	New 2 lane roadway	2010-2015	II	#4
West	49	SW 72 Street - SW 117 Ave to SW 157 Ave	Widen from 4 to 6 lanes	2010-2015	II	#5
West	49	SW 88 Street - SW 177 Ave to SW 167 Ave	Widen from 4 to 6 lanes	2010-2015	II	#6
West	49	Kendall Corridor - Dadeland North to West Flagler St	Premium Transit	2010-2015	II	#7 - See Figure 2C
South	51	HEFT - SW 216 Street to SW 200 Street	Widen to 6 lanes	2016-2020	III	#8
South	51	HEFT - SW 200 Street to US-1	Widen to 8 lanes	2016-2020	III	#9
South	51	HEFT - US-1 to N. of Eureka Drive	Widen to 10 lanes	2016-2020	III	#10
South	51	SW 147 Avenue - SW 184 St to SW 152 St	Widen from 2 to 4 lanes	2016-2020	III	#11
South	51	SW 152 Street - HEFT to US-1	Widen from 4 to 6 lanes	2016-2020	III	#12
South	51	SW 152 Street - SW 147 Ave to SW 157 Ave	Widen from 2 to 4 lanes	2016-2020	III	#13
South	51	SW 157 Avenue - SW 184 St to SW 216 St	New 2 lane roadway	2016-2020	III	#14
South	51	SW 184 Street - SW 157 Ave to SW 147 Ave	Widen from 2 to 4 lanes	2016-2020	III	#15
West	51	HEFT - SW 104 St to SR 836	Express lanes	2016-2020	III	#16
West	51	HEFT - SW 88 St to SW 8 St	Widen to 8 lanes	2016-2020	III	#17
West	51	SW 104 Street - SW 160 Ave to SW 167 Ave	New 4 lane roadway	2016-2020	III	#18
West	51	SW 127 Avenue - SW 120 St to SW 144 St	New 4 lane roadway	2016-2020	III	#19
West	51	SW 157 Avenue - SW 42 St to SW 8 St	New 4 lane roadway	2016-2020	III	#20
West	51	SW 167 Avenue - SW 40 St to SW 56 St	New 2 lane roadway	2016-2020	III	#21
West	53	SW 104 Street - SW 167 Ave to SW 177 Ave	New 2 lane roadway	2021-2030	IV	#22
West	53	SW 120 Street - SW 137 Ave to SW 147 Ave	Widen from 4 to 6 lanes	2021-2030	IV	#23
West	53	SW 26 Street - SW 147 Ave to SW 157 Ave	New 4 lane roadway	2021-2030	IV	#24
West	53	South Miami-Dade Rail	Premium Transit	2021-2030	IV	#25 - See Figure 2C
West	55	SW 40 Street - SW 157 Ave to SW 167 Ave	New 2 lane roadway	-	Developer	#26
West	55	West Kendall Transit Hub - Kendall Town Center	Transit Hub	-	Developer	#27
West	55	SW 88 Street - SW 162 Ave to SW 167 Ave	Widen from 4 to 6 lanes	-	Developer	#28
West	55	SW 147 Avenue - SW 88 St to SW 26 St	Widen from 2 to 4 lanes	-	Developer	#29
West	Added 5-05	SW 137 Avenue - SW 200 St to US-1	Widen from 2 to 4 lanes	2016-2020	III	#30

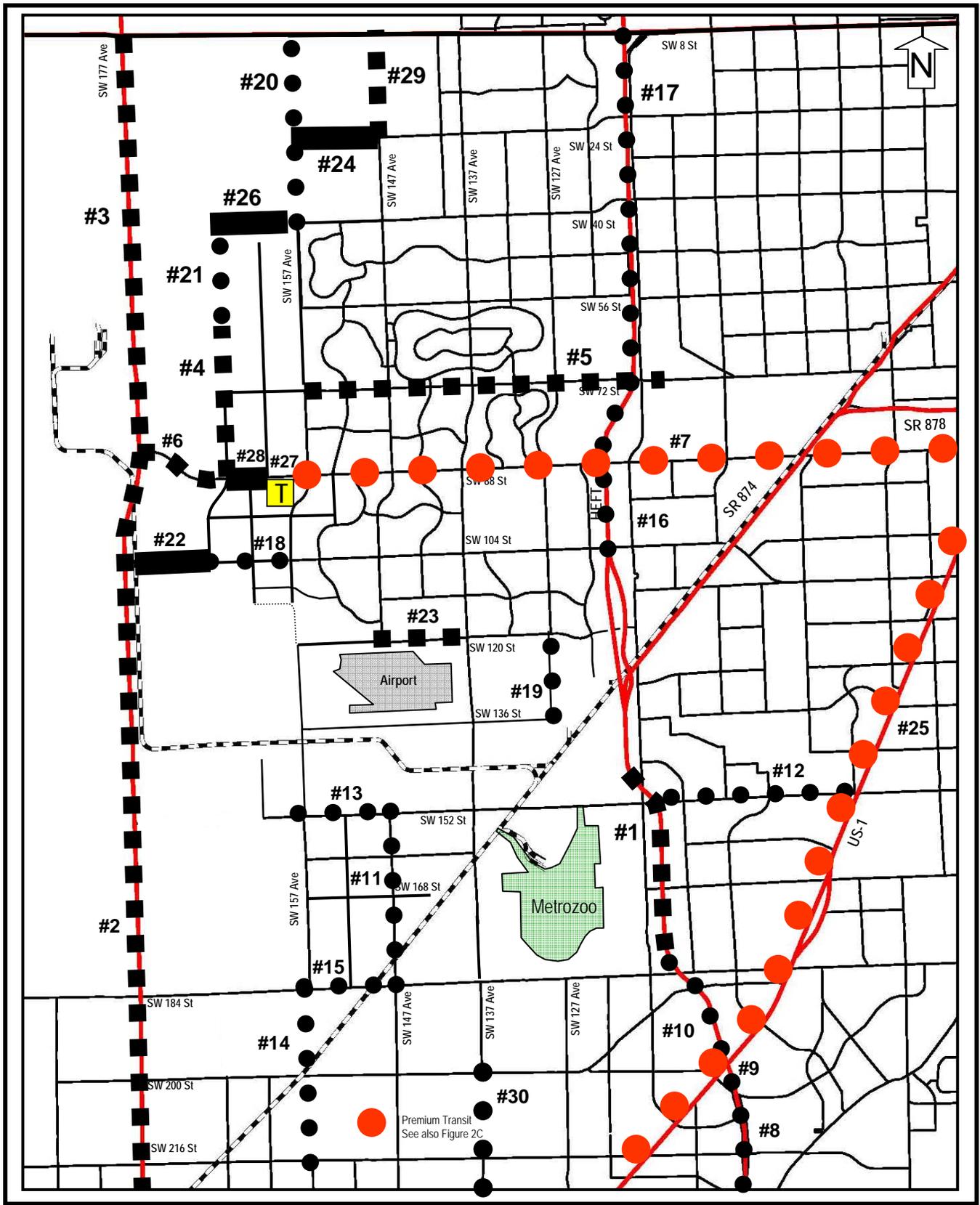
Source: Miami-Dade Transportation Plan to the Year 2030, December 2004.



Legend
— FIHS Roadways
— Existing Rail Lines
T Transit Center
#2 Map Ref. No. Table 3A
 Funded Intersection or Interchange Improvements – TIP 2007
 Funded Roadway Improvements – TIP 2007
●●● Improvements in the ROW, PE, PD&E or Planning stage – TIP 2007
■ ■ ■ Transit Corridors in the Planning Stage – TIP 2007

Figure 2A
 Programmed Transportation Improvements
 Miami Metrozoo
 May 2007

Source: Cathy Sweetapple & Associates

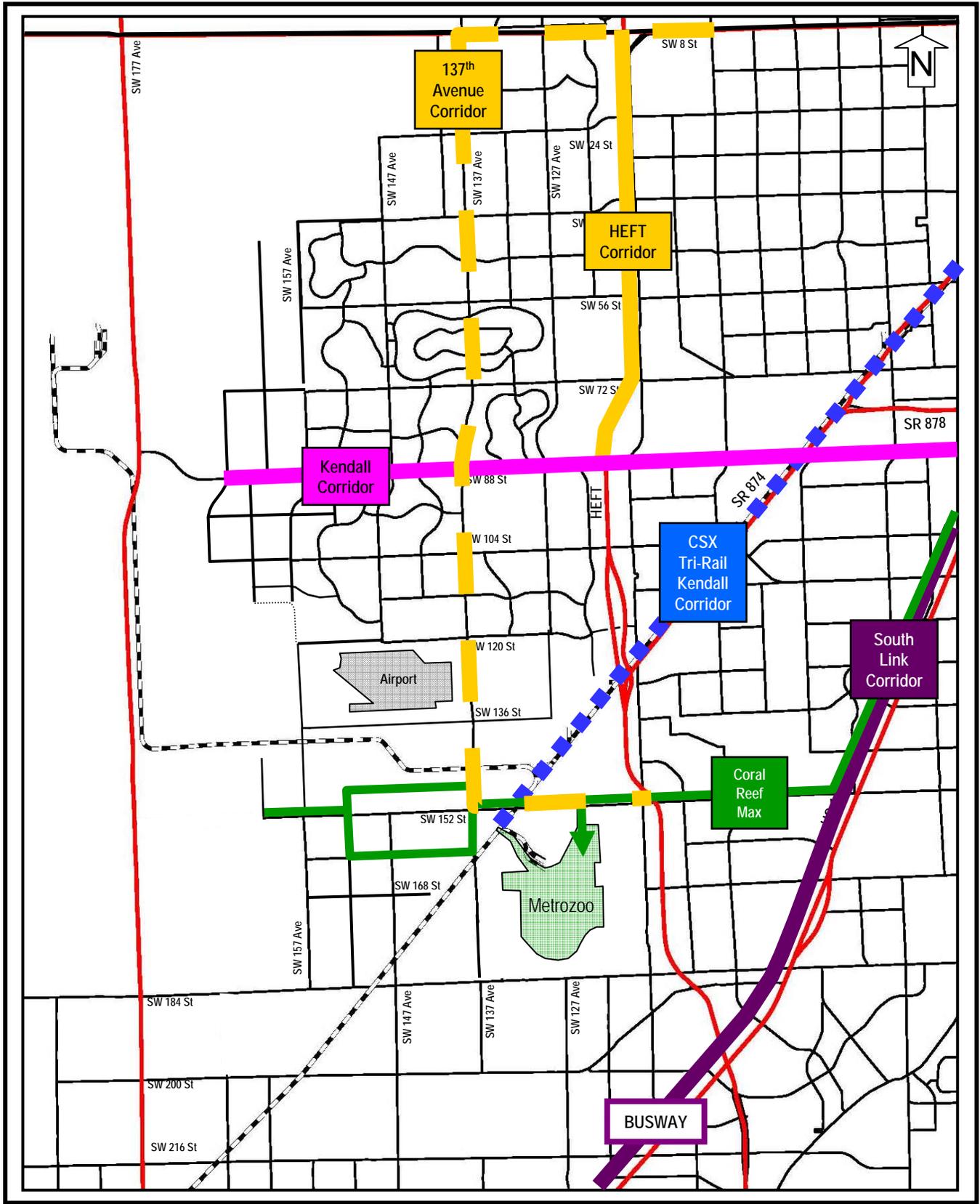


Legend

-  FIHS Roadways
-  Existing Rail Lines
-  Transit Center
-  Map Ref. No. #2 Table 3B
-  L RTP 2030 PRIORITY II IMPROVEMENTS – 2010-2015
-  L RTP 2030 PRIORITY III IMPROVEMENTS – 2016-2020
-  L RTP 2030 PRIORITY IV IMPROVEMENTS – 2021-2030
-  Premium Transit See also Figure 2C

Figure 2B
 Planned Transportation Improvements
 Miami Metrozoo
 May 2007

Source: Miami-Dade 2030 L RTP



Legend



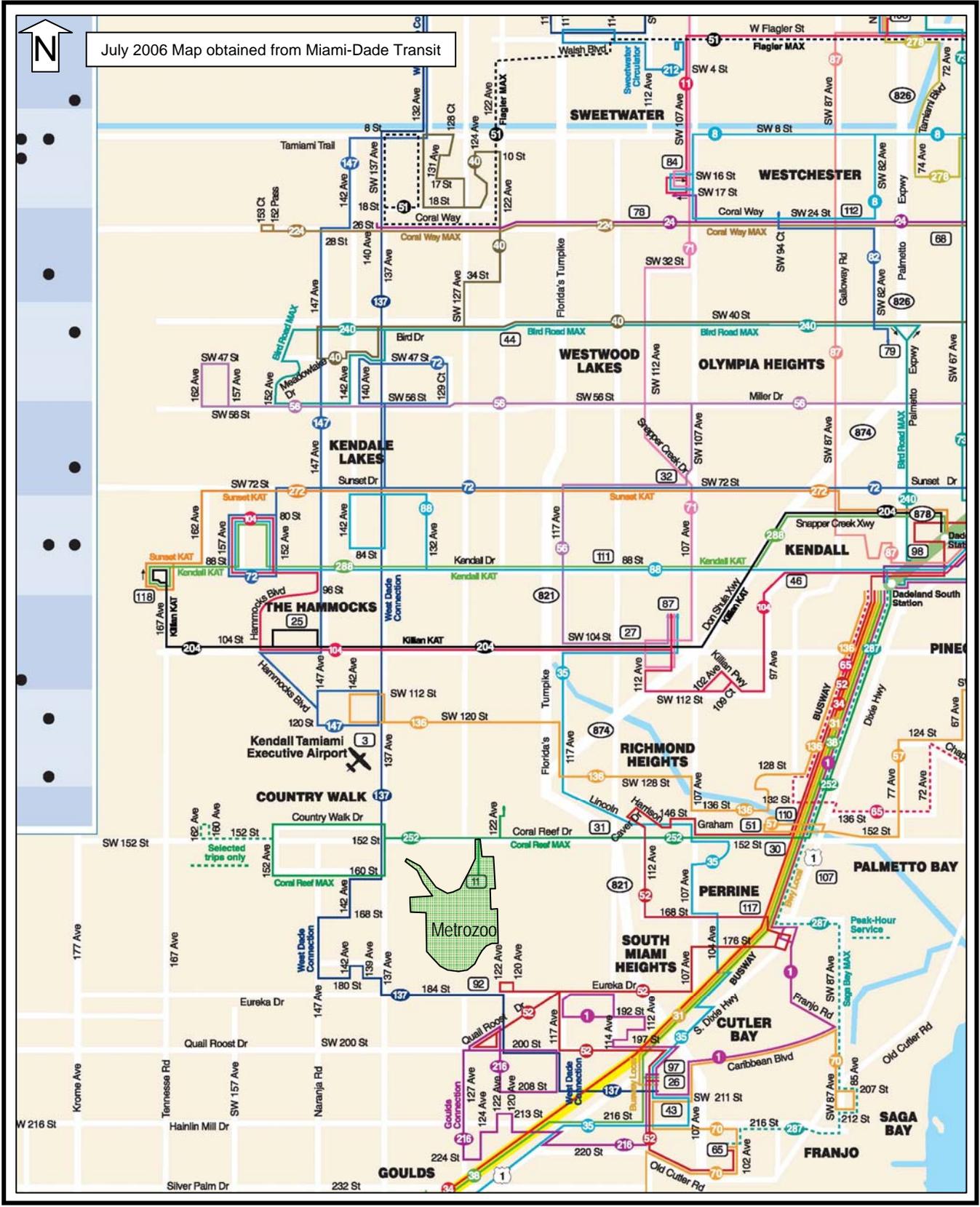
Site Location

- Existing Rail Lines
- FIHS Roadways

- CSX Commuter Rail Tri-Rail Kendall Extension
- Busway/South Link Corridor
- Coral Reef Max Bus Transit Route
- Kendall, HEFT and 137 Ave Transit Corridors under study by MPO

Figure 2C
Transit Connectivity
Miami Metrozoo
May 2007

July 2006 Map obtained from Miami-Dade Transit



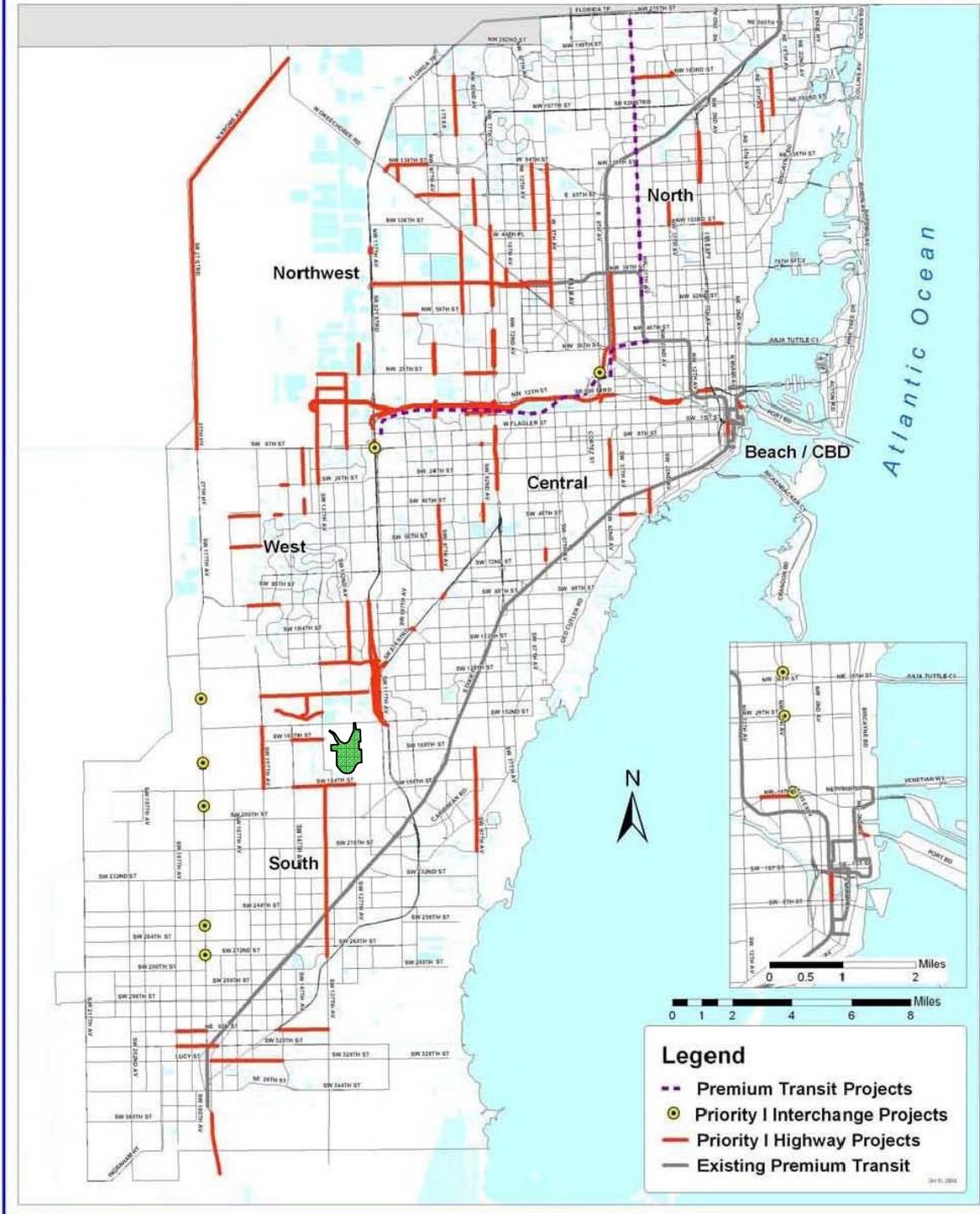
Legend
 Site Location

Figure 2D
 Existing Transit Services in the Study Area
 Miami Metrozoo
 May 2007

Source: Cathy Sweetapple & Associates

Year 2030 Cost Feasible Plan

Priority I Projects



Legend



Site Location

Figure 2E
 Priority I Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan
 Miami Metrozoo
 May 2007

Year 2030 Cost Feasible Plan

Priority II, III, and IV Projects



Legend

- HOV, HOT, and Express Lanes
- Freeway Improvement
- Arterial Improvement
- Other Highway Improvement
- Private Sector Improvement
- Premium Transit Projects
- Interchange Improvement
- Existing Premium Transit

Legend

Site Location

Figure 2F
 Priority II, III and IV Planned Transportation Improvements from the Year 2030 Long Range Transportation Plan
 Miami Metrozoo
 May 2007

Project Trip Assignment

The project traffic assignment to the surrounding study area roadways has been established pursuant to the Miami-Dade County Cardinal Distribution for Project Zones 1207 and 1209 (see **Figure 3A**), using the adjacent street roadway network and the land use characteristics in the vicinity of the project site. The majority of the Amendment site is located in Zone 1207, while only the Gold Coast Railroad and Transportation Museum is located in Zone 1209. The net external PM peak hour trips for the Amendment Site has been separated between Zones 1207 and 1209, in order to accurately distribute project traffic consistent with the Long Range Transportation Plan.

- The proposed amendment uses located in Zone 1207 equate to 220 PM peak hour trips.
- The proposed amendment uses located in Zone 1209 equate to 250 PM peak hour trips.

The uses in Zone 1207 and the new uses proposed in the Gold Coast Railroad and Transportation Museum which are located in Zone 1209 will utilize the same Metrozoo access roadway leading to SW 152 Street.

The cardinal distribution for the traffic concurrency analysis has been obtained from the Interim Year 2005 Cost Feasible Plan from the 2030 Long Range Transportation Plan (see **Figure 3B**). The cardinal distribution for the Year 2015 link analysis (and the Year 2021 link analysis) has been obtained from the Interim Year 2015 Cost Feasible Plan from the 2030 Long Range Transportation Plan (see **Figure 3C**).

The assignment to the cardinal directions is provided on the following figures:

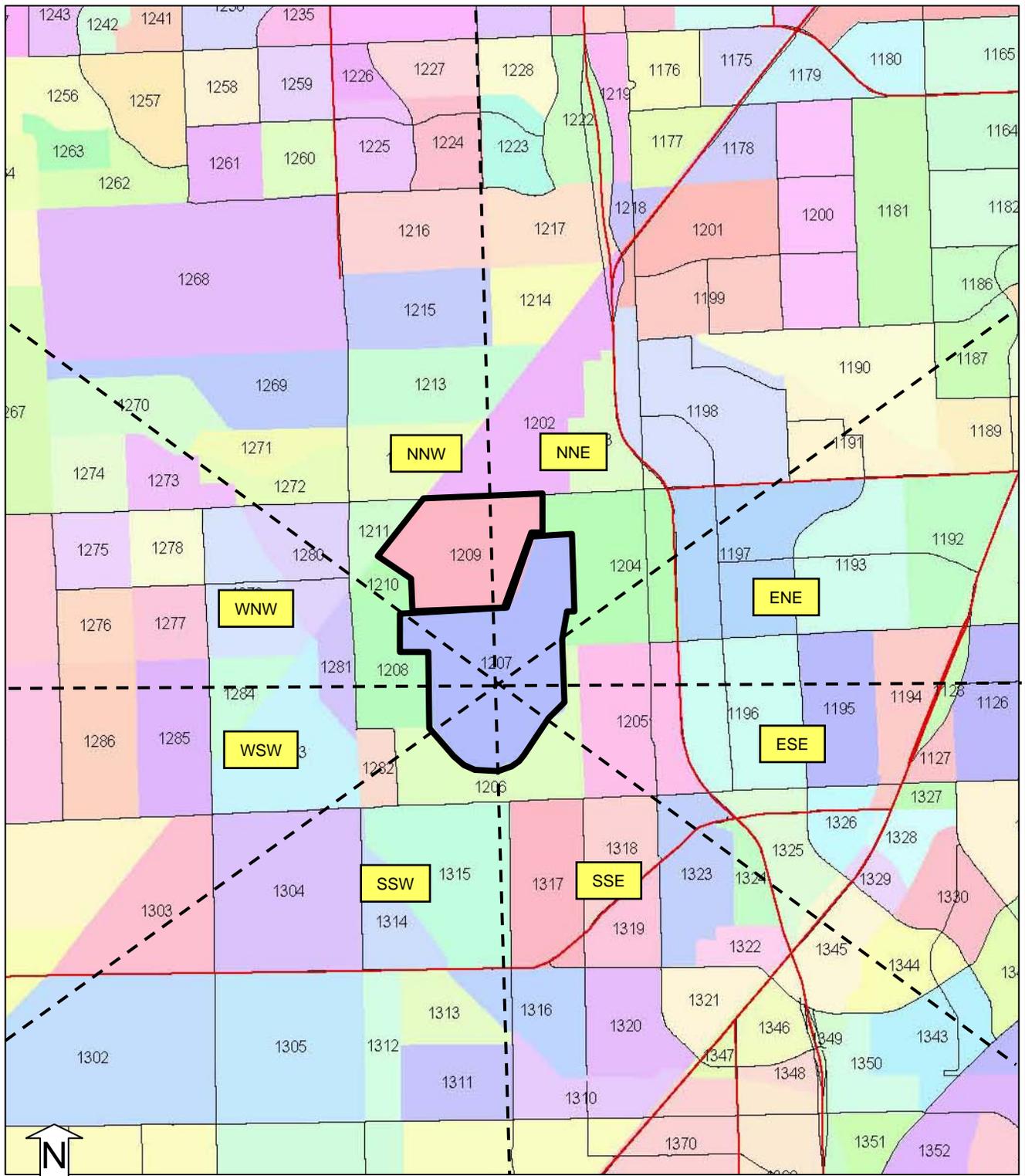
- **Figure 3D** - Year 2005 Cardinal Distribution and Assignment for Zones 1207 and 1209
- **Figure 3E** - Year 2015 and 2021 Cardinal Distribution and Assignment for Zones 1207 and 1209

The assignment and distribution of project traffic on the adjacent roadway network is provided on the following figures:

- **Figure 4A** – Project Distribution Percentage for Zone 1207 for the Traffic Concurrency Analysis
- **Figure 4B** – Project Distribution Percentage for Zone 1207 for the Year 2015 and 2021 Link Analyses
- **Figure 4C** – Project Distribution Percentage for Zone 1209 for the Traffic Concurrency Analysis
- **Figure 4D** – Project Distribution Percentage for Zone 1209 for the Year 2015 and 2021 Link Analyses

For all project distribution scenarios, access into and out of Miami Metrozoo (to and from the amendment area) is provided using SW 152 Street to the Metrozoo Access Road at SW 124 Avenue.

Base map reflects the Miami-Dade County Year 2000 TAZ Map.



Legend



Project Zones 1207 and 1209

Figure 3A
 Location of Project Zone 1207 and 1209
 Miami Metrozoo
 June 2007

Miami-Dade County Year 2005 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	CARDINAL DIRECTIONS								TOTAL
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1201 TRIPS	686	501	325	399	439	158	165	202	2875
1201 PERCENT	23.86	17.43	11.30	13.88	15.27	5.50	5.74	7.03	
1202 TRIPS	2440	2099	465	1169	277	253	151	552	7406
1202 PERCENT	32.95	28.34	6.28	15.78	3.74	3.42	2.04	7.45	
1203 TRIPS	1727	1197	571	1295	824	691	562	1118	7985
1203 PERCENT	21.63	14.99	7.15	16.22	10.32	8.65	7.04	14.00	
1204 TRIPS	1558	836	418	836	728	265	387	1117	6145
1204 PERCENT	25.35	13.60	6.80	13.60	11.85	4.31	6.30	18.18	
1205 TRIPS	2145	916	317	929	223	526	211	471	5738
1205 PERCENT	37.38	15.96	5.52	16.19	3.89	9.17	3.68	8.21	
1206 TRIPS	323	185	219	163	207	48	96	189	1430
1206 PERCENT	22.59	12.94	15.31	11.40	14.48	3.36	6.71	13.22	
1207 TRIPS	251	132	107	122	140	215	202	243	1412
1207 PERCENT	17.78	9.35	7.58	8.64	9.92	15.23	14.31	17.21	
1208 TRIPS	99	51	56	37	51	27	16	97	434
1208 PERCENT	22.81	11.75	12.90	8.53	11.75	6.22	3.69	22.35	
1209 TRIPS	75	47	24	31	27	17	20	44	285
1209 PERCENT	26.32	16.49	8.42	10.88	9.47	5.96	7.02	15.44	
1210 TRIPS	93	62	32	35	57	16	24	57	376
1210 PERCENT	24.73	16.49	8.51	9.31	15.16	4.26	6.38	15.16	
1211 TRIPS	1195	999	399	475	450	255	155	784	4712
1211 PERCENT	25.36	21.20	8.47	10.08	9.55	5.41	3.29	16.64	
1212 TRIPS	148	193	47	80	40	25	18	71	622
1212 PERCENT	23.79	31.03	7.56	12.86	6.43	4.02	2.89	11.41	
1213 TRIPS	96	49	41	38	70	22	17	91	424
1213 PERCENT	22.64	11.56	9.67	8.96	16.51	5.19	4.01	21.46	
1214 TRIPS	1045	537	191	389	374	245	432	649	3862
1214 PERCENT	27.06	13.90	4.95	10.07	9.68	6.34	11.19	16.80	
1215 TRIPS	1366	989	394	531	721	248	327	1418	5994
1215 PERCENT	22.79	16.50	6.57	8.86	12.03	4.14	5.46	23.66	

Legend

Figure 3B
Cardinal Distribution for Zones 1207 and 1209 from Interim Year 2005 of the 2030 LRTP
Miami Metrozoo
June 2007

Miami-Dade County Year 2015 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	CARDINAL DIRECTIONS								TOTAL
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1201 TRIPS	672	515	289	472	456	218	225	228	3075
1201 PERCENT	21.85	16.75	9.40	15.35	14.83	7.09	7.32	7.41	
1202 TRIPS	2552	2026	948	1170	389	349	336	649	8419
1202 PERCENT	30.31	24.06	11.26	13.90	4.62	4.15	3.99	7.71	
1203 TRIPS	1787	1323	612	1461	1082	850	771	1287	9173
1203 PERCENT	19.48	14.42	6.67	15.93	11.80	9.27	8.41	14.03	
1204 TRIPS	1451	903	401	992	802	422	507	1291	6769
1204 PERCENT	21.44	13.34	5.92	14.66	11.85	6.23	7.49	19.07	
1205 TRIPS	2126	942	330	903	241	556	201	576	5875
1205 PERCENT	36.19	16.03	5.62	15.37	4.10	9.46	3.42	9.80	
1206 TRIPS	372	208	273	160	278	57	104	223	1675
1206 PERCENT	22.21	12.42	16.30	9.55	16.60	3.40	6.21	13.31	
1207 TRIPS	268	119	107	135	209	233	212	246	1529
1207 PERCENT	17.53	7.78	7.00	8.83	13.67	15.24	13.87	16.09	
1208 TRIPS	116	51	58	40	70	36	22	91	484
1208 PERCENT	23.97	10.54	11.98	8.26	14.46	7.44	4.55	18.80	
1209 TRIPS	71	66	22	35	43	13	33	57	340
1209 PERCENT	20.88	19.41	6.47	10.29	12.65	3.82	9.71	16.76	
1210 TRIPS	96	69	35	41	58	21	26	78	424
1210 PERCENT	22.64	16.27	8.25	9.67	13.68	4.95	6.13	18.40	
1211 TRIPS	1407	1280	500	568	602	305	204	934	5800
1211 PERCENT	24.26	22.07	8.62	9.79	10.38	5.26	3.52	16.10	
1212 TRIPS	175	234	50	98	54	27	57	83	778
1212 PERCENT	22.49	30.08	6.43	12.60	6.94	3.47	7.33	10.67	
1213 TRIPS	101	47	54	40	75	34	24	118	493
1213 PERCENT	20.49	9.53	10.95	8.11	15.21	6.90	4.87	23.94	
1214 TRIPS	977	521	232	437	483	326	480	734	4190
1214 PERCENT	23.32	12.43	5.54	10.43	11.53	7.78	11.46	17.52	
1215 TRIPS	1673	1374	681	690	1045	414	490	1906	8273
1215 PERCENT	20.22	16.61	8.23	8.34	12.63	5.00	5.92	23.04	

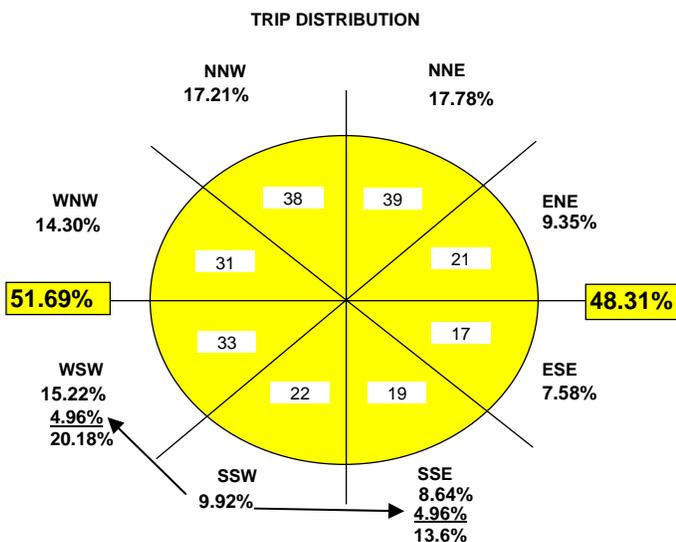
Legend

Figure 3C
 Cardinal Distribution for Zones 1207 and 1209 from Interim Year 2015 of the 2030 L RTP
 Miami Metrozoo
 June 2007

CARDINAL DISTRIBUTION

PROJECT: Miami Metrozoo

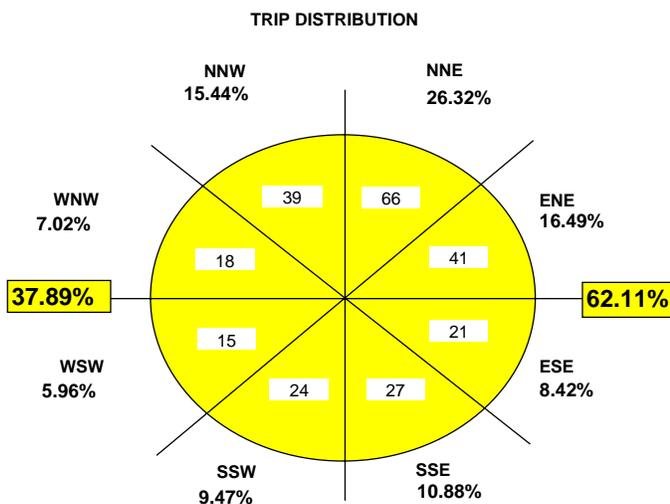
TAZ #	# 1207 - 2005	
Trips	220	Trips
NNE	17.78%	39
ENE	9.35%	21
ESE	7.58%	17
SSE	8.64%	19
SSW	9.92%	22
WSW	15.22%	33
WNW	14.30%	31
NNW	17.21%	38
	100.00%	220



CARDINAL DISTRIBUTION

PROJECT: Miami Metrozoo

TAZ #	# 1209 - 2005	
Trips	250	Trips
NNE	26.32%	66
ENE	16.49%	41
ESE	8.42%	21
SSE	10.88%	27
SSW	9.47%	24
WSW	5.96%	15
WNW	7.02%	18
NNW	15.44%	39
	100.00%	250



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

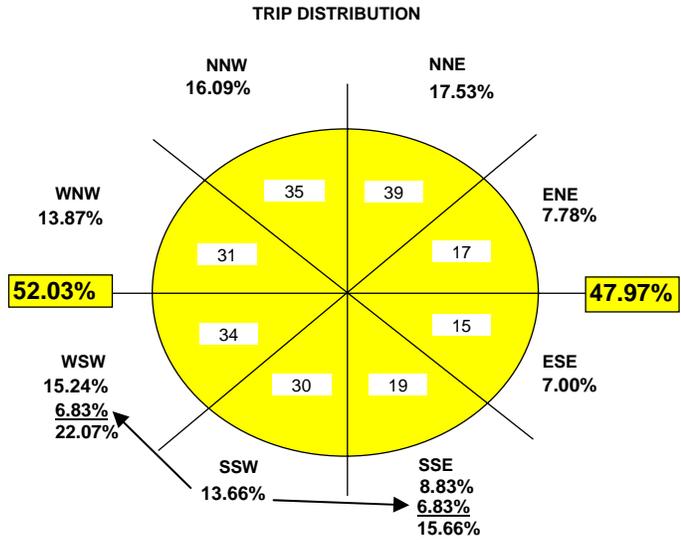
Legend

Figure 3D
Cardinal Distribution and Assignment for Zones 1207 and 1209 from Interim Year 2005 of the 2030 LRTP
Miami Metrozoo
June 2007

CARDINAL DISTRIBUTION

PROJECT: Miami Metrozoo

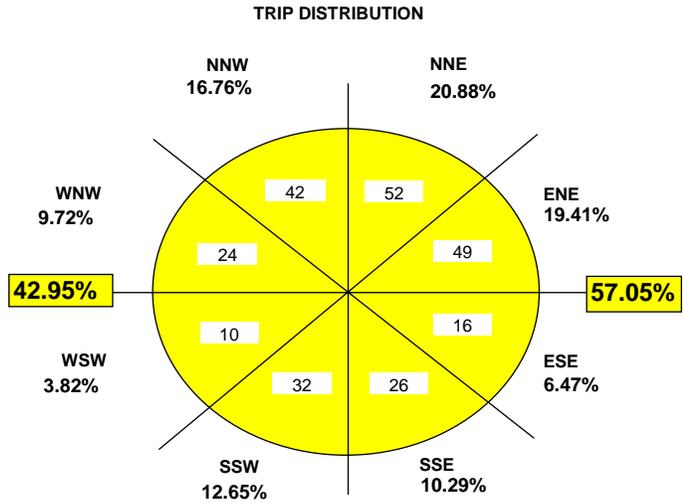
TAZ #	# 1207 - 2015	
Trips	220	Trips
NNE	17.53%	39
ENE	7.78%	17
ESE	7.00%	15
SSE	8.83%	19
SSW	13.66%	30
WSW	15.24%	34
WNW	13.87%	31
NNW	16.09%	35
	100.00%	220



CARDINAL DISTRIBUTION

PROJECT: Miami Metrozoo

TAZ #	# 1209 - 2015	
Trips	250	Trips
NNE	20.88%	52
ENE	19.41%	49
ESE	6.47%	16
SSE	10.29%	26
SSW	12.65%	32
WSW	3.82%	10
WNW	9.72%	24
NNW	16.76%	42
	100.00%	250



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

Legend

Figure 3E
Cardinal Distribution and Assignment for Zones 1207 and 1209 from Interim Year 2015 of the 2030 LRTP
Miami Metrozoo
June 2007

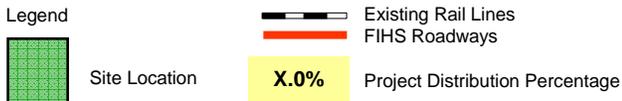
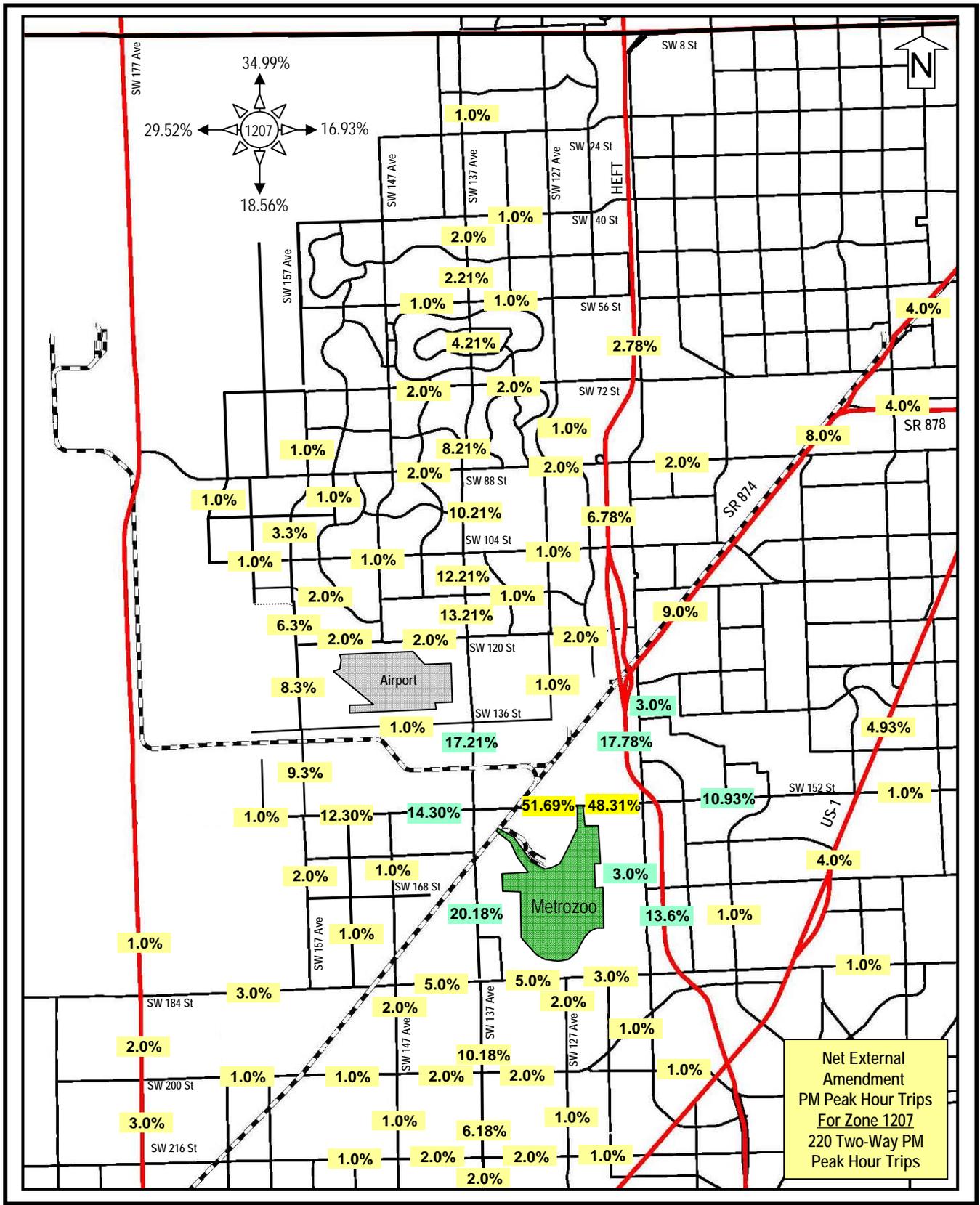


Figure 4A
 Project Distribution Percentage for Zone 1207 – Traffic Concurrence Analysis
 Miami Metrozoo
 June 2007

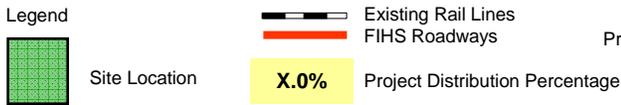
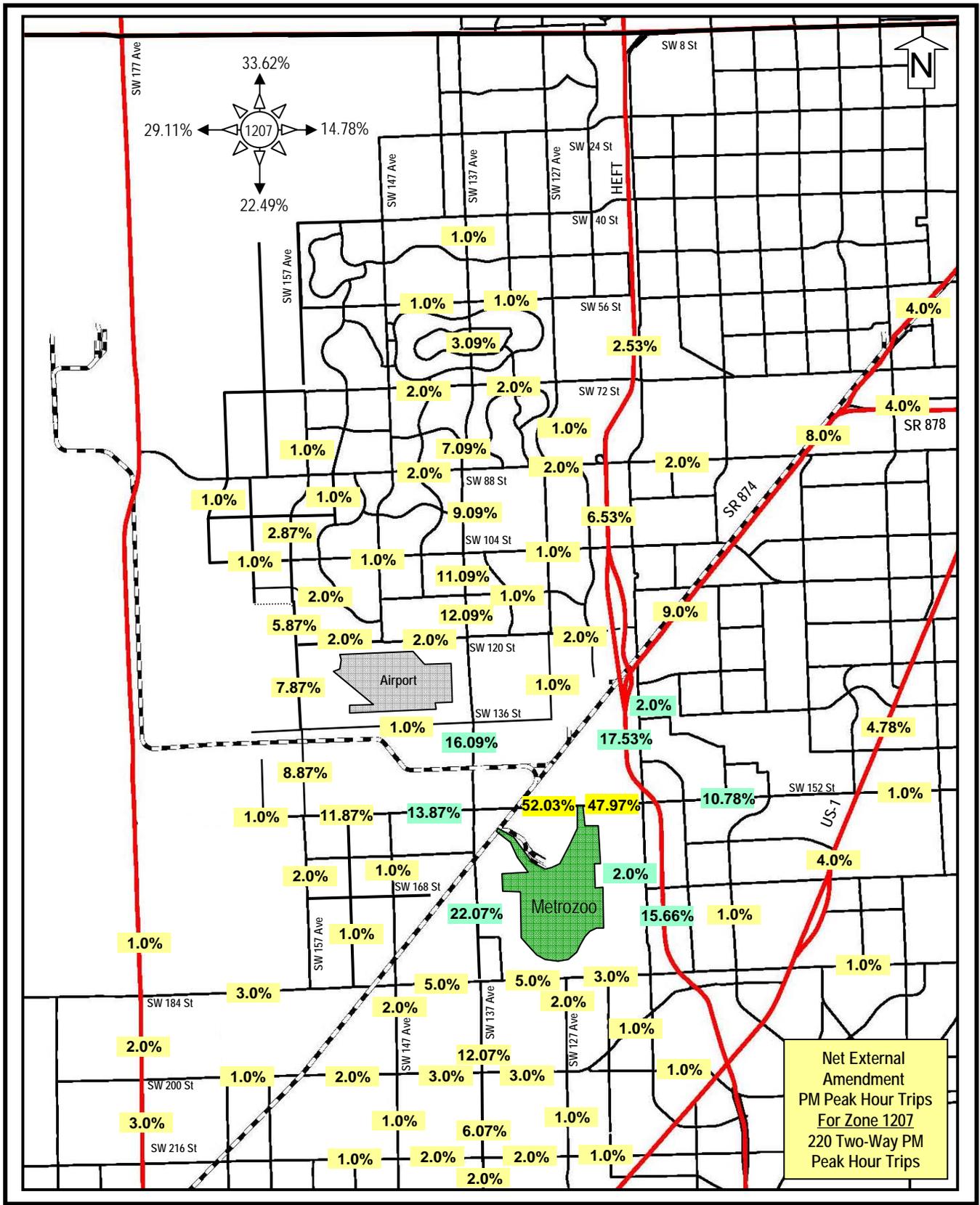
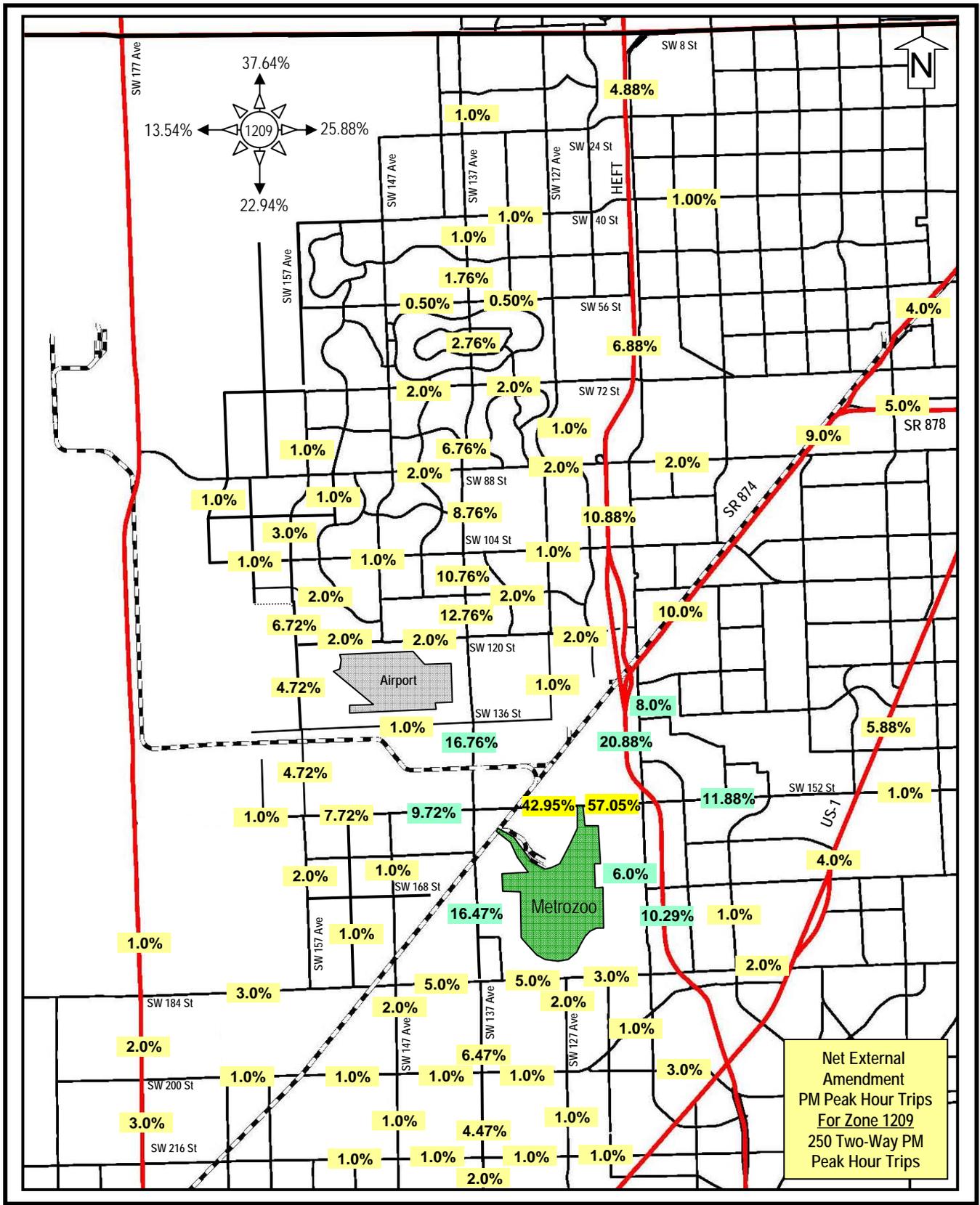


Figure 4B
 Project Distribution Percentage for Zone 1207 – Year 2015 and Year 2021 Link Analyses
 Miami Metrozoo
 June 2007



Legend

-  Site Location
-  Existing Rail Lines
-  FIHS Roadways
-  Project Distribution Percentage

Figure 4D
 Project Distribution Percentage for Zone 1209 – Year 2015 and Year 2021 Link Analyses
 Miami Metrozoo
 June 2007

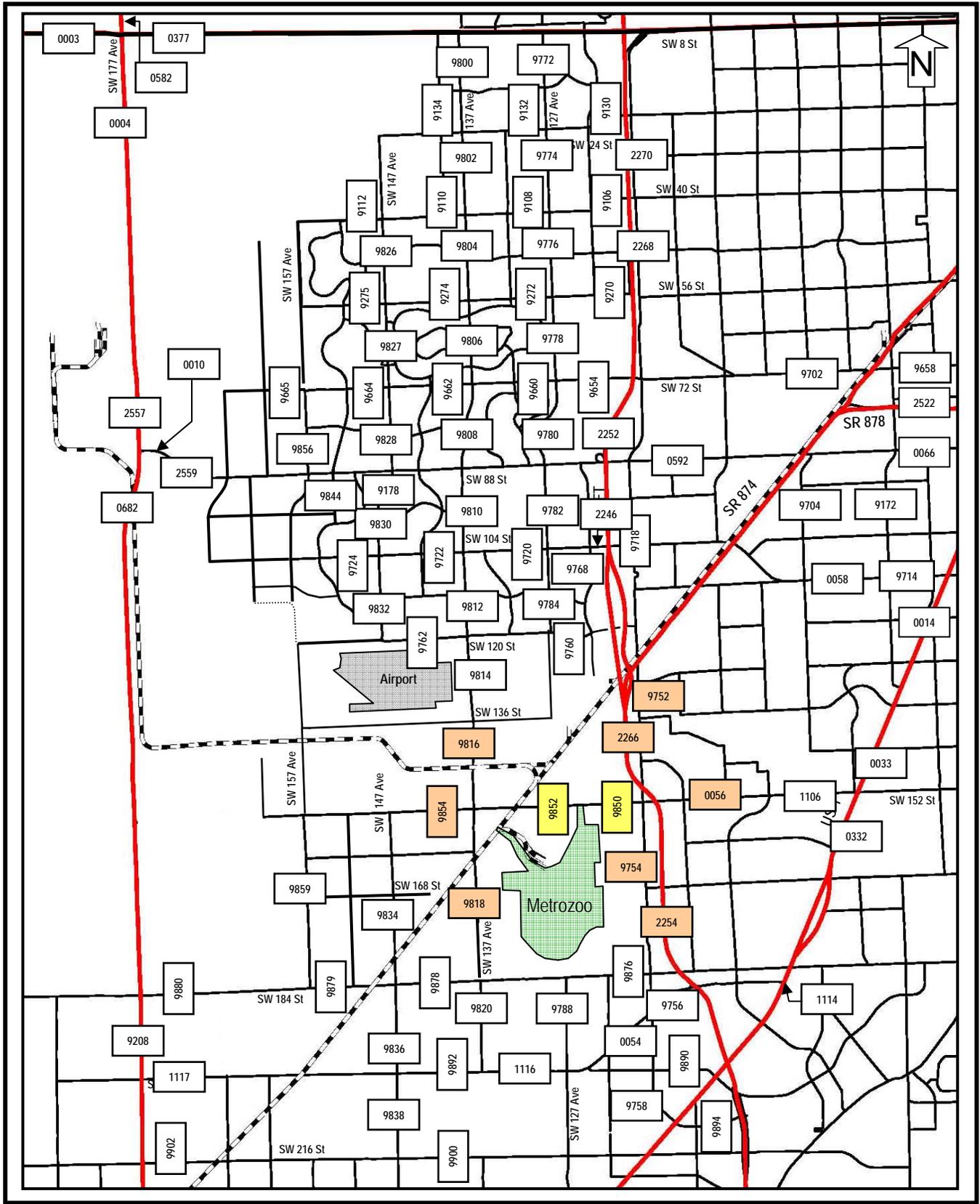
Traffic Concurrency - Existing, Committed and Total Traffic Conditions along the Study Area Roadways

A traffic concurrency analysis has been prepared to examine the concurrency status of the surrounding roadways consistent with the Miami-Dade County traffic concurrency criteria and guidelines. Pursuant to the analysis performed herein using updated count data and supporting information from the Miami-Dade County Public Works Department, adequate capacity has been found to exist at the first directly accessed traffic count stations located adjacent to the project site. There are only two first directly accessed traffic count stations adjacent to the amendment site (see **Figure 5**), and these have been evaluated pursuant to the cardinal distribution for TAZ 1207 and TAZ 1209 as presented in **Figures 3B, 3D, 4A and 4C**. For additional information, eight secondary traffic counts stations have also been evaluated to understand how the network will absorb the amendment trips. The secondary traffic count stations are also identified in the attached **Figure 5**. Each traffic count station maintains adequate available capacity to accommodate the traffic impacts from the proposed amendment site, as outlined in the traffic concurrency analysis provided in the attached **Table 4**. The addition of the 470 PM peak hour trips resulting from the amendment site (220 trips in Zone 1207 and 250 trips in Zone 1209) does not exceed the available roadway capacity assigned to each traffic count station consistent with the Miami-Dade County CDMP.

The traffic concurrency analysis reflects the information listed below.

- Updated traffic counts have been obtained for each of the identified traffic count stations using the January 10, 2007 Miami-Dade County traffic concurrency database. Roadways under County jurisdiction reflect traffic count data from Year 2004. Roadways under State jurisdiction reflect traffic count data from year 2005 using most recent data available from FDOT.
- The attached **Table 4** identifies the unbuilt and approved development order trips for each count station pursuant to the May 16, 2007 Miami-Dade County traffic concurrency database.
- The assignment of 100% of the proposed amendment trips is based upon the Miami-Dade County Cardinal Distribution for Project Zones 1207 and 1209 from the 2005 Cost Feasible Plan (see **Figures 3B, 3D, 4A, 4C**).
- The attached **Figure 5** identifies the location of each of the first directly accessed traffic count stations surrounding the amendment site, along with the secondary count stations for a more complete analysis as described above.
- Adopted level of service standards and the maximum service volumes used for each count station are provided by Miami-Dade County pursuant to the May 16, 2007 traffic concurrency database. Maximum service volumes for the HEFT have been obtained from Table 4-4 for the Two-Way Peak Hour from the FDOT 2002 Quality/LOS Handbook.
- The PM peak hour project trips resulting from the proposed Amendment Site are incorporated into the concurrency analysis, layering the amendment traffic onto existing and committed traffic.
- Table 4 identifies the total traffic at each count station and then the capacity still available after the addition of the amendment traffic.

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



Legend



Site Location

Existing Rail Lines

FIHS Roadways



9808 First Directly Accessed Count Stations



9818 Secondary Count Stations

Figure 5
Traffic Concurrency Count Stations
Miami Metrozoo
May 2007

Table 4
Miami Metrozoo
Traffic Concurrency Capacity Analysis

Count Station Number	DESCRIPTION	Existing Laneage	[1] Two Way Peak Hour Capacity	Count Date	[2] Adjusted for Peak Season Current PHP Vol	Capacity Available after PHP Vol	[3] D.O.'s as of 5/16/2007	Capacity Available after D.O.'s	Zone 1207 Cardinal Distribution	Net New PM Peak Hour Trips 220	Zone 1209 Cardinal Distribution	Net New PM Peak Hour Trips 250	Total PHP Vol with Project	Capacity Available after Project	[5] Max LOS	LOS
First Directly Accessed Count Stations																
9852	SW 152 Street, west of SW 127 Avenue to SW 137 Avenue	A 6	4,770	May 2004	2,187	2,583	340	2,243	51.69%	114	37.89%	95	2,735	2,035	EE	B
9850	SW 152 Street, west of SW 117 Avenue to SW 124 Avenue	A 6	8,220	Aug. 2004	4,749	3,471	1,081	2,390	48.31%	106	62.11%	155	6,092	2,128	EE	B
Secondary Count Stations																
9854	SW 152 Street, west of SW 137 Avenue to SW 142 Avenue	A 4	6,980	May 2004	3,868	3,112	1,783	1,329	14.30%	31	7.02%	18	5,700	1,280	EE	D
9816	SW 137 Avenue, south of SW 136 Street to SW 152 Street	A 6	6,670	Aug. 2004	4,144	2,526	1,457	1,069	17.21%	38	15.44%	39	5,677	993	EE	E + .02
9818	SW 137 Avenue, south of SW 152 Street to SW 184 Street	6	8,400	Apr. 2004	684	7,716	49	7,667	20.18%	44	15.43%	39	816	7,584	EE	B
9752	SW 117 Avenue, south of SW 136 Street to SW 152 Street	A 4	3,440	Aug. 2004	2,247	1,193	160	1,033	3.00%	7	8.00%	20	2,434	1,006	D	C
9754	SW 117 Avenue, south of SW 152 Street to SW 184 Street	A 4	3,470	May 2004	1,545	1,925	218	1,707	3.00%	7	6.00%	15	1,785	1,685	D	B
0056	SW 152 Street, east of SW 112 Avenue to HEFT	A 4	4,660	June 2005	2,858	1,802	90	1,712	10.93%	24	10.91%	27	2,999	1,661	EE	B
2266	Florida's Turnpike, north of SW 152 Street	10L Exp	17,160	2005 AADT	15,494	1,666	78	1,588	17.78%	39	26.32%	66	15,677	1,483	D	D
2254	Florida's Turnpike, south of SW 152 Street	8L Exp	13,600	2005 AADT	12,573	1,027	296	731	13.60%	30	10.88%	27	12,926	674	D	D
									100.00%	220	100.00%	250				

Notes:

- [1] Source for maximum service volumes have been obtained from the Miami-Dade County Public Works Department Concurrency Database, unless otherwise noted. Source for maximum service volumes on the HEFT have been obtained from the FDOT 2002 Quality/LOS Handbook.
- [2] Year 2005 Traffic Counts on State Roads have been obtained from FDOT, and have been adjusted for peak season using the FDOT PSCF.
- [3] Source for the Approved D.O.'s: Miami-Dade County Public Works Department Concurrency Database dated May 16, 2007.
- [4] The two way peak hour turnpike count is derived from the Year 2005 turnpike daily count, multiplied times the K factor to provide the two way peak hour volume.
 Count Station 2254 = 128,300 * K30 (.098) = 12,573
 Count Station 2266 = 158,100 * K30 (.098) = 15,494
- [5] EE = 120% of LOS E, Extraordinary Transit between Urban Infill Area and the UDB.

Existing, Future Background and Total Traffic Conditions for the Years 2015 and 2021

A Year 2015 and Year 2021 roadway network analysis has been provided to evaluate the adequacy of the roadway network to meet the adopted LOS standards through the Year 2015 planning horizon and through the Year 2021 build-out date for the DRI. The information contained within the traffic analysis is outlined below.

Part 1 - Existing Traffic Conditions - Table 5 provides the analysis of existing traffic conditions for the amendment study area and includes the following:

- The existing lane geometry for study area roadways including roadways under construction;
- The functional classification for each of the roadways in the amendment study area;
- The traffic count stations (where applicable) for each roadway segment analyzed;
- The source of the traffic counts and the dates that traffic counts were collected;
- The FDOT peak season conversion factor to adjust the data collected to peak season;
- The FDOT axle factor to adjust the raw link data based upon truck volumes;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The existing two-way PM peak hour traffic from the state, county or other area traffic counts;
- The existing two-way PM peak hour traffic adjusted for peak season and axles as appropriate;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook with adjustments made for LOS EE as appropriate (see Table 12 for the LOS standards and values for the study area); and
- The existing two-way PM peak hour level of service and the existing volume to capacity ratio.

The county and state traffic count stations within the amendment study area are provided on the enclosed Figures 6A and 6B.

Part 2 - Year 2015 Traffic Conditions without the Amendment - Table 6 provides the analysis of the Year 2015 future background and committed development traffic (before the addition of the amendment traffic) and includes growing the existing traffic to the year 2015 using historical growth rates and adding the impact of unbuilt but approved committed development traffic onto the roadway network. The analysis includes the following:

- The future lane geometry for study area roadways including improvements from the TIP and from Priority I and II of the LRTP corresponding to the 2015 planning horizon;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The existing two-way PM peak hour, peak season traffic from Table 5;
- The historical growth rate for the arterial and collector roadways grown to year 2015 using a rate of 0.84% per year (see the historical growth rate calculations in Table 7A);
- The historical growth rate for Florida's Turnpike grown to year 2015 using a rate of 2.42% per year (see the historical growth rate calculations in Table 7B);
- The assignment of unbuilt committed development traffic onto the roadway network (see Figure 7 for the location of committed developments, Table 7C for the committed development PM peak hour trip generation and Table 7D for the committed development traffic assignment);
- The future background plus committed development traffic for the year 2015;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook with adjustments made for LOS EE as appropriate (see Table 12 for the LOS standards and values for the study area); and
- The Year 2015 future background plus committed development level of service (without the amendment site) and the volume to capacity ratio.

Part 3 - Year 2015 Traffic Conditions with the Amendment - Table 8A reflects the project traffic distribution in the study area for the Original Metrozoo DRI traffic, the proposed Amendment Site in Zone 1207 and the proposed Amendment Site in Zone 1209. **Table 8B** provides the analysis of total traffic conditions for the Year 2015 planning horizon after the addition of the amendment traffic and includes the following:

- The future lane geometry for study area roadways including improvements from the TIP and from Priority I and II of the LRTP corresponding to the 2015 planning horizon;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way PM peak hour future background plus committed development traffic for the Year 2015;
- The assignment of the two-way PM peak hour amendment traffic to the study area roadways;
- The Year 2015 two-way PM peak hour total traffic with the amendment site;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook with adjustments made for LOS EE as appropriate (see **Table 12** for the LOS standards and values for the study area);
- The Year 2015 total traffic level of service with the amendment site and the volume to capacity ratio; and
- An evaluation of the amendment trips using DRI standards to determine if the new impact is greater than 5.0% of the adopted maximum service volume (capacity) for each roadway link carrying amendment trips.

Table 9 provides the full DRI significance determination analysis for Year 2015 total traffic conditions after the addition of the amendment traffic, and includes the following:

- The future lane geometry for study area roadways including improvements from the TIP and from Priority I and II of the LRTP corresponding to the 2015 planning horizon;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way PM peak hour future background plus committed development traffic for the Year 2015;
- The assignment of the two-way PM peak hour amendment traffic to the study area roadways;
- The Year 2015 two-way PM peak hour total traffic with the amendment site;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook with adjustments made for LOS EE as appropriate (see **Table 12** for the LOS standards and values for the study area);
- The Year 2015 total traffic level of service with the amendment site and the volume to capacity ratio;
- The identification and assignment of the two-way PM peak hour traffic for the existing DRI uses (for the Zoo and Park), using the project distribution from the Original DRI;
- The total DRI trips from the existing Zoo and Park and from the proposed amendment;
- An evaluation of the total DRI trips (existing and proposed) pursuant to Rule 9J-2.045, F.S. to determine if the total DRI trips would significantly impact any state or regionally significant roadway operating below the adopted level of service standard.

Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the proposed amendment trips for the DRI and the existing DRI trips) were to consume 5.0% or more of the adopted maximum service volume of the state and regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. For the year 2015, the cumulative impact of the DRI trips was found to exceed 5.0% of the adopted maximum service volume for three segments on SW 152 Street and two segments on SW 184 Street as outlined below and as shown in detail in **Table 9**. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new uses proposed within the DRI and within the CDMP amendment are not found to significantly impact the surrounding roadway network through the year 2015.

Segment	Adopted LOS	DRI Trips as a % of MSV	2015 LOS with the Amendment
SW 152 St – SW 137 Ave to SW 124 Ave	EE (120% of E)	5.26%	E + .08 (108% of E)
SW 152 St – SW 124 Ave to SW 117 Ave	EE (120% of E)	8.72%	E + .08 (108% of E)
SW 152 St – SW 117 Ave to HEFT	EE (120% of E)	7.97%	D
SW 184 St – SW 177 Ave to SW 167 Ave	C	6.72%	C
SW 184 St – SW 167 Ave to SW 157 Ave	C	6.72%	C

Part 4 - Year 2021 Traffic Conditions with the Amendment - Table 10 provides the analysis of total traffic conditions for the Year 2021 (corresponding to the build-out date of the DRI) and includes the following:

- The future lane geometry for study area roadways including improvements from the TIP and from Priority I, II and III of the LRTP corresponding to the year 2020 and the year 2021 build-out date for the DRI;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way PM peak hour future background plus committed development traffic for the Year 2015;
- A 0.50% per year growth rate to grow the year 2015 traffic to year 2021;
- The assignment of committed development traffic to the study area roadways (see **Table 6**);
- The assignment of the two-way PM peak hour amendment traffic to the study area roadways;
- The Year 2021 two-way PM peak hour total traffic with the amendment site;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook with adjustments made for LOS EE as appropriate (see **Table 12** for the LOS standards and values for the study area);
- The Year 2021 total traffic level of service with the amendment site and the volume to capacity ratio; and
- An evaluation of the amendment trips using DRI standards to determine if the new impact is greater than 5.0% of the adopted maximum service volume (capacity) for each roadway link carrying amendment trips.

Table 11 provides the full DRI significance determination analysis for Year 2021 total traffic conditions after the addition of the amendment traffic, and includes the following:

- The future lane geometry for study area roadways including improvements from the TIP and from Priority I, II and III of the LRTP corresponding to the year 2020 and the year 2021 build-out date for the DRI;
- The adopted level of service standard from the CDMP for each roadway segment analyzed;
- The two-way PM peak hour future background plus committed development traffic for the Year 2021;
- The assignment of the two-way PM peak hour amendment traffic to the study area roadways;
- The Year 2021 two-way PM peak hour total traffic with the amendment site;
- The two-way peak hour roadway capacity based upon the FDOT 2002 Quality/LOS Handbook with adjustments made for LOS EE as appropriate (see **Table 12** for the LOS standards and values for the study area);
- The Year 2021 total traffic level of service with the amendment site and the volume to capacity ratio;
- The identification and assignment of the two-way PM peak hour traffic for the existing DRI uses (for the Zoo and Park), using the project distribution from the Original DRI;
- The total DRI trips from the existing Zoo and Park and from the proposed amendment;
- An evaluation of the total DRI trips (existing and proposed) pursuant to Rule 9J-2.045, F.S. to determine if the total DRI trips would significantly impact any state or regionally significant roadway operating below the adopted level of service standard.

Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the proposed amendment trips for the DRI and the existing DRI trips) were to consume 5.0% or more of the adopted maximum service volume of the state and regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. For the year 2021, the cumulative impact of the DRI trips was found to exceed 5.0% of the adopted maximum service volume for three segments on SW 152 Street and two segments on SW 184 Street as outlined below and as shown in detail in **Table 11**. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new uses proposed within the DRI and within the CDMP amendment are not found to significantly impact the surrounding roadway network through the year 2021.

Segment	Adopted LOS	DRI Trips as a % of MSV	2021 LOS with the Amendment
SW 152 St – SW 137 Ave to SW 124 Ave	EE (120% of E)	5.26%	E + .11 (111% of E)
SW 152 St – SW 124 Ave to SW 117 Ave	EE (120% of E)	8.72%	E + .11 (111% of E)
SW 152 St – SW 117 Ave to HEFT	EE (120% of E)	7.97%	D
SW 184 St – SW 177 Ave to SW 167 Ave	C	6.72%	C
SW 184 St – SW 167 Ave to SW 157 Ave	C	6.72%	C

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

ROADWAY SEGMENTS	[1]	ROADWAY JURISDICTION AND CLASSIFICATION	[2]	COUNT SOURCE AND NOTES	COUNT DATE	[3]	[4]	[5]	EXISTING TWO-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PM PEAK HOUR SEASON VOL	[6]	EXISTING PM PEAK HOUR LOS	V/C
	EXISTING LANES		COUNT STATION			FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD			TWO-WAY PM PEAK HOUR MAX CAPACITY		
SW 8 Street													
SW 177 Avenue to SW 147 Avenue	4LD	State Principal Arterial	FDOT-0377		4/26/2005	1.02	0.94	D	1,390	1,333	3,110	C	0.43
SW 147 Avenue to SW 137 Avenue	6LD	State Principal Arterial	FDOT-0377		4/26/2005	1.02	0.94	D	1,390	1,333	4,680	C	0.28
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	FDOT-0088	AAADT *.0749	2005	1.00	1.00	D	3,708	3,708	4,680	C	0.79
SW 127 Avenue to SR 821/HEFT	8LD	State Principal Arterial	FDOT-2561	AAADT *.0775	2005	1.00	1.00	E	5,425	5,425	6,360	D	0.85
SR 821/HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0090		5/24/2005	1.04	0.94	E	3,831	3,745	4,920	C	0.76
SW 88 Street													
SW 177 Avenue to SW 167 Avenue	4LD	State Principal Arterial	FDOT-0010		8/2/2005	1.03	0.96	D	1,290	1,276	3,110	C	0.41
SW 167 Avenue to SW 157 Avenue	4LD	State Principal Arterial	FDOT-2529		6/28/2005	1.02	0.93	EE	2,062	1,956	3,924	C	0.50
SW 157 Avenue to SW 147 Avenue	4LD	State Principal Arterial	FDOT-1080		6/14/2005	1.02	0.94	EE	3,274	3,139	3,924	E	0.80
SW 147 Avenue to SW 137 Avenue	6LD	State Principal Arterial	FDOT-1080		6/14/2005	1.02	0.94	EE	3,274	3,139	5,904	C	0.53
SW 137 Avenue to SW 127 Avenue	6LD	State Principal Arterial	FDOT-0060		4/26/2005	1.02	0.96	EE	4,826	4,726	5,904	E	0.80
SW 127 Avenue to SR 821/HEFT	8LD	State Principal Arterial	FDOT-0062		6/14/2005	1.02	0.94	EE	5,568	5,339	7,632	D	0.70
SR 821/HEFT to SW 117 Avenue	6LD	State Principal Arterial	FDOT-0592		6/14/2005	1.02	0.94	EE	4,256	4,081	5,904	D	0.69
SW 117 Avenue to SW 107 Avenue	6LD	State Principal Arterial	FDOT-0592		6/14/2005	1.02	0.94	EE	4,256	4,081	5,904	D	0.69
SW 107 Avenue to SW 97 Avenue	6LD	State Principal Arterial	FDOT-0064		6/14/2005	1.02	0.94	EE	4,417	4,235	5,904	D	0.72
SW 104 Street													
SW 167 Avenue to SW 157 Avenue	4LD	County Minor Arterial		TM counts	12/8/2005	0.99	1.00	EE	850	842	3,744	C	0.22
SW 157 Avenue to SW 147 Avenue	4LD	County Minor Arterial	MD-9724		9/21/2006	1.06	0.98	EE	2,792	2,900	3,744	D	0.77
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9722		9/21/2006	1.06	0.98	EE	2,930	3,044	3,744	E	0.81
SW 137 Avenue to SW 127 Avenue	6LD	County Minor Arterial	MD-9720		9/5/2006	1.03	0.98	EE	4,069	4,107	5,628	D	0.73
SW 127 Avenue to SW 117 Avenue	6LD	County Minor Arterial	MD-9718		1/19/2006	1.03	0.98	EE	5,110	5,158	5,628	E	0.92
SW 117 Avenue to SW 112 Avenue	6LD	County Minor Arterial	MD-9716		1/18/2006	1.03	0.98	EE	4,730	4,774	5,628	E	0.85
SW 120 Street													
SW 157 Avenue to SW 147 Avenue	2LU	County Minor Arterial	MD-9763		9/7/2006	1.03	0.98	D	77	78	1,390	C	0.06
SW 147 Avenue to SW 137 Avenue	4LD	County Minor Arterial	MD-9762	TM counts	4/11/2007	1.00	1.00	D	2,072	2,072	2,950	D	0.70
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9760	TM counts	4/11/2007	1.00	1.00	D	1,978	1,978	2,950	C	0.67
SW 127 Avenue to SW 122 Avenue	4LD	County Minor Arterial	MD-9760		11/29/2006	1.00	0.98	D	3,241	3,176	2,950	F	1.08
SW 122 Avenue to SR 821/HEFT	4LD	County Minor Arterial	MD-9760		11/29/2006	1.00	0.98	D	3,241	3,176	2,950	F	1.08
SR 821/HEFT to SW 117 Avenue	4LD	County Minor Arterial	MD-9760		11/29/2006	1.00	0.98	D	3,241	3,176	2,950	F	1.08
SW 136 Street													
SW 157 Avenue to SW 147 Avenue	2LU/4LD	County Collector		Link Counts	4/12/2007	1.00	0.98	D	651	638	1,390	C	0.46
SW 147 Avenue to SW 137 Avenue	2LU/4LD	County Collector		TM Counts	4/11/2007	1.00	1.00	D	1,733	1,733	1,390	F	1.25
SW 137 Avenue to SW 127 Avenue	4LD	County Collector		TM Counts	4/11/2007	1.00	1.00	D	622	622	2,950	C	0.21
SW 152 Street													
SW 162 Avenue to SW 157 Avenue	2LU	County Collector		TM Counts	12/8/2005	0.99	1.00	EE	294	291	1,776	C	0.16
SW 157 Avenue to SW 147 Avenue	2LU	County Collector		Link Counts	4/12/2007	1.00	0.98	EE	767	752	1,776	C	0.42
SW 147 Avenue to SW 137 Avenue	4LD	County Collector		Link Counts	4/12/2007	1.00	0.98	EE	2,354	2,307	3,744	D	0.62
SW 137 Avenue to SW 124 Avenue	6LD	Urban Principal Arterial		TM Counts	11/8/2006	1.03	1.00	EE	3,975	4,094	5,904	D	0.69
SW 124 Avenue to SW 117 Avenue	6LD	Urban Principal Arterial		TM Counts	11/8/2006	1.03	1.00	EE	3,974	4,093	5,904	D	0.69
SW 117 Avenue to SR 821/HEFT	4LD	Urban Principal Arterial		TM Counts	11/8/2006	1.03	1.00	EE	3,197	3,293	3,924	E	0.84
SR 821/HEFT to SW 112 Avenue	4LD	State Principal Arterial	FDOT-0056		6/14/2005	1.02	0.98	EE	2,929	2,928	3,924	D	0.75
SW 112 Avenue to US-1	4LD	State Principal Arterial	FDOT-1106		5/3/2005	1.03	0.98	EE	2,490	2,513	3,924	D	0.64
SW 168 Street													
SW 117 Avenue to US-1	2LU	County Collector	MD-9868		1/11/2006	1.04	0.98	D	885	902	1,390	D	0.65
US-1 to SW 87 Avenue	2LU	County Collector	MD-9866		1/10/2006	1.04	0.98	EE	678	691	1,776	C	0.39
SW 184 Street													
SW 177 Avenue to SW 167 Avenue	2LU	County Collector	MD-9880		11/29/2006	1.00	0.94	C	791	744	870	C	0.85
SW 167 Avenue to SW 157 Avenue	2LU	County Collector	MD-9880		11/29/2006	1.00	0.94	C	791	744	870	C	0.85
SW 157 Avenue to SW 147 Avenue	2LU	County Minor Arterial	MD-9879		9/13/2006	1.04	0.98	D	822	838	1,390	C	0.60
SW 147 Avenue to SW 137 Avenue	2LU	County Minor Arterial	MD-9878		8/24/2006	1.04	0.98	D	1,108	1,129	1,390	D	0.81
SW 137 Avenue to SW 127 Avenue	4LD	County Minor Arterial	MD-9876		9/12/2006	1.04	0.98	D	2,327	2,372	2,950	D	0.80
SW 127 Avenue to SW 117 Avenue	4LD	County Minor Arterial	MD-9876		9/12/2006	1.04	0.98	D	2,327	2,372	2,950	D	0.80
SW 117 Avenue to SR 821/HEFT	4LD	County Minor Arterial	MD-9876		9/12/2006	1.04	0.98	D	2,327	2,372	2,950	D	0.80
SR 821/HEFT to SW 107 Avenue	4LD	County Minor Arterial	MD-9874		9/13/2006	1.04	0.98	D	1,970	2,008	2,950	C	0.68
SW 107 Avenue to US-1	4LD	County Minor Arterial	MD-9874		9/13/2006	1.04	0.98	D	1,970	2,008	2,950	C	0.68
SW 200 Street/Quail Roost Dr													
SW 177 Avenue to SW 167 Avenue	2LU	State Minor Arterial	FDOT-1117		4/12/2005	1.00	0.98	C	648	635	1,310	C	0.48
SW 167 Avenue to SW 157 Avenue	2LU	State Minor Arterial	FDOT-1117		4/12/2005	1.00	0.98	C	648	635	1,310	C	0.48
SW 157 Avenue to SW 147 Avenue	2LU	State Minor Arterial	FDOT-1117		4/12/2005	1.00	0.98	C	648	635	1,310	C	0.48
SW 147 Avenue to SW 137 Avenue	2LU	State Minor Arterial	MD-9892		8/23/2006	1.03	0.98	C	898	906	1,310	C	0.69
SW 137 Avenue to SW 127 Avenue	2LU	State Minor Arterial	MD-9892		8/23/2006	1.03	0.98	D	898	906	1,560	C	0.58
SW 127 Avenue to SW 117 Avenue	4LD	State Minor Arterial	FDOT-1116		4/5/2005	1.00	0.98	D	1,308	1,282	3,390	B	0.38
SW 117 Avenue to SR 821/HEFT	4LD	State Minor Arterial	FDOT-0054		6/7/2005	1.03	0.98	D	2,277	2,298	3,390	B	0.68

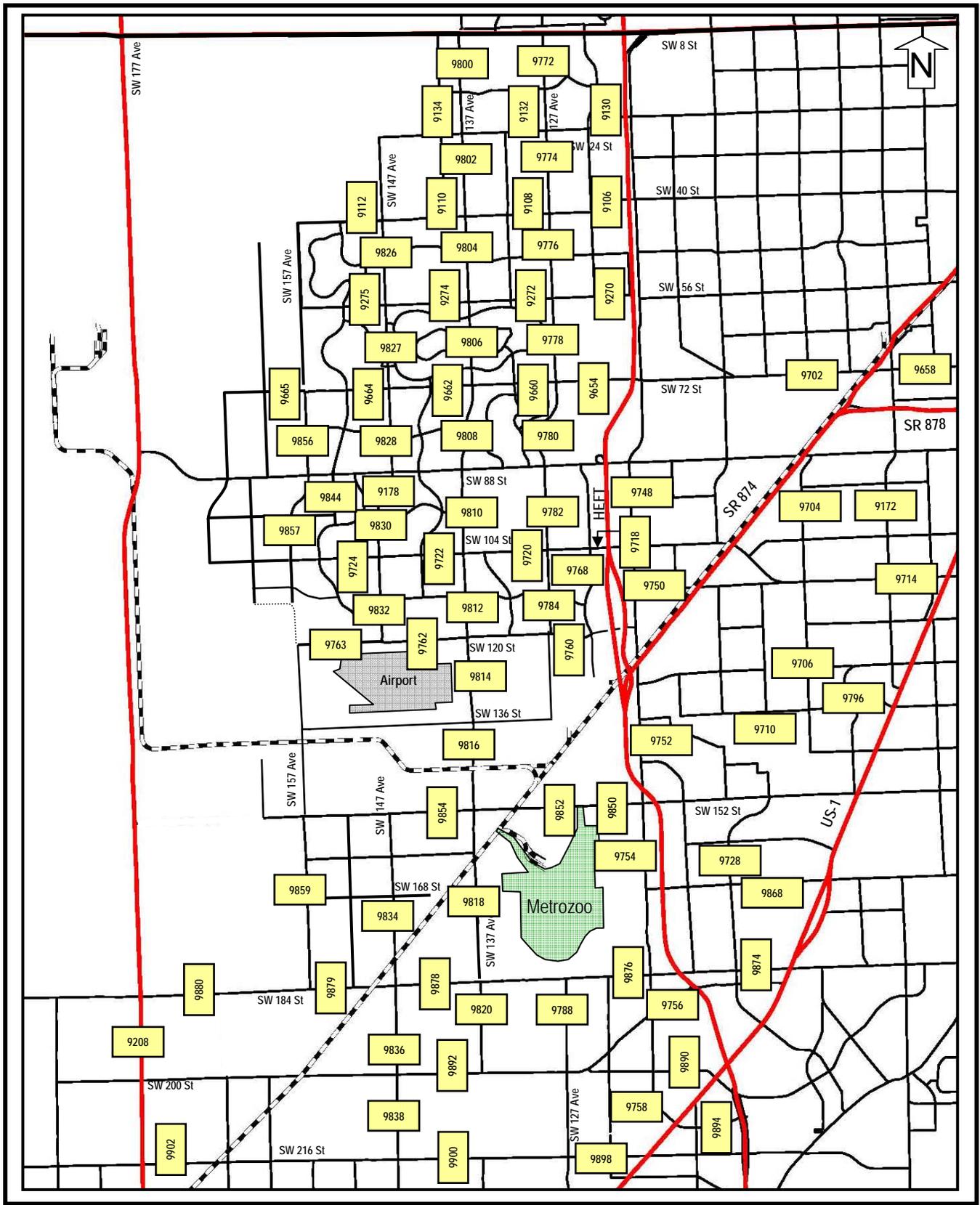
Table 5
Existing Traffic Conditions on Study Area Roadways
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1]	ROADWAY JURISDICTION AND CLASSIFICATION	[2]	COUNT SOURCE AND NOTES	COUNT DATE	[3]	[4]	[5]	EXISTING TWO-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PM PEAK HOUR SEASON VOL	[6]	EXISTING PM PEAK HOUR LOS	V/C
	EXISTING LANES		COUNT STATION			FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD			TWO-WAY PM PEAK HOUR MAX CAPACITY		
SW 216 Street													
SW 177 Avenue to SW 167 Avenue	2LU	County Collector	MD-9902	TM Counts	12/12/2006	0.99	1.00	C	401	397	870	C	0.46
SW 167 Avenue to SW 157 Avenue	2LU	County Collector	MD-9902	TM Counts	12/12/2006	0.99	1.00	C	401	397	870	C	0.46
SW 157 Avenue to SW 147 Avenue	2LU	County Collector	MD-9902	TM Counts	12/12/2006	0.99	1.00	C	401	397	870	C	0.46
SW 147 Avenue to SW 137 Avenue	2LU	County Collector	MD-9900		10/10/2006	1.11	0.98	C	486	529	870	C	0.61
SW 137 Avenue to SW 127 Avenue	2LU	County Collector	MD-9900		10/10/2006	1.11	0.98	D	486	529	1,390	C	0.38
SW 127 Avenue to US-1	2LU	County Collector	MD-9900		10/10/2006	1.11	0.98	D	486	529	1,390	C	0.38
US-1 to SW 112 Avenue	2LU	County Collector	MD-9900		10/10/2006	1.11	0.98	D	486	529	1,390	C	0.38
SW 112 Avenue to SR 821/HEFT	4LD	County Collector	MD-9900		10/10/2006	1.11	0.98	D	486	529	2,950	C	0.18
SW 177 Avenue													
SW 8 Street to SW 88 Street	2LU	State Principal Arterial	FDOT-0004		2/1/2005	1.01	0.91	C	1,225	1,126	1,310	C	0.86
SW 88 Street to SW 184 Street	2LU	State Principal Arterial	FDOT-0682		5/3/2005	1.03	0.91	C	1,109	1,039	1,310	C	0.79
SW 184 Street to SW 200 Street	2LU	State Principal Arterial	MD-9208		8/22-24/06	1.03	0.91	C	1,636	1,533	1,310	D	1.17
SW 200 Street to SW 216 Street	2LU	State Principal Arterial	FDOT-0361		6/7/2005	1.03	0.91	C	1,337	1,253	1,310	C	0.96
SW 167 Avenue													
SW 72 Street to SW 88 Street	2LU	County Collector		TM Counts	12/6/2005	0.99	1.00	D	200	198	1,390	C	0.14
SW 88 Street to SW 96 Street	4LD	County Collector		TM Counts	12/6/2005	0.99	1.00	D	593	587	2,950	C	0.20
SW 96 Street to SW 104 Street	2LU	County Collector		TM Counts	12/6/2005	0.99	1.00	D	593	587	1,390	C	0.42
SW 157 Avenue													
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9856		11/28/2006	1.00	0.98	EE	1,445	1,416	3,744	C	0.38
SW 88 Street to SW 96 Street	4LD	County Collector	MD-9857		8/24/2006	1.00	0.98	D	1,151	1,128	2,950	C	0.38
SW 96 Street to SW 104 Street	4LD	County Collector	MD-9857		8/24/2006	1.00	0.98	D	1,151	1,128	2,950	C	0.38
SW 104 Street to SW 112 Street	4LD	County Collector		TM Counts	12/8/2005	0.99	1.00	D	728	721	2,950	C	0.24
SW 112 Street to SW 120 Street		Not Built Yet											
SW 120 Street to SW 136 Street		Not Built Yet											
SW 136 Street to SW 152 Street	4LD	County Collector		TM Counts	12/7/2005	0.99	1.00	D	650	644	2,950	C	0.22
SW 152 Street to SW 184 Street	2LU	County Collector	MD-9859		1/17/2006	1.03	0.98	D	478	482	1,390	C	0.35
SW 184 Street to SW 200 Street	2LU	County Collector	MD-9859		1/17/2006	1.03	0.98	D	478	482	1,390	C	0.35
SW 147 Avenue													
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9828		9/5/2006	1.03	0.98	D	1,810	1,827	2,950	C	0.62
SW 88 Street to SW 104 Street	4LD	County Collector	MD-9830		9/5/2006	1.03	0.98	D	1,772	1,789	2,950	C	0.61
SW 104 Street to SW 120 Street	4LD	County Collector	MD-9832		9/7/2006	1.03	0.98	D	1,482	1,496	2,950	C	0.51
SW 152 Street to SW 184 Street	2LU	County Collector	MD-9834	TM Counts	12/9/2005	0.99	1.00	D	780	772	1,390	C	0.56
SW 137 Avenue													
SW 40 Street to SW 56 Street	6LD	County Minor Arterial	MD-9804		9/7/2006	1.03	0.97	D	3,077	3,074	4,450	C	0.69
SW 56 Street to SW 72 Street	4LD	County Minor Arterial	MD-9806		9/5/2006	1.03	0.97	D	3,110	3,107	2,950	E	1.05
SW 72 Street to SW 88 Street	4LD	County Minor Arterial	MD-9808		9/5/2006	1.03	0.97	D	2,282	2,280	2,950	D	0.77
SW 88 Street to SW 96 Street	6LD	State Principal Arterial	MD-9810		9/5/2006	1.03	0.97	D	3,200	3,197	4,680	C	0.68
SW 96 Street to SW 104 Street	6LD	State Principal Arterial	MD-9810		9/5/2006	1.03	0.97	D	3,200	3,197	4,680	C	0.68
SW 104 Street to SW 112 Street	6LD	State Principal Arterial	FDOT-2519		2/14/2005	1.00	0.98	D	2,841	2,784	4,680	C	0.59
SW 112 Street to SW 120 Street	6LD	State Principal Arterial	MD-9812	TM Counts	4/11/2007	1.00	1.00	D	3,154	3,154	4,680	C	0.67
SW 120 Street to SW 136 Street	6LD	State Principal Arterial	MD-9814	TM Counts	4/11/2007	1.00	1.00	D	4,303	4,303	4,680	D	0.92
SW 136 Street to SW 152 Street	6LD	Urban Principal Arterial	MD-9816		11/28/2006	1.00	0.99	EE	4,268	4,225	5,628	D	0.75
SW 152 Street to SW 184 Street	6LD	County Minor Arterial	MD-9818		9/6/2006	1.03	0.97	EE	2,910	2,907	5,628	C	0.52
SW 184 Street to SW 200 Street	2LU	County Minor Arterial	MD-9820		8/22/2006	1.03	0.96	D	793	784	1,390	C	0.56
SW 127 Avenue													
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9780		8/23/2006	1.03	0.98	D	1,617	1,632	2,950	C	0.55
SW 88 Street to SW 104 Street	2LU	County Collector	MD-9782		8/28/2006	1.03	0.98	D	1,398	1,411	1,390	E	1.02
SW 104 Street to SW 120 Street	2LU	County Collector	MD-9784		9/21/2006	1.06	0.98	D	1,108	1,151	1,390	D	0.83
SW 144 Street to SW 152 Street	4LD	County Collector		TM Counts	11/8/2006	1.03	1.00	D	616	634	2,950	C	0.22
SW 117 Avenue													
SW 72 Street to SW 88 Street	4LD	County Collector	MD-9746		1/19/2006	1.03	0.98	D	3,435	3,467	2,950	F	1.18
SW 88 Street to SW 104 Street	4LD	County Collector	MD-9748		8/30/2006	1.03	0.98	D	2,483	2,506	2,950	D	0.85
SW 104 Street to SW 120 Street	4LD	County Collector	MD-9750		11/28/2006	1.00	0.98	D	3,182	3,118	2,950	E	1.06
SW 120 Street to SW 136 Street	4LD	County Collector	MD-9752		11/27/2006	1.00	0.98	D	2,310	2,264	2,950	D	0.77
SW 136 Street to SW 152 Street	4LD	County Collector	MD-9752		11/27/2006	1.00	0.98	D	2,310	2,264	2,950	D	0.77
SW 152 Street to SW 184 Street	4LD	County Collector	MD-9754		9/6/2006	1.03	0.98	D	1,599	1,614	2,950	C	0.55
SW 184 Street to SW 200 Street	2LU	County Collector	MD-9756		9/6/2006	1.03	0.98	D	1,317	1,329	1,390	D	0.96
SW 200 Street to US-1	2LU	County Collector	MD-9758		11/28/2006	1.00	0.98	D	1,568	1,537	1,390	F	1.11

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

ROADWAY SEGMENTS	[1]	ROADWAY JURISDICTION AND CLASSIFICATION	[2]	COUNT SOURCE AND NOTES	COUNT DATE	[3]	[4]	[5]	EXISTING TWO-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PM PEAK HOUR PEAK SEASON VOL	[6]	EXISTING PM PEAK HOUR LOS	V/C
	EXISTING LANES		COUNT STATION			FDOT PSCF	FDOT AXLE FACTOR	CDMP ADOPTED LOS STANDARD			TWO-WAY PM PEAK HOUR MAX CAPACITY		
SR 821/HEFT									[7]				
SW 40 Street to SW 88 Street	6LD	State Principal Arterial	FDOT-2252	AADT*.08	2005	1.00	1.00	D	9,008	9,008	10,050	D	0.90
SW 88 Street to SW 120 Street	6LD	State Principal Arterial	FDOT-2246	AADT*.08	2005	1.00	1.00	D	7,368	7,368	10,050	C	0.73
SW 120 Street to SR 874	6LD	State Principal Arterial	FDOT-2290	AADT*.08	2005	1.00	1.00	D	6,840	6,840	10,050	C	0.68
SR 874 to SW 152 Street	8LD	State Principal Arterial	FDOT-2266	AADT*.08	2005	1.00	1.00	D	12,648	12,648	13,600	D	0.93
SW 152 Street to SW 184 Street	8LD	State Principal Arterial	FDOT-2254	AADT*.08	2005	1.00	1.00	D	10,264	10,264	13,600	C	0.75
SW 184 Street to SW 200 Street	6LD	State Principal Arterial	FDOT-2256	AADT*.08	2005	1.00	1.00	D	8,120	8,120	9,840	D	0.83
SW 200 Street to SW 216 Street	4LD	State Principal Arterial	FDOT-2264	AADT*.08	2005	1.00	1.00	D	4,880	4,880	6,250	D	0.78
SR 874													
HEFT to SW 104 Street	6LD	State Principal Arterial	FDOT-2274	AADT*.0676	2005	1.00	1.00	D	4,800	4,800	10,050	B	0.48
SW 104 Street to SR 878	8LD	State Principal Arterial	FDOT-2276	AADT*.0651	2005	1.00	1.00	D	7,226	7,226	13,600	B	0.53
US-1													
SW 136 Street to SW 152 Street	6LD	State Principal Arterial	FDOT-0014		5/24/2005	1.04	0.97	EE	4,814	4,856	6,096	C	0.80
SW 152 Street to SW 184 Street	6LD	State Principal Arterial	FDOT-0332		8/2/2005	1.03	0.97	EE	4,613	4,609	6,096	C	0.76
SW 184 Street to SW 216 Street	6LD	State Principal Arterial	FDOT-0346		8/9/2005	1.03	0.97	EE	3,489	3,486	6,096	B	0.57

- [1] The expanded geometry for roadways currently under construction have been included as existing lane geometry.
- [2] The traffic count data used in the analysis was obtained from either FDOT, Miami-Dade County or other area-wide studies and reflects current data available from the years 2005, 2006 or 2007.
- [3] The existing link and TM counts have been adjusted for peak season using the FDOT PSCF from either the years 2005, 2004 or 2003 as provided in Attachment I.
Factors from 2004 or 2003 have only been used when the count date in either 2006 or 2007 corresponded to a week that was affected by the hurricane season in 2005.
- [4] The existing link counts have also been adjusted using the FDOT Axle Factors for state roads included in Attachment I. These include factors for the following roadways:
US-1, SR 94/SW 88 Street, SR 992/SW 152 Street, SR 994/SW 200 Street, SR 997/SW 177 Avenue, SR 825/SW 137 Avenue, SR 90/US-41 and a general factor for Miami-Dade rural roadways.
The link counts for non-state roadways have been adjusted using an axle factor of 0.98 consistent with the factor used for SW 152 Street and SW 200 Street.
- [5] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [6] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.
- [7] The two-way PM peak hour counts for the HEFT are derived by applying a K factor of 0.08 to the 2005 AADT, based upon actual data collected by Florida's Turnpike for the Snapper Creek Toll Plaza.



Legend



Site Location

Existing Rail Lines
FIHS Roadways



Miami-Dade County Count Stations

Figure 6A
Traffic Count Locations – County Counts
Miami Metrozoo
May 2007

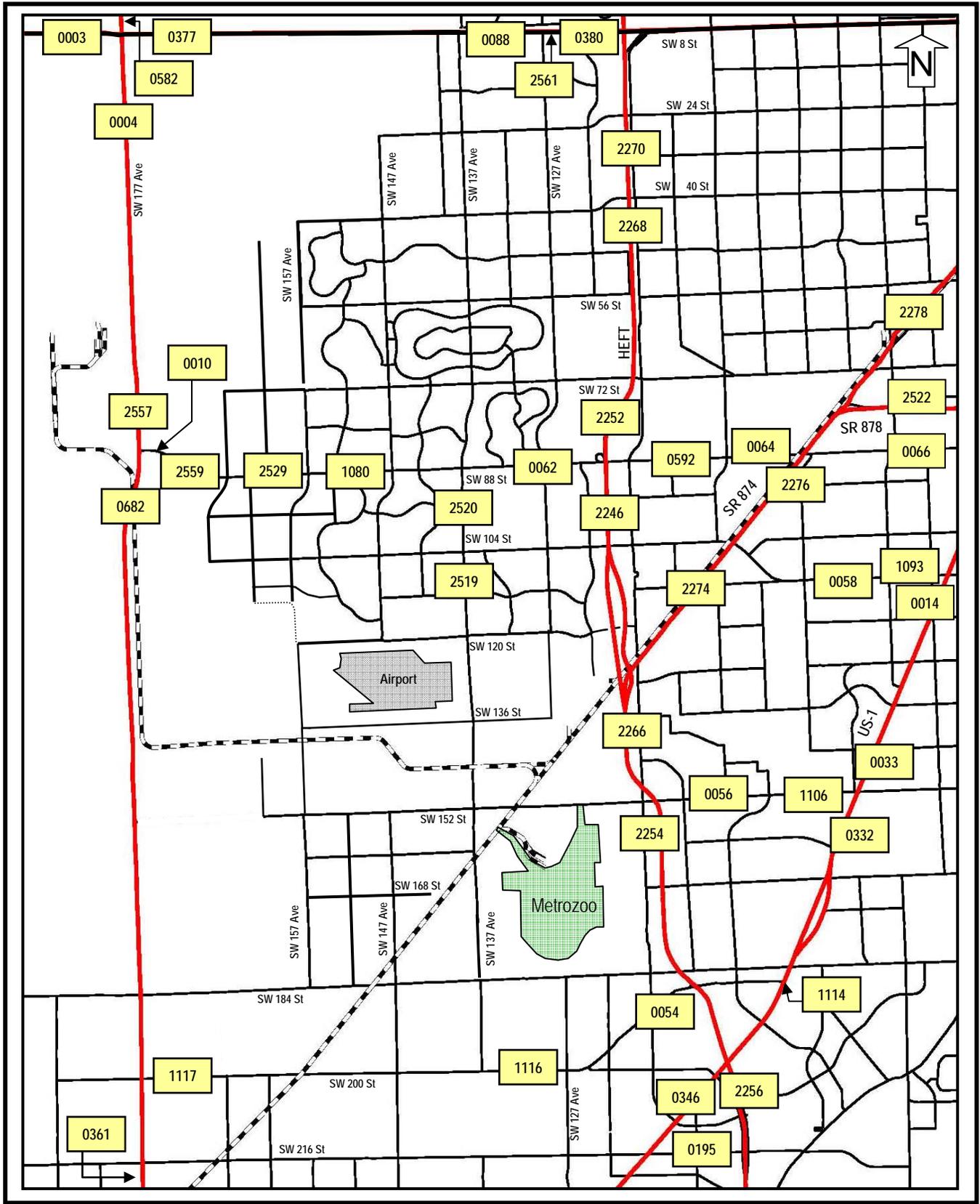


Figure 6B
 Traffic Count Locations – State Counts
 Miami Metrozoo
 May 2007

Source: Cathy Sweetapple & Associates

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

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	2015	[4]	2015	[5]	2015	
	YEAR 2015	CDMP ADOPTED LOS STANDARD	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	GROWTH RATE	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	COMMITTED PROJECTS	BACKGROUND PLUS COMMITTED VOLUMES	TWO-WAY PM PEAK HOUR MAX CAPACITY	PM PEAK HOUR FB+C LOS	V/C
SW 8 Street										
SW 177 Avenue to SW 147 Avenue	4LD	D	1,333	0.84%	1,449	99	1,548	3,110	C	0.50
SW 147 Avenue to SW 137 Avenue	6LD	D	1,333	0.84%	1,449	99	1,548	4,680	C	0.33
SW 137 Avenue to SW 127 Avenue	6LD	D	3,708	0.84%	4,031	99	4,130	4,680	D	0.88
SW 127 Avenue to SR 821/HEFT	8LD	E	5,425	0.84%	5,898	99	5,998	6,360	D	0.94
SR 821/HEFT to SW 117 Avenue	6LD	E	3,745	0.84%	4,072	99	4,171	4,920	D	0.85
SW 88 Street										
SW 177 Avenue to SW 167 Avenue	6LD	D	1,276	0.84%	1,387	486	1,872	4,680	C	0.40
SW 167 Avenue to SW 157 Avenue	6LD	EE	1,956	0.84%	2,127	1,583	3,710	5,904	C	0.63
SW 157 Avenue to SW 147 Avenue	6LD	EE	3,139	0.84%	3,413	1,198	4,611	5,904	D	0.78
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,139	0.84%	3,413	779	4,192	5,904	D	0.71
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,726	0.84%	5,138	409	5,547	5,904	E	0.94
SW 127 Avenue to SR 821/HEFT	8LD	EE	5,339	0.84%	5,804	409	6,214	7,632	E	0.81
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,081	0.84%	4,437	225	4,662	5,904	D	0.79
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,081	0.84%	4,437	148	4,584	5,904	D	0.78
SW 107 Avenue to SW 97 Avenue	6LD	EE	4,235	0.84%	4,605	106	4,710	5,904	E	0.80
SW 104 Street										
SW 167 Avenue to SW 157 Avenue	4LD	EE	842	0.84%	915	211	1,126	3,744	C	0.30
SW 157 Avenue to SW 147 Avenue	4LD	EE	2,900	0.84%	3,127	804	3,931	3,744	F	1.05
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,044	0.84%	3,282	734	4,015	5,628	D	0.71
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,107	0.84%	4,428	486	4,914	5,628	E	0.87
SW 127 Avenue to SW 117 Avenue	6LD	EE	5,158	0.84%	5,561	398	5,959	5,628	F	1.06
SW 117 Avenue to SW 112 Avenue	6LD	EE	4,774	0.84%	5,148	249	5,397	5,628	E	0.96
SW 120 Street										
SW 157 Avenue to SW 147 Avenue	4LD	D	78	0.84%	84	320	403	2,950	C	0.14
SW 147 Avenue to SW 137 Avenue	4LD	D	2,072	0.84%	2,215	660	2,875	2,950	D	0.97
SW 137 Avenue to SW 127 Avenue	4LD	D	1,978	0.84%	2,115	767	2,882	2,950	D	0.98
SW 127 Avenue to SW 122 Avenue	4LD	D	3,176	0.84%	3,425	637	4,061	2,950	F	1.38
SW 122 Avenue to SR 821/HEFT	4LD	D	3,176	0.84%	3,425	560	3,985	2,950	F	1.35
SR 821/HEFT to SW 117 Avenue	4LD	D	3,176	0.84%	3,425	248	3,672	2,950	F	1.24
SW 136 Street										
SW 157 Avenue to SW 147 Avenue	4LD	D	638	0.84%	682	135	817	2,950	C	0.28
SW 147 Avenue to SW 137 Avenue	4LD	D	1,733	0.84%	1,853	135	1,988	2,950	C	0.67
SW 137 Avenue to SW 127 Avenue	4LD	D	622	0.84%	665	135	800	2,950	C	0.27
SW 152 Street										
SW 162 Avenue to SW 157 Avenue	2LU	EE	291	0.84%	316	380	696	1,776	C	0.39
SW 157 Avenue to SW 147 Avenue	4LD	EE	752	0.84%	804	183	986	3,744	C	0.26
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,307	0.84%	2,467	210	2,677	3,744	D	0.71
SW 137 Avenue to SW 124 Avenue	6LD	EE	4,094	0.84%	4,414	691	5,105	5,904	E	0.86
SW 124 Avenue to SW 117 Avenue	6LD	EE	4,093	0.84%	4,413	657	5,070	5,904	E	0.86
SW 117 Avenue to SR 821/HEFT	6LD	EE	3,293	0.84%	3,550	597	4,148	5,904	D	0.70
SR 821/HEFT to SW 112 Avenue	4LD	EE	2,928	0.84%	3,183	332	3,515	3,924	E	0.90
SW 112 Avenue to US-1	4LD	EE	2,513	0.84%	2,733	272	3,005	3,924	D	0.77
SW 168 Street										
SW 117 Avenue to US-1	2LU	D	902	0.84%	973	12	984	1,390	D	0.71
US-1 to SW 87 Avenue	2LU	EE	691	0.84%	745	12	757	1,776	C	0.43
SW 184 Street										
SW 177 Avenue to SW 167 Avenue	2LU	C	744	0.84%	802	12	814	870	C	0.94
SW 167 Avenue to SW 157 Avenue	2LU	C	744	0.84%	802	12	814	870	C	0.94
SW 157 Avenue to SW 147 Avenue	2LU	D	838	0.84%	903	56	959	1,390	D	0.69
SW 147 Avenue to SW 137 Avenue	4LD	D	1,129	0.84%	1,218	75	1,292	2,950	C	0.44
SW 137 Avenue to SW 127 Avenue	4LD	D	2,372	0.84%	2,557	94	2,651	2,950	D	0.90
SW 127 Avenue to SW 117 Avenue	4LD	D	2,372	0.84%	2,557	75	2,632	2,950	D	0.89
SW 117 Avenue to SR 821/HEFT	4LD	D	2,372	0.84%	2,557	104	2,661	2,950	D	0.90
SR 821/HEFT to SW 107 Avenue	4LD	D	2,008	0.84%	2,165	60	2,225	2,950	D	0.75
SW 107 Avenue to US-1	4LD	D	2,008	0.84%	2,165	60	2,225	2,950	D	0.75
SW 200 Street/Quail Roost Dr										
SW 177 Avenue to SW 167 Avenue	2LU	C	635	0.84%	690	85	776	1,310	C	0.59
SW 167 Avenue to SW 157 Avenue	2LU	C	635	0.84%	690	85	776	1,310	C	0.59
SW 157 Avenue to SW 147 Avenue	2LU	C	635	0.84%	690	85	776	1,310	C	0.59
SW 147 Avenue to SW 137 Avenue	2LU	C	906	0.84%	977	85	1,063	1,310	C	0.81
SW 137 Avenue to SW 127 Avenue	2LU	D	906	0.84%	977	85	1,063	1,560	C	0.68
SW 127 Avenue to SW 117 Avenue	4LD	D	1,282	0.84%	1,394	85	1,479	3,390	B	0.44
SW 117 Avenue to SR 821/HEFT	4LD	D	2,298	0.84%	2,499	85	2,584	3,390	B	0.76
SW 216 Street										
SW 177 Avenue to SW 167 Avenue	2LU	C	397	0.84%	428	85	513	870	C	0.59
SW 167 Avenue to SW 157 Avenue	2LU	C	397	0.84%	428	85	513	870	C	0.59
SW 157 Avenue to SW 147 Avenue	2LU	C	397	0.84%	428	85	513	870	C	0.59
SW 147 Avenue to SW 137 Avenue	2LU	C	529	0.84%	570	85	655	870	C	0.75
SW 137 Avenue to SW 127 Avenue	2LU	D	529	0.84%	570	85	655	1,390	C	0.47
SW 127 Avenue to US-1	2LU	D	529	0.84%	570	85	655	1,390	C	0.47
US-1 to SW 112 Avenue	2LU	D	529	0.84%	570	85	655	1,390	C	0.47
SW 112 Avenue to SR 821/HEFT	4LD	D	529	0.84%	570	85	655	2,950	C	0.22

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

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	2015	[4]	2015	[5]	2015	
	YEAR 2015	CDMP ADOPTED LOS	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	GROWTH RATE	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	COMMITTED PROJECTS	BACKGROUND PLUS COMMITTED VOLUMES	TWO-WAY PM PEAK HOUR MAX CAPACITY	PM PEAK HOUR FB+C LOS	V/C
SW 177 Avenue										
SW 8 Street to SW 88 Street	4LD	B	1,126	0.84%	1,224	122	1,346	2,780	B	0.48
SW 88 Street to SW 184 Street	2LU	C	1,039	0.84%	1,130	122	1,252	1,310	C	0.96
SW 184 Street to SW 200 Street	2LU	C	1,533	0.84%	1,653	122	1,775	1,310	F	1.36
SW 200 Street to SW 216 Street	2LU	C	1,253	0.84%	1,363	122	1,484	1,310	D	1.13
SW 167 Avenue										
SW 72 Street to SW 88 Street	2LU	D	198	0.84%	215	98	313	1,390	C	0.23
SW 88 Street to SW 96 Street	4LD	D	587	0.84%	638	98	736	2,950	C	0.25
SW 96 Street to SW 104 Street	2LU	D	587	0.84%	638	98	736	1,390	C	0.53
SW 157 Avenue										
SW 72 Street to SW 88 Street	4LD	EE	1,416	0.84%	1,527	392	1,919	3,744	C	0.51
SW 88 Street to SW 96 Street	4LD	D	1,128	0.84%	1,216	573	1,789	2,950	C	0.61
SW 96 Street to SW 104 Street	4LD	D	1,128	0.84%	1,216	802	2,018	2,950	C	0.68
SW 104 Street to SW 112 Street	4LD	D	721	0.84%	784	412	1,196	2,950	C	0.41
SW 112 Street to SW 120 Street	4LD	D	721	0.84%	784	375	1,158	2,950	C	0.39
SW 120 Street to SW 136 Street	4LD	D	644	0.84%	700	326	1,026	2,950	C	0.35
SW 136 Street to SW 152 Street	4LD	D	644	0.84%	700	238	938	2,950	C	0.32
SW 152 Street to SW 184 Street	4LD	D	482	0.84%	520	144	664	2,950	C	0.23
SW 184 Street to SW 200 Street	2LU	D	482	0.84%	520	59	579	1,390	C	0.42
SW 147 Avenue										
SW 72 Street to SW 88 Street	4LD	D	1,827	0.84%	1,970	99	2,068	2,950	D	0.70
SW 88 Street to SW 104 Street	4LD	D	1,789	0.84%	1,929	99	2,027	2,950	C	0.69
SW 104 Street to SW 120 Street	4LD	D	1,496	0.84%	1,613	99	1,711	2,950	C	0.58
SW 152 Street to SW 184 Street	2LU	D	772	0.84%	840	99	938	1,390	D	0.67
SW 137 Avenue										
SW 40 Street to SW 56 Street	6LD	D	3,074	0.84%	3,315	352	3,666	4,450	D	0.82
SW 56 Street to SW 72 Street	4LD	D	3,107	0.84%	3,350	352	3,702	2,950	F	1.25
SW 72 Street to SW 88 Street	6LD	D	2,280	0.84%	2,458	352	2,810	4,450	C	0.63
SW 88 Street to SW 96 Street	6LD	D	3,197	0.84%	3,447	484	3,931	4,680	D	0.84
SW 96 Street to SW 104 Street	6LD	D	3,197	0.84%	3,447	507	3,954	4,680	D	0.84
SW 104 Street to SW 112 Street	6LD	D	2,784	0.84%	3,027	549	3,576	4,680	C	0.76
SW 112 Street to SW 120 Street	6LD	D	3,154	0.84%	3,372	549	3,922	4,680	D	0.84
SW 120 Street to SW 136 Street	6LD	D	4,303	0.84%	4,601	592	5,192	4,680	F	1.11
SW 136 Street to SW 152 Street	6LD	EE	4,225	0.84%	4,556	702	5,258	5,628	E	0.93
SW 152 Street to SW 184 Street	6LD	EE	2,907	0.84%	3,135	933	4,067	5,628	D	0.72
SW 184 Street to SW 200 Street	2LU	D	784	0.84%	845	308	1,153	1,390	D	0.83
SW 200 Street to SW 216 Street	2LU	D	784	0.84%	845	201	1,046	1,390	D	0.75
SW 127 Avenue										
SW 72 Street to SW 88 Street	4LD	D	1,632	0.84%	1,760	161	1,920	2,950	C	0.65
SW 88 Street to SW 104 Street	4LD	D	1,411	0.84%	1,521	254	1,776	2,950	C	0.60
SW 104 Street to SW 120 Street	4LD	D	1,151	0.84%	1,241	254	1,495	2,950	C	0.51
SW 144 Street to SW 152 Street	4LD	D	634	0.84%	684	85	770	2,950	C	0.26
SW 117 Avenue										
SW 72 Street to SW 88 Street	4LD	D	3,467	0.84%	3,738	85	3,824	2,950	F	1.30
SW 88 Street to SW 104 Street	4LD	D	2,506	0.84%	2,702	85	2,788	2,950	D	0.95
SW 104 Street to SW 120 Street	4LD	D	3,118	0.84%	3,362	85	3,448	2,950	F	1.17
SW 120 Street to SW 136 Street	4LD	D	2,264	0.84%	2,441	85	2,526	2,950	D	0.86
SW 136 Street to SW 152 Street	4LD	D	2,264	0.84%	2,441	85	2,526	2,950	D	0.86
SW 152 Street to SW 184 Street	4LD	D	1,614	0.84%	1,740	85	1,826	2,950	C	0.62
SW 184 Street to SW 200 Street	2LU	D	1,329	0.84%	1,433	85	1,519	1,390	F	1.09
SW 200 Street to US-1	2LU	D	1,537	0.84%	1,657	85	1,742	1,390	F	1.25
SR 821/HEFT										
SW 40 Street to SW 88 Street	6LD	D	9,008	2.42%	11,441	281	11,722	10,050	F	1.17
SW 88 Street to SW 120 Street	12LD	D	7,368	2.42%	9,358	268	9,626	20,710	B	0.46
SW 120 Street to SR 874	12LD	D	6,840	2.42%	8,688	226	8,913	20,710	B	0.43
SR 874 to SW 152 Street	12LD	D	12,648	2.42%	16,065	605	16,669	20,710	C	0.80
SW 152 Street to SW 184 Street	12LD	D	10,264	2.42%	13,037	204	13,240	20,710	C	0.64
SW 184 Street to SW 200 Street	6LD	D	8,120	2.42%	10,313	182	10,496	9,840	E	1.07
SW 200 Street to SW 216 Street	4LD	D	4,880	2.42%	6,198	166	6,364	6,250	E	1.02
SR 874										
HEFT to SW 104 Street	6LD	D	4,800	0.84%	5,218	440	5,658	10,050	B	0.56
SW 104 Street to SR 878	8LD	D	7,226	0.84%	7,857	440	8,296	13,600	C	0.61
US-1										
SW 136 Street to SW 152 Street	6LD	EE	4,856	0.84%	5,280	284	5,564	6,096	E	0.91
SW 152 Street to SW 184 Street	6LD	EE	4,609	0.84%	5,011	121	5,132	6,096	E	0.84
SW 184 Street to SW 216 Street	6LD	EE	3,486	0.84%	3,790	121	3,911	6,096	B	0.64

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] The historical growth rate calculations for the study area are provided on Table 7A for the arterial and collector roadways and Table 7B for the HEFT.
- [4] See Table 7D for the assignment of approved but unbuilt committed development traffic to the roadway network.
- [5] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.

**TABLE 7A
MIAMI METROZOO
TRAFFIC GROWTH RATE CALCULATIONS**

08-Jun-07

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH 2000 to 2006
SW 8 STREET										
WEST OF KROME AVENUE	E/W	FDOT-0003	6,600	5,900	7,400	5,200	6,000	5,700	5,700	-2.41%
EAST OF KROME AVENUE	E/W	FDOT-0377	14,000	14,400	15,200	13,600	16,200	16,800	16,300	2.57%
WEST OF SW 127 AVENUE	E/W	FDOT-0088	52,500	45,000	46,500	44,000	42,500	49,500	55,000	0.78%
WEST OF SW 122 AVENUE	E/W	F-0380/2561	79,500	61,500	67,000	62,000	60,000	70,000	68,500	-2.45%
EAST OF SW 109 AVENUE	E/W	FDOT-0090	49,500	56,000	48,000	54,000	69,000	56,500	56,000	2.08%
AVERAGE:			202,100	182,800	184,100	178,800	193,700	198,500	201,500	-0.05%
SW 88 ST WEST OF SW 137 AVE										
EAST OF KROME AVENUE	E/W	FDOT-0010	12,100	12,100	13,700	12,800	15,100	14,600	15,400	4.10%
WEST OF SW 167 AVENUE	E/W	FDOT-2559	13,700	13,700	13,600	13,100	15,100	18,400	18,400	5.04%
WEST OF SW 157 AVENUE	E/W	FDOT-2529	17,800	20,000	23,000	25,500	29,500	26,000	28,500	8.16%
WEST OF SW 147 AVENUE	E/W	FDOT-1080	43,000	50,500	50,000	47,500	46,500	44,000	50,000	2.55%
AVERAGE:			86,600	96,300	100,300	98,900	106,200	103,000	112,300	4.43%
SW 88 ST EAST OF SW 137 AVE										
EAST OF SW 137 AVENUE	E/W	FDOT-0060	76,500	67,500	69,500	69,500	82,000	70,000	67,000	-2.19%
EAST OF SW 127 AVENUE	E/W	FDOT-0062	65,500	65,500	75,500	84,500	89,000	80,000	80,000	3.39%
EAST OF SW 110 AVENUE	E/W	FDOT-0592	60,000	61,500	66,500	64,500	68,500	60,500	62,000	0.55%
EAST OF SW 103 AVENUE	E/W	FDOT-0064	63,000	66,000	71,500	73,000	71,500	63,000	64,500	0.39%
WEST OF SW 91 AVENUE	E/W	FDOT-0188	49,324	49,164	49,313	48,474	48,098	47,044	47,379	-0.67%
WEST OF SW 87 AVENUE	E/W	FDOT-0066	56,000	54,500	53,000	54,000	55,000	55,500	54,500	-0.45%
EAST OF SW 79 AVENUE	E/W	FDOT-0684	50,500	53,500	53,000	60,000	54,500	50,000	51,000	0.16%
WEST OF DADELAND BLVD	E/W	FDOT-0683	49,500	34,500	46,500	48,000	42,500	44,000	44,000	-1.94%
AVERAGE:			470,324	452,164	484,813	501,974	511,098	470,044	470,379	0.00%
KILLIAN DRIVE										
EAST OF RAMP TO SR 874	E/W	FDOT-1089	33,500	31,000	31,000	31,500	34,500	33,000	26,000	-4.14%
WEST OF SW 87 AVENUE	E/W	FDOT-0058	14,200	15,300	14,700	14,700	16,200	13,600	14,900	0.81%
WEST OF US-1	E/W	FDOT-1093	11,600	11,400	11,000	11,100	13,500	11,400	10,300	-1.96%
AVERAGE:			59,300	57,700	56,700	57,300	64,200	58,000	51,200	-2.42%
SW 152 STREET										
WEST OF SW 137 AVENUE	E/W	MD-9854	N/A	43,073	47,993	46,360	54,770	50,220	42,096	-0.46%
WEST OF SW 127 AVENUE	E/W	MD-9852	N/A	50,773	42,963	53,660	30,610	49,726	49,726	-0.42%
WEST OF SW 117 AVENUE	E/W	MD-9850	N/A	61,963	65,936	65,516	67,860	66,516	66,516	1.43%
EAST OF SW 112 AVENUE	E/W	FDOT-0056	N/A	35,000	33,500	38,000	41,000	39,000	38,000	1.66%
WEST OF US-1	E/W	FDOT-1106	N/A	37,500	34,000	39,000	43,500	34,500	37,500	0.00%
AVERAGE:			N/A	228,309	224,392	242,536	237,740	239,962	233,838	0.48%
SW 184 STREET										
WEST OF SW 157 AVENUE	E/W	MD-9880	N/A	9,003	8,840	8,380	9,150	9,933	9,900	1.92%
WEST OF SW 147 AVENUE	E/W	MD-9879	N/A	9,413	8,893	9,936	12,890	11,613	10,973	3.11%
WEST OF SW 137 AVENUE	E/W	MD-9878	N/A	15,750	13,973	15,753	16,090	16,816	16,883	1.40%
WEST OF SW 117 AVENUE	E/W	MD-9876	N/A	29,630	28,693	24,896	37,680	29,510	31,176	1.02%
WEST OF US-1	E/W	MD-9874	N/A	28,906	29,266	23,916	26,390	27,003	27,266	-1.16%
AVERAGE:			N/A	92,702	89,665	82,881	102,200	94,875	96,198	0.74%
SW 200 STREET/SW 186 STREET										
EAST OF SW 177 AVENUE	E/W	FDOT-1117	5,400	5,500	5,700	7,000	8,600	7,900	7,300	5.15%
EAST OF SW 127 AVENUE	E/W	FDOT-1116	10,200	11,200	12,700	15,700	17,900	16,700	15,900	7.68%
WEST OF SW 117 AVENUE	E/W	FDOT-0054	28,500	28,500	25,500	28,500	25,500	29,000	28,500	0.00%
WEST OF US-1	E/W	FDOT-1114	18,900	17,700	18,900	18,300	23,500	20,200	18,100	-0.72%
AVERAGE:			63,000	62,900	62,800	69,500	75,500	73,800	69,800	1.72%

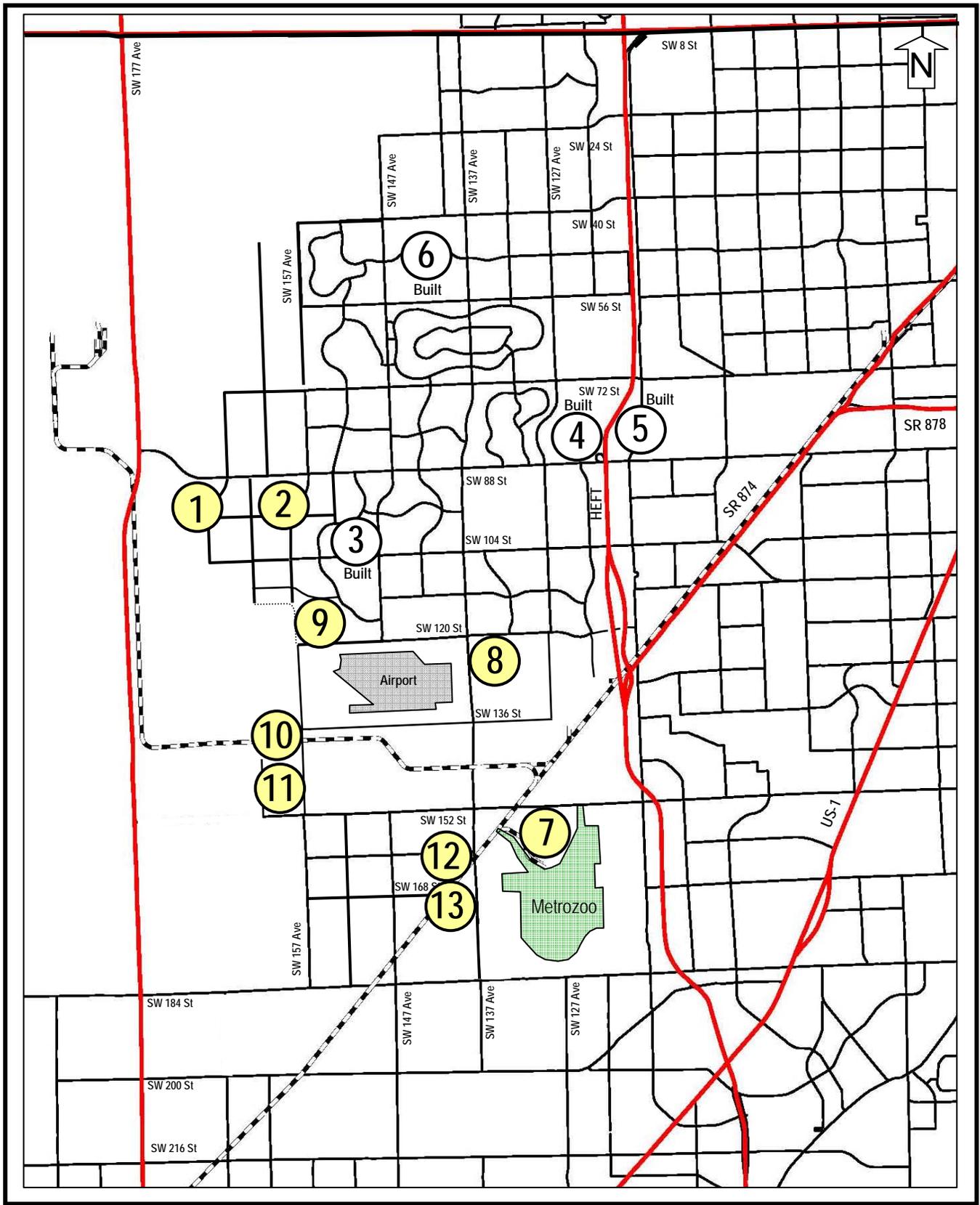
**TABLE 7A
MIAMI METROZOO
TRAFFIC GROWTH RATE CALCULATIONS**

08-Jun-07

ROADWAY	DIR	STATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	COMPOUND GROWTH 2000 to 2006
KROME AVENUE										
NORTH OF SW 8 STREET	N/S	FDOT-0582	8,300	9,000	8,300	8,000	14,400	17,000	21,800	17.46%
SOUTH OF SW 8 STREET	N/S	FDOT-0004	16,400	14,800	12,900	14,100	20,500	15,100	18,000	1.56%
NORTH OF SW 88 STREET	N/S	FDOT-2557	N/A	17,000	18,400	15,700	18,100	15,400	17,500	0.58%
SOUTH OF SW 88 STREET	N/S	FDOT-0682	11,500	14,500	14,500	15,500	18,100	15,100	16,400	6.09%
NORTH OF SW 232 STREET	N/S	FDOT-0361	15,100	14,600	16,800	16,600	19,600	15,100	18,300	3.26%
AVERAGE:			N/A	69,900	70,900	69,900	90,700	77,700	92,000	5.65%
SW 137 AVENUE										
SOUTH OF SW 56 STREET	N/S	MD-9806	N/A	34,733	30,156	36,663	39,490	42,240	42,236	3.99%
SOUTH OF SW 72 STREET	N/S	MD-9808	N/A	31,553	40,656	31,446	32,770	33,090	32,253	0.44%
SOUTH OF KENDALL DRIVE	N/S	MD-9810	N/A	40,796	42,330	43,073	45,820	46,286	45,180	2.06%
SOUTH OF KENDALL DRIVE	N/S	FDOT-2520	41,000	43,500	43,000	42,500	42,500	52,500	43,500	0.99%
SOUTH OF SW 104 STREET	N/S	FDOT-2519	44,000	36,500	42,500	41,000	41,000	41,000	41,500	-0.97%
SOUTH OF SW 104 STREET	N/S	MD-9812	N/A	26,400	39,186	39,733	43,140	44,630	42,386	9.93%
SOUTH OF SW 120 STREET	N/S	MD-9814	N/A	54,243	57,430	59,553	62,540	63,903	63,903	3.33%
SOUTH OF SW 136 STREET	N/S	MD-9816	N/A	52,390	51,846	62,463	59,870	63,046	57,290	1.80%
SOUTH OF SW 152 STREET	N/S	MD-9818	N/A	29,740	30,783	41,496	48,790	48,790	44,513	8.40%
SOUTH OF SW 184 STREET	N/S	MD-9820	N/A	4,973	4,293	7,793	11,430	9,506	9,586	14.03%
AVERAGE:			N/A	354,828	382,180	405,720	427,350	444,991	422,347	3.55%
SW 117 AVENUE										
NORTH OF SW 152 STREET	N/S	MD-9752	N/A	29,436	27,416	24,186	29,540	24,496	30,943	1.00%
SOUTH OF SW 152 STREET	N/S	MD-9754	N/A	21,446	21,576	23,596	22,560	23,893	23,150	1.54%
SOUTH OF SW 184 STREET	N/S	MD-9756	N/A	16,690	12,363	16,473	15,940	17,846	17,383	0.82%
SOUTH OF SW 200 STREET	N/S	MD-9758	N/A	16,743	24,320	21,166	9,340	20,876	17,793	1.22%
AVERAGE:			N/A	84,315	85,675	85,421	77,380	87,111	89,269	1.15%
SW 107 AVENUE										
SOUTH OF SW 93 STREET	N/S	FDOT-1092	23,000	23,000	26,500	26,000	27,500	26,000	25,000	1.40%
AVERAGE:			23,000	23,000	26,500	26,000	27,500	26,000	25,000	1.40%
SW 87 AVENUE										
NORTH OF SW 132 STREET	N/S	FDOT-1077	11,500	12,300	11,900	13,800	12,500	13,000	15,200	4.76%
AVERAGE:			11,500	12,300	11,900	13,800	12,500	13,000	15,200	4.76%
US-1										
SOUTH OF SW 88 STREET	N/S	FDOT-2532	60,500	57,500	55,500	53,500	68,500	53,500	53,000	-2.18%
SOUTH OF SR 826	N/S	FDOT-0110	91,500	83,500	89,000	94,000	95,000	89,000	89,000	-0.46%
SOUTH OF SW 104 STREET	N/S	FDOT-0014	69,500	66,500	73,000	68,000	67,000	75,500	74,500	1.16%
NORTH OF SW 152 STREET	N/S	FDOT-0033	71,000	72,500	75,000	74,000	77,000	77,000	77,000	1.36%
SOUTH OF SW 152 STREET	N/S	FDOT-0332	65,000	62,500	71,000	71,000	74,000	70,000	69,000	1.00%
NORTH OF SW 112 AVENUE	N/S	FDOT-0346	44,500	48,500	46,500	49,500	52,500	48,500	49,500	1.79%
AVERAGE:			402,000	391,000	410,000	410,000	434,000	413,500	412,000	0.41%
SR 874										
NORTH OF THE HEFT	N/S	FDOT-2274	70,000	72,500	70,500	74,000	74,000	71,000	77,000	1.60%
NORTH OF SW 104 STREET	N/S	FDOT-2276	112,000	107,000	111,500	118,000	111,000	111,000	102,500	-1.47%
NORTH OF SW 87 AVENUE	N/S	FDOT-2278	53,000	53,000	63,000	45,500	48,000	48,000	48,000	-1.64%
AVERAGE:			235,000	232,500	245,000	237,500	233,000	230,000	227,500	-0.54%
AVERAGE ARTERIAL AND COLLECTOR GROWTH RATE FOR THE STUDY AREA: HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS: SR 874 GROWTH RATE: FLORIDA'S TURNPIKE GROWTH RATE: HALF TURNPIKE GROWTH RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS:										Full Rate: Half Rate : Replaced Negative Rate: Full Rate (see Table 7B): Half Rate (see Table 7B):
										1.68% 0.84% 0.50% 4.85% 2.42%

**TABLE 7B
MIAMI METROZOO
TRAFFIC GROWTH RATE CALCULATIONS - FLORIDA'S TURNPIKE**

ROADWAY	DIR	COUNT STATION	AADT 1995	AADT 1996	AADT 1997	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	COMPOUND GROWTH 1995 to 2006
HEFT															
NORTH OF SW 8 STREET	N/S	FDOT-2250	101,800	101,800	103,100	104,600	107,300	123,400	130,300	144,300	152,600	163,600	172,100	177,100	5.16%
NORTH OF BIRD ROAD	N/S	FDOT-2270	75,500	67,300	66,500	67,800	69,700	90,200	98,900	115,500	122,800	131,100	136,000	142,000	5.91%
NORTH OF KENDALL DRIVE	N/S	FDOT-2252	74,500	71,500	69,300	70,800	79,700	77,900	81,000	92,100	98,200	105,700	112,600	119,600	4.40%
NORTH OF SW 120 STREET	N/S	FDOT-2246	50,400	46,500	45,900	48,100	60,600	63,600	63,200	74,300	78,200	86,000	92,100	99,800	6.41%
NORTH OF SW 152 STREET	N/S	FDOT-2266	110,700	110,700	106,300	113,400	130,500	127,900	131,900	134,800	142,400	149,400	158,100	165,300	3.71%
NORTH OF SW 184 STREET	N/S	FDOT-2254	86,400	82,000	75,700	80,700	96,300	96,700	101,000	104,100	111,400	119,200	128,300	136,500	4.25%
TOTAL FOR ALL STATIONS:			499,300	479,800	466,800	485,400	544,100	579,700	606,300	665,100	705,600	755,000	799,200	840,300	4.85%
HALF RATE WHEN INCORPORATING COMMITTED DEVELOPMENTS															
															2.42%



Legend



Unbuilt or Partially Built Committed Project



Site Location

- | | | |
|---------------------------------|------------------------|------------------------|
| 1. Kendall Commons - TND | 6. Kendale Lakes | 11. Corsica Square |
| 2. Kendall Town Center DRI | 7. UM TND at Metrozoo | 12. Luxor Estates |
| 3. The Hammocks DRI | 8. London Square | 13. S. Dade Commercial |
| 4. Kendall Village | 9. Century Gardens | |
| 5. Kendall Town and Country DRI | 10. Garoe Holding, LLC | |

Figure 7
Committed Developments
Miami Metrozoo
May 2007

**TABLE 7C
MIAMI METROZOO
UNBUILT COMMITTED DEVELOPMENT IN THE STUDY AREA**

KENDALL COMMONS TND

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Multi-Family	1,256	DU	230	$T = 0.52 (X)$	653	67%	438	33%	215

KENDALL TOWN CENTER DRI

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Theatre, Hotel, Hospital, Recreation			See Attachment III		3,549	39%	1,374	61%	2,175

UM TND AT METROZOO

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Residential, Retail, Office, School			See Attachment III		1,192	59%	704	41%	488

LONDON SQUARE

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Restaurant			See Attachment III		1,877	49%	914	51%	963

CENTURY GARDENS

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	184	DU	210	$\ln(T) = 0.90 \ln(X) + 0.53$	186	63%	117	37%	69
Condo/Townhomes	324	DU	230	$\ln(T) = 0.82 \ln(X) + 0.32$	158	67%	106	33%	52
GROSS TRIPS					344	65%	223	35%	121

GAROE HOLDING, LLC

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	114	DU	210	$\ln(T) = 0.90 \ln(X) + 0.53$	121	63%	76	37%	45
GROSS TRIPS					121	63%	76	37%	45

SOUTH DADE COMMERCIAL PARK

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	76,500	SF	820	$\ln(T) = 0.66 \ln(X) + 3.40$	525	48%	252	52%	273
Office	92,000	SF	710	$T = 1.12 (X) + 78.81$	182	17%	31	83%	151
GROSS TRIPS					707	40%	283	60%	424
INTERNALIZATION			20.00%	Between Retail and Office	141	40%	57	60%	84
PASS BY FOR EXTERNAL RETAIL TRIPS			42.00%	$\ln(TP) = -0.291 \ln(X) + 5.001$	176	48%	85	52%	91
NET EXTERNAL TRIPS					389	36%	141	64%	249

CORSICA SQUARE

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	84,079	SF	820	$\ln(T) = 0.66 \ln(X) + 3.40$	558	48%	268	52%	290
GROSS TRIPS					558	48%	268	52%	290
PASS BY FOR RETAIL TRIPS			41.00%	$\ln(TP) = -0.291 \ln(X) + 5.001$	229	48%	110	52%	119
NET EXTERNAL TRIPS					329	48%	158	52%	171

LUXOR ESTATES

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Condo/Townhomes	163	DU	230	$\ln(T) = 0.82 \ln(X) + 0.32$	90	67%	60	33%	30
GROSS TRIPS					90	67%	60	33%	30

Table 7D
Committed Development Traffic
Two-Way PM Peak Hour

ROADWAY SEGMENTS	YEAR 2015 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		London Square		Century Gardens		Garoe Holdings, LLC		Corsica Square		Luxor Estates		South Dade Commercial		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 653	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 1192	Distribution Percent	PM Trips 1877	Distribution Percent	PM Trips 344	Distribution Percent	PM Trips 121	Distribution Percent	PM Trips 329	Distribution Percent	PM Trips 90	Distribution Percent	PM Trips 389	
SW 8 Street																				
SW 177 Avenue to SW 147 Avenue	4LD	2.00%	13	2.00%	71	1.00%	12	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	99
SW 147 Avenue to SW 137 Avenue	6LD	2.00%	13	2.00%	71	1.00%	12	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	99
SW 137 Avenue to SW 127 Avenue	6LD	2.00%	13	2.00%	71	1.00%	12	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	99
SW 127 Avenue to SR 821/HEFT	8LD	2.00%	13	2.00%	71	1.00%	12	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	99
SR 821/HEFT to SW 117 Avenue	6LD	2.00%	13	2.00%	71	1.00%	12	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	99
SW 88 Street																				
SW 177 Avenue to SW 167 Avenue	6LD	20.00%	131	10.00%	355	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	486
SW 167 Avenue to SW 157 Avenue	6LD	25.00%	163	40.00%	1,420	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	1583
SW 157 Avenue to SW 147 Avenue	6LD	20.00%	131	30.00%	1,065	0.00%	0	0.00%	0	0.50%	1	0.50%	1	0.50%	2	0.00%	0	0.00%	0	1198
SW 147 Avenue to SW 137 Avenue	6LD	10.00%	65	20.00%	710	0.00%	0	0.00%	0	0.50%	1	0.50%	1	0.50%	2	0.00%	0	0.00%	0	779
SW 137 Avenue to SW 127 Avenue	6LD	5.00%	33	10.00%	355	0.50%	6	0.50%	9	0.50%	2	0.50%	1	0.50%	2	0.50%	0	0.50%	2	409
SW 127 Avenue to SR 821/HEFT	8LD	5.00%	33	10.00%	355	0.50%	6	0.50%	9	0.50%	2	0.50%	1	0.50%	2	0.50%	0	0.50%	2	409
SR 821/HEFT to SW 117 Avenue	6LD	4.00%	26	5.00%	177	0.50%	6	0.50%	9	0.50%	2	0.50%	1	0.50%	2	0.50%	0	0.50%	2	225
SW 117 Avenue to SW 107 Avenue	6LD	3.00%	20	3.00%	106	0.50%	6	0.50%	9	0.50%	2	0.50%	1	0.50%	2	0.50%	0	0.50%	2	148
SW 107 Avenue to SW 97 Avenue	6LD	2.00%	13	2.00%	71	0.50%	6	0.50%	9	0.50%	2	0.50%	1	0.50%	2	0.50%	0	0.50%	2	106
SW 104 Street																				
SW 167 Avenue to SW 157 Avenue	4LD	10.00%	65	4.00%	142	0.00%	0	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	211
SW 157 Avenue to SW 147 Avenue	4LD	9.00%	59	20.90%	742	0.00%	0	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	804
SW 147 Avenue to SW 137 Avenue	6LD	8.00%	52	19.10%	678	0.00%	0	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	734
SW 137 Avenue to SW 127 Avenue	6LD	7.00%	46	12.30%	437	0.00%	0	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	486
SW 127 Avenue to SW 117 Avenue	6LD	6.00%	39	10.00%	355	0.00%	0	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	398
SW 117 Avenue to SW 112 Avenue	6LD	5.00%	33	6.00%	213	0.00%	0	0.00%	0	1.00%	3	0.00%	0	0.00%	0	0.00%	0	0.00%	0	249
SW 120 Street																				
SW 157 Avenue to SW 147 Avenue	4LD	2.00%	13	0.00%	0	2.00%	24	5.20%	98	50.00%	172	1.00%	1	1.00%	3	1.00%	1	2.00%	8	320
SW 147 Avenue to SW 137 Avenue	4LD	2.00%	13	9.90%	351	3.00%	36	10.20%	191	16.00%	55	1.00%	1	1.00%	3	1.00%	1	2.00%	8	660
SW 137 Avenue to SW 127 Avenue	4LD	2.00%	13	6.40%	227	2.00%	24	23.90%	449	12.00%	41	1.00%	1	1.00%	3	1.00%	1	2.00%	8	767
SW 127 Avenue to SW 122 Avenue	4LD	2.00%	13	5.90%	209	1.00%	12	18.90%	355	10.00%	34	1.00%	1	1.00%	3	1.00%	1	2.00%	8	637
SW 122 Avenue to SR 821/HEFT	4LD	2.00%	13	5.90%	209	1.00%	12	14.90%	280	8.00%	28	2.00%	2	2.00%	7	2.00%	2	2.00%	8	560
SR 821/HEFT to SW 117 Avenue	4LD	2.00%	13	2.00%	71	1.00%	12	6.00%	113	6.00%	21	2.00%	2	2.00%	7	2.00%	2	2.00%	8	248
SW 136 Street																				
SW 157 Avenue to SW 147 Avenue	4LD	2.00%	13	1.00%	35	3.00%	36	2.00%	38	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	135
SW 147 Avenue to SW 137 Avenue	4LD	2.00%	13	1.00%	35	3.00%	36	2.00%	38	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	135
SW 137 Avenue to SW 127 Avenue	4LD	2.00%	13	1.00%	35	3.00%	36	2.00%	38	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	135
SW 152 Street																				
SW 162 Avenue to SW 157 Avenue	2LU	0.00%	0	0.00%	0	1.00%	12	2.00%	38	5.00%	17	10.00%	12	90.00%	296	1.00%	1	1.00%	4	380
SW 157 Avenue to SW 147 Avenue	4LD	0.90%	6	0.40%	14	2.00%	24	2.00%	38	10.00%	34	20.00%	24	10.00%	33	2.00%	2	2.00%	8	183
SW 147 Avenue to SW 137 Avenue	4LD	0.90%	6	0.40%	14	5.00%	60	3.00%	56	9.00%	31	18.00%	22	5.00%	16	1.00%	1	1.00%	4	210
SW 137 Avenue to SW 124 Avenue	6LD	0.90%	6	0.90%	32	50.00%	596	2.00%	38	2.00%	7	1.00%	1	2.00%	7	1.00%	1	1.00%	4	691
SW 124 Avenue to SW 117 Avenue	6LD	0.70%	5	0.70%	25	50.00%	596	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	657
SW 117 Avenue to SR 821/HEFT	6LD	0.70%	5	0.70%	25	45.00%	536	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	597
SR 821/HEFT to SW 112 Avenue	4LD	0.50%	3	0.50%	18	25.00%	298	0.00%	0	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	332
SW 112 Avenue to US-1	4LD	0.50%	3	0.50%	18	20.00%	238	0.00%	0	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	272
SW 168 Street																				
SW 117 Avenue to US-1	2LU	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0
US-1 to SW 87 Avenue	2LU	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0

Table 7D
Committed Development Traffic
Two-Way PM Peak Hour

ROADWAY SEGMENTS	YEAR 2015 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		London Square		Century Gardens		Garoe Holdings, LLC		Corsica Square		Luxor Estates		South Dade Commercial		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 653	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 1192	Distribution Percent	PM Trips 1877	Distribution Percent	PM Trips 344	Distribution Percent	PM Trips 121	Distribution Percent	PM Trips 329	Distribution Percent	PM Trips 90	Distribution Percent	PM Trips 389	
SW 184 Street																				
SW 177 Avenue to SW 167 Avenue	2LU	0.00%	0	0.00%	0	1.00%	12	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	12
SW 167 Avenue to SW 157 Avenue	2LU	0.00%	0	0.00%	0	1.00%	12	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	12
SW 157 Avenue to SW 147 Avenue	2LU	0.00%	0	0.00%	0	1.00%	12	1.00%	19	2.00%	7	2.00%	2	2.00%	7	2.00%	2	2.00%	8	56
SW 147 Avenue to SW 137 Avenue	4LD	0.00%	0	0.00%	0	1.00%	12	2.00%	38	2.00%	7	2.00%	2	2.00%	7	2.00%	2	2.00%	8	75
SW 137 Avenue to SW 127 Avenue	4LD	0.00%	0	0.00%	0	1.00%	12	3.00%	56	2.00%	7	2.00%	2	2.00%	7	2.00%	2	2.00%	8	94
SW 127 Avenue to SW 117 Avenue	4LD	0.00%	0	0.00%	0	1.00%	12	2.00%	38	2.00%	7	2.00%	2	2.00%	7	2.00%	2	2.00%	8	75
SW 117 Avenue to SR 821/HEFT	4LD	0.00%	0	0.00%	0	5.00%	60	1.00%	19	2.00%	7	2.00%	2	2.00%	7	2.00%	2	2.00%	8	104
SR 821/HEFT to SW 107 Avenue	4LD	0.00%	0	0.00%	0	2.00%	24	1.00%	19	1.00%	3	1.00%	1	1.00%	3	2.00%	2	2.00%	8	60
SW 107 Avenue to US-1	4LD	0.00%	0	0.00%	0	2.00%	24	1.00%	19	1.00%	3	1.00%	1	1.00%	3	2.00%	2	2.00%	8	60
SW 200 Street/Quail Roost Dr																				
SW 177 Avenue to SW 167 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 167 Avenue to SW 157 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 157 Avenue to SW 147 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 147 Avenue to SW 137 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 137 Avenue to SW 127 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 127 Avenue to SW 117 Avenue	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 117 Avenue to SR 821/HEFT	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 216 Street																				
SW 177 Avenue to SW 167 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 167 Avenue to SW 157 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 157 Avenue to SW 147 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 147 Avenue to SW 137 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 137 Avenue to SW 127 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 127 Avenue to US-1	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
US-1 to SW 112 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 112 Avenue to SR 821/HEFT	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 177 Avenue																				
SW 8 Street to SW 88 Street	4LD	2.90%	19	2.90%	103	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	122
SW 88 Street to SW 184 Street	2LU	2.90%	19	2.90%	103	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	122
SW 184 Street to SW 200 Street	2LU	2.90%	19	2.90%	103	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	122
SW 200 Street to SW 216 Street	2LU	2.90%	19	2.90%	103	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	122
SW 167 Avenue																				
SW 72 Street to SW 88 Street	2LU	15.00%	98	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	98
SW 88 Street to SW 96 Street	4LD	15.00%	98	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	98
SW 96 Street to SW 104 Street	2LU	15.00%	98	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	98
SW 157 Avenue																				
SW 72 Street to SW 88 Street	4LD	5.00%	33	9.10%	323	0.00%	0	0.00%	0	8.00%	28	2.00%	2	2.00%	7	0.00%	0	0.00%	0	392
SW 88 Street to SW 96 Street	4LD	4.00%	26	13.80%	490	0.00%	0	0.00%	0	10.00%	34	5.00%	6	5.00%	16	0.00%	0	0.00%	0	573
SW 96 Street to SW 104 Street	4LD	3.00%	20	19.90%	706	0.00%	0	1.00%	19	10.00%	34	5.00%	6	5.00%	16	0.00%	0	0.00%	0	802
SW 104 Street to SW 112 Street	4LD	2.00%	13	8.00%	284	0.00%	0	1.00%	19	15.00%	52	10.00%	12	10.00%	33	0.00%	0	0.00%	0	412
SW 112 Street to SW 120 Street	4LD	1.00%	7	6.00%	213	0.00%	0	1.00%	19	20.00%	69	15.00%	18	15.00%	49	0.00%	0	0.00%	0	375
SW 120 Street to SW 136 Street	4LD	1.00%	7	4.00%	142	0.00%	0	1.00%	19	20.00%	69	20.00%	24	20.00%	66	0.00%	0	0.00%	0	326
SW 136 Street to SW 152 Street	4LD	1.00%	7	2.00%	71	0.00%	0	1.00%	19	15.00%	52	20.00%	24	20.00%	66	0.00%	0	0.00%	0	238
SW 152 Street to SW 184 Street	4LD	1.00%	7	1.00%	35	0.00%	0	0.00%	0	10.00%	34	15.00%	18	15.00%	49	0.00%	0	0.00%	0	144
SW 184 Street to SW 200 Street	2LU	0.00%	0	0.00%	0	0.00%	0	0.00%	0	5.00%	17	5.00%	6	5.00%	16	0.00%	0	5.00%	19	59
SW 147 Avenue																				
SW 72 Street to SW 88 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	5.00%	16	1.00%	1	1.00%	4	99
SW 88 Street to SW 104 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	5.00%	16	1.00%	1	1.00%	4	99
SW 104 Street to SW 120 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	5.00%	16	1.00%	1	1.00%	4	99
SW 120 Street to SW 147 Avenue	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	5.00%	16	1.00%	1	1.00%	4	99

Table 7D
Committed Development Traffic
Two-Way PM Peak Hour

ROADWAY SEGMENTS	YEAR 2015 LANES	Kendall Commons TND		Kendall Town Center DRI		UM TND at Metrozoo		London Square		Century Gardens		Garoe Holdings, LLC		Corsica Square		Luxor Estates		South Dade Commercial		TOTAL COMMITTED TRAFFIC
		Distribution Percent	PM Trips 653	Distribution Percent	PM Trips 3549	Distribution Percent	PM Trips 1192	Distribution Percent	PM Trips 1877	Distribution Percent	PM Trips 344	Distribution Percent	PM Trips 121	Distribution Percent	PM Trips 329	Distribution Percent	PM Trips 90	Distribution Percent	PM Trips 389	
SW 137 Avenue																				
SW 40 Street to SW 56 Street	6LD	1.00%	7	3.60%	128	3.00%	36	9.00%	169	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	352
SW 56 Street to SW 72 Street	4LD	1.00%	7	3.60%	128	3.00%	36	9.00%	169	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	352
SW 72 Street to SW 88 Street	6LD	1.00%	7	3.60%	128	3.00%	36	9.00%	169	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	352
SW 88 Street to SW 96 Street	6LD	1.00%	7	3.60%	128	4.00%	48	14.40%	270	2.00%	7	2.00%	2	1.00%	3	4.00%	4	4.00%	16	484
SW 96 Street to SW 104 Street	6LD	1.00%	7	3.60%	128	4.00%	48	16.40%	308	2.00%	7	2.00%	2	1.00%	3	1.00%	1	1.00%	4	507
SW 104 Street to SW 112 Street	6LD	1.00%	7	3.60%	128	4.00%	48	18.40%	345	3.00%	10	3.00%	4	1.00%	3	1.00%	1	1.00%	4	549
SW 112 Street to SW 120 Street	6LD	1.00%	7	3.60%	128	4.00%	48	18.40%	345	3.00%	10	3.00%	4	1.00%	3	1.00%	1	1.00%	4	549
SW 120 Street to SW 136 Street	6LD	1.00%	7	5.10%	181	6.00%	72	16.30%	306	4.00%	14	4.00%	5	1.00%	3	1.00%	1	1.00%	4	592
SW 136 Street to SW 152 Street	6LD	1.00%	7	4.30%	153	10.00%	119	16.30%	306	4.00%	14	4.00%	5	1.00%	3	20.00%	18	20.00%	78	702
SW 152 Street to SW 184 Street	6LD	0.00%	0	0.00%	0	20.00%	238	10.30%	193	4.00%	14	4.00%	5	1.00%	3	100.00%	90	100.00%	389	933
SW 184 Street to SW 200 Street	2LU	0.00%	0	0.00%	0	8.00%	95	5.30%	99	3.00%	10	3.00%	4	1.00%	3	20.00%	18	20.00%	78	308
SW 200 Street to SW 216 Street	2LU	0.00%	0	0.00%	0	5.00%	60	4.30%	81	2.00%	7	2.00%	2	1.00%	3	10.00%	9	10.00%	39	201
SW 127 Avenue																				
SW 72 Street to SW 88 Street	4LD	1.00%	7	1.00%	35	1.00%	12	5.00%	94	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	161
SW 88 Street to SW 104 Street	4LD	1.00%	7	1.00%	35	1.00%	12	10.00%	188	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	254
SW 104 Street to SW 120 Street	4LD	1.00%	7	1.00%	35	1.00%	12	10.00%	188	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	254
SW 144 Street to SW 152 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 117 Avenue																				
SW 72 Street to SW 88 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 88 Street to SW 104 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 104 Street to SW 120 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 120 Street to SW 136 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 136 Street to SW 152 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 152 Street to SW 184 Street	4LD	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 184 Street to SW 200 Street	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SW 200 Street to US-1	2LU	1.00%	7	1.00%	35	1.00%	12	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	85
SR 821/HEFT																				
SW 40 Street to SW 88 Street	6LD	5.00%	33	5.00%	177	2.00%	24	1.00%	19	4.00%	14	5.00%	6	1.00%	3	1.00%	1	1.00%	4	281
SW 88 Street to SW 120 Street	12LD	3.00%	20	5.00%	177	2.00%	24	1.00%	19	4.00%	14	5.00%	6	1.00%	3	1.00%	1	1.00%	4	268
SW 120 Street to SR 874	12LD	2.00%	13	4.00%	142	2.00%	24	1.00%	19	4.00%	14	5.00%	6	1.00%	3	1.00%	1	1.00%	4	226
SR 874 to SW 152 Street	12LD	2.00%	13	8.00%	284	20.00%	238	1.00%	19	4.00%	14	4.00%	5	1.00%	3	6.00%	5	6.00%	23	605
SW 152 Street to SW 184 Street	12LD	2.00%	13	2.00%	71	5.00%	60	1.00%	19	3.00%	10	3.00%	4	1.00%	3	5.00%	5	5.00%	19	204
SW 184 Street to SW 200 Street	6LD	2.00%	13	2.00%	71	4.00%	48	1.00%	19	2.00%	7	2.00%	2	1.00%	3	4.00%	4	4.00%	16	182
SW 200 Street to SW 216 Street	4LD	2.00%	13	2.00%	71	3.00%	36	1.00%	19	1.00%	3	1.00%	1	1.00%	3	4.00%	4	4.00%	16	166
SR 874																				
HEFT to SW 104 Street	6LD	5.00%	33	4.00%	142	18.00%	215	1.00%	19	1.00%	3	1.00%	1	1.00%	3	5.00%	5	5.00%	19	440
SW 104 Street to SR 878	8LD	5.00%	33	4.00%	142	18.00%	215	1.00%	19	1.00%	3	1.00%	1	1.00%	3	5.00%	5	5.00%	19	440
US-1																				
SW 136 Street to SW 152 Street	6LD	1.00%	7	1.00%	35	9.00%	107	4.00%	75	4.00%	14	4.00%	5	4.00%	13	5.00%	5	6.00%	23	284
SW 152 Street to SW 184 Street	6LD	1.00%	7	1.00%	35	4.00%	48	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	121
SW 184 Street to SW 216 Street	6LD	1.00%	7	1.00%	35	4.00%	48	1.00%	19	1.00%	3	1.00%	1	1.00%	3	1.00%	1	1.00%	4	121

Table 8A
Project Distribution for Years 2015 and 2021
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1]	[2]	Miami Metrozoo		Miami Metrozoo		Miami Metrozoo		TOTAL TWO-WAY AMENDMENT PM TRIPS	TOTAL TWO-WAY DRI PM TRIPS	[6]	AMENDMENT ONLY AS A PERCENT OF MSV	[7]
	YEAR 2015 LANES	CDMP ADOPTED LOS STANDARD	[3] Project Distribution Percent	Existing DRI PM Project Trips 444	[4] Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	[5] Project Distribution Percent	Amendment TAZ 1209 PM Trips 250			TWO-WAY PM PEAK HOUR MAX CAPACITY		AS A PERCENT OF MSV
SW 8 Street													
SW 177 Avenue to SW 147 Avenue	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	3,110	0.15%	0.29%
SW 147 Avenue to SW 137 Avenue	6LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	4,680	0.10%	0.20%
SW 137 Avenue to SW 127 Avenue	6LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	4,680	0.10%	0.20%
SW 127 Avenue to SR 821/HEFT	8LD	E	1.00%	4	1.00%	2	1.00%	3	5	9	6,360	0.07%	0.14%
SR 821/HEFT to SW 117 Avenue	6LD	E	1.00%	4	1.00%	2	1.00%	3	5	9	4,920	0.10%	0.19%
SW 88 Street													
SW 177 Avenue to SW 167 Avenue	6LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	4,680	0.10%	0.20%
SW 167 Avenue to SW 157 Avenue	6LD	EE	2.00%	9	1.00%	2	1.00%	3	5	14	5,904	0.08%	0.23%
SW 157 Avenue to SW 147 Avenue	6LD	EE	3.00%	13	1.00%	2	1.00%	3	5	18	5,904	0.08%	0.31%
SW 147 Avenue to SW 137 Avenue	6LD	EE	4.00%	18	2.00%	4	2.00%	5	9	27	5,904	0.16%	0.46%
SW 137 Avenue to SW 127 Avenue	6LD	EE	4.00%	18	2.00%	4	2.00%	5	9	27	5,904	0.16%	0.46%
SW 127 Avenue to SR 821/HEFT	8LD	EE	5.00%	22	2.00%	4	2.00%	5	9	32	7,632	0.12%	0.41%
SR 821/HEFT to SW 117 Avenue	6LD	EE	5.00%	22	2.00%	4	2.00%	5	9	32	5,904	0.16%	0.54%
SW 117 Avenue to SW 107 Avenue	6LD	EE	4.00%	18	2.00%	2	2.00%	5	7	25	5,904	0.12%	0.42%
SW 107 Avenue to SW 97 Avenue	6LD	EE	3.00%	13	1.00%	2	2.00%	5	7	21	5,904	0.12%	0.35%
SW 104 Street													
SW 167 Avenue to SW 157 Avenue	4LD	EE	1.00%	4	1.00%	2	1.00%	3	5	9	3,744	0.13%	0.24%
SW 157 Avenue to SW 147 Avenue	4LD	EE	1.00%	4	1.00%	2	1.00%	3	5	9	3,744	0.13%	0.24%
SW 147 Avenue to SW 137 Avenue	6LD	EE	1.00%	4	1.00%	2	1.00%	3	5	9	5,628	0.08%	0.16%
SW 137 Avenue to SW 127 Avenue	6LD	EE	1.00%	4	1.00%	2	1.00%	3	5	9	5,628	0.08%	0.16%
SW 127 Avenue to SW 117 Avenue	6LD	EE	1.00%	4	1.00%	2	1.00%	3	5	9	5,628	0.08%	0.16%
SW 117 Avenue to SW 112 Avenue	6LD	EE	1.00%	4	1.00%	2	1.00%	3	5	9	5,628	0.08%	0.16%
SW 120 Street													
SW 157 Avenue to SW 147 Avenue	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SW 147 Avenue to SW 137 Avenue	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SW 137 Avenue to SW 127 Avenue	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SW 127 Avenue to SW 122 Avenue	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SW 122 Avenue to SR 821/HEFT	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SR 821/HEFT to SW 117 Avenue	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 136 Street													
SW 157 Avenue to SW 147 Avenue	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 147 Avenue to SW 137 Avenue	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 137 Avenue to SW 127 Avenue	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 152 Street													
SW 162 Avenue to SW 157 Avenue	2LU	EE	1.00%	4	1.00%	2	1.00%	3	5	9	1,776	0.26%	0.51%
SW 157 Avenue to SW 147 Avenue	4LD	EE	1.00%	4	11.87%	26	7.72%	19	45	50	3,744	1.21%	1.33%
SW 147 Avenue to SW 137 Avenue	4LD	EE	10.00%	44	13.87%	31	9.72%	24	55	99	3,744	1.46%	2.65%
SW 137 Avenue to SW 124 Avenue	6LD	EE	20.00%	89	52.03%	114	42.95%	107	222	311	5,904	3.76%	5.26%
SW 124 Avenue to SW 117 Avenue	6LD	EE	26.00%	266	60.97%	106	57.05%	143	248	515	5,904	4.20%	8.72%
SW 117 Avenue to SR 821/HEFT	6LD	EE	60.00%	266	43.97%	97	43.05%	108	204	471	5,904	3.46%	7.97%
SR 821/HEFT to SW 112 Avenue	4LD	EE	5.00%	22	10.78%	24	11.88%	30	53	76	3,924	1.36%	1.93%
SW 112 Avenue to US-1	4LD	EE	5.00%	22	9.78%	22	11.88%	30	51	73	3,924	1.31%	1.87%
SW 168 Street													
SW 117 Avenue to US-1	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
US-1 to SW 87 Avenue	2LU	EE	1.00%	4	1.00%	2	1.00%	3	5	9	1,776	0.26%	0.51%
SW 184 Street													
SW 177 Avenue to SW 167 Avenue	2LU	C	10.00%	44	3.00%	7	3.00%	8	14	59	870	1.62%	6.72%
SW 167 Avenue to SW 157 Avenue	2LU	C	10.00%	44	3.00%	7	3.00%	8	14	59	870	1.62%	6.72%
SW 157 Avenue to SW 147 Avenue	2LU	D	10.00%	44	3.00%	7	3.00%	8	14	59	1,390	1.01%	4.21%
SW 147 Avenue to SW 137 Avenue	4LD	D	10.00%	44	5.00%	11	5.00%	13	24	68	2,950	0.80%	2.30%
SW 137 Avenue to SW 127 Avenue	4LD	D	10.00%	44	5.00%	11	5.00%	13	24	68	2,950	0.80%	2.30%
SW 127 Avenue to SW 117 Avenue	4LD	D	10.00%	44	3.00%	7	3.00%	8	14	59	2,950	0.48%	1.98%
SW 117 Avenue to SR 821/HEFT	4LD	D	10.00%	44	3.00%	7	3.00%	8	14	59	2,950	0.48%	1.98%
SR 821/HEFT to SW 107 Avenue	4LD	D	10.00%	44	3.00%	7	3.00%	8	14	59	2,950	0.48%	1.98%
SW 107 Avenue to US-1	4LD	D	5.00%	22	2.00%	4	2.00%	5	9	32	2,950	0.32%	1.07%
SW 200 Street/Quail Roost Dr													
SW 177 Avenue to SW 167 Avenue	2LU	C	1.00%	4	1.00%	2	1.00%	3	5	9	1,310	0.36%	0.70%
SW 167 Avenue to SW 157 Avenue	2LU	C	1.00%	4	1.00%	2	1.00%	3	5	9	1,310	0.36%	0.70%
SW 157 Avenue to SW 147 Avenue	2LU	C	1.00%	4	2.00%	4	1.00%	3	7	11	1,310	0.53%	0.87%
SW 147 Avenue to SW 137 Avenue	2LU	C	1.00%	4	3.00%	7	1.00%	3	9	14	1,310	0.69%	1.03%
SW 137 Avenue to SW 127 Avenue	2LU	D	1.00%	4	3.00%	7	1.00%	3	9	14	1,560	0.58%	0.87%
SW 127 Avenue to SW 117 Avenue	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	3,390	0.14%	0.27%
SW 117 Avenue to SR 821/HEFT	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	3,390	0.14%	0.27%
SW 216 Street													
SW 177 Avenue to SW 167 Avenue	2LU	C	1.00%	4	1.00%	2	1.00%	3	5	9	870	0.54%	1.05%
SW 167 Avenue to SW 157 Avenue	2LU	C	1.00%	4	1.00%	2	1.00%	3	5	9	870	0.54%	1.05%
SW 157 Avenue to SW 147 Avenue	2LU	C	1.00%	4	1.00%	2	1.00%	3	5	9	870	0.54%	1.05%
SW 147 Avenue to SW 137 Avenue	2LU	C	1.00%	4	2.00%	4	1.00%	3	7	11	870	0.79%	1.30%
SW 137 Avenue to SW 127 Avenue	2LU	D	1.00%	4	2.00%	4	1.00%	3	7	11	1,390	0.50%	0.82%
SW 127 Avenue to US-1	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
US-1 to SW 112 Avenue	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
SW 112 Avenue to SR 821/HEFT	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%

Table 8A
Project Distribution for Years 2015 and 2021
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1] YEAR 2015 LANES	[2] CDMP ADOPTED LOS STANDARD	Miami Metrozoo		Miami Metrozoo		Miami Metrozoo		TOTAL TWO-WAY AMENDMENT PM TRIPS	TOTAL TWO-WAY DRI PM TRIPS	[6] TWO-WAY PM PEAK HOUR MAX CAPACITY	AMENDMENT ONLY AS A PERCENT OF MSV	[7] TOTAL DRI AS A PERCENT OF MSV
			[3] Project Distribution Percent	Existing DRI PM Project Trips 444	[4] Project Distribution Percent	Amendment TAZ 1207 PM Trips 220	[5] Project Distribution Percent	Amendment TAZ 1209 PM Trips 250					
SW 177 Avenue													
SW 8 Street to SW 88 Street	4LD	B	5.00%	22	1.00%	2	1.00%	3	5	27	2,780	0.17%	0.97%
SW 88 Street to SW 184 Street	2LU	C	5.00%	22	1.00%	2	1.00%	3	5	27	1,310	0.36%	2.05%
SW 184 Street to SW 200 Street	2LU	C	5.00%	22	2.00%	4	2.00%	5	9	32	1,310	0.72%	2.41%
SW 200 Street to SW 216 Street	2LU	C	5.00%	22	3.00%	7	3.00%	8	14	36	1,310	1.08%	2.77%
SW 167 Avenue													
SW 72 Street to SW 88 Street	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
SW 88 Street to SW 96 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 96 Street to SW 104 Street	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
SW 157 Avenue													
SW 72 Street to SW 88 Street	4LD	EE	1.00%	4	1.00%	2	1.00%	3	5	9	3,744	0.13%	0.24%
SW 88 Street to SW 96 Street	4LD	D	1.00%	4	2.00%	4	3.00%	8	12	16	2,950	0.40%	0.55%
SW 96 Street to SW 104 Street	4LD	D	1.00%	4	2.87%	6	3.00%	8	14	18	2,950	0.47%	0.62%
SW 104 Street to SW 112 Street	4LD	D	1.00%	4	3.87%	9	6.72%	17	25	30	2,950	0.86%	1.01%
SW 112 Street to SW 120 Street	4LD	D	1.00%	4	5.87%	13	6.72%	17	30	34	2,950	1.01%	1.16%
SW 120 Street to SW 136 Street	4LD	D	1.00%	4	7.87%	17	4.72%	12	29	34	2,950	0.99%	1.14%
SW 136 Street to SW 152 Street	4LD	D	1.00%	4	8.87%	20	4.72%	12	31	36	2,950	1.06%	1.21%
SW 152 Street to SW 184 Street	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SW 184 Street to SW 200 Street	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
SW 147 Avenue													
SW 72 Street to SW 88 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 88 Street to SW 104 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 104 Street to SW 120 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 152 Street to SW 184 Street	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
SW 137 Avenue													
SW 40 Street to SW 56 Street	6LD	D	2.00%	9	1.00%	2	1.00%	3	5	14	4,450	0.11%	0.31%
SW 56 Street to SW 72 Street	4LD	D	3.00%	13	3.09%	7	2.76%	7	14	27	2,950	0.46%	0.92%
SW 72 Street to SW 88 Street	6LD	D	3.00%	13	7.09%	16	6.76%	17	32	46	4,450	0.73%	1.03%
SW 88 Street to SW 96 Street	6LD	D	4.00%	18	9.09%	20	8.76%	22	42	60	4,680	0.90%	1.27%
SW 96 Street to SW 104 Street	6LD	D	4.00%	18	9.09%	20	8.76%	22	42	60	4,680	0.90%	1.27%
SW 104 Street to SW 112 Street	6LD	D	4.00%	18	11.09%	24	10.76%	27	51	69	4,680	1.10%	1.48%
SW 112 Street to SW 120 Street	6LD	D	4.00%	18	12.09%	27	12.76%	32	58	76	4,680	1.25%	1.63%
SW 120 Street to SW 136 Street	6LD	D	5.00%	22	14.09%	31	14.76%	37	68	90	4,680	1.45%	1.93%
SW 136 Street to SW 152 Street	6LD	EE	5.00%	22	16.09%	35	16.76%	42	77	99	5,628	1.37%	1.77%
SW 152 Street to SW 184 Street	6LD	EE	5.00%	22	22.07%	49	16.47%	41	90	112	5,628	1.59%	1.99%
SW 184 Street to SW 200 Street	2LU	D	1.00%	4	12.07%	27	6.47%	16	43	47	1,390	3.07%	3.39%
SW 200 Street to SW 216 Street	2LU	D	1.00%	4	6.07%	13	4.47%	11	25	29	1,390	1.76%	2.08%
SW 127 Avenue													
SW 72 Street to SW 88 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 88 Street to SW 104 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 104 Street to SW 120 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 144 Street to SW 152 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 117 Avenue													
SW 72 Street to SW 88 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 88 Street to SW 104 Street	4LD	D	1.00%	4	1.00%	2	1.00%	3	5	9	2,950	0.16%	0.31%
SW 104 Street to SW 120 Street	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SW 120 Street to SW 136 Street	4LD	D	1.00%	4	2.00%	4	2.00%	5	9	14	2,950	0.32%	0.47%
SW 136 Street to SW 152 Street	4LD	D	1.00%	4	2.00%	4	8.00%	20	24	29	2,950	0.83%	0.98%
SW 152 Street to SW 184 Street	4LD	D	1.00%	4	2.00%	4	6.00%	15	19	24	2,950	0.66%	0.81%
SW 184 Street to SW 200 Street	2LU	D	1.00%	4	1.00%	2	3.00%	8	10	14	1,390	0.70%	1.02%
SW 200 Street to US-1	2LU	D	1.00%	4	1.00%	2	1.00%	3	5	9	1,390	0.34%	0.66%
SR 821/HEFT													
SW 40 Street to SW 88 Street	6LD	D	50.00%	222	2.53%	6	6.88%	17	23	245	10,050	0.23%	2.44%
SW 88 Street to SW 120 Street	12LD	D	50.00%	222	6.53%	14	10.88%	27	42	264	20,710	0.20%	1.27%
SW 120 Street to SR 874	12LD	D	50.00%	222	8.53%	19	10.88%	27	46	268	20,710	0.22%	1.29%
SR 874 to SW 152 Street	12LD	D	60.00%	266	17.53%	39	20.88%	52	91	357	20,710	0.44%	1.72%
SW 152 Street to SW 184 Street	12LD	D	15.00%	67	15.66%	34	10.29%	26	60	127	20,710	0.29%	0.61%
SW 184 Street to SW 200 Street	6LD	D	15.00%	67	15.66%	34	10.29%	26	60	127	9,840	0.61%	1.29%
SW 200 Street to SW 216 Street	4LD	D	15.00%	67	15.66%	34	10.29%	26	60	127	6,250	0.96%	2.03%
SR 874													
HEFT to SW 104 Street	6LD	D	10.00%	44	9.00%	20	10.00%	25	45	89	10,050	0.45%	0.89%
SW 104 Street to SR 878	8LD	D	10.00%	44	8.00%	18	9.00%	23	40	85	13,600	0.29%	0.62%
US-1													
SW 136 Street to SW 152 Street	6LD	EE	3.00%	13	4.78%	11	5.88%	15	25	39	6,096	0.41%	0.63%
SW 152 Street to SW 184 Street	6LD	EE	2.00%	9	4.00%	9	4.00%	10	19	28	6,096	0.31%	0.45%
SW 184 Street to SW 216 Street	6LD	EE	2.00%	9	3.00%	7	4.00%	10	17	25	6,096	0.27%	0.42%

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] Project distribution for the Existing Zoo and Park is based upon the assignment from the Original DRI.
- [4] The project distribution for the Amendment uses in Zone 1207 is provided in Figure 4B.
- [5] The project distribution for the Amendment uses in Zone 1209 is provided in Figure 4D.
- [6] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.
- [7] The Amendment Trips are evaluated using DRI standards to determine if the new impact is greater than 5.0% of the adopted MSV for each roadway link carrying amendment traffic.

Table 8B
Year 2015 Total Traffic Conditions
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	YEAR 2015 LANES	[2]	2015	Miami Metrozoo	TOTAL TWO-WAY WITH PROJECT	[4]	2015 PM PEAK HOUR LOS	V/C	[5]	PROJECT TRIPS ≥ 5%	PROJECT ≥ 5% AND ROADWAY FAILING
		CDMP ADOPTED LOS STANDARD	FUTURE PLUS COMMITTED VOLUMES	[3] Amendment PM Trips 470		TWO-WAY PM PEAK HOUR MAX CAPACITY			PROJECT AS A PERCENT OF MSV		
SW 8 Street											
SW 177 Avenue to SW 147 Avenue	4LD	D	1,548	5	1,553	3,110	C	0.50	0.15%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	D	1,548	5	1,553	4,680	C	0.33	0.10%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	D	4,130	5	4,135	4,680	D	0.88	0.10%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	E	5,998	5	6,002	6,360	D	0.94	0.07%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	E	4,171	5	4,176	4,920	D	0.85	0.10%	NO	NO
SW 88 Street											
SW 177 Avenue to SW 167 Avenue	6LD	D	1,872	5	1,877	4,680	C	0.40	0.10%	NO	NO
SW 167 Avenue to SW 157 Avenue	6LD	EE	3,710	5	3,714	5,904	C	0.63	0.08%	NO	NO
SW 157 Avenue to SW 147 Avenue	6LD	EE	4,611	5	4,615	5,904	D	0.78	0.08%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,192	9	4,201	5,904	D	0.71	0.16%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	5,547	9	5,557	5,904	E	0.94	0.16%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	6,214	9	6,223	7,632	E	0.82	0.12%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,662	9	4,671	5,904	D	0.79	0.16%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,584	7	4,592	5,904	D	0.78	0.12%	NO	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	4,710	7	4,717	5,904	E	0.80	0.12%	NO	NO
SW 104 Street											
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,126	5	1,130	3,744	C	0.30	0.13%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,931	5	3,936	3,744	F	1.05	0.13%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,015	5	4,020	5,628	D	0.71	0.08%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,914	5	4,919	5,628	E	0.87	0.08%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	5,959	5	5,964	5,628	F	1.06	0.08%	NO	NO
SW 117 Avenue to SW 112 Avenue	6LD	EE	5,397	5	5,402	5,628	E	0.96	0.08%	NO	NO
SW 120 Street											
SW 157 Avenue to SW 147 Avenue	4LD	D	403	9	413	2,950	C	0.14	0.32%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	2,875	9	2,885	2,950	D	0.98	0.32%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,882	9	2,891	2,950	D	0.98	0.32%	NO	NO
SW 127 Avenue to SW 122 Avenue	4LD	D	4,061	9	4,071	2,950	F	1.38	0.32%	NO	NO
SW 122 Avenue to SR 821/HEFT	4LD	D	3,985	9	3,994	2,950	F	1.35	0.32%	NO	NO
SR 821/HEFT to SW 117 Avenue	4LD	D	3,672	5	3,677	2,950	F	1.25	0.16%	NO	NO
SW 136 Street											
SW 157 Avenue to SW 147 Avenue	4LD	D	817	5	821	2,950	C	0.28	0.16%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	1,988	5	1,992	2,950	C	0.68	0.16%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	800	5	804	2,950	C	0.27	0.16%	NO	NO
SW 152 Street											
SW 162 Avenue to SW 157 Avenue	2LU	EE	696	5	701	1,776	C	0.39	0.26%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	986	45	1,032	3,744	C	0.28	1.21%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,677	55	2,731	3,744	D	0.73	1.46%	NO	NO
SW 137 Avenue to SW 124 Avenue	6LD	EE	5,105	222	5,327	5,904	E	0.90	3.76%	NO	NO
SW 124 Avenue to SW 117 Avenue	6LD	EE	5,070	248	5,318	5,904	E	0.90	4.20%	NO	NO
SW 117 Avenue to SR 821/HEFT	6LD	EE	4,148	204	4,352	5,904	D	0.74	3.46%	NO	NO
SR 821/HEFT to SW 112 Avenue	4LD	EE	3,515	53	3,568	3,924	E	0.91	1.36%	NO	NO
SW 112 Avenue to US-1	4LD	EE	3,005	51	3,056	3,924	D	0.78	1.31%	NO	NO
SW 168 Street											
SW 117 Avenue to US-1	2LU	D	984	5	989	1,390	D	0.71	0.34%	NO	NO
US-1 to SW 87 Avenue	2LU	EE	757	5	762	1,776	C	0.43	0.26%	NO	NO
SW 184 Street											
SW 177 Avenue to SW 167 Avenue	2LU	C	814	14	828	870	C	0.95	1.62%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	814	14	828	870	C	0.95	1.62%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	D	959	14	974	1,390	D	0.70	1.01%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	1,292	24	1,316	2,950	C	0.45	0.80%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,651	24	2,674	2,950	D	0.91	0.80%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	2,632	14	2,646	2,950	D	0.90	0.48%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,661	14	2,675	2,950	D	0.91	0.48%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	2,225	14	2,239	2,950	D	0.76	0.48%	NO	NO
SW 107 Avenue to US-1	4LD	D	2,225	9	2,234	2,950	D	0.76	0.32%	NO	NO
SW 200 Street/Quail Roost Dr											
SW 177 Avenue to SW 167 Avenue	2LU	C	776	5	781	1,310	C	0.60	0.36%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	776	5	781	1,310	C	0.60	0.36%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	776	7	783	1,310	C	0.60	0.53%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1,063	9	1,072	1,310	C	0.82	0.69%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	1,063	9	1,072	1,560	C	0.69	0.58%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,479	5	1,484	3,390	B	0.44	0.14%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,584	5	2,589	3,390	B	0.76	0.14%	NO	NO
SW 216 Street											
SW 177 Avenue to SW 167 Avenue	2LU	C	513	5	518	870	C	0.60	0.54%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	513	5	518	870	C	0.60	0.54%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	513	5	518	870	C	0.60	0.54%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	655	7	662	870	C	0.76	0.79%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	655	7	662	1,390	C	0.48	0.50%	NO	NO
SW 127 Avenue to US-1	2LU	D	655	5	660	1,390	C	0.47	0.34%	NO	NO
US-1 to SW 112 Avenue	2LU	D	655	5	660	1,390	C	0.47	0.34%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	655	5	660	2,950	C	0.22	0.16%	NO	NO

Table 8B
Year 2015 Total Traffic Conditions
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	YEAR 2015 LANES	[2]	2015	Miami Metrozoo	TOTAL TWO-WAY WITH PROJECT	[4]	2015 PM PEAK HOUR LOS	V/C	[5]	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO
		CDMP ADOPTED LOS STANDARD	FUTURE PLUS COMMITTED VOLUMES	[3] Amendment PM Trips 470		TWO-WAY PM PEAK HOUR MAX CAPACITY			PROJECT AS A PERCENT OF MSV		
SW 177 Avenue											
SW 8 Street to SW 88 Street	4LD	B	1,346	5	1,351	2,780	B	0.49	0.17%	NO	NO
SW 88 Street to SW 184 Street	2LU	C	1,252	5	1,257	1,310	C	0.96	0.36%	NO	NO
SW 184 Street to SW 200 Street	2LU	C	1,775	9	1,785	1,310	F	1.36	0.72%	NO	NO
SW 200 Street to SW 216 Street	2LU	C	1,484	14	1,498	1,310	D	1.14	1.08%	NO	NO
SW 167 Avenue											
SW 72 Street to SW 88 Street	2LU	D	313	5	318	1,390	C	0.23	0.34%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	736	5	741	2,950	C	0.25	0.16%	NO	NO
SW 96 Street to SW 104 Street	2LU	D	736	5	741	1,390	C	0.53	0.34%	NO	NO
SW 157 Avenue											
SW 72 Street to SW 88 Street	4LD	EE	1,919	5	1,924	3,744	C	0.51	0.13%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	1,789	12	1,801	2,950	C	0.61	0.40%	NO	NO
SW 96 Street to SW 104 Street	4LD	D	2,018	14	2,032	2,950	D	0.69	0.47%	NO	NO
SW 104 Street to SW 112 Street	4LD	D	1,196	25	1,221	2,950	C	0.41	0.86%	NO	NO
SW 112 Street to SW 120 Street	4LD	D	1,158	30	1,188	2,950	C	0.40	1.01%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	1,026	29	1,055	2,950	C	0.36	0.99%	NO	NO
SW 136 Street to SW 152 Street	4LD	D	938	31	969	2,950	C	0.33	1.06%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	664	9	674	2,950	C	0.23	0.32%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	579	5	584	1,390	C	0.42	0.34%	NO	NO
SW 147 Avenue											
SW 72 Street to SW 88 Street	4LD	D	2,068	5	2,073	2,950	D	0.70	0.16%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,027	5	2,032	2,950	D	0.69	0.16%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,711	5	1,716	2,950	C	0.58	0.16%	NO	NO
SW 152 Street to SW 184 Street	2LU	D	938	5	943	1,390	D	0.68	0.34%	NO	NO
SW 137 Avenue											
SW 40 Street to SW 56 Street	6LD	D	3,666	5	3,671	4,450	D	0.82	0.11%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	3,702	14	3,716	2,950	F	1.26	0.46%	NO	NO
SW 72 Street to SW 88 Street	6LD	D	2,810	32	2,842	4,450	C	0.64	0.73%	NO	NO
SW 88 Street to SW 96 Street	6LD	D	3,931	42	3,973	4,680	D	0.85	0.90%	NO	NO
SW 96 Street to SW 104 Street	6LD	D	3,954	42	3,996	4,680	D	0.85	0.90%	NO	NO
SW 104 Street to SW 112 Street	6LD	D	3,576	51	3,628	4,680	C	0.78	1.10%	NO	NO
SW 112 Street to SW 120 Street	6LD	D	3,922	58	3,980	4,680	D	0.85	1.25%	NO	NO
SW 120 Street to SW 136 Street	6LD	D	5,192	68	5,260	4,680	F	1.12	1.45%	NO	NO
SW 136 Street to SW 152 Street	6LD	EE	5,258	77	5,335	5,628	E	0.95	1.37%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	4,067	90	4,157	5,628	D	0.74	1.59%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,153	43	1,196	1,390	D	0.86	3.07%	NO	NO
SW 200 Street to SW 216 Street	2LU	D	1,046	25	1,071	1,390	D	0.77	1.76%	NO	NO
SW 127 Avenue											
SW 72 Street to SW 88 Street	4LD	D	1,920	5	1,925	2,950	C	0.65	0.16%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	1,776	5	1,781	2,950	C	0.60	0.16%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,495	5	1,500	2,950	C	0.51	0.16%	NO	NO
SW 144 Street to SW 152 Street	4LD	D	770	5	774	2,950	C	0.26	0.16%	NO	NO
SW 117 Avenue											
SW 72 Street to SW 88 Street	4LD	D	3,824	5	3,829	2,950	F	1.30	0.16%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,788	5	2,792	2,950	D	0.95	0.16%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	3,448	9	3,457	2,950	F	1.17	0.32%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	2,526	9	2,536	2,950	D	0.86	0.32%	NO	NO
SW 136 Street to SW 152 Street	4LD	D	2,526	24	2,551	2,950	D	0.86	0.83%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	1,826	19	1,845	2,950	C	0.63	0.66%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,519	10	1,528	1,390	F	1.10	0.70%	NO	NO
SW 200 Street to US-1	2LU	D	1,742	5	1,747	1,390	F	1.26	0.34%	NO	NO
SR 821/HEFT											
SW 40 Street to SW 88 Street	6LD	D	11,722	23	11,745	10,050	F	1.17	0.23%	NO	NO
SW 88 Street to SW 120 Street	12LD	D	9,626	42	9,667	20,710	B	0.47	0.20%	NO	NO
SW 120 Street to SR 874	12LD	D	8,913	46	8,959	20,710	B	0.43	0.22%	NO	NO
SR 874 to SW 152 Street	12LD	D	16,669	91	16,760	20,710	C	0.81	0.44%	NO	NO
SW 152 Street to SW 184 Street	12LD	D	13,240	60	13,300	20,710	C	0.64	0.29%	NO	NO
SW 184 Street to SW 200 Street	6LD	D	10,496	60	10,556	9,840	E	1.07	0.61%	NO	NO
SW 200 Street to SW 216 Street	4LD	D	6,364	60	6,424	6,250	E	1.03	0.96%	NO	NO
SR 874											
HEFT to SW 104 Street	6LD	D	5,658	45	5,703	10,050	B	0.57	0.45%	NO	NO
SW 104 Street to SR 878	8LD	D	8,296	40	8,336	13,600	C	0.61	0.29%	NO	NO
US-1											
SW 136 Street to SW 152 Street	6LD	EE	5,564	25	5,589	6,096	E	0.92	0.41%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	5,132	19	5,151	6,096	E	0.84	0.31%	NO	NO
SW 184 Street to SW 216 Street	6LD	EE	3,911	17	3,928	6,096	B	0.64	0.27%	NO	NO

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] See Table 8A for the complete project distribution for the amendment uses located in Zones 1207 and 1209.
- [4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.
- [5] The Amendment Trips are evaluated using DRI standards to determine if the new impact is greater than 5.0% of the adopted MSV for each roadway link carrying amendment traf

Table 9
Year 2015 Total Traffic Conditions and DRI Significance Determination
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	2015	Miami Metrozoo	[4]	2015	TOTAL	TOTAL	TOTAL	[5]	PROJECT	PROJECT	PROJECT
	YEAR	CDMP	FUTURE	[3]	TWO-WAY	PM PEAK				EXISTING			
	2015	ADOPTED	PLUS	Amendment	WITH	PM PEAK	AND	PROPOSED	AS A	PERCENT	AS A	PERCENT	AS A
	LANES	LOS	COMMITTED	PM Trips	PROJECT	HOUR MAX	DRI	TRIPS	OF MSV	TRIPS	OF MSV	TRIPS	OF MSV
		STANDARD	VOLUMES	470		CAPACITY	TRIPS	TRIPS	PERCENT	TRIPS	PERCENT	TRIPS	PERCENT
							444						
SW 8 Street													
SW 177 Avenue to SW 147 Avenue	4LD	D	1,548	5	1,553	3,110	C	0.50	4	9	0.29%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	D	1,548	5	1,553	4,680	C	0.33	4	9	0.20%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	D	4,130	5	4,135	4,680	D	0.88	4	9	0.20%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	E	5,998	5	6,002	6,360	D	0.94	4	9	0.14%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	E	4,171	5	4,176	4,920	D	0.85	4	9	0.19%	NO	NO
SW 88 Street													
SW 177 Avenue to SW 167 Avenue	6LD	D	1,872	5	1,877	4,680	C	0.40	4	9	0.20%	NO	NO
SW 167 Avenue to SW 157 Avenue	6LD	EE	3,710	5	3,714	5,904	C	0.63	9	14	0.23%	NO	NO
SW 157 Avenue to SW 147 Avenue	6LD	EE	4,611	5	4,615	5,904	D	0.78	13	18	0.31%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,192	9	4,201	5,904	D	0.71	18	27	0.46%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	5,547	9	5,557	5,904	E	0.94	18	27	0.46%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	6,214	9	6,223	7,632	E	0.82	22	32	0.41%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,662	9	4,671	5,904	D	0.79	22	32	0.54%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,584	7	4,592	5,904	D	0.78	18	25	0.42%	NO	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	4,710	7	4,717	5,904	E	0.80	13	21	0.35%	NO	NO
SW 104 Street													
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,126	5	1,130	3,744	C	0.30	4	9	0.24%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,931	5	3,936	3,744	F	1.05	4	9	0.24%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,015	5	4,020	5,628	D	0.71	4	9	0.16%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,914	5	4,919	5,628	E	0.87	4	9	0.16%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	5,959	5	5,964	5,628	F	1.06	4	9	0.16%	NO	NO
SW 117 Avenue to SW 112 Avenue	6LD	EE	5,397	5	5,402	5,628	E	0.96	4	9	0.16%	NO	NO
SW 120 Street													
SW 157 Avenue to SW 147 Avenue	4LD	D	403	9	413	2,950	C	0.14	4	14	0.47%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	2,875	9	2,885	2,950	D	0.98	4	14	0.47%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,882	9	2,891	2,950	D	0.98	4	14	0.47%	NO	NO
SW 127 Avenue to SW 122 Avenue	4LD	D	4,061	9	4,071	2,950	F	1.38	4	14	0.47%	NO	NO
SW 122 Avenue to SR 821/HEFT	4LD	D	3,985	9	3,994	2,950	F	1.35	4	14	0.47%	NO	NO
SR 821/HEFT to SW 117 Avenue	4LD	D	3,672	5	3,677	2,950	F	1.25	4	9	0.31%	NO	NO
SW 136 Street													
SW 157 Avenue to SW 147 Avenue	4LD	D	817	5	821	2,950	C	0.28	4	9	0.31%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	1,988	5	1,992	2,950	C	0.68	4	9	0.31%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	800	5	804	2,950	C	0.27	4	9	0.31%	NO	NO
SW 152 Street													
SW 162 Avenue to SW 157 Avenue	2LU	EE	696	5	701	1,776	C	0.39	4	9	0.51%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	986	45	1,032	3,744	C	0.28	4	50	1.33%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,677	55	2,731	3,744	D	0.73	44	99	2.65%	NO	NO
SW 137 Avenue to SW 124 Avenue	6LD	EE	5,105	222	5,327	5,904	E	0.90	89	311	5.26%	YES	NO
SW 124 Avenue to SW 117 Avenue	6LD	EE	5,070	248	5,318	5,904	E	0.90	266	515	8.72%	YES	NO
SW 117 Avenue to SR 821/HEFT	6LD	EE	4,148	204	4,352	5,904	D	0.74	266	471	7.97%	YES	NO
SR 821/HEFT to SW 112 Avenue	4LD	EE	3,515	53	3,568	3,924	E	0.91	22	76	1.93%	NO	NO
SW 112 Avenue to US-1	4LD	EE	3,005	51	3,056	3,924	D	0.78	22	73	1.87%	NO	NO
SW 168 Street													
SW 117 Avenue to US-1	2LU	D	984	5	989	1,390	D	0.71	4	9	0.66%	NO	NO
US-1 to SW 87 Avenue	2LU	EE	757	5	762	1,776	C	0.43	4	9	0.51%	NO	NO
SW 184 Street													
SW 177 Avenue to SW 167 Avenue	2LU	C	814	14	828	870	C	0.95	44	59	6.72%	YES	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	814	14	828	870	C	0.95	44	59	6.72%	YES	NO
SW 157 Avenue to SW 147 Avenue	2LU	D	959	14	974	1,390	D	0.70	44	59	4.21%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	1,292	24	1,316	2,950	C	0.45	44	68	2.30%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,651	24	2,674	2,950	D	0.91	44	68	2.30%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	2,632	14	2,646	2,950	D	0.90	44	59	1.98%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,661	14	2,675	2,950	D	0.91	44	59	1.98%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	2,225	14	2,239	2,950	D	0.76	44	59	1.98%	NO	NO
SW 107 Avenue to US-1	4LD	D	2,225	9	2,234	2,950	D	0.76	22	32	1.07%	NO	NO
SW 200 Street/Quail Roost Dr													
SW 177 Avenue to SW 167 Avenue	2LU	C	776	5	781	1,310	C	0.60	4	9	0.70%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	776	5	781	1,310	C	0.60	4	9	0.70%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	776	7	783	1,310	C	0.60	4	11	0.87%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1,063	9	1,072	1,310	C	0.82	4	14	1.03%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	1,063	9	1,072	1,560	C	0.69	4	14	0.87%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,479	5	1,484	3,390	B	0.44	4	9	0.27%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,584	5	2,589	3,390	B	0.76	4	9	0.27%	NO	NO
SW 216 Street													
SW 177 Avenue to SW 167 Avenue	2LU	C	513	5	518	870	C	0.60	4	9	1.05%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	513	5	518	870	C	0.60	4	9	1.05%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	513	5	518	870	C	0.60	4	9	1.05%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	655	7	662	870	C	0.76	4	11	1.30%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	655	7	662	1,390	C	0.48	4	11	0.82%	NO	NO
SW 127 Avenue to US-1	2LU	D	655	5	660	1,390	C	0.47	4	9	0.66%	NO	NO
US-1 to SW 112 Avenue	2LU	D	655	5	660	1,390	C	0.47	4	9	0.66%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	655	5	660	2,950	C	0.22	4	9	0.31%	NO	NO

Table 9
Year 2015 Total Traffic Conditions and DRI Significance Determination
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	2015	Miami Metrozoo	TOTAL	[4]	2015		[3]	TOTAL	[5]	PROJECT	PROJECT	PROJECT
	YEAR	ADOPTED	FUTURE	Amendment	TWO-WAY	TWO-WAY	PM PEAK	V/C	Existing DRI	EXISTING	PROJECT	TRIPS	TRIPS	TRIPS
	2015	LOS	PLUS	PM Trips	WITH	PM PEAK	PM PEAK		PM Trips	AND	AS A	≥ 5%	≥ 5% AND	ROADWAY
	LANES	STANDARD	COMMITTED	470	PROJECT	HOUR MAX	HOUR		444	DRI TRIPS	PERCENT	YES / NO	FAILING	YES / NO
SW 177 Avenue														
SW 8 Street to SW 88 Street	4LD	B	1,346	5	1,351	2,780	B	0.49	22	27	0.97%	NO	NO	NO
SW 88 Street to SW 184 Street	2LU	C	1,252	5	1,257	1,310	C	0.96	22	27	2.05%	NO	NO	NO
SW 184 Street to SW 200 Street	2LU	C	1,775	9	1,785	1,310	F	1.36	22	32	2.41%	NO	NO	NO
SW 200 Street to SW 216 Street	2LU	C	1,484	14	1,498	1,310	D	1.14	22	36	2.77%	NO	NO	NO
SW 167 Avenue														
SW 72 Street to SW 88 Street	2LU	D	313	5	318	1,390	C	0.23	4	9	0.66%	NO	NO	NO
SW 88 Street to SW 96 Street	4LD	D	736	5	741	2,950	C	0.25	4	9	0.31%	NO	NO	NO
SW 96 Street to SW 104 Street	2LU	D	736	5	741	1,390	C	0.53	4	9	0.66%	NO	NO	NO
SW 157 Avenue														
SW 72 Street to SW 88 Street	4LD	EE	1,919	5	1,924	3,744	C	0.51	4	9	0.24%	NO	NO	NO
SW 88 Street to SW 96 Street	4LD	D	1,789	12	1,801	2,950	C	0.61	4	16	0.55%	NO	NO	NO
SW 96 Street to SW 104 Street	4LD	D	2,018	14	2,032	2,950	D	0.69	4	18	0.62%	NO	NO	NO
SW 104 Street to SW 112 Street	4LD	D	1,196	25	1,221	2,950	C	0.41	4	30	1.01%	NO	NO	NO
SW 112 Street to SW 120 Street	4LD	D	1,158	30	1,188	2,950	C	0.40	4	34	1.16%	NO	NO	NO
SW 120 Street to SW 136 Street	4LD	D	1,026	29	1,055	2,950	C	0.36	4	34	1.14%	NO	NO	NO
SW 136 Street to SW 152 Street	4LD	D	938	31	969	2,950	C	0.33	4	36	1.21%	NO	NO	NO
SW 152 Street to SW 184 Street	4LD	D	664	9	674	2,950	C	0.23	4	14	0.47%	NO	NO	NO
SW 184 Street to SW 200 Street	2LU	D	579	5	584	1,390	C	0.42	4	9	0.66%	NO	NO	NO
SW 147 Avenue														
SW 72 Street to SW 88 Street	4LD	D	2,068	5	2,073	2,950	D	0.70	4	9	0.31%	NO	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,027	5	2,032	2,950	D	0.69	4	9	0.31%	NO	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,711	5	1,716	2,950	C	0.58	4	9	0.31%	NO	NO	NO
SW 152 Street to SW 184 Street	2LU	D	938	5	943	1,390	D	0.68	4	9	0.66%	NO	NO	NO
SW 137 Avenue														
SW 40 Street to SW 56 Street	6LD	D	3,666	5	3,671	4,450	D	0.82	9	14	0.31%	NO	NO	NO
SW 56 Street to SW 72 Street	4LD	D	3,702	14	3,716	2,950	F	1.26	13	27	0.92%	NO	NO	NO
SW 72 Street to SW 88 Street	6LD	D	2,810	32	2,842	4,450	C	0.64	13	46	1.03%	NO	NO	NO
SW 88 Street to SW 96 Street	6LD	D	3,931	42	3,973	4,680	D	0.85	18	60	1.27%	NO	NO	NO
SW 96 Street to SW 104 Street	6LD	D	3,954	42	3,996	4,680	D	0.85	18	60	1.27%	NO	NO	NO
SW 104 Street to SW 112 Street	6LD	D	3,576	51	3,628	4,680	C	0.78	18	69	1.48%	NO	NO	NO
SW 112 Street to SW 120 Street	6LD	D	3,922	58	3,980	4,680	D	0.85	18	76	1.63%	NO	NO	NO
SW 120 Street to SW 136 Street	6LD	D	5,192	68	5,260	4,680	F	1.12	22	90	1.93%	NO	NO	NO
SW 136 Street to SW 152 Street	6LD	EE	5,258	77	5,335	5,628	E	0.95	22	99	1.77%	NO	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	4,067	90	4,157	5,628	D	0.74	22	112	1.99%	NO	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,153	43	1,196	1,390	D	0.86	4	47	3.39%	NO	NO	NO
SW 200 Street to SW 216 Street	2LU	D	1,046	25	1,071	1,390	D	0.77	4	29	2.08%	NO	NO	NO
SW 127 Avenue														
SW 72 Street to SW 88 Street	4LD	D	1,920	5	1,925	2,950	C	0.65	4	9	0.31%	NO	NO	NO
SW 88 Street to SW 104 Street	4LD	D	1,776	5	1,781	2,950	C	0.60	4	9	0.31%	NO	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,495	5	1,500	2,950	C	0.51	4	9	0.31%	NO	NO	NO
SW 144 Street to SW 152 Street	4LD	D	770	5	774	2,950	C	0.26	4	9	0.31%	NO	NO	NO
SW 117 Avenue														
SW 72 Street to SW 88 Street	4LD	D	3,824	5	3,829	2,950	F	1.30	4	9	0.31%	NO	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,788	5	2,792	2,950	D	0.95	4	9	0.31%	NO	NO	NO
SW 104 Street to SW 120 Street	4LD	D	3,448	9	3,457	2,950	F	1.17	4	14	0.47%	NO	NO	NO
SW 120 Street to SW 136 Street	4LD	D	2,526	9	2,536	2,950	D	0.86	4	14	0.47%	NO	NO	NO
SW 136 Street to SW 152 Street	4LD	D	2,526	24	2,551	2,950	D	0.86	4	29	0.98%	NO	NO	NO
SW 152 Street to SW 184 Street	4LD	D	1,826	19	1,845	2,950	C	0.63	4	24	0.81%	NO	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,519	10	1,528	1,390	F	1.10	4	14	1.02%	NO	NO	NO
SW 200 Street to US-1	2LU	D	1,742	5	1,747	1,390	F	1.26	4	9	0.66%	NO	NO	NO
SR 821/HEFT														
SW 40 Street to SW 88 Street	6LD	D	11,722	23	11,745	10,050	F	1.17	222	245	2.44%	NO	NO	NO
SW 88 Street to SW 120 Street	12LD	D	9,626	42	9,667	20,710	B	0.47	222	264	1.27%	NO	NO	NO
SW 120 Street to SR 874	12LD	D	8,913	46	8,959	20,710	B	0.43	222	268	1.29%	NO	NO	NO
SR 874 to SW 152 Street	12LD	D	16,669	91	16,760	20,710	C	0.81	266	357	1.72%	NO	NO	NO
SW 152 Street to SW 184 Street	12LD	D	13,240	60	13,300	20,710	C	0.64	67	127	0.61%	NO	NO	NO
SW 184 Street to SW 200 Street	6LD	D	10,496	60	10,556	9,840	E	1.07	67	127	1.29%	NO	NO	NO
SW 200 Street to SW 216 Street	4LD	D	6,364	60	6,424	6,250	E	1.03	67	127	2.03%	NO	NO	NO
SR 874														
HEFT to SW 104 Street	6LD	D	5,658	45	5,703	10,050	B	0.57	44	89	0.89%	NO	NO	NO
SW 104 Street to SR 878	8LD	D	8,296	40	8,336	13,600	C	0.61	44	85	0.62%	NO	NO	NO
US-1														
SW 136 Street to SW 152 Street	6LD	EE	5,564	25	5,589	6,096	E	0.92	13	39	0.63%	NO	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	5,132	19	5,151	6,096	E	0.84	9	28	0.45%	NO	NO	NO
SW 184 Street to SW 216 Street	6LD	EE	3,911	17	3,928	6,096	B	0.64	9	25	0.42%	NO	NO	NO

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] See Table 8A for the complete project distribution for the amendment uses located in Zones 1207 and 1209 and the distribution from the original DRI.
- [4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.
- [5] The combined impact of the Amendment Trips and the Existing DRI Trips are evaluated pursuant to Rule 9J-2.045, F.S. to determine if the DRI will significantly impact any state or regionally significant roadway operating below the adopted LOS. A significant impact can only be assigned to the DRI if the combined impact of the Amendment Trips and the Existing DRI Trips consume 5% or more of the maximum service volume of the roadway, and the roadway is operating below the adopted LOS.

Table 10
Year 2021 Total Traffic Conditions
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	2015	[3]	2021	[4]	2021	Miami Metrozoo	[6]	2021	[7]	PROJECT	PROJECT	PROJECT	
	YEAR 2021 LANES	CDMP ADOPTED LOS STANDARD	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	GROWTH RATE	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	COMMITTED PROJECTS	FUTURE PLUS COMMITTED VOLUMES	Amendment PM Trips 470	TOTAL TWO-WAY WITH PROJECT	PM PEAK HOUR MAX CAPACITY	PM PEAK HOUR LOS	VIC	AS A PERCENT OF MSV	TRIPS ≥ 5% YES / NO	ROADWAY FALLING YES / NO
SW 8 Street															
SW 177 Avenue to SW 147 Avenue	4LD	D	1,449	0.50%	1,493	99	1,592	5	1,597	3,110	C	0.51	0.15%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	D	1,449	0.50%	1,493	99	1,592	5	1,597	4,680	C	0.34	0.10%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	D	4,031	0.50%	4,153	99	4,253	5	4,258	4,680	D	0.91	0.10%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	E	5,898	0.50%	6,077	99	6,177	5	6,182	6,360	E	0.97	0.07%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	E	4,072	0.50%	4,196	99	4,295	5	4,300	4,920	D	0.87	0.10%	NO	NO
SW 88 Street															
SW 177 Avenue to SW 167 Avenue	6LD	D	1,387	0.50%	1,429	486	1,914	5	1,919	4,680	C	0.41	0.10%	NO	NO
SW 167 Avenue to SW 157 Avenue	6LD	EE	2,127	0.50%	2,191	1,583	3,774	5	3,779	5,904	C	0.64	0.08%	NO	NO
SW 157 Avenue to SW 147 Avenue	6LD	EE	3,413	0.50%	3,517	1,198	4,714	5	4,719	5,904	E	0.80	0.08%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,413	0.50%	3,517	779	4,296	9	4,305	5,904	D	0.73	0.16%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	5,138	0.50%	5,294	409	5,703	9	5,713	5,904	E	0.97	0.16%	NO	NO
SW 127 Avenue to SW 821/HEFT	8LD	EE	5,804	0.50%	5,981	409	6,390	9	6,399	7,632	E	0.84	0.12%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,437	0.50%	4,571	225	4,797	9	4,806	5,904	E	0.81	0.16%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,437	0.50%	4,571	148	4,719	7	4,726	5,904	E	0.80	0.12%	NO	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	4,605	0.50%	4,744	106	4,850	7	4,857	5,904	E	0.82	0.12%	NO	NO
SW 104 Street															
SW 167 Avenue to SW 157 Avenue	4LD	EE	915	0.50%	943	211	1,153	5	1,158	3,744	C	0.31	0.13%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	3,127	0.50%	3,222	804	4,026	5	4,031	3,744	F	1.08	0.13%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	3,282	0.50%	3,381	734	4,115	5	4,120	5,628	D	0.73	0.08%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	4,428	0.50%	4,563	486	5,049	5	5,053	5,628	E	0.90	0.08%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	5,561	0.50%	5,730	398	6,128	5	6,133	5,628	F	1.09	0.08%	NO	NO
SW 117 Avenue to SW 112 Avenue	6LD	EE	5,148	0.50%	5,304	249	5,553	5	5,558	5,628	E	0.99	0.08%	NO	NO
SW 120 Street															
SW 157 Avenue to SW 147 Avenue	4LD	D	84	0.50%	86	320	406	9	415	2,950	C	0.14	0.32%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	2,215	0.50%	2,283	660	2,943	9	2,952	2,950	E	1.00	0.32%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,115	0.50%	2,179	767	2,946	9	2,956	2,950	E	1.00	0.32%	NO	NO
SW 127 Avenue to SW 122 Avenue	4LD	D	3,425	0.50%	3,529	637	4,165	9	4,175	2,950	F	1.42	0.32%	NO	NO
SW 122 Avenue to SR 821/HEFT	4LD	D	3,425	0.50%	3,529	560	4,089	9	4,098	2,950	F	1.39	0.32%	NO	NO
SR 821/HEFT to SW 117 Avenue	4LD	D	3,425	0.50%	3,529	248	3,776	5	3,781	2,950	F	1.28	0.16%	NO	NO
SW 136 Street															
SW 157 Avenue to SW 147 Avenue	4LD	D	682	0.50%	703	135	837	5	842	2,950	C	0.29	0.16%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	1,853	0.50%	1,909	135	2,044	5	2,049	2,950	D	0.69	0.16%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	665	0.50%	685	135	820	5	825	2,950	C	0.28	0.16%	NO	NO
SW 152 Street															
SW 162 Avenue to SW 157 Avenue	2LU	EE	316	0.50%	326	380	706	5	710	1,776	C	0.40	0.26%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	804	0.50%	828	183	1,011	45	1,056	3,744	C	0.28	1.21%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,467	0.50%	2,542	210	2,751	55	2,806	3,744	D	0.75	1.46%	NO	NO
SW 137 Avenue to SW 124 Avenue	6LD	EE	4,414	0.50%	4,548	691	5,239	222	5,461	5,904	E	0.92	3.76%	NO	NO
SW 124 Avenue to SW 117 Avenue	6LD	EE	4,413	0.50%	4,547	657	5,204	248	5,452	5,904	E	0.92	4.20%	NO	NO
SW 117 Avenue to SR 821/HEFT	6LD	EE	3,550	0.50%	3,658	597	4,256	204	4,460	5,904	D	0.76	3.46%	NO	NO
SR 821/HEFT to SW 112 Avenue	6LD	EE	3,183	0.50%	3,280	332	3,612	53	3,665	5,904	C	0.62	0.90%	NO	NO
SW 112 Avenue to US-1	6LD	EE	2,733	0.50%	2,816	272	3,088	51	3,139	5,904	C	0.53	0.87%	NO	NO
SW 168 Street															
SW 117 Avenue to US-1	2LU	D	973	0.50%	1,002	12	1,014	5	1,019	1,390	D	0.73	0.34%	NO	NO
US-1 to SW 87 Avenue	2LU	EE	745	0.50%	768	12	780	5	784	1,776	C	0.44	0.26%	NO	NO
SW 184 Street															
SW 177 Avenue to SW 167 Avenue	2LU	C	802	0.50%	826	12	838	14	852	870	C	0.98	1.62%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	802	0.50%	826	12	838	14	852	870	C	0.98	1.62%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	D	903	0.50%	931	56	987	14	1,001	2,950	C	0.34	0.48%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	1,218	0.50%	1,255	75	1,329	24	1,353	2,950	C	0.46	0.80%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,557	0.50%	2,635	94	2,728	24	2,752	2,950	D	0.93	0.80%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	2,557	0.50%	2,635	75	2,710	14	2,724	2,950	D	0.92	0.48%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,557	0.50%	2,635	104	2,739	14	2,753	2,950	D	0.93	0.48%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	2,165	0.50%	2,231	60	2,291	14	2,305	2,950	D	0.78	0.48%	NO	NO
SW 107 Avenue to US-1	4LD	D	2,165	0.50%	2,231	60	2,291	9	2,300	2,950	D	0.78	0.32%	NO	NO
SW 200 Street/Quail Roost Dr															
SW 177 Avenue to SW 167 Avenue	2LU	C	690	0.50%	711	85	797	5	802	1,310	C	0.61	0.36%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	690	0.50%	711	85	797	5	802	1,310	C	0.61	0.36%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	690	0.50%	711	85	797	7	804	1,310	C	0.61	0.53%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	977	0.50%	1,007	85	1,092	9	1,102	1,310	C	0.84	0.68%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	977	0.50%	1,007	85	1,092	9	1,102	1,560	C	0.71	0.58%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,394	0.50%	1,436	85	1,521	5	1,526	3,390	B	0.45	0.14%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,499	0.50%	2,575	85	2,660	5	2,665	3,390	B	0.79	0.14%	NO	NO
SW 216 Street															
SW 177 Avenue to SW 167 Avenue	2LU	C	428	0.50%	441	85	526	5	531	870	C	0.61	0.54%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	428	0.50%	441	85	526	5	531	870	C	0.61	0.54%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	428	0.50%	441	85	526	5	531	870	C	0.61	0.54%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	570	0.50%	587	85	673	7	680	870	C	0.78	0.79%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	570	0.50%	587	85	673	7	680	1,390	C	0.49	0.50%	NO	NO
SW 127 Avenue to US-1	2LU	D	570	0.50%	587	85	673	5	677	1,390	C	0.49	0.34%	NO	NO
US-1 to SW 112 Avenue	2LU	D	570	0.50%	587	85	673	5	677	1,390	C	0.49	0.34%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	570	0.50%	587	85	673	5	677	2,950	C	0.23	0.16%	NO	NO

Table 10
Year 2021 Total Traffic Conditions
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	2015	[3]	2021	[4]	2021	Miami Metrozoo	[6]	[7]	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO		
	YEAR 2021 LANES	CDMP ADOPTED LOS STANDARD	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	GROWTH RATE	TWO-WAY PM PEAK HOUR PEAK SEASON VOL	COMMITTED PROJECTS	FUTURE PLUS COMMITTED VOLUMES	Amendment PM Trips 470	TOTAL TWO-WAY WITH PROJECT	TWO-WAY PM PEAK HOUR MAX CAPACITY				2021 PM PEAK HOUR LOS	VIC
SW 177 Avenue															
SW 8 Street to SW 88 Street	4LD	B	1,224	0.50%	1,261	122	1,383	5	1,388	2,780	B	0.50	0.17%	NO	NO
SW 88 Street to SW 184 Street	2LU	C	1,130	0.50%	1,164	122	1,286	5	1,291	1,310	C	0.99	0.36%	NO	NO
SW 184 Street to SW 200 Street	2LU	C	1,653	0.50%	1,704	122	1,825	9	1,835	1,310	F	1.40	0.72%	NO	NO
SW 200 Street to SW 216 Street	2LU	C	1,363	0.50%	1,404	122	1,526	14	1,540	1,310	D	1.18	1.08%	NO	NO
SW 167 Avenue															
SW 72 Street to SW 88 Street	2LU	D	215	0.50%	222	98	320	5	324	1,390	C	0.23	0.34%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	638	0.50%	658	98	756	5	760	2,950	C	0.26	0.16%	NO	NO
SW 96 Street to SW 104 Street	2LU	D	638	0.50%	658	98	756	5	760	1,390	C	0.55	0.34%	NO	NO
SW 157 Avenue															
SW 72 Street to SW 88 Street	4LD	EE	1,527	0.50%	1,573	392	1,965	5	1,970	3,744	C	0.53	0.13%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	1,216	0.50%	1,253	573	1,826	12	1,838	2,950	C	0.62	0.40%	NO	NO
SW 96 Street to SW 104 Street	4LD	D	1,216	0.50%	1,253	802	2,055	14	2,068	2,950	D	0.70	0.47%	NO	NO
SW 104 Street to SW 112 Street	4LD	D	784	0.50%	807	412	1,220	25	1,245	2,950	C	0.42	0.86%	NO	NO
SW 112 Street to SW 120 Street	4LD	D	784	0.50%	808	375	1,182	30	1,212	2,950	C	0.41	1.01%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	700	0.50%	721	326	1,048	29	1,077	2,950	C	0.36	0.99%	NO	NO
SW 136 Street to SW 152 Street	4LD	D	700	0.50%	721	238	959	31	990	2,950	C	0.34	1.06%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	520	0.50%	536	144	680	9	689	2,950	C	0.23	0.32%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	520	0.50%	536	59	595	5	600	1,390	C	0.43	0.34%	NO	NO
SW 147 Avenue															
SW 72 Street to SW 88 Street	4LD	D	1,970	0.50%	2,030	99	2,128	5	2,133	2,950	D	0.72	0.16%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	1,929	0.50%	1,987	99	2,086	5	2,090	2,950	D	0.71	0.16%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,613	0.50%	1,662	99	1,760	5	1,765	2,950	C	0.60	0.16%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	840	0.50%	865	99	964	5	968	2,950	C	0.33	0.16%	NO	NO
SW 137 Avenue															
SW 40 Street to SW 56 Street	6LD	D	3,315	0.50%	3,415	352	3,767	5	3,772	4,450	D	0.85	0.16%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	3,350	0.50%	3,452	352	3,804	14	3,817	2,950	F	1.29	0.46%	NO	NO
SW 72 Street to SW 88 Street	6LD	D	2,458	0.50%	2,533	352	2,885	32	2,917	4,450	C	0.66	0.73%	NO	NO
SW 88 Street to SW 96 Street	6LD	D	3,447	0.50%	3,552	484	4,036	42	4,078	4,680	D	0.87	0.90%	NO	NO
SW 96 Street to SW 104 Street	6LD	D	3,447	0.50%	3,552	507	4,059	42	4,101	4,680	D	0.88	0.90%	NO	NO
SW 104 Street to SW 112 Street	6LD	D	3,027	0.50%	3,119	549	3,668	51	3,720	4,680	C	0.79	1.10%	NO	NO
SW 112 Street to SW 120 Street	6LD	D	3,372	0.50%	3,475	549	4,024	58	4,083	4,680	D	0.87	1.25%	NO	NO
SW 120 Street to SW 136 Street	6LD	D	4,601	0.50%	4,741	592	5,332	68	5,400	4,680	F	1.15	1.45%	NO	NO
SW 136 Street to SW 152 Street	6LD	EE	4,556	0.50%	4,694	702	5,396	77	5,473	5,628	E	0.97	1.37%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	3,135	0.50%	3,230	933	4,163	90	4,252	5,628	D	0.76	1.59%	NO	NO
SW 184 Street to SW 200 Street	4LD	D	845	0.50%	871	308	1,179	43	1,222	2,950	C	0.41	1.45%	NO	NO
SW 200 Street to SW 216 Street	4LD	D	845	0.50%	871	201	1,072	25	1,096	2,950	C	0.37	0.83%	NO	NO
SW 127 Avenue															
SW 72 Street to SW 88 Street	4LD	D	1,760	0.50%	1,813	161	1,974	5	1,979	2,950	C	0.67	0.16%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	1,521	0.50%	1,568	254	1,822	5	1,827	2,950	C	0.62	0.16%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,241	0.50%	1,279	254	1,533	5	1,538	2,950	C	0.52	0.16%	NO	NO
SW 120 Street to SW 128 Street	4LD	D	1,241	0.50%	1,279	254	1,533	5	1,538	2,950	C	0.52	0.16%	NO	NO
SW 128 Street to SW 136 Street	4LD	D	1,241	0.50%	1,279	254	1,533	5	1,538	2,950	C	0.52	0.16%	NO	NO
SW 136 Street to SW 144 Street	4LD	D	1,241	0.50%	1,279	254	1,533	5	1,538	2,950	C	0.52	0.16%	NO	NO
SW 144 Street to SW 152 Street	4LD	D	684	0.50%	705	85	790	5	795	2,950	C	0.27	0.16%	NO	NO
SW 117 Avenue															
SW 72 Street to SW 88 Street	4LD	D	3,738	0.50%	3,852	85	3,937	5	3,942	2,950	F	1.34	0.16%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,702	0.50%	2,784	85	2,870	5	2,875	2,950	D	0.97	0.16%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	3,362	0.50%	3,464	85	3,550	9	3,559	2,950	F	1.21	0.32%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	2,441	0.50%	2,515	85	2,600	9	2,610	2,950	D	0.88	0.32%	NO	NO
SW 136 Street to SW 152 Street	4LD	D	2,441	0.50%	2,515	85	2,600	24	2,625	2,950	D	0.89	0.83%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	1,740	0.50%	1,793	85	1,879	19	1,898	2,950	C	0.64	0.66%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,433	0.50%	1,477	85	1,562	10	1,572	1,390	F	1.13	0.70%	NO	NO
SW 200 Street to US-1	2LU	D	1,657	0.50%	1,707	85	1,793	5	1,797	1,390	F	1.29	0.34%	NO	NO
SR 821/HEFT															
SW 40 Street to SW 88 Street	8LD	D	11,441	0.50%	11,789	281	12,069	23	12,092	13,600	D	0.89	0.17%	NO	NO
SW 88 Street to SW 120 Street	12LD	D	9,358	0.50%	9,643	268	9,910	42	9,952	20,710	B	0.48	0.20%	NO	NO
SW 120 Street to SR 874	12LD	D	8,688	0.50%	8,952	226	9,177	46	9,223	20,710	B	0.45	0.22%	NO	NO
SR 874 to SW 152 Street	12LD	D	16,065	0.50%	16,553	605	17,157	91	17,248	20,710	D	0.83	0.44%	NO	NO
SW 152 Street to SW 184 Street	12LD	D	13,037	0.50%	13,433	204	13,636	60	13,696	20,710	C	0.66	0.29%	NO	NO
SW 184 Street to SW 200 Street	8L/10L	D	10,313	0.50%	10,627	182	10,809	60	10,869	13,420	D	0.81	0.45%	NO	NO
SW 200 Street to SW 216 Street	6LD	D	6,198	0.50%	6,387	166	6,552	60	6,612	9,840	C	0.67	0.61%	NO	NO
SR 874															
HEFT to SW 104 Street	6LD	D	5,218	0.50%	5,377	440	5,817	45	5,862	10,050	B	0.58	0.45%	NO	NO
SW 104 Street to SR 878	8LD	D	7,857	0.50%	8,095	440	8,535	40	8,575	13,600	C	0.63	0.29%	NO	NO
US-1															
SW 136 Street to SW 152 Street	6LD	EE	5,280	0.50%	5,440	284	5,724	25	5,750	6,096	E	0.94	0.41%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	5,011	0.50%	5,163	121	5,284	19	5,303	6,096	E	0.87	0.31%	NO	NO
SW 184 Street to SW 216 Street	6LD	EE	3,790	0.50%	3,905	121	4,026	17	4,043	6,096	B	0.66	0.27%	NO	NO

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I, II or III of the LRTP, extending out to year 2020.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] A 0.50% per year growth rate is used to grow traffic from year 2015 to year 2021.
- [4] See Table 7D for the assignment of approved but unbuilt committed development traffic to the roadway network.
- [5] See Table 8A for the complete project distribution for the amendment uses located in Zones 1207 and 1209.
- [6] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.
- [7] The Amendment Trips are evaluated using DRI standards to determine if the new impact is greater than 5.0% of the adopted MSV for each roadway link carrying amendment traffic.

Table 11
Year 2021 Total Traffic Conditions and DRI Significance Determination
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	2021	Miami Metrozoo	[4]	2025		Miami Metrozoo	TOTAL	[5]	PROJECT	PROJECT	PROJECT
	YEAR	CDMP	FUTURE	[3]	TWO-WAY	PM PEAK	PM PEAK	Existing DRI	EXISTING	AS A	TRIPS	TRIPS	≥ 5% AND
	2021	ADOPTED	PLUS	Amendment	WITH	PM PEAK	PM PEAK	PM Trips	AND	PERCENT	AS A	TRIPS	ROADWAY
	LANES	LOS	COMMITTED	PM Trips	PROJECT	HOURLY MAX	HOURLY LOS	444	PROPOSED	OF MSV	PERCENT	TRIPS	FAILING
		STANDARD	VOLUMES	470		CAPACITY		444	DRI TRIPS		OF MSV	YES / NO	YES / NO
SW 8 Street													
SW 177 Avenue to SW 147 Avenue	4LD	D	1,592	5	1,597	3,110	C	0.51	4	9	0.29%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	D	1,592	5	1,597	4,680	C	0.34	4	9	0.20%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	D	4,253	5	4,258	4,680	D	0.91	4	9	0.20%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	E	6,177	5	6,182	6,360	E	0.97	4	9	0.14%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	E	4,295	5	4,300	4,920	D	0.87	4	9	0.19%	NO	NO
SW 88 Street													
SW 177 Avenue to SW 167 Avenue	6LD	D	1,914	5	1,919	4,680	C	0.41	4	9	0.20%	NO	NO
SW 167 Avenue to SW 157 Avenue	6LD	EE	3,774	5	3,779	5,904	C	0.64	9	14	0.23%	NO	NO
SW 157 Avenue to SW 147 Avenue	6LD	EE	4,714	5	4,719	5,904	E	0.80	13	18	0.31%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,296	9	4,305	5,904	D	0.73	18	27	0.46%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	5,703	9	5,713	5,904	E	0.97	18	27	0.46%	NO	NO
SW 127 Avenue to SR 821/HEFT	8LD	EE	6,390	9	6,399	7,632	E	0.84	22	32	0.41%	NO	NO
SR 821/HEFT to SW 117 Avenue	6LD	EE	4,797	9	4,806	5,904	E	0.81	22	32	0.54%	NO	NO
SW 117 Avenue to SW 107 Avenue	6LD	EE	4,719	7	4,726	5,904	E	0.80	18	25	0.42%	NO	NO
SW 107 Avenue to SW 97 Avenue	6LD	EE	4,850	7	4,857	5,904	E	0.82	13	21	0.35%	NO	NO
SW 104 Street													
SW 167 Avenue to SW 157 Avenue	4LD	EE	1,153	5	1,158	3,744	C	0.31	4	9	0.24%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	4,026	5	4,031	3,744	F	1.08	4	9	0.24%	NO	NO
SW 147 Avenue to SW 137 Avenue	6LD	EE	4,115	5	4,120	5,628	D	0.73	4	9	0.16%	NO	NO
SW 137 Avenue to SW 127 Avenue	6LD	EE	5,049	5	5,053	5,628	E	0.90	4	9	0.16%	NO	NO
SW 127 Avenue to SW 117 Avenue	6LD	EE	6,128	5	6,133	5,628	F	1.09	4	9	0.16%	NO	NO
SW 117 Avenue to SW 112 Avenue	6LD	EE	5,553	5	5,558	5,628	E	0.99	4	9	0.16%	NO	NO
SW 120 Street													
SW 157 Avenue to SW 147 Avenue	4LD	D	406	9	415	2,950	C	0.14	4	14	0.47%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	2,943	9	2,952	2,950	E	1.00	4	14	0.47%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,946	9	2,956	2,950	E	1.00	4	14	0.47%	NO	NO
SW 127 Avenue to SW 122 Avenue	4LD	D	4,165	9	4,175	2,950	F	1.42	4	14	0.47%	NO	NO
SW 122 Avenue to SR 821/HEFT	4LD	D	4,089	9	4,098	2,950	F	1.39	4	14	0.47%	NO	NO
SR 821/HEFT to SW 117 Avenue	4LD	D	3,776	5	3,781	2,950	F	1.28	4	9	0.31%	NO	NO
SW 136 Street													
SW 157 Avenue to SW 147 Avenue	4LD	D	837	5	842	2,950	C	0.29	4	9	0.31%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	2,044	5	2,049	2,950	D	0.69	4	9	0.31%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	820	5	825	2,950	C	0.28	4	9	0.31%	NO	NO
SW 152 Street													
SW 162 Avenue to SW 157 Avenue	2LU	EE	706	5	710	1,776	C	0.40	4	9	0.51%	NO	NO
SW 157 Avenue to SW 147 Avenue	4LD	EE	1,011	45	1,056	3,744	C	0.28	4	50	1.33%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	EE	2,751	55	2,806	3,744	D	0.75	44	99	2.65%	NO	NO
SW 137 Avenue to SW 124 Avenue	6LD	EE	5,239	222	5,461	5,904	E	0.92	89	311	5.26%	YES	NO
SW 124 Avenue to SW 117 Avenue	6LD	EE	5,204	248	5,452	5,904	E	0.92	266	515	8.72%	YES	NO
SW 117 Avenue to SR 821/HEFT	6LD	EE	4,256	204	4,460	5,904	D	0.76	266	471	7.97%	YES	NO
SR 821/HEFT to SW 112 Avenue	6LD	EE	3,612	53	3,665	5,904	C	0.62	22	76	1.28%	NO	NO
SW 112 Avenue to US-1	6LD	EE	3,088	51	3,139	5,904	C	0.53	22	73	1.24%	NO	NO
SW 168 Street													
SW 117 Avenue to US-1	2LU	D	1,014	5	1,019	1,390	D	0.73	4	9	0.66%	NO	NO
US-1 to SW 87 Avenue	2LU	EE	780	5	784	1,776	C	0.44	4	9	0.51%	NO	NO
SW 184 Street													
SW 177 Avenue to SW 167 Avenue	2LU	C	838	14	852	870	C	0.98	44	59	6.72%	YES	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	838	14	852	870	C	0.98	44	59	6.72%	YES	NO
SW 157 Avenue to SW 147 Avenue	4LD	D	987	14	1,001	2,950	C	0.34	44	59	1.98%	NO	NO
SW 147 Avenue to SW 137 Avenue	4LD	D	1,329	24	1,353	2,950	C	0.46	44	68	2.30%	NO	NO
SW 137 Avenue to SW 127 Avenue	4LD	D	2,728	24	2,752	2,950	D	0.93	44	68	2.30%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	2,710	14	2,724	2,950	D	0.92	44	59	1.98%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,739	14	2,753	2,950	D	0.93	44	59	1.98%	NO	NO
SR 821/HEFT to SW 107 Avenue	4LD	D	2,291	14	2,305	2,950	D	0.78	44	59	1.98%	NO	NO
SW 107 Avenue to US-1	4LD	D	2,291	9	2,300	2,950	D	0.78	22	32	1.07%	NO	NO
SW 200 Street/Quail Roost Dr													
SW 177 Avenue to SW 167 Avenue	2LU	C	797	5	802	1,310	C	0.61	4	9	0.70%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	797	5	802	1,310	C	0.61	4	9	0.70%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	797	7	804	1,310	C	0.61	4	11	0.87%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	1,092	9	1,102	1,310	C	0.84	4	14	1.03%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	1,092	9	1,102	1,560	C	0.71	4	14	0.87%	NO	NO
SW 127 Avenue to SW 117 Avenue	4LD	D	1,521	5	1,526	3,390	B	0.45	4	9	0.27%	NO	NO
SW 117 Avenue to SR 821/HEFT	4LD	D	2,660	5	2,665	3,390	B	0.79	4	9	0.27%	NO	NO
SW 216 Street													
SW 177 Avenue to SW 167 Avenue	2LU	C	526	5	531	870	C	0.61	4	9	1.05%	NO	NO
SW 167 Avenue to SW 157 Avenue	2LU	C	526	5	531	870	C	0.61	4	9	1.05%	NO	NO
SW 157 Avenue to SW 147 Avenue	2LU	C	526	5	531	870	C	0.61	4	9	1.05%	NO	NO
SW 147 Avenue to SW 137 Avenue	2LU	C	673	7	680	870	C	0.78	4	11	1.30%	NO	NO
SW 137 Avenue to SW 127 Avenue	2LU	D	673	7	680	1,390	C	0.49	4	11	0.82%	NO	NO
SW 127 Avenue to US-1	2LU	D	673	5	677	1,390	C	0.49	4	9	0.66%	NO	NO
US-1 to SW 112 Avenue	2LU	D	673	5	677	1,390	C	0.49	4	9	0.66%	NO	NO
SW 112 Avenue to SR 821/HEFT	4LD	D	673	5	677	2,950	C	0.23	4	9	0.31%	NO	NO

Table 11
Year 2021 Total Traffic Conditions and DRI Significance Determination
Two-Way PM Peak Hour with the Amendment Trips

ROADWAY SEGMENTS	[1]	[2]	2021	Miami Metrozoo	[4]	2025		Miami Metrozoo	TOTAL	[5]	PROJECT	PROJECT	PROJECT
	YEAR	ADOPTE	FUTURE	[3]	TWO-WAY	TWO-WAY	PM PEAK	[3]	EXISTING	PROJECT	TRIPS	TRIPS	≥ 5% AND
	2021	LOS	PLUS	Amendment	WITH	PM PEAK	PM PEAK	Existing DRI	AND	AS A	≥ 5%	≥ 5% AND	ROADWAY
	LANES	STANDARD	COMMITTED	PM Trips	PROJECT	HOURLY MAX	HOURLY	PM Trips	PROPOSED	PERCENT	OF MSV	YES / NO	FAILING
			VOLUMES	470		CAPACITY	LOS	444	DRI TRIPS			YES / NO	YES / NO
SW 177 Avenue													
SW 8 Street to SW 88 Street	4LD	B	1,383	5	1,388	2,780	B	0.50	22	27	0.97%	NO	NO
SW 88 Street to SW 184 Street	2LU	C	1,286	5	1,291	1,310	C	0.99	22	27	2.05%	NO	NO
SW 184 Street to SW 200 Street	2LU	C	1,825	9	1,835	1,310	F	1.40	22	32	2.41%	NO	NO
SW 200 Street to SW 216 Street	2LU	C	1,526	14	1,540	1,310	D	1.18	22	36	2.77%	NO	NO
SW 167 Avenue													
SW 72 Street to SW 88 Street	2LU	D	320	5	324	1,390	C	0.23	4	9	0.66%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	756	5	760	2,950	C	0.26	4	9	0.31%	NO	NO
SW 96 Street to SW 104 Street	2LU	D	756	5	760	1,390	C	0.55	4	9	0.66%	NO	NO
SW 157 Avenue													
SW 72 Street to SW 88 Street	4LD	EE	1,965	5	1,970	3,744	C	0.53	4	9	0.24%	NO	NO
SW 88 Street to SW 96 Street	4LD	D	1,826	12	1,838	2,950	C	0.62	4	16	0.55%	NO	NO
SW 96 Street to SW 104 Street	4LD	D	2,055	14	2,068	2,950	D	0.70	4	18	0.62%	NO	NO
SW 104 Street to SW 112 Street	4LD	D	1,220	25	1,245	2,950	C	0.42	4	30	1.01%	NO	NO
SW 112 Street to SW 120 Street	4LD	D	1,182	30	1,212	2,950	C	0.41	4	34	1.16%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	1,048	29	1,077	2,950	C	0.36	4	34	1.14%	NO	NO
SW 136 Street to SW 152 Street	4LD	D	959	31	990	2,950	C	0.34	4	36	1.21%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	680	9	689	2,950	C	0.23	4	14	0.47%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	595	5	600	1,390	C	0.43	4	9	0.66%	NO	NO
SW 147 Avenue													
SW 72 Street to SW 88 Street	4LD	D	2,128	5	2,133	2,950	D	0.72	4	9	0.31%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,086	5	2,090	2,950	D	0.71	4	9	0.31%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,760	5	1,765	2,950	C	0.60	4	9	0.31%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	964	5	968	2,950	C	0.33	4	9	0.31%	NO	NO
SW 137 Avenue													
SW 40 Street to SW 56 Street	6LD	D	3,767	5	3,772	4,450	D	0.85	9	14	0.31%	NO	NO
SW 56 Street to SW 72 Street	4LD	D	3,804	14	3,817	2,950	F	1.29	13	27	0.92%	NO	NO
SW 72 Street to SW 88 Street	6LD	D	2,885	32	2,917	4,450	C	0.66	13	46	1.03%	NO	NO
SW 88 Street to SW 96 Street	6LD	D	4,036	42	4,078	4,680	D	0.87	18	60	1.27%	NO	NO
SW 96 Street to SW 104 Street	6LD	D	4,059	42	4,101	4,680	D	0.88	18	60	1.27%	NO	NO
SW 104 Street to SW 112 Street	6LD	D	3,668	51	3,720	4,680	C	0.79	18	69	1.48%	NO	NO
SW 112 Street to SW 120 Street	6LD	D	4,024	58	4,083	4,680	D	0.87	18	76	1.63%	NO	NO
SW 120 Street to SW 136 Street	6LD	D	5,332	68	5,400	4,680	F	1.15	22	90	1.93%	NO	NO
SW 136 Street to SW 152 Street	6LD	EE	5,396	77	5,473	5,628	E	0.97	22	99	1.77%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	4,163	90	4,252	5,628	D	0.76	22	112	1.99%	NO	NO
SW 184 Street to SW 200 Street	4LD	D	1,179	43	1,222	2,950	C	0.41	4	47	1.60%	NO	NO
SW 200 Street to SW 216 Street	4LD	D	1,072	25	1,096	2,950	C	0.37	4	29	0.98%	NO	NO
SW 127 Avenue													
SW 72 Street to SW 88 Street	4LD	D	1,974	5	1,979	2,950	C	0.67	4	9	0.31%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	1,822	5	1,827	2,950	C	0.62	4	9	0.31%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	1,533	5	1,538	2,950	C	0.52	4	9	0.31%	NO	NO
SW 120 Street to SW 128 Street	4LD	D	1,533	5	1,538	2,950	C	0.52	4	9	0.31%	NO	NO
SW 128 Street to SW 136 Street	4LD	D	1,533	5	1,538	2,950	C	0.52	4	9	0.31%	NO	NO
SW 136 Street to SW 144 Street	4LD	D	1,533	5	1,538	2,950	C	0.52	4	9	0.31%	NO	NO
SW 144 Street to SW 152 Street	4LD	D	790	5	795	2,950	C	0.27	4	9	0.31%	NO	NO
SW 117 Avenue													
SW 72 Street to SW 88 Street	4LD	D	3,937	5	3,942	2,950	F	1.34	4	9	0.31%	NO	NO
SW 88 Street to SW 104 Street	4LD	D	2,870	5	2,875	2,950	D	0.97	4	9	0.31%	NO	NO
SW 104 Street to SW 120 Street	4LD	D	3,550	9	3,559	2,950	F	1.21	4	14	0.47%	NO	NO
SW 120 Street to SW 136 Street	4LD	D	2,600	9	2,610	2,950	D	0.88	4	14	0.47%	NO	NO
SW 136 Street to SW 152 Street	4LD	D	2,600	24	2,625	2,950	D	0.89	4	29	0.98%	NO	NO
SW 152 Street to SW 184 Street	4LD	D	1,879	19	1,898	2,950	C	0.64	4	24	0.81%	NO	NO
SW 184 Street to SW 200 Street	2LU	D	1,562	10	1,572	1,390	F	1.13	4	14	1.02%	NO	NO
SW 200 Street to US-1	2LU	D	1,793	5	1,797	1,390	F	1.29	4	9	0.66%	NO	NO
SR 821/HEFT													
SW 40 Street to SW 88 Street	8LD	D	12,069	23	12,092	13,600	D	0.89	222	245	1.80%	NO	NO
SW 88 Street to SW 120 Street	12LD	D	9,910	42	9,952	20,710	B	0.48	222	264	1.27%	NO	NO
SW 120 Street to SR 874	12LD	D	9,177	46	9,223	20,710	B	0.45	222	268	1.29%	NO	NO
SR 874 to SW 152 Street	12LD	D	17,157	91	17,248	20,710	D	0.83	266	357	1.72%	NO	NO
SW 152 Street to SW 184 Street	12LD	D	13,636	60	13,696	20,710	C	0.66	67	127	0.61%	NO	NO
SW 184 Street to SW 200 Street	8L/10L	D	10,809	60	10,869	13,420	D	0.81	67	127	0.94%	NO	NO
SW 200 Street to SW 216 Street	6LD	D	6,552	60	6,612	9,840	C	0.67	67	127	1.29%	NO	NO
SR 874													
HEFT to SW 104 Street	6LD	D	5,817	45	5,862	10,050	B	0.58	44	89	0.89%	NO	NO
SW 104 Street to SR 878	8LD	D	8,535	40	8,575	13,600	C	0.63	44	85	0.62%	NO	NO
US-1													
SW 136 Street to SW 152 Street	6LD	EE	5,724	25	5,750	6,096	E	0.94	13	39	0.63%	NO	NO
SW 152 Street to SW 184 Street	6LD	EE	5,284	19	5,303	6,096	E	0.87	9	28	0.45%	NO	NO
SW 184 Street to SW 216 Street	6LD	EE	4,026	17	4,043	6,096	B	0.66	9	25	0.42%	NO	NO

NOTES:

- [1] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I, II or III of the LRTP, extending out to year 2020.
- [2] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [3] See Table 8A for the complete project distribution for the amendment uses located in Zones 1207 and 1209 and the distribution from the original DRI.
- [4] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted as needed for LOS EE.
- [5] The combined impact of the Amendment Trips and the Existing DRI Trips are evaluated pursuant to Rule 9J-2.045, F.S. to determine if the DRI will significantly impact any state or regionally significant roadway operating below the adopted LOS. A significant impact can only be assigned to the DRI if the combined impact of the Amendment Trips and the Existing DRI Trips

Table 12
Study Area Level of Service Table
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1]	[2]	[3]	ROADWAY JURISDICTION AND CLASSIFICATION	[4]	MAXIMUM SERVICE VOLUME CODE	[5]	[5]	[5]	[5]	[5]	
	EXISTING LANES	YEAR 2015 LANES	YEAR 2021 LANES		CDMP ADOPTED LOS STANDARD		VALUE FOR LOS A	VALUE FOR LOS B	VALUE FOR LOS C	VALUE FOR LOS D	VALUE FOR LOS E	
SW 8 Street												
SW 177 Avenue to SW 147 Avenue	4LD	4LD	4LD	State Principal Arterial	D	C2-4LD	0	390	2,470	3,110	3,270	
SW 147 Avenue to SW 137 Avenue	6LD	6LD	6LD	State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 137 Avenue to SW 127 Avenue	6LD	6LD	6LD	State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 127 Avenue to SR 821/HEFT	8LD	8LD	8LD	State Principal Arterial	E	C2-8LD	0	800	5,060	6,060	6,360	
SR 821/HEFT to SW 117 Avenue	6LD	6LD	6LD	State Principal Arterial	E	C2-6LD	0	620	3,830	4,680	4,920	
SW 88 Street												
SW 177 Avenue to SW 167 Avenue	4LD	6LD	6LD	State Principal Arterial	D	C2-4LD	0	390	2,470	3,110	3,270	
				State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 167 Avenue to SW 157 Avenue	4LD	6LD	6LD	State Principal Arterial	EE	C2-4LD-EE	0	390	2,470	3,110	3,924	
				State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 157 Avenue to SW 147 Avenue	4LD	6LD	6LD	State Principal Arterial	EE	C2-4LD-EE	0	390	2,470	3,110	3,924	
				State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 147 Avenue to SW 137 Avenue	6LD	6LD	6LD	State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 137 Avenue to SW 127 Avenue	6LD	6LD	6LD	State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 127 Avenue to SR 821/HEFT	8LD	8LD	8LD	State Principal Arterial	EE	C2-8LD-EE	0	800	5,060	6,060	7,632	
SR 821/HEFT to SW 117 Avenue	6LD	6LD	6LD	State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 117 Avenue to SW 107 Avenue	6LD	6LD	6LD	State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 107 Avenue to SW 97 Avenue	6LD	6LD	6LD	State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 104 Street												
SW 167 Avenue to SW 157 Avenue	4LD	4LD	4LD	County Minor Arterial	EE	NS-4LD-EE	0	0	2,030	2,950	3,744	
SW 157 Avenue to SW 147 Avenue	4LD	4LD	4LD	County Minor Arterial	EE	NS-4LD-EE	0	0	2,030	2,950	3,744	
SW 147 Avenue to SW 137 Avenue	4LD	6LD	6LD	County Minor Arterial	EE	NS-4LD-EE	0	0	2,030	2,950	3,744	
				County Minor Arterial	EE	NS-6LD-EE	0	0	3,170	4,450	5,628	
SW 137 Avenue to SW 127 Avenue	6LD	6LD	6LD	County Minor Arterial	EE	NS-6LD-EE	0	0	3,170	4,450	5,628	
SW 127 Avenue to SW 117 Avenue	6LD	6LD	6LD	County Minor Arterial	EE	NS-6LD-EE	0	0	3,170	4,450	5,628	
SW 117 Avenue to SW 112 Avenue	6LD	6LD	6LD	County Minor Arterial	EE	NS-6LD-EE	0	0	3,170	4,450	5,628	
SW 120 Street												
SW 157 Avenue to SW 147 Avenue	2LU	4LD	4LD	County Minor Arterial	D	NS-2LU	0	0	870	1,390	1,480	
				County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 147 Avenue to SW 137 Avenue	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 137 Avenue to SW 127 Avenue	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 127 Avenue to SW 122 Avenue	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 122 Avenue to SR 821/HEFT	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SR 821/HEFT to SW 117 Avenue	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 136 Street												
SW 157 Avenue to SW 147 Avenue	2LU/4LD	4LD	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 147 Avenue to SW 137 Avenue	2LU/4LD	4LD	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 137 Avenue to SW 127 Avenue	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 152 Street												
SW 162 Avenue to SW 157 Avenue	2LU	2LU	2LU	County Collector	EE	NS-2LU-EE	0	0	870	1,390	1,776	
SW 157 Avenue to SW 147 Avenue	2LU	4LD	4LD	County Collector	EE	NS-2LU-EE	0	0	870	1,390	1,776	
				County Collector	EE	NS-4LD-EE	0	0	2,030	2,950	3,744	
				County Collector	EE	NS-4LD-EE	0	0	2,030	2,950	3,744	
SW 147 Avenue to SW 137 Avenue	4LD	4LD	4LD	County Collector	EE	NS-4LD-EE	0	0	2,030	2,950	3,744	
SW 137 Avenue to SW 124 Avenue	6LD	6LD	6LD	Urban Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 124 Avenue to SW 117 Avenue	6LD	6LD	6LD	Urban Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 117 Avenue to SR 821/HEFT	4LD	6LD	6LD	Urban Principal Arterial	EE	C2-4LD-EE	0	390	2,470	3,110	3,924	
				Urban Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SR 821/HEFT to SW 112 Avenue	4LD	4LD	6LD	State Principal Arterial	EE	C2-4LD-EE	0	390	2,470	3,110	3,924	
				State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 112 Avenue to US-1	4LD	4LD	6LD	State Principal Arterial	EE	C2-4LD-EE	0	390	2,470	3,110	3,924	
				State Principal Arterial	EE	C2-6LD-EE	0	620	3,830	4,680	5,904	
SW 168 Street												
SW 117 Avenue to US-1	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
US-1 to SW 87 Avenue	2LU	2LU	2LU	County Collector	EE	NS-2LU-EE	0	0	870	1,390	1,776	

Table 12
Study Area Level of Service Table
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1]	[2]	[3]	ROADWAY JURISDICTION AND CLASSIFICATION	[4]	MAXIMUM SERVICE VOLUME CODE	[5]	[5]	[5]	[5]	[5]
	EXISTING LANES	YEAR 2015 LANES	YEAR 2021 LANES		CDMP ADOPTED LOS STANDARD		VALUE FOR LOS A	VALUE FOR LOS B	VALUE FOR LOS C	VALUE FOR LOS D	VALUE FOR LOS E
SW 184 Street											
SW 177 Avenue to SW 167 Avenue	2LU	2LU	2LU	County Collector	C	NS-2LU	0	0	870	1,390	1,480
SW 167 Avenue to SW 157 Avenue	2LU	2LU	2LU	County Collector	C	NS-2LU	0	0	870	1,390	1,480
SW 157 Avenue to SW 147 Avenue	2LU	2LU	4LD	County Minor Arterial	D	NS-2LU	0	0	870	1,390	1,480
				County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120
SW 147 Avenue to SW 137 Avenue	2LU	4LD	4LD	County Minor Arterial	D	NS-2LU	0	0	870	1,390	1,480
				County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120
SW 137 Avenue to SW 127 Avenue	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120
SW 127 Avenue to SW 117 Avenue	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120
SW 117 Avenue to SR 821/HEFT	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120
SR 821/HEFT to SW 107 Avenue	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120
SW 107 Avenue to US-1	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120
SW 200 St/Quail Roost Dr											
SW 177 Avenue to SW 167 Avenue	2LU	2LU	2LU	State Minor Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
SW 167 Avenue to SW 157 Avenue	2LU	2LU	2LU	State Minor Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
SW 157 Avenue to SW 147 Avenue	2LU	2LU	2LU	State Minor Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
SW 147 Avenue to SW 137 Avenue	2LU	2LU	2LU	State Minor Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
SW 137 Avenue to SW 127 Avenue	2LU	2LU	2LU	State Minor Arterial	D	C1-2LU	0	400	1,310	1,560	1,610
SW 127 Avenue to SW 117 Avenue	4LD	4LD	4LD	State Minor Arterial	D	C1-4LD	460	2,780	3,300	3,390	3,390
SW 117 Avenue to SR 821/HEFT	4LD	4LD	4LD	State Minor Arterial	D	C1-4LD	460	2,780	3,300	3,390	3,390
SW 216 Street											
SW 177 Avenue to SW 167 Avenue	2LU	2LU	2LU	County Collector	C	NS-2LU	0	0	870	1,390	1,480
SW 167 Avenue to SW 157 Avenue	2LU	2LU	2LU	County Collector	C	NS-2LU	0	0	870	1,390	1,480
SW 157 Avenue to SW 147 Avenue	2LU	2LU	2LU	County Collector	C	NS-2LU	0	0	870	1,390	1,480
SW 147 Avenue to SW 137 Avenue	2LU	2LU	2LU	County Collector	C	NS-2LU	0	0	870	1,390	1,480
SW 137 Avenue to SW 127 Avenue	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480
SW 127 Avenue to US-1	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480
US-1 to SW 112 Avenue	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480
SW 112 Avenue to SR 821/HEFT	4LD	4LD	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480
SW 177 Avenue											
SW 8 Street to SW 88 Street	2LU	4LD	4LD	State Principal Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
				State Principal Arterial	B	C1-4LD	460	2,780	3,300	3,390	3,390
SW 88 Street to SW 184 Street	2LU	2LU	2LU	State Principal Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
SW 184 Street to SW 200 Street	2LU	2LU	2LU	State Principal Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
SW 200 Street to SW 216 Street	2LU	2LU	2LU	State Principal Arterial	C	C1-2LU	0	400	1,310	1,560	1,610
SW 167 Avenue											
SW 72 Street to SW 88 Street	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480
SW 88 Street to SW 96 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 96 Street to SW 104 Street	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480
SW 157 Avenue											
SW 72 Street to SW 88 Street	4LD	4LD	4LD	County Collector	EE	NS-4LD-EE	0	0	2,030	2,950	3,744
SW 88 Street to SW 96 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 96 Street to SW 104 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 104 Street to SW 112 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 112 Street to SW 120 Street	2LU	4LD	4LD	County Collector	D	NS-2LU	0	0	2,030	2,950	3,120
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 120 Street to SW 136 Street	n/a	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 136 Street to SW 152 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 152 Street to SW 184 Street	2LU	4LD	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 184 Street to SW 200 Street	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480
SW 147 Avenue											
SW 72 Street to SW 88 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 88 Street to SW 104 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 104 Street to SW 120 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120
SW 120 Street to SW 147 Street	2LU	2LU	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120

Table 12
Study Area Level of Service Table
Two-Way PM Peak Hour

ROADWAY SEGMENTS	[1]	[2]	[3]	ROADWAY JURISDICTION AND CLASSIFICATION	[4]	MAXIMUM SERVICE VOLUME CODE	[5]	[5]	[5]	[5]	[5]	
	EXISTING LANES	YEAR 2015 LANES	YEAR 2021 LANES		CDMP ADOPTED LOS STANDARD		VALUE FOR LOS A	VALUE FOR LOS B	VALUE FOR LOS C	VALUE FOR LOS D	VALUE FOR LOS E	
SW 137 Avenue												
SW 40 Street to SW 56 Street	6LD	6LD	6LD	County Minor Arterial	D	NS-6LD	0	0	3,170	4,450	4,690	
SW 56 Street to SW 72 Street	4LD	4LD	4LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 72 Street to SW 88 Street	4LD	6LD	6LD	County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
				County Minor Arterial	D	NS-6LD	0	0	3,170	4,450	4,690	
SW 88 Street to SW 96 Street	6LD	6LD	6LD	State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 96 Street to SW 104 Street	6LD	6LD	6LD	State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 104 Street to SW 112 Street	6LD	6LD	6LD	State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 112 Street to SW 120 Street	6LD	6LD	6LD	State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 120 Street to SW 136 Street	6LD	6LD	6LD	State Principal Arterial	D	C2-6LD	0	620	3,830	4,680	4,920	
SW 136 Street to SW 152 Street	6LD	6LD	6LD	Urban Principal Arterial	EE	NS-6LD-EE	0	0	3,170	4,450	5,628	
SW 152 Street to SW 184 Street	6LD	6LD	6LD	County Minor Arterial	EE	NS-6LD-EE	0	0	3,170	4,450	5,628	
SW 184 Street to SW 200 Street	2LU	2LU	4LD	County Minor Arterial	D	NS-2LU	0	0	870	1,390	1,480	
				County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 200 Street to SW 216 Street	2LU	2LU	4LD	County Minor Arterial	D	NS-2LU	0	0	870	1,390	1,480	
				County Minor Arterial	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 127 Avenue												
SW 72 Street to SW 88 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 88 Street to SW 104 Street	2LU	4LD	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 104 Street to SW 120 Street	2LU	4LD	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 120 Street to SW 128 Street	2LU	4LD	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 128 Street to SW 136 Street	2LU	2LU	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 136 Street to SW 144 Street	2LU	2LU	4LD	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
				County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 144 Street to SW 152 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 117 Avenue												
SW 72 Street to SW 88 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 88 Street to SW 104 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 104 Street to SW 120 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 120 Street to SW 136 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 136 Street to SW 152 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 152 Street to SW 184 Street	4LD	4LD	4LD	County Collector	D	NS-4LD	0	0	2,030	2,950	3,120	
SW 184 Street to SW 200 Street	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
SW 200 Street to US-1	2LU	2LU	2LU	County Collector	D	NS-2LU	0	0	870	1,390	1,480	
SR 821/HEFT												
SW 40 Street to SW 88 Street	6LD	6LD	8LD	State Principal Arterial	D	F1-6D	3,580	5,930	8,270	10,050	11,180	
				State Principal Arterial	D	F1-8D	4,840	8,020	11,180	13,600	15,130	
SW 88 Street to SW 120 Street	6LD	12LD	12LD	State Principal Arterial	D	F1-6D	3,580	5,930	8,270	10,050	11,180	
				State Principal Arterial	D	F1-12	7,360	12,200	17,020	20,710	23,000	
SW 120 Street to SR 874	6LD	12LD	12LD	State Principal Arterial	D	F1-6D	3,580	5,930	8,270	10,050	11,180	
				State Principal Arterial	D	F1-12	7,360	12,200	17,020	20,710	23,000	
SR 874 to SW 152 Street	8LD	12LD	12LD	State Principal Arterial	D	F1-8D	4,840	8,020	11,180	13,600	15,130	
				State Principal Arterial	D	F1-12	7,360	12,200	17,020	20,710	23,000	
SW 152 Street to SW 184 Street	8LD	12LD	12LD	State Principal Arterial	D	F1-8D	4,840	8,020	11,180	13,600	15,130	
				State Principal Arterial	D	F1-12	7,360	12,200	17,020	20,710	23,000	
SW 184 Street to SW 200 Street	6LD	6LD	8L/10L	State Principal Arterial	D	F2-6D	3,240	5,250	7,600	9,840	11,180	
				State Principal Arterial	D	F2-8D	4,420	7,160	10,360	13,420	15,240	
SW 200 Street to SW 216 Street	4LD	4LD	6LD	State Principal Arterial	D	F2-4D	2,050	3,350	4,840	6,250	7,110	
				State Principal Arterial	D	F2-6D	3,240	5,250	7,600	9,840	11,180	
SR 874												
HEFT to SW 104 Street	6LD	6LD	6LD	State Principal Arterial	D	F1-6D	3,580	5,930	8,270	10,050	11,180	
SW 104 Street to SR 878	8LD	8LD	8LD	State Principal Arterial	D	F1-8D	4,840	8,020	11,180	13,600	15,130	
US-1												
SW 136 Street to SW 152 Street	6LD	6LD	6LD	State Principal Arterial	EE	C1-6LD-EE	700	4,250	4,950	5,080	6,096	
SW 152 Street to SW 184 Street	6LD	6LD	6LD	State Principal Arterial	EE	C1-6LD-EE	700	4,250	4,950	5,080	6,096	
SW 184 Street to SW 216 Street	6LD	6LD	6LD	State Principal Arterial	EE	C1-6LD-EE	700	4,250	4,950	5,080	6,096	

Notes:

- [1] The expanded geometry for roadways currently under construction have been included as existing lane geometry.
- [2] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I or II of the LRTP.
- [3] Expanded lane geometry is highlighted in bold based upon roadway improvements in the current TIP or in Priority I, II or III of the LRTP, extending out to year 2020.
- [4] The adopted LOS standards are consistent with the Miami-Dade County CDMP.
- [5] The two-way peak hour roadway capacities are obtained from the 2002 FDOT Quality/LOS Handbook, and are adjusted by 1.2 for LOS EE.

Conclusions

Access to Regional Roadways

Access to and from the 170.3 acre Amendment Site is provided by the signalized, four lane divided Metrozoo access road which extends south of SW 152 Street following the alignment of SW 124 Avenue. This roadway provides access to the Zoo and the existing Gold Coast Museum property, and will directly serve the Amendment Site. Access to Larry and Penny Thompson Park will continue to be provided from the south only using SW 184 Street to SW 125 Avenue or SW 127 Avenue.

Access to Premium Transit

The Amendment Site is located in the study area for two premium transit corridor studies (the South Link and the Kendall Link) demonstrating how the amendment study area can be more directly connected by premium transit service providing extensive transit access system and county-wide. Miami Metrozoo (and specifically the Gold Coast Railroad Museum property) is situated adjacent to the existing CSX rail corridor which is being studied by Miami-Dade County for the potential to provide a Kendall Extension of Tri-Rail's commuter transit service. The CSX Rail Corridor has the potential to connect to the Miami Intermodal Center, thus linking the Kendall community with both Metrorail and Tri-Rail. Miami Metrozoo (at the Gold Coast Railroad Museum property) is one of the locations that could potentially provide a transit station along the CSX for the Kendall Community.

Access to Existing Transit

Miami-Dade Transit currently provides existing transit service directly into the Amendment Site. The Coral Reef Max provides express bus service on SW 152 Street providing direct access between the Amendment Site, the Busway Corridor and Dadeland Station. The Coral Reef Max makes a stop inside the Metrozoo property during the operating hours of the zoo.

Roadway/Infrastructure Commitments

The Amendment Site is located within a portion of Miami-Dade County that is surrounded by current and pending roadway construction projects which are funded in the current TIP. These include key roadway expansions as well as new parallel roadway corridors to complete portions of the western grid and to offer travel corridor relief to the west Kendall motorists. Key projects include the widening of Florida's Turnpike, SW 117 Avenue, SW 127 Avenue, SW 137 Avenue, SW 157 Avenue, SW 177 Avenue, SW 136 Street, SW 152 Street, SW 160 Street and SW 184 Street.

Traffic Concurrency Standards

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

Year 2015 Traffic Conditions with the Amendment

An evaluation of the Year 2015 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards. Year 2015 traffic conditions incorporate the funded TIP roadway improvements, the Priority I and Priority II improvements from the Year 2030 Long Range Transportation Plan, future background traffic conditions reflecting growth in background traffic and the impact of approved but unbuilt committed development projects in the study area, and the traffic impact of the proposed Amendment Site. Since the changes to the Amendment Site are being processed with a companion NOPC Application for the underlying DRI, a significance determination analysis has been provided ensure that those roadways carrying significant DRI traffic will not impact any state or regionally significant roadway found to be operating below the adopted level of service standard in the year 2015. Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the proposed amendment trips for the DRI and the existing DRI trips) were to consume 5.0% or more of the adopted maximum service volume of the state or regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. For the year 2015, the cumulative impact of the DRI trips was found to exceed 5.0% of the adopted maximum service volume for three segments on SW 152 Street and two segments on SW 184 Street. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new uses proposed within the DRI and within the CDMP amendment are not found to significantly impact the surrounding roadway network through the year 2015.

Year 2021 Traffic Conditions with the Amendment Coinciding with the Build-out Date of the DRI

An evaluation of the Year 2021 traffic conditions has been completed to determine the adequacy of the roadway infrastructure to meet the adopted LOS standards through the build-out date of the DRI. Year 2021 traffic conditions incorporate the funded TIP roadway improvements, the Priority I, Priority II and Priority III improvements from the Year 2030 Long Range Transportation Plan, future background traffic conditions reflecting growth in background traffic and the impact of approved but unbuilt committed development projects in the study area, and the traffic impact of the proposed Amendment Site. As indicated above, since the changes to the Amendment Site are being processed with a companion NOPC Application for the underlying DRI, a significance determination analysis has been provided ensure that those roadways carrying significant DRI traffic will not impact any state or regionally significant roadway corridor found to be operating below the adopted level of service standard in the year 2021. Pursuant to Rule 9J-2.045, F.S., a significant impact to the adjacent roadway network could only occur if the cumulative impact of the DRI trips (the proposed amendment trips for the DRI and the existing DRI trips) were to consume 5.0% or more of the adopted maximum service volume of the state or regionally significant roadway network analyzed, and a roadway was found to be operating below the adopted level of service standard for the analysis time period. For the year 2021, the cumulative impact of the DRI trips was found to exceed 5.0% of the adopted maximum service volume for three segments on SW 152 Street and two segments on SW 184 Street. Each of these segments were found to operate within the adopted level of service standards as defined by the CDMP, therefore the impact of the new uses proposed within the DRI and within the CDMP amendment are not found to significantly impact the surrounding roadway network through the year 2021.

CHAPTER 5

FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

On October 23, 2001, the Board of County Commissioners adopted Ordinance 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of the Miami Metrozoo DRI Application to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

The agencies used various methodologies to make their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants; federal funds, etc. Certain variables, such as property use and location were considered by the service agencies in developing their cost estimates

Solid Waste Services

Concurrency

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual CDMP amendment application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. According to the assessment, the County has adequate system capacity to meet the level of service standards (LOS) through Fiscal Year 2013 or two (2) years beyond the minimum standard (five years capacity).

Waste Disposal Capacity and Service

The users pay for the incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities. The DSWM charges a disposal tipping fee at a contract rate of \$56.05 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is \$73.90. These rates adjust annually with the Consumer Price Index. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in

operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (MDWASD) provides for the majority of water and sewer service throughout the county. The cost estimates provided herein are preliminary final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel, and other variable factors. For a total estimated usage of 97,000 gpd (gallons per day), the projected fees paid by Miami-Dade County Park and Recreation Department (the developer) would be \$134,830 for water impact fee, \$543,200 for sewer impact fee, \$13,060 for water meter installation fee, and \$77,905 for annual operating and maintenance costs. The water meter installation fee is based on providing two (2) 10-inch meters. The construction connection charges may apply but cannot be provided until the construction of the development has been completed.

The estimated cost for water and sewer infrastructure in the public right-of-way is \$1,331,964. This excludes the \$13,060 for the two (2) 10-inch water meters, which were discussed above. Table 5-1 below provides a detailed account of the estimated public right-of-way costs.

Table 5-1
 March 2007 Metrozoo Proposed CDMP Amendment
 Cost Estimate for Water and Sewer Connection Charges and
 Infrastructure in Public Right-of-Way

Connection Charges	Estimated Cost
Water Connection Charges (Impact Fees)	\$134,830
Sewer Connection Charges (Impact Fees)	\$543,200
Water Meter Installation Fee*	\$13,060
Total Connection Charges	\$691,090
<hr/>	
Annual Operating and Maintenance Cost	\$77,905
<hr/>	
Estimated Cost of Infrastructure in Public Right-of-Way	
(Excluding water meter installation fee)	
Water	
16-inch Water Main	\$1,050,200
Sewer**	0
Engineering Fees (10%)	\$106,326
Contingency (15%)	\$175,438
Total Infrastructure Cost	\$1,331,964

Source: Compiled by Miami-Dade County Water and Sewer Department.

Notes: **The existing sewer system inside the Metrozoo Park is private. The point of connection for the sewer system is inside the Park, and not in the Public Right-of-Way.

In addition to the public right-of way costs, Metrozoo will need to add a lift station and a pump station to improve its private sewer system. MDWASD's preliminary cost estimates for the construction of the private pump station and the installation of the 12-inch sanitary sewer force main totals \$697,648.

Flood Protection

The Department of Environmental Resource Management (DERM) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible of providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development.

The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Fire Rescue

Because the fire stations that serve the CDMP application area have been programmed by Miami-Dade County Fire Rescue for service enhancements through fiscal years 2009-2010 and 2010-2011, the stations have sufficient capacity to continue to serve the proposed development without having to invest in additional improvements.

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CHAPTER 6

CONSISTENCY REVIEW OF THE MIAMI METROZOO DRI AMENDMENT APPLICATION WITH THE CDMP

All CDMP amendment applications are evaluated for consistency with pertinent CDMP Objectives, Policies, Land Use Plan Concepts and other Plan provisions. The specific objectives, policies and Land Use Plan Concepts that materially apply to the requested amendment are indicated below in summary following the specific item. For the specific language see the Adopted Components Comprehensive Development Master Plan, October 2006 Edition, as amended through April 19, 2006.

The following CDMP Goals, Objectives, Policies, and Concepts will be furthered should the Miami Metrozoo DRI CDMP amendment application be adopted:

- OBJECTIVE LU-1: Urban growth shall emphasize concentration and intensification around centers of activity, renewal and rehabilitation contiguous urban expansion.
- LU-1J: Expand the economy in locally distressed areas through improving Community Development Block Grant (CDBG)-eligible areas, and enhancing Enterprise Zone and Empowerment Zone programs.
- OBJECTIVE LU-2: Future land use, and urban expansion based upon feasibility of providing, all urbanized areas minimum (LOS).
- LU-3B: Natural resources protected from incompatible land use.
- OBJECTIVE LU-6: Protect, preserve, ensure the proper management, and promote public awareness of historical, architectural and archaeologically significant sites and districts.
- LU-6A: Identify, seek appropriate designation, and protect properties of historic, architectural and archaeological significance.
- LU-8E: Amendments to the CDMP Land Use Plan map evaluated on extent to which they would:
 - Satisfy deficiency projected population
 - Enhance LOS Standards;
 - Be compatible
 - Enhance environmental or historical resources, features or systems of County significance; ...
- LAND USE CONCEPT 2: Preserve and conserve land of valuable environmental recreation, scenic appeal.
- HO-6B: Use incentives such as Enterprise Zone designations to attract industries to or near infill sites in very low to moderate income, areas and to employ the area residents.
- CON-9A: Prohibit activities that adversely affect, endangered or threatened species unless public necessity and no alternative.
- OBJECTIVE ICE-7: Encourage the achievement of a coordinated strategy for regional economic development.
- OBJECTIVE CIE-3: Land use decisions will not degrade adopted LOS.

The following CDMP Goals, Objectives, Policies, and Concepts will be impeded should the Miami Metrozoo DRI CDMP amendment application be adopted:

- LU-2A: Development orders meeting of Service (LOS) standards in (CIE).
- LU-8D: Maintenance of internal consistency among all Elements of the CDMP.

The ability and commitment of the applicant to adequately address water supply issues, and specifically those related to the Water Park, may improve the project's status from impeding the above CDMP Policies LU-2A and LU-8D to furthering those policies.